



# **SUBMISSIONS REPORT**

SSDA-10448 Mod 2  
Aspect Industrial Estate

Prepared for  
**MIRVAC**



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Jacqueline Parker
Associate Director	Nik Wheeler
Consultant	Andrew Lee
Report Number	P0037025 RtS

**Urbis acknowledges the important contribution that  
Aboriginal and Torres Strait Islander people make in  
creating a strong and vibrant Australian society.**

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

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd  
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

**[urbis.com.au](http://urbis.com.au)**

# CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1.	Exhibited Project .....	1
1.2.	Supporting Documentation .....	1
<b>2.</b>	<b>Actions Taken Since Exhibition.....</b>	<b>2</b>
2.1.	Refinements to the Project .....	2
2.2.	Additional Impact Assessment.....	4
<b>3.</b>	<b>Responses to Submissions .....</b>	<b>6</b>
	Penrith City Council (Dated 24 <sup>th</sup> August 2022) .....	7
	Transport for NSW (TfNSW) (DATED 14 <sup>th</sup> July 2022) .....	17
<b>4.</b>	<b>Updated Evaluation and Conclusion.....</b>	<b>22</b>
	<b>Disclaimer.....</b>	<b>23</b>

## FIGURES

Figure 1 Refinement to Concept Masterplan - Warehouse 3 .....	4
Figure 2 Refinement to Stage 1 Plan - Warehouse 3.....	4

## PICTURES

Picture 1 Original Proposal .....	4
Picture 2 Refined Proposal .....	4
Picture 3 Original Proposal .....	4
Picture 4 Refined Proposal .....	4

## TABLES

Table 1 Supporting Documentation .....	1
Table 2 Design Refinements to Proposed Development .....	2
Table 3 Response to Raised Issues .....	7



# 1. INTRODUCTION

This Submissions Report relates to the Modification 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	Updated LCVIA	Clouston
Appendix F	Traffic Memo and Swept Path Diagrams	Ason
Appendix G	Heritage Memo	Artefact
Appendix H	Civils Report and Drawings	AT&L

## 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 and in response to submissions made, and as a result of further engagement with DPE.

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 an amendment to the proposal is not required.

Table 2 Design Refinements to Proposed Development

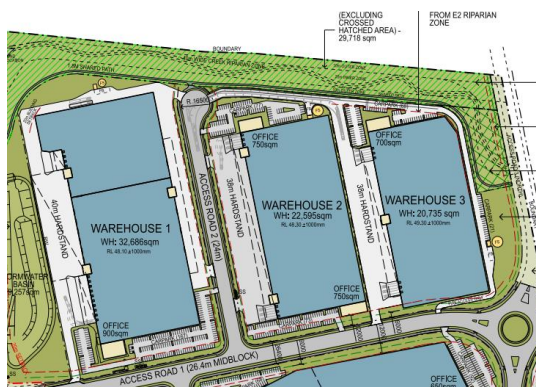
Location	Proposed Refinements
<b>Warehouse 3 Carpark Areas</b>	<ul style="list-style-type: none"> <li>Reduction of car parking spaces at the east carpark area from 27 to 21 (reduction of 6 spaces) for warehouse staff</li> <li>Increase in car parking spaces at the north carpark from 62 to 68 (increase in 6 spaces) for office staff</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 to 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, pedestrian crossing situated at the north carpark, between the northern pedestrian path and the main office.</li> </ul> <p><i>The refined 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 at from the western, hardstand area into the connecting driveway (connecting Warehouse 3 to Access Road 2). This includes adjustments to the lot boundaries at Lot 2 (minor increase in Lot 2 site area from 40,072sqm to 40,172sqm).</li> <li>Adjustments to the 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> </ul>

Location	Proposed Refinements
	<ul style="list-style-type: none"> <li>Clear line demarcations for light vehicle and heavy vehicle access through the access driveway connecting Access Road 2 and Warehouse 3</li> <li>Warehouse has been designed in compliance with the requirements of AS289.1:2004 and A2890.2:2018, as required by the Mamre Road Development Control Plan. There would be no conflict between light vehicles parking, and heavy vehicles manoeuvring.</li> </ul> <p><i>The refined 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>Refined landscaping areas and vegetated islands around and throughout the revised 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 off of 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>Refined tree plantings in accordance with the updated access and increase in landscaping as a result of removal of car parking on south western edge of warehouse</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: <ul style="list-style-type: none"> <li>Lot 1, adjusted tree canopy coverage from 11% 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> </li> </ul>
<b>Plan Consistency</b>	<ul style="list-style-type: none"> <li>The refined landscape plans, landscape masterplans and architectural plans have been prepared to maintain consistency between them.</li> </ul>
<b>Warehouse 1 Vehicular Access</b>	<ul style="list-style-type: none"> <li>The refined architectural plans and landscape plans have been prepared based on the TfNSW endorsed the location of the Warehouse 1 heavy vehicle access point from Access Road 1. Subject to the recommendations made by TfNSW detailed in <b>Section 3</b> of this report, the updates to the Warehouse 1 layout to accommodate the refined driveway access includes the following: <ul style="list-style-type: none"> <li>refined driveway location, shifting the access point further east and increasing the distance between the driveway and the signalised intersection of Access Road 1 and Mamre Road to 119m.</li> </ul> </li> </ul>

Location	Proposed Refinements
	<ul style="list-style-type: none"> <li>- removal of the slip, deceleration / diversion lane.</li> <li>- Refinement of the at-grade carparking at Lot 1 to accommodate the updated vehicular driveway location. This includes consolidation of the carparking to the south-east corner of the Lot and removal of 26 car parking spaces, resulting in a total of 141 car parking spaces.</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

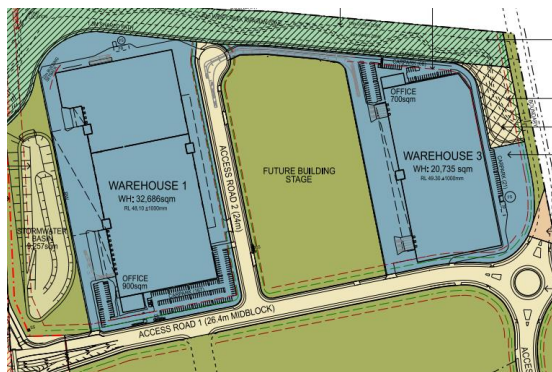


Picture 1 Original Proposal

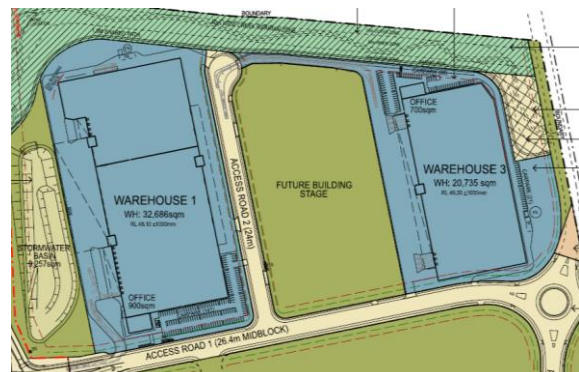


Picture 2 Refined Proposal

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 Memo which responds to the Council comments and details stop line/signage locations.
- Updated swept path analysis of the latest driveway layout.
- A Heritage Assessment Memo which responds to the items raised by TfNSW.



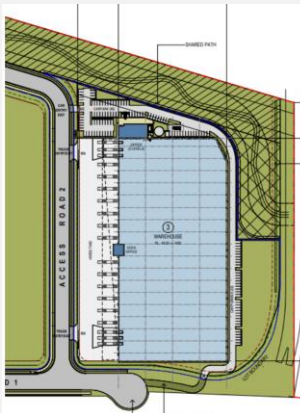

The findings and recommendation of the additional assessments are discussed in detail within **Section 3** of this report.

### 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**.

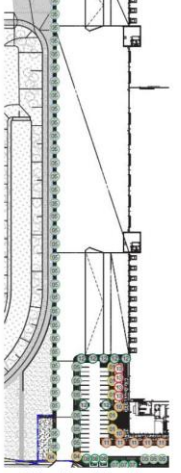
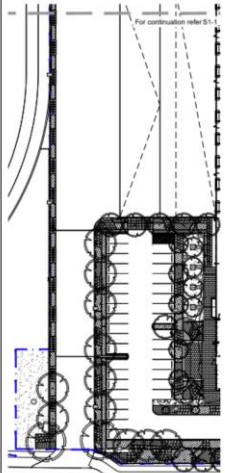
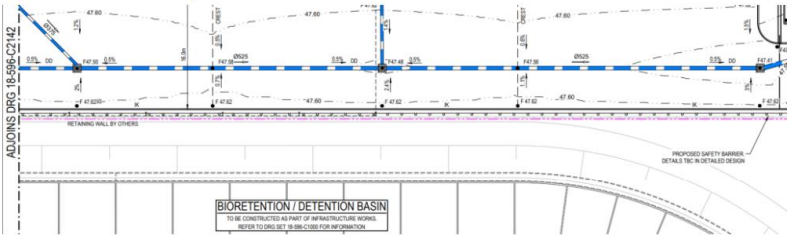
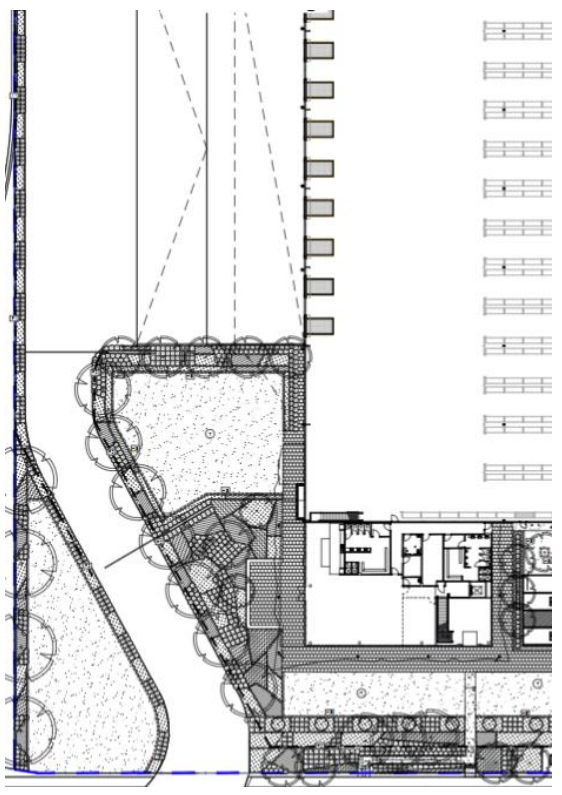
Table 3 Response to Raised Issues

Summary of Issue Raised	Response	Supporting Document
<b>PENRITH CITY COUNCIL (DATED 24<sup>TH</sup> AUGUST 2022)</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> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><b>Figure 5:</b> Warehouse 3 – Approved Stage 1 configuration</p> </div> <div style="text-align: center;">  <p><b>Figure 6:</b> Warehouse 3 – Proposed Concept Master Plan</p> </div> </div>	<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 F</b></p>

Summary of Issue Raised	Response	Supporting Document
<p>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.</p>	<p>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.</p>	<p><b>Appendix A</b></p>
<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 has been relocated to the north car park on the refined plans, which closer to the warehouse entry point. This provision 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 to cater for staff travelling from the parking area to the office.</p>	<p><b>Appendix A</b></p>
<p>No safe pedestrian pathway is provided for staff and visitors along the northern private driveway for Warehouse 3.</p>	<p>As per the refined drawings, a pedestrian pathway has been provided for access from the crossover on Access Road 02 to Warehouse 3.</p>	<p><b>Appendix A</b></p>

Summary of Issue Raised	Response	Supporting Document
<p>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 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>As detailed in the commentary above and in <b>Section 2</b> of this report, the refined plans 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><b>Appendix A</b></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 F</b></p>

Summary of Issue Raised	Response	Supporting Document
<b>Landscaping</b>		
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.	The refined landscape plans and masterplan have been prepared to be consistent with the latest architectural plans and civil drawings.	<b>Appendix C</b>
<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>	<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>See extract of updated landscaping for Lot 1 at the vehicle entrance from Access Road 1 below.</p>	<b>N/A</b>

Summary of Issue Raised	Response	Supporting Document
 <p><b>Figure 7:</b> Applicant's Landscape plan – Warehouse 1 – 05 refers to Spotted Gums</p>  <p><b>Figure 8:</b> Applicant's On-Lot Works Landscape plan – Warehouse 1 – Excerpt.</p> <p><b>Figure 9:</b> Civil plans indicating no space for canopy tree planting (refer 18-596-C2143 issue I)</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>

Summary of Issue Raised	Response	Supporting Document															
<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 and when compared to the approved SSD (see table below with % tree canopy figures)</p> <p>The refined 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"> <tr> <th></th><th>SSDA</th><th>MOD2</th></tr> <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> </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%															
<p>The Visual Impact Assessment is incorrect in indicating canopy tree planting in this location and is to be updated.</p>	<p>The refined VIA prepared by Cloustons provides an updated assessment against the latest landscape plans. The VIA concludes that the changes to planting around the basin will have no impact on the relevant viewpoint</p>	<p><b>Appendix E</b></p>															



Summary of Issue Raised	Response	Supporting Document
	ratings (See Viewpoint 7, viewing the site from the west).	
All plans are to correlate.	<p>The refined architectural and landscape drawings have updated the Stormwater Basin to be consistent with the Civil Drawings.</p> <p>The Civils Drawings have also been updated to capture the final waterway health concept design. The waterway health strategy as approved under the original SSDA, may still be adopted by the Applicant to demonstrate compliance with the IWCM controls of the DCP.</p>	<b>Appendix A, B, C and H</b>
The landscaping encroachments are not justified. Council does not support any carparking encroachments into the required minimum landscaped setbacks for all lots.	In relation to setbacks, the updated Landscape Plans represent an improvement in setbacks within the SSDA MOD 2 for Lot 1, and for Lot 3 the position is consistent with the approved SSDA.	<b>Appendix C</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 the architectural and civil engineering refinements. 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.	In relation to setbacks, the updated Landscape Plans represent an improvement in setbacks	<b>Appendix C</b>

Summary of Issue Raised	Response	Supporting Document									
	within the SSDA MOD 2 for Lot 1, and for Lot 3 the position is consistent with the approved SSDA.										
(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 car parking areas and tree canopy plantings within the landscape blister islands have been refined to accommodate adjusted numbers, in accordance (or to improve upon) with the rate established in the approved SSD-10448.</p> <table border="1"> <tr> <td></td><td>Approved SSD (landscape blisters per car parking spaces)</td><td>MOD 2 (landscape blisters per car parking spaces)</td></tr> <tr> <td><b>WH 1</b></td><td>19 for 206 car parks</td><td>17 for 167 car parks</td></tr> <tr> <td><b>WH 3</b></td><td>9 for 125 car parks</td><td>5 for 89 car parks</td></tr> </table> <p>It is noted that the approved SSD-10448 included 6 carparking areas that did not meet the numerical requirement for landscape blisters. The refined proposal ensures that this limited level of non-compliance is further reduced to 4 carparking areas. This represents an improvement to the approved scheme.</p> <p>The number of landscape blisters across the car park areas will maintain compliance with</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	17 for 167 car parks	<b>WH 3</b>	9 for 125 car parks	5 for 89 car parks	<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	17 for 167 car parks									
<b>WH 3</b>	9 for 125 car parks	5 for 89 car parks									

Summary of Issue Raised	Response	Supporting Document
	<p>the controls, and there will also be an exceedance of the 10% tree canopy coverage requirement under the DCP.</p> <p>Additionally, the development will involve substantial tree planting and landscaping across the areas around the carpark. Accordingly the proposed tree canopy will help to achieve the requisite urban heat island and visual amenity objectives. Further, the trees proposed throughout the car parking areas will provide adequate shading.</p>	
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>

Summary of Issue Raised	Response	Supporting Document
<b>Traffic</b>		
<p>The Traffic Memo 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 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.</p>	<p>The current access strategy, with the entry driveway on Access Road 1, allows for clockwise one way 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 can perform right-hand down reverse manoeuvres). This is recommended by 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><b>Appendix F</b></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. 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 F</b></p>

Summary of Issue Raised	Response	Supporting Document
All proposed gates should be located so that they allow the largest heavy vehicle accessing the site to queue entirely within the site boundary.	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.	<b>Appendix A</b>
Swept path assessments were not included in the Appendix of the Traffic Memo and in this respect DPE should request and review.	The updated TIA report includes a swept path assessment for WH1, 2 and 3.	<b>Appendix F</b>
<b>TRANSPORT FOR NSW (TFNSW) (DATED 14<sup>TH</sup> JULY 2022)</b>		
TfNSW verbally raised a potential 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.	<b>Appendix G</b>

Summary of Issue Raised	Response	Supporting Document
<b>TRANSPORT FOR NSW (TFNSW) (DATED 2<sup>ND</sup> SEPTEMBER 2022)</b>		
<p>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.</p>	<p>A refined Warehouse 1 driveway arrangement has been prepared in the latest plans which aims 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 to 119m and removing the deceleration / diversion lane. The increased separation distance will minimize the potential for conflict and queuing.</p>	<p><b>Appendix A, Appendix C and Appendix F.</b></p>
<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 in support 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 <i>Austrroads</i> requirements to</p>	<p><b>Appendix A, Appendix C and Appendix F.</b></p>

Summary of Issue Raised	Response	Supporting Document
	ensure all deceleration from 60km/hr is completed within the deceleration lane itself.	
<b>TRANSPORT FOR NSW (TFNSW) - FURTHER QUERIES</b>		
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 sub-optimum outcome from the Warehouse 1 customer (CEVA) from a safety perspective; and</li> </ul> <p>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.</p>	<b>Appendix A, Appendix C and Appendix F.</b>

Summary of Issue Raised	Response	Supporting Document
<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 development from Access Road 1 complies with relevant FRNSW and TfNSW access requirements.</i></p> <p>Following lengthy discussions with Mirvac and DPE, TfNSW can provide the following response based on the subject modification to Condition D11 of the consent.</p> <p>The following options were proposed by the applicant for heavy vehicle access only:</p> <ol style="list-style-type: none"> <li>1. 83m deceleration lane with the taper beginning 36m from the stop line of the intersection Mamre Road/Access Road 1 (shown in grey in below image)</li> <li>2. 55m deceleration lane with the taper beginning 64m from the stop line of the intersection Mamre Road/Access Road 1 (shown in orange in below image)</li> <li>3. No deceleration lane – access 119m from the stop line of the intersection Mamre Road/Access Road 1</li> </ol> <p>TfNSW does not support Option 1 &amp; 2. TfNSW requires any access to be a minimum 50m from the stop line with a preference for 100m in greenfield industrial sites. This is required as this distance is expected to reduce the likelihood of vehicle conflicts/queuing at the departure of the signalised intersection, thus impacting on the operation and safety of the intersection.</p>	<p>In accordance with the lengthy discussions between Mirvac, DPE and TfNSW, a design that reflects Option 3 has been adopted. Accordingly, the Updated Architectural Drawings, Updated Landscape Plans have been provided to reflect the revised access location, 119m separated from the Mamre Road and Access Road 1 intersection.</p> <p>Updated Civil Plans have been provided noting the area of the design that needs to be updated to reflect the revised access location.</p> <p>To accommodate the revised driveway access location, the provision of parking across Lot 1 is to be updated. This includes locating all at-grade carparking at Lot 1 to the south-eastern corner of the lot.</p> <p>The refined driveway alignment and location will result in the reduction in parking to 141 spaces (reduction of 26 spaces from 167 spaces). This will result in a total number of parking across the estate masterplan of 1,161 (from 1,187 spaces). The refined parking numbers will continue to comply with the DCP requirement of 138 spaces at Lot 1 and 1,052 across the entire estate.</p>	<p><b>Appendix A, Appendix C, Appendix F &amp; Appendix H.</b></p>



Summary of Issue Raised	Response	Supporting Document
<p>Mirvac have provided comment that they would be open to a condition of consent for Warehouse 1 restricting the number of Heavy Vehicles to enter the access driveway off Access Road 1 to no more than 22veh/hr.</p> <p>Therefore TfNSW proposes the following proposal to DPE to close out the current condition D11:</p> <p><i>Under Option 3 the access to Warehouse 1 located on Access Road 1 is proposed to be situated 119m from the stop line of the intersection Mamre Road/Access Road 1 with no Auxiliary left turn (AUL). This access location would be supported by TfNSW subject to a condition of consent restricting the number of Heavy Vehicles to enter the access driveway off Access Road 1 to no more than 22veh/hr or in line with Austroads Standards Guide to Traffic Management Part 6, whichever is of lesser volume in all vehicle movements. Egress is prohibited at this location.</i></p> <p><i>It is requested that this is reflected in any future Operational Traffic Management Plan (OTAMP) for this Lot.</i></p>	<p>In accordance with first principles traffic volumes assessments, Warehouse 1 (GFA 33,886m<sup>2</sup>) would generate approximately:</p> <ul style="list-style-type: none"> <li>▪ 21 heavy vehicles in the AM peak; and</li> <li>▪ 22 heavy vehicles in the PM peak</li> </ul> <p>Mirvac requests that Condition D11:</p> <p><i>Under Option 3 the access to Warehouse 1 located on Access Road 1 is proposed to be situated 119m from the stop line of the intersection Mamre Road/Access Road 1 with no Auxiliary left turn (AUL). This access location would be supported by TfNSW subject to a condition of consent restricting the number of Heavy Vehicles to enter the access driveway off Access Road 1 to no more than 22veh/hrs. Egress is prohibited at this location.</i></p> <p>It is proposed there is no need to condition the Austroads standards guide to Traffic management part 6, as the 2036 modelling would result in less than 400 veh/hr (and therefore the 22 veh/hr threshold).</p>	

## 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 DPE'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 includes a minor reduction to the Lot 2 site area, which will facilitate clear, separate travel paths for heavy and light vehicles with the appropriate swept path analysis provided.
- Adjusted the 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.
- An adjusted driveway connecting Warehouse 1 and Access Road 1. This provides an increased separation distance of 119m from the Mamre Road and Access Road 1 intersection. The revised driveway has been accommodated by the consolidation of at-grade carparking at Lot 1 to the south-eastern corner of the lot and a reduction of 26 car-parking spaces. The reduced car parking rate maintains compliance with the relevant DCP rates.
- Subject to a 22veh/hr access limit, the refined driveway will minimize the potential for queuing or traffic conflict. The refined Warehouse 1 vehicular access point has been prepared subject to review and endorsement from TfNSW and will address condition D11.

The refined proposal will not result in any additional, adverse environmental impacts and will result in an improved environmental outcome, including an improved vehicular access design. As such, the refined proposal addresses the matters raised by both Penrith City Council and TfNSW.

The proposal remains highly suitable for the site and represents development that is in the public interest, as explained within the Environmental Impact Statement. As such, having considered all relevant matters, we conclude that the development as refined should be approved.

# DISCLAIMER

This report is dated 24<sup>th</sup> October 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Mirvac (**Instructing Party**) for the purpose of RTS (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

