



## KEMPS CREEK ESTATE – SSD-9522 MOD 3

### Response to Request to Additional Information (2)

Frasers Property Industrial (**Frasers**) and Altis Property Partners (**Altis**) (referred to as the '**Frasers and Altis Kemps Creek JV**') received comments from a number of State and local authorities in response to the SSD-9522 MOD 3 Response to Submissions (RtS) issued to DPE on 19 April 2022. The State and local authorities include:

1. Department of Planning and Environment (**DPE**) – 27 May 2022 (refer **Table 1**)
2. Penrith City Council (PCC) – 12 May 2022 (refer **Table 2**)
3. Penrith City Council (PCC) – 1 August 2022 (refer **Table 3**)
4. TfNSW – 22 June 2022 (refer **Table 4**)

The Frasers and Altis Kemps Creek JV, and the project team have provided responses and actions to each of the comments raised by the State and local authorities in **Tables 1 – 4** provided within this document.

# 1. DPE COMMENTS

Table 1 Kemps Creek Estate – DPE Comments and Response Table

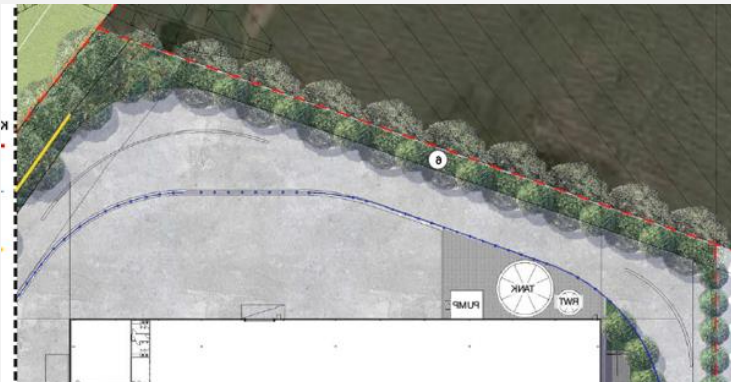
Comment	Response	Section
As requested previously, please provide updated versions of the site and subdivision plans at Appendix 1 of the consent for SSD-9522 that reflect the modified site layout.	<p>The updated versions of the site layout plan and subdivision plans have been provided at <b>Appendix A</b> of the Amended Development Report.</p> <p>A Section 37 Request to Amend SSD-9522 MOD 3 has been submitted to DPE.</p> <p>The amendment to SSD-9522 MOD 3 is for the withdrawal of Lots 1 and 4 from the application, with only Lots 2 and 3 and the associated works for warehouses 2 and warehouse 3 to remain. The amendment also includes the removal of the access road off Bakers Lane.</p>	<p><b>Section 3</b> of Amended Development Report</p> <p><b>Appendix A</b> in the Amended Development Report</p>
The Department notes that it is no longer proposed to delete or modify Condition B4 under this application. With regard to Condition B18, the Department still does not support the removal of this condition. Should the concept design required by Condition B18 meet the requirements of TfNSW, the Department can provide a separate letter advising that the condition has been satisfied in accordance with standard practice for post-approval matters.	The Proponent accepts this arrangement.	N/A
<p><u>Noise</u></p> <p>The Department and EPA do not support the approach to reclassify existing residential receivers rezoned within the Mamre Road Precinct as ‘isolated residences’, noting that this provision in the NPfI was not intended to apply to residences with existing use rights subject to recent rezonings.</p>	As requested by DPE, the NPfI Table 2.3 note, in regard to as “isolated residences within an industrial zone” will be ignored, and instead noise limits will resume to be those as previously approved for the development as per SSD 9522 Condition B52 Table 5.	<b>Appendix D</b> in the Amended Development Report

<p>The Department acknowledges that Receivers 4, 5 and 6 are subject to current development applications for industrial development and/or have been demolished.</p> <p>However, consideration of other existing residential receivers within the Precinct is still required, and you must demonstrate how the modified development can achieve compliance with the current noise limits under Condition B52 at receivers within the precinct that are not subject to current development applications for redevelopment.</p>	<p>Receivers 2 and 3 are existing residential receivers that remain within the MRP. It is understood that these receivers are actively looking for purchasers, however, this area of the MRP Structure Plan is planned for development in the medium term. As such, there is potential these receivers may be occupied at the commencement of Project operations. To reduce the noise emissions to the SSD 9522 Condition B52 Table 5 noise limits at these receivers would not be feasible using noise barriers as it would require a substantial increase in the height and extent of the noise barriers compared with that proposed in the NVIA. Substantial modifications to onsite operations would also be required which is not feasible or reasonable.</p> <p>Considering that these mitigation measures would be protecting only two receivers, and these receivers are likely to only remain as residential receivers for the medium term, the substantial costs of any onsite mitigation measures, in addition to the required height in order for the noise barrier to be effective noting that the main noise sources are mobile, would not be considered reasonable. This is consistent with the feasible and reasonable approach to mitigation in the NPfI (Fact Sheet F).</p> <p>It would be proposed that for a feasible and reasonable approach to mitigation, a negotiated agreement would be entered into with these receivers, which may include at-property noise mitigation treatments, to manage noise impacts on these receivers until the existing residential use ceases. Consideration of at-property noise mitigation treatments would only be proposed should the Receivers 2 and 3 be occupied at the commencement of operations. To implement these agreements and controls, a noise mitigation consultation plan would be prepared and provided to</p>	<p><b>Appendix D</b> in the Amended Development Report</p>
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	DPE prior as a proposed reasonable method of entering into a negotiated agreement with the identified receivers.	
The approach to noise impact assessment should be consistent with other development within the broader Kemps Creek Estate/Yards site – i.e. Ardex Warehouse and Manufacturing Facility (SSD-25725029) and the noise comments recently provided on the draft RtS for that application.	<p>The revised approach for receivers within the MRP requested in the recently provided comments on the draft RtS for the Ardex Warehouse from DPE has been addressed in the above comments.</p> <p>While for the rural-residential areas in Luddenham, it is noted that condition B52 of SSD 9522 already contains approved numerical noise limits for the operations approved under SSD 9522. Independent of these approved noise limits, the highest predicted night time noise level in Table 5-1 of the NVIA is 25 dB(A) LAeq 15min at the residential receivers within Luddenham.</p> <p>This is the predicted noise level from the operations across 7 warehouses concurrently. This is consistent with the DPE request that the developments should achieve a night-time project amenity noise level for the rural-residential areas in Mount Vernon and Luddenham of no more than 27 dB(A) LAeq period.</p>	<b>Appendix D</b> in the Amended Development Report

## 2. PCC COMMENTS

Table 2 Kemps Creek Estate – PCC Comments and Response Table

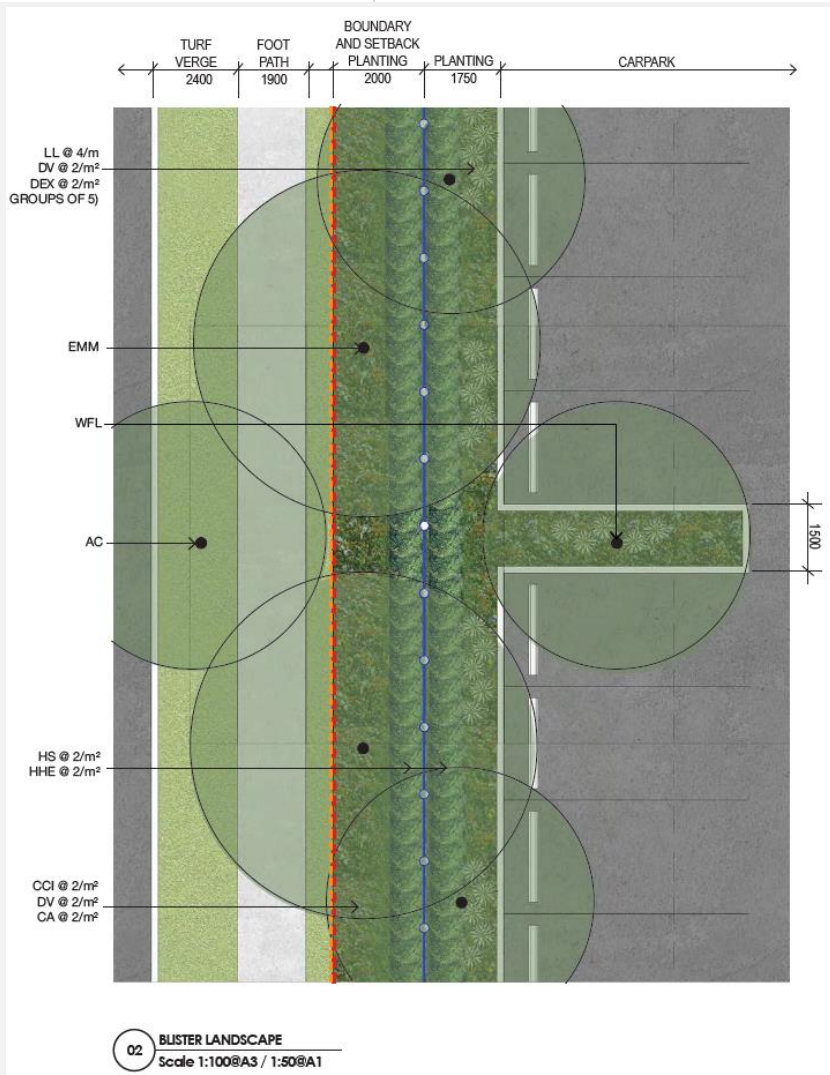
Feedback Summary	Key Actions	
<p><b>Planning Considerations</b></p> <p><u>Mamre Road DCP</u></p> <p>Council reiterates that the Mamre Road Precinct DCP applies to the subject application and site. The site specific DCP referenced in the RtS has no statutory weight and is not adopted.</p>	<p>The Mamre South Site-Specific DCP is the applicable to the site and is also the DCP the original SSD-9522 application was assessed against, and upon which consent was granted.</p> <p>Controls within the Site-Specific DCP are also referenced within the original development consent for SSD-9522.</p>	<p><b>Section 5.2</b> of MOD 3 Report.</p> <p><b>Appendix A</b> in the Amended Development Report</p>
<p><u>Landscaping</u></p> <p>The landscaping design needs improvement. Adequate screen planting is not provided, and components of this application seek to reduce landscaped areas and the amendments impact anticipated design outcomes.</p>	<p>The current landscape plan is in compliance with the site specific DCP.</p> <p>The current design has not reduced landscape areas since the original and approved MOD1. The Habit8 landscaping plans show an overall increase in landscaped area of 374sqm and over 2,000sqm of additional canopy cover from the Approved MOD 1 plans. This is referenced within the comparison tables shown on page 6 of the Habit8 landscape report</p> <p>Adequate screening has been shown on all boundaries and street setbacks. There is a mixture of large canopy trees, smaller screen trees, screening shrubs and groundcovers specified. See the plans below.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
		



<p>The proposal for increased plant density and decreased landscaped area is not supportable and not adequately justified.</p>	<p>Habit8 confirms that specified trees and planting densities have been determined according to the growth habits of the species selected. In addition, and as shown within the comparison tables on page 6 of the Habit8 landscape report, there is more landscaped area proposed under MOD 3 than the approved MOD 1 layout.</p> <p>Habit8 recognized opportunities to sustain larger canopy trees in garden bed areas and maximized the available space with the specification of larger species and where applicable higher density of plant and tree species. Council often specifies conditions where plant density is high. (Eg: “ 8 plants per m2 for groundcovers and grasses and tree canopies to overlap” have been recent comments from PCC on other applications)</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p>A landscape consultant should review the plans and confirm if the concentration of planting in smaller areas is sustainable (trees will compete and not thrive) and that canopy targets will be achieved.</p>	<p>Habitat8 confirms that the density of plantings and size of trees specified will grow sustainably in the garden beds provided. Tree canopy targets can also be achieved.</p> <p>Please see the detailed concept of setback planting extract on the following page which clearly shows adequate spacings for tree planting.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p>Owing to the volume of excess parking proposed (as has been increased incrementally through the approval of subsequent modification applications), Council would seek that several car spaces in strategic locations be converted to landscape blister islands to offset the increased hardstand areas, assisting in increasing canopy and deep soil provision and reducing heat island impacts.</p> <p>This would have the dual impact of elevating landscape quality and sustainability and addressing</p>	<p>Refer to Architectural Drawings at <b>Appendix A</b>. There are more landscape blisters provided on the latest Landscape Plan at <b>Appendix E</b>, with tree planting provided within each blister.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>



issues related to bulk and limited landscape screening.



Council does not support modifications to the SSD which will result in a decreased landscaped area or that reduce design quality or result in unsustainable canopy tree provision, or which erode or detract from the ability of landscaped areas to sustain trees and plant growth over time and to maturity.

Habit8 has confirmed that specified trees and planting densities have been determined according to the growth habits of the species selected. Habit8 recognized opportunities to sustain larger canopy trees in garden bed areas and maximized the available space with the specification of larger species and where applicable higher density of plant and tree species. This has been demonstrated in the revised landscape plans and resulted in the increased number of plants and canopy cover.

Please see previous diagram showing tree spacings and note the calculations in the below tables relating to the increase in landscape areas and canopy:



Original landscape set:

**TREE CANOPY COVER TABLE (WH2 & WH3)  
(SSDA 9522 MOD 1)**

TREE NO.	TREE CANOPY	CANOPY AREA (m²)	TOTAL CANOPY COVER (m²)
76	6m	30	2280
150	8m	50	7500
31	10m	78	2418
28	15m	177	4956

TOTAL TREE NO. 285  
 TOTAL SQM LANDSCAPE AREA 9,846.55  
 TOTAL SQM CANOPY COVER 17,154  
 TOTAL AREA 87,852  
 TOTAL LANDSCAPE PERCENTAGE 11.2%  
 TOTAL CANOPY PERCENTAGE 19.5%  
 DCP REQUIREMENT 10%

Amended landscape set:

**TREE CANOPY COVER TABLE (WH2 & WH3)  
(ISSUE I) 08.08.22**

TREE NO.	TREE CANOPY	CANOPY AREA (m²)	TOTAL CANOPY COVER (m²)
85	3m	7	595
163	6m	30	4890
101	8m	50	5050
31	10m	78	2418
37	15m	177	6549

TOTAL TREE NO. 417  
 TOTAL SQM LANDSCAPE AREA 10,220.78  
 TOTAL SQM CANOPY COVER 19,502  
 TOTAL AREA 87,852  
 TOTAL LANDSCAPE PERCENTAGE 11.6%  
 TOTAL CANOPY PERCENTAGE 22%  
 DCP REQUIREMENT 10%

Concern is raised that successive modification applications have been approved which have increased car parking, reduced road widths and the overall impacts have detracted from landscape quality and the original vision for the precinct.

SSD-9522 MOD 2 has already been approved by DPE.

There is no need for additional information as the landscape details provided by Habitat8 in the Landscape Plan are sufficient.

**Appendix E** in the Amended Development Report

It is requested that the Department ensure that the approved landscape outcomes are not eroded and that areas for meaningful and sustainable landscaping and canopy are not reduced or negatively impacted.

Noted.

N/A

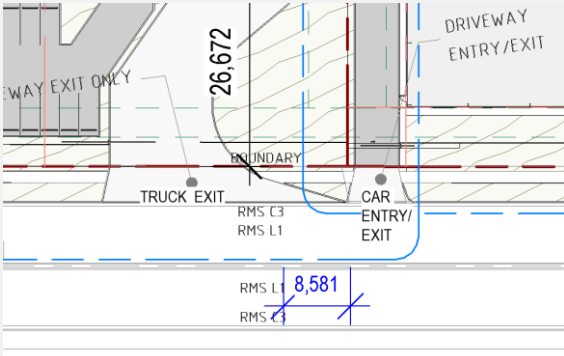
Condition B4


It is Council's understanding from the explanation provided in the applicant's

This is correct.

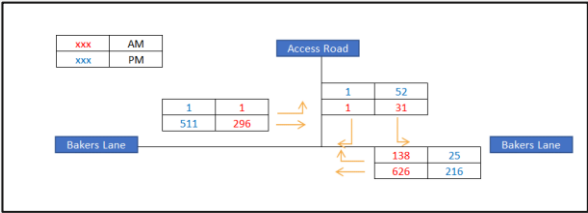
N/A

Response to Submissions (RtS) at p.11-12, that no further changes to, or deletion of Condition B4 is proposed under MOD 3.		
<p><u>Condition B18</u></p> <p>It is unclear from the RtS that the matters previously raised by Council and as have been raised by Transport for New South Wales (TfNSW) are addressed and as such, Council recommends that Condition 18 remain.</p> <p>Council concurs with the advice provided by the Chief Engineer at page 32-34 of the RtS in relation to the advice stating that Condition 18 remain in the Consent.</p>	The applicant is not proposing to remove Condition B18, however have this amended to only apply to Lots 1 and 4. The revised MOD 3 design will provide interim access to Lots 2 and 3 via a private road off Bakers Lane.	N/A
<p><u>Photomontages</u></p> <p>Photomontages are inaccurate and do not reflect the landscaping on landscape plans (refer Landscape review below).</p>	Landscaping is correctly represented within the photomontages. It should be noted that photomontages also indicate estate landscaping as this also contributes to visual mitigation. PCC may have confused MOD3 landscaping for proposed landscaping around RE1 lands to the west. This is explained further in the responses below.	<b>Appendix B</b> in the Amended Development Report
<p><u>Rooftop plant</u></p> <p>Roof top plant heights are detailed in the applicant's RtS p.19. The Department is urged to review the impact of roof mounted plant on views (near and distant), streetscape amenity and overall height compliance, noting that top of building heights are measured from Finished Ground Level.</p> <p>It is reiterated that any conditions in the consent clarify how height of building</p>	Rooftop plant equipment has been included within 3D models to Warehouse 2. This is partly visible within Viewpoints 16, 18 and 21.	<b>Appendix B</b> in the Amended Development Report

<p>is measured and if roof mounted plant is inclusive.</p>		
<p><b>Noise Wall</b></p> <p>The location and design quality of the noise wall is to be assessed. DPE is to ensure that the design of the noise wall as will be visible from the public domain is appropriately high in design quality and material and that graffiti removal and maintenance can and will occur, and that the noise wall is adequately screened by landscaping.</p>	<p>The noise wall is to be placed at the edge of the hardstand to Warehouse 2 &amp; 3, due to the proposed pad level it would not be seen from the public domain, and this is demonstrated in Viewpoint 21 of the VIA.</p> <p>The proposed Noise Wall will be adequately screened by a 7m landscaping buffer as demonstrated within Section C-C of the Landscape plans</p>	<p><b>Appendix B</b> in the Amended Development Report</p>
<p><b>Setback</b></p> <p>Council seeks that all landscape setbacks are to be fully compliant with the Mamre Road Precinct DCP. Reductions in landscaping are not supported at Bakers Lane or elsewhere. The applicant is to demonstrate that landscaped setbacks to Bakers Lane are consistent the full length.</p>	<p>Council identified two locations for noncompliance with landscape setbacks. The Northern boundary to the Lot 1 warehouse and the south western corner of Lot 4 warehouse. Lots 1 and 4 have been removed from the MOD 3 application and these comments are no longer relevant.</p>	<p><b>Appendix A</b> in the Amended Development Report</p>
<p><b>Traffic Considerations</b></p> <p>The separation width between driveways is not clearly shown on the Architectural Plans. Plans are to clearly demonstrate that the width of median islands between driveways is at least 1.5m to accommodate pedestrian refuge, as required in AS 2890.2:2018.</p>	<p>Architectural Drawings have been updated in <b>Appendix A</b> of the Amended Development Report. These plan amendments confirm 1.5m of pedestrian refuge between the identified driveways.</p>  <p>The diagram is a site plan showing a driveway layout. It includes labels for 'DRIVEWAY ENTRY/EXIT', 'TRUCK EXIT', 'CAR ENTRY/EXIT', and 'BOUNDARY'. Dimensions are indicated: a large curved dimension of 26,672 and a straight dimension of 8,581 across a median island. Other labels include 'RMS C3', 'RMS L1', 'RMS L1', and 'RMS C3'.</p>	<p><b>Appendix A</b> in the Amended Development Report</p>

<p>The Department is advised to review the traffic data for correct assumptions noting that operational data provided by the applicant indicates that there will be 0 outgoing trips in the AM Peak and 4 outgoing trips in the PM Peak for the Lot 2 truck exit driveway.</p> <p>At the Lot 3 car entry / exit driveway, there will be 18 trips (inbound and outbound) in the AM Peak and 13 trips (inbound and outbound) in the PM Peak. This translates to 2 to 3 cars every 10 minutes during the peak periods. If this is the case, and the data can be relied upon, the updated driveway layout of the Lot 2 truck exit and Lot 3 car entry / exit on Bakers Lane provides wider refuge for pedestrians and no objection is raised.</p>	<p>Regarding Lot 2: The truck volume and types provided in Section 6.5 of the MOD 3 traffic report (1840r01v02) has been based on operational data provided by the immediate tenants. Therefore, Council's comment in relation with their interpretation is correct. In reality the proposed immediate tenant is not expected to generate considerable traffic onto the surrounding road network during AM and PM peak hours. Hence the traffic generation from this development is not expected to have material impact onto the Yard's internal roads and the proposed Modified 1A signal at Mamre Road / Bakers Lane.</p> <p>Regarding Lot 3: This warehouse is not expected to generate any considerable amount of traffic and hence no material traffic impact.</p>	<p><b>Appendix C</b> in the Amended Development Report</p>
<p>In its previous submission Council's traffic engineers raised:</p> <p><i>'Council recommends that Lot 3 truck swept paths (Sheet AG15) are to be modified to show that a truck can turn around while there are parked trucks'.</i></p> <p>The applicant states that truck will be side loaded and thus no manoeuvring area is required. It is raised that the site will be utilised by numerous tenants over the life of the development and that adequate truck turning facility is to be demonstrated for worker safety and futureproofing reasons.</p>	<p>This swept path analysis is provided again in below to provide context for the Ason response:</p>  <p>(Refer SHEER AG15)</p> <p>It is noted that the articulated vehicles can reverse into all RSDs as shown in AG16. 30m Super B-Double / and 26m B-Double access to this site shall be undertaken via side loading and shall be managed through future operational management plans regardless of type of tenancy which enter that site. This means, the future</p>	<p><b>Appendix C</b> in the Amended Development Report</p>

<p>The Department will need to be satisfied that truck turning whilst parking bays are in use is not accommodated.</p>	<p>tenant's will have to ensure that prior to attendance of any B-Doubles to Lot 3, all those RSDs are unoccupied so that this full U-Turn as necessary be completed and B-Double exits the site in forward motion as shown above. Even during this period, and as shown above, there will be 2 recessed docks available for future tenancies to provide access for articulated vehicles noting that the recessed docks would not be impacted by B-Doubles manoeuvres on site.</p> <p>Our experience with similar warehouse DAs suggests that such small scale tenancies (lot 3) are unlikely to generate significant B-Double movements and therefore, the B-Double attendance on this site would be quite infrequent.</p>	
<p>In its previous submission, Council had raised that:</p> <p>'According to Table 19 of the Transport Assessment report, Lots 1 – 4 will be accessed by trucks up to 26m B-double. However, the swept paths presented in Appendix D only used 20m semi-trailers to demonstrate the movements in and out of the truck bays.</p> <p><i>The Department is advised to seek clarification on this inconsistency and ensure coordinated reports demonstrate compliance with the required access provisions for the Precinct'.</i></p> <p>The applicant has not responded to this matter and the Department is advised to seek resolution as part of its assessment. This issue is not resolved.</p>	<p>Reference has been made to Appendix D of our traffic report which shows B-Double swept paths for all warehouses with the details below.</p> <p>It is noted that the buildings on Lot 1 and 4 have been removed as part of the amended design and comments related to these buildings are no longer applicable</p> <ul style="list-style-type: none"> <li>- Lot 2 – Refer SHEET AG11. Side loading of a 30m Super B-Double has been shown. B-Doubles / Super B-Doubles are not intended to undertake reverse loading activities on the site hence, we have shown RSDs for reverse movements up to articulated vehicles and for Super B-Doubles we have shown side loading in SHEET AG11.</li> </ul> <p>Site-specific OTMPs expected to follow the SSD approval can manage truck movements in each warehouse.</p> <ul style="list-style-type: none"> <li>- Lot 3 – Refer SHEET AG15. Side loading of a 30m Super B-Double has been shown. B-Doubles / Super B-Doubles are not intended to undertake reverse loading activities on the site hence, we have shown RSDs for reverse movements up to articulated vehicles and for B-Doubles we have shown side loading in SHEET AG15.</li> </ul> <p>Lot 3 is a smaller scale warehouse, although it is yet a speculative warehouse, we assume</p>	<p><b>Appendix C</b> in the Amended Development Report</p>

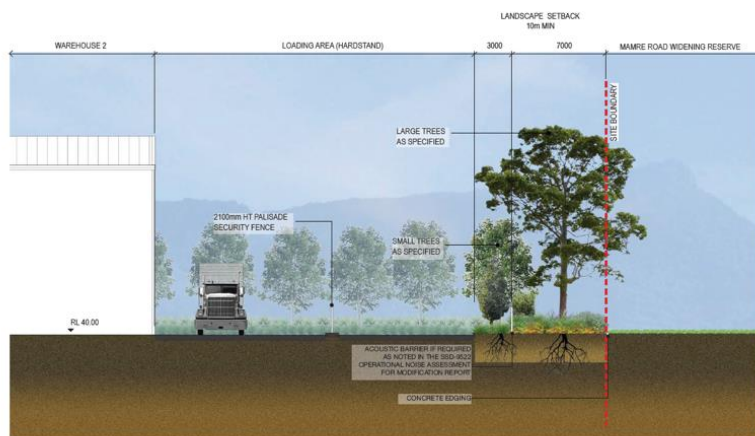
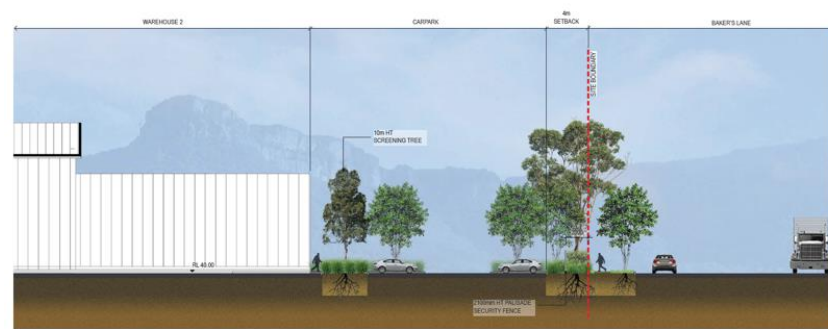
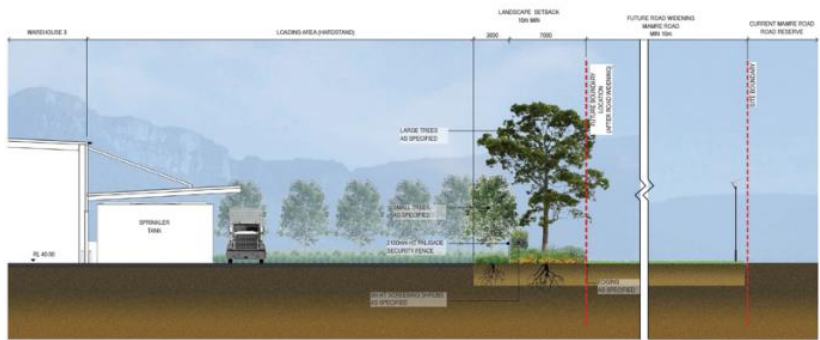
	<p>infrequent B-Double movements needed for this Lot.</p> <p>Site-specific OTMPs expected to follow the SSD approval can manage truck movements in each warehouse.</p>	
<p>In its previous submission Council had raised:</p> <p><i>‘Considering that the majority of the development trips would likely be travelling from Mamre Road, ingress car trips to Lot 3 would make a u-turn on Bakers Lane via Access Road cul-de-sac, since car entry to Lot 3 is restricted to left in only. Therefore, the Department is advised that inbound car trips to Lot 3 shall also be included in the intersection volume profile presented in Figure 21’.</i></p> <p>The applicant’s response does not address the matter raised. The Department is advised to seek resolution as part of its assessment.</p> <p>To further assess the distribution of development traffic to surrounding intersections, the applicant should be advised to amend the traffic profiles presented in Section 6.6 to show the external traffic and the additional development traffic separately.</p>	<p>The Lot 3 car trips and U-turn movements at the cul-de-sac are included in the traffic volume profile presented above and SIDRA analysis has been assessed again to address this comment. As can be seen in Appendix x1 of the updated TIA, the intersection operates with spare capacity and good LoS A.</p> <p>Notwithstanding, the interim sequence technically strictly speaking operates at a LoS D in the AM Peak and a LoS C in the PM Peak. However, the total vehicle input at that northern approach right-turn lane is 1 vehicle making a right turn out only. This input cannot be avoided as 0 vehicle entries (at any legs) cannot be made in the SIDRA intersection software.</p> <p>In reality, vehicles would not be turning right out onto Bakers Lane during the interim stage noting that the exit movements is available for them from the signalised intersection of Mamre Road / Bakers Lane. Hence the intersection would technically operate at LoS A.</p> <p><i>Updated Figure 21</i></p> 	<p><b>Appendix C</b> in the Amended Development Report</p>
<p><b>Development Engineering Considerations</b></p> <p>Development engineering advice will follow under separate cover. Matters raised in Council’s previous</p>	<p>Noted.</p>	<p>N/A</p>

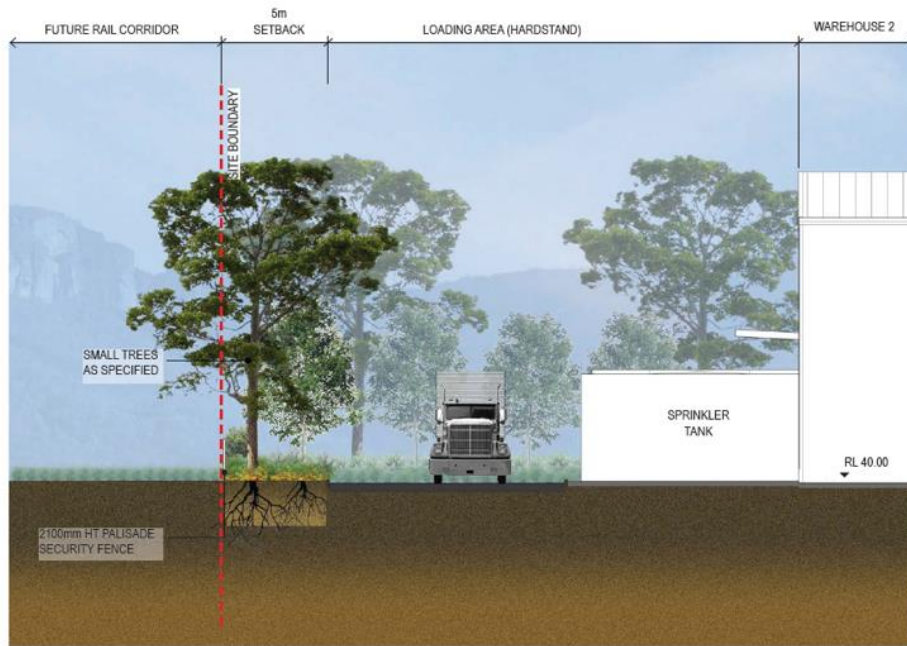
submission remain relevant and are to be assessed.																																														
<p><b>Landscape Considerations</b></p> <p>The reconfiguration of warehouses represented in MOD 3 is not supported by Council as it has resulted in reduced landscaped areas, reduced screening of built forms (bulk and scale and roofscape), and an increase in hardstand areas including new roads.</p>	<p>Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.</p> <p>Landscaping provided within the remaining Lots 2 and 3 in MOD 3 is greater than what was approved in MOD 1, with an additional 375sqm of landscaped area and over 2,000sqm of canopy cover.</p> <p>The landscaping provided complies with the Mamre South Precinct Site-Specific DCP.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>																																												
<p>Parking - Due to the larger carpark of Warehouse 2, the applicant does not address the request to provide more canopy. There may be other opportunities for canopy planting across the development area, such as:</p> <p>i. Depending on turning circles for trucks, reduced extent of hardstand areas and heat island. This is especially relevant at key corners such as the Bakers Lane and Mamre Road corner</p>	<p>The tree canopy provided complies with both the MRP DCP and the Mamre South Precinct Site-Specific DCP.</p> <p>Lot 2 is tenanted and the configuration is required to suit their business operation. Car parking on Lot 3 have been reduced and replaced with Landscaping to provide more canopy.</p> <p>Original MOD1 landscape set:</p> <div><p><b>TREE CANOPY COVER TABLE (WH2 &amp; WH3) (SSDA 9522 MOD 1)</b></p><table><tr><th>TREE NO.</th><th>TREE CANOPY</th><th>CANOPY AREA (m²)</th><th>TOTAL CANOPY COVER (m²)</th></tr><tr><td>76</td><td>6m</td><td>30</td><td>2280</td></tr><tr><td>150</td><td>8m</td><td>50</td><td>7500</td></tr><tr><td>31</td><td>10m</td><td>78</td><td>2418</td></tr><tr><td>28</td><td>15m</td><td>177</td><td>4956</td></tr></table><p>TOTAL TREE NO. 285 TOTAL SQM LANDSCAPE AREA 9,846.55 TOTAL SQM CANOPY COVER 17,154 TOTAL AREA 87,852 TOTAL LANDSCAPE PERCENTAGE 11.2% TOTAL CANOPY PERCENTAGE 19.5% DCP REQUIREMENT 10%</p></div> <p>Amended landscape set:</p> <div><p><b>TREE CANOPY COVER TABLE (WH2 &amp; WH3) (ISSUE I) 08.08.22</b></p><table><tr><th>TREE NO.</th><th>TREE CANOPY</th><th>CANOPY AREA (m²)</th><th>TOTAL CANOPY COVER (m²)</th></tr><tr><td>85</td><td>3m</td><td>7</td><td>595</td></tr><tr><td>163</td><td>6m</td><td>30</td><td>4890</td></tr><tr><td>101</td><td>8m</td><td>50</td><td>5050</td></tr><tr><td>31</td><td>10m</td><td>78</td><td>2418</td></tr><tr><td>37</td><td>15m</td><td>177</td><td>6549</td></tr></table><p>TOTAL TREE NO. 417 TOTAL SQM LANDSCAPE AREA 10,220.78 TOTAL SQM CANOPY COVER 19,502 TOTAL AREA 87,852 TOTAL LANDSCAPE PERCENTAGE 11.6% TOTAL CANOPY PERCENTAGE 22% DCP REQUIREMENT 10%</p></div>	TREE NO.	TREE CANOPY	CANOPY AREA (m²)	TOTAL CANOPY COVER (m²)	76	6m	30	2280	150	8m	50	7500	31	10m	78	2418	28	15m	177	4956	TREE NO.	TREE CANOPY	CANOPY AREA (m²)	TOTAL CANOPY COVER (m²)	85	3m	7	595	163	6m	30	4890	101	8m	50	5050	31	10m	78	2418	37	15m	177	6549	<p><b>Appendix E</b> in the Amended Development Report</p>
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101	8m	50	5050																																											
31	10m	78	2418																																											
37	15m	177	6549																																											



<p>ii. The applicant comments that there is extra parking at the entry point into the estate – it is unclear where this parking is provided on the landscape plans and the landscape impact to the estate entry</p>	<p>The Landscape Plans have been updated to clearly show the extra parking at the entry point into the estate.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p><u>Landscaping within carpark areas and roadway</u></p> <p>i. A 1.5m wide blister is unsatisfactory in terms of width to sustain trees to maturity. Council would ordinarily require 2.5m. The minimal 1.5m width will poorly impact long-term tree health and safety. It is recommended that the 1.5m wide blister detail should include engineered tree pits (structural soils or products such as Stratavault).</p>	<p>The landscaping provided within the carpark areas and roadway comply with both the MRP DCP and Mamre South Precinct Site-Specific DCP.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p>i. canopy trees proposed in carparks shall be min. 8m tall for increased canopy cover.</p>	<p>The trees selected within the carparking areas and in particular car parking blister islands can grow to a height of 8m. These tree species are listed within the landscape plans.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p>ii. at WH2, the applicant does not address the request to provide more canopy.</p>	<p>The proposal complies with the tree canopy cover percentage within the MRP DCP and Mamre South Site-Specific DCP.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p><u>External Storage</u></p> <p>Road reserve street tree species are limited in height due to the limited verge width. The role of the front setback is to provide presentation landscaping with canopy trees of substantial height and spread to screen and ameliorate the visual impact of bulk and scape of built forms. Where carparking abuts road</p>	<p>The road reserve on Bakers Lane has been designed in accordance with the verge requirements within the MRP DCP and was approved under MOD2.</p> <p>Habitat8 confirms the tree species provided in the plans will grow to a respectable size and outline that the verge widths are consistent with MRP DCP.</p> <p>The sections below extracted from the current landscape submission below and VIA photomontages prepared by Geoscapes clearly show adequate screening.</p>	<p><b>Appendix E</b> in the Amended Development Report</p> <p><b>Appendix B</b> in the Amended Development Report</p>

reserve, the front setback is less than 4m (refer Blister Landscape detail), a width that cannot sustain larger trees. It is not clear which species are proposed in the setback as the plant schedule is incomplete.





01 SECTION D-D  
Scale 1:200@A3 / 1:100@A1



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 10



SSD-9522 MOD 3 Proposed Scheme Photomontage - Year 15


#### Staff breakout areas

Seating should be located to provide choice to sit in shade or sun.

The objectives and controls for staff areas in the Mamre Road Precinct DCP are to be complied with.

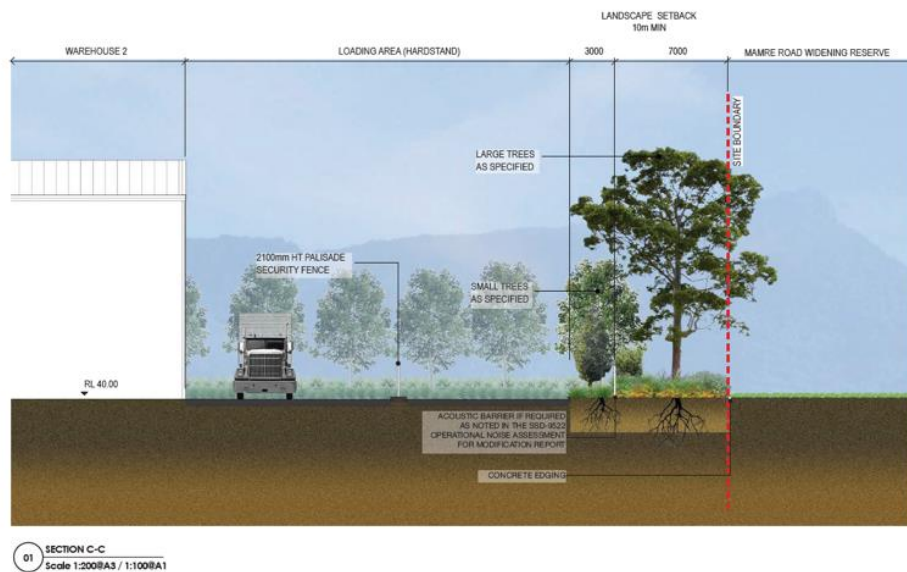
Please refer to the typical office staff area shown on page 13 of the Landscape Plans at **Appendix E**.

**Appendix E** in the Amended Development Report

	 <p>The use of awnings and trees within the breakout areas allows for seating in shade and is aligned to the Mamre Road Precinct DCP and the Mamre South Site Specific DCP.</p>	
<p><u>Rooftop plant</u></p> <p>Frasers comment that the visual impact of roofscape from Mamre Rd is an improvement on MOD 1 is not a suitable response. The design needs to demonstrate that the visual impact from Mamre Rd is reduced appropriately for a road of this significance.</p>	<p>The height of the building approved under MOD #1 was 26m. MOD#3 has a max height of 18m. The VIA provides a comparison between the impacts of MOD#1 and MOD#3, particularly when viewed from VP21.</p>	<p><b>Appendix B</b> in the Amended Development Report</p>
<p><u>Lot alternations</u></p> <p>Level transitions – Council’s comment should apply to the perimeter boundary with adjoining land, regardless of the use or ownership. There are insufficient cross sections and information generally to explain proposed changes in level, including retaining walls, their resulting planting conditions and visual impacts (affects VIA photomontages).</p>	<p>The level transitions and retaining wall heights within the amended MOD 3 design are consistent to what was approved in MOD 1.</p> <p>These are shown within the Civil Engineering plans and landscape drawings, providing adequate sections and information on planting.</p> <p>The VIA incorporates the level transitions between lots 1-4 and the surrounding land, showing an appropriate impact.</p>	<p><b>Appendix B</b> in the Amended Development Report</p>

<p>It is unclear what is referred to by the comment 'a minor non-compliance along the southern boundary of Lot 4' and whether this has an impact on the future streetscape and if this may interface well with adjoining land.</p> <p>As architectural plans are not provided, it is not clear whether large awnings are proposed over hardstand areas and clarification is to be sought for each of the warehouses.</p>	<p>Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.</p> <p>This comment is now not applicable.</p>	<p><b>Section 3</b> of Amended Development Report</p>
<p>The expanse of pavement north of WH2 is extensive, as is the introduction of a perimeter road to access lot 3. This has resulted in a reduction of planting in the northern corner (interface with Mamre Rd) which results in less visual amelioration from the elevated Pipeline vantage point. The applicant must improve the landscape design and increase tree canopy cover and landscaped area.</p>	<p>The amended MOD 3 design is compliant with the MRP and Mamre South Site-Specific DCP for both lots fronting Mamre Rd – This corner of the site is densely vegetated with a variety of large shrubs , screening trees and canopy trees at varying heights to provide screening and attractive site edge.</p> <p>As demonstrated in the comparison tables within Habit8's landscape report, the amended MOD 3 design provides for an increase in landscaped area of 374sqm and over 2,000sqm of additional canopy cover than what was approved in MOD 1</p> <p>See new Section CC on page 16 of the Landscape Plans at <b>Appendix E</b> confirming dense planting on the north of Warehouse 2. See section below.</p> <p>The VIA VP21 montage captures this landscape screening of Warehouse 2, showing adequate visual impacts / screening from Mamre Road.</p>	<p><b>Appendix E</b> in the Amended Development Report</p> <p><b>Appendix B</b> in the Amended Development Report</p>



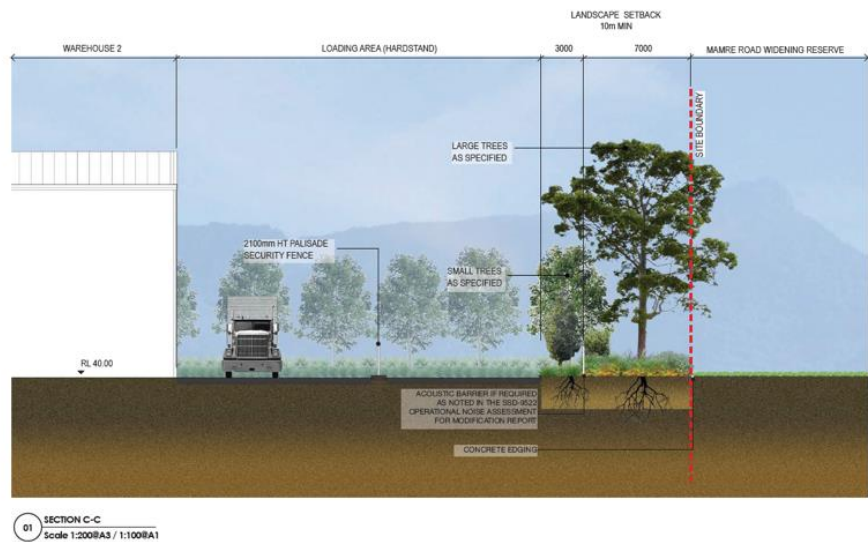


<p>Lot 1 – there is no planting provided to screen the northern façade which is expected to be visually exposed from several vantage points including Mamre Rd pipeline, freight corridor and development to the north of the pipeline.</p>	<p>Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer forms part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.</p>	<p><b>Section 3</b> of Amended Development Report</p>
<p><u>In response to the new Concept Plan</u></p> <p>Trees in turf (WH 2, east of entry road) and turf areas (WH3, south of hardstand) are opportunities for overflow parking storage resulting in negative visual and plant health impacts. These areas should be mass planted with screening shrubs and include canopy trees.</p>	<p>The previous grass area in the SE corner of Lot 3 has been removed and replaced with dense feature planting. There are now no grass areas apart from road reserves within the amended MOD 3 design.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p>Mamre Road</p> <p>Due to footings and above ground spatial impacts of the acoustic barrier (if required) there will be negative impacts to the extent and type of planting (canopy and screening) that can occur. Additional landscaping</p>	<p>Please refer design note 2 on dwg L06 in the Landscape Plans and Section CC on page L16. See section below.</p> <p><b>2. MAMRE RD SETBACK</b></p> <p><i>Large canopy tree planting (15m ht x 10m dia)</i></p> <p><i>Canopy tree planting (10m ht)</i></p>	<p><b>Appendix B</b> in the Amended Development Report</p> <p><b>Appendix B)</b> in the Amended Development Report</p>

details should be provided, including the design and finishes of the wall that demonstrate minimal visual impact to the public domain.

*Screening shrubs (min 3m ht)*

VP21 confirms that due to the building pad being lower than Mamre Road, the Acoustic wall is not fully visible from Mamre Rd. Any remaining visual impacts will be mitigated by landscaping, refer to drawing L08 of the landscaping report. Section A-A and C-C shows the screening vegetation



Single row of screen shrub planting is inadequate and a minimum of 3 staggered rows is recommended to ensure a dense screen. 3m height of screen plants is inadequate, recommend min. 5m height, which should physically and visually connect with the bottom of tree canopies.

Please see design note 2, dwg L06 in the Landscape Plans. This planting is compliant with the Mamre South Site-Specific DCP.

**2. MAMRE RD SETBACK**

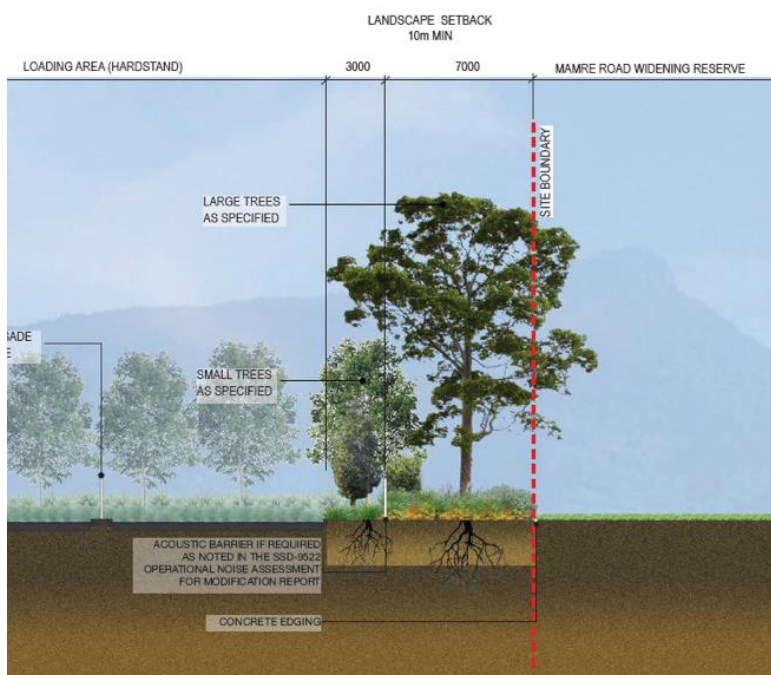
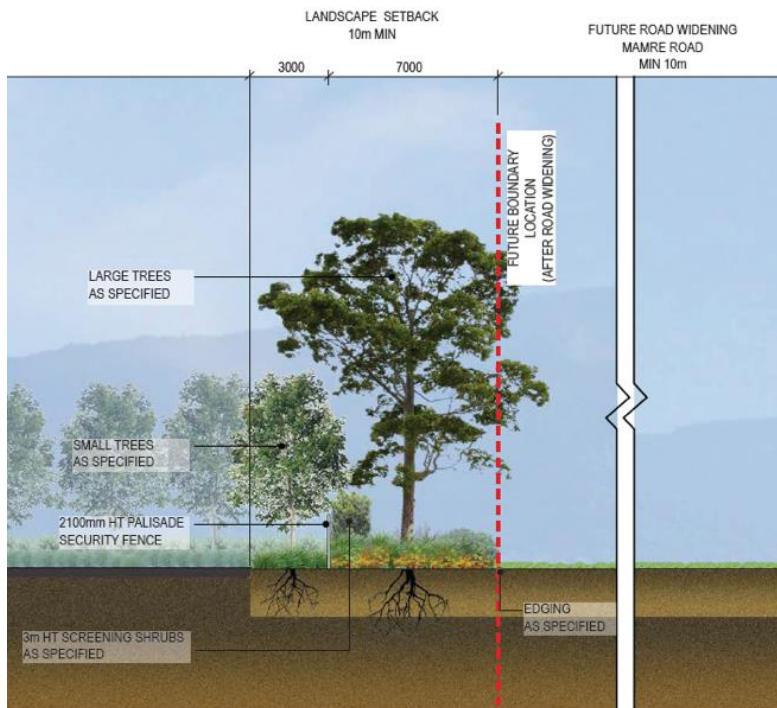
*Large canopy tree planting (15m ht x 10m dia)*

*Canopy tree planting (10m ht)*

*Screening shrubs (min 3m ht)*

**Appendix E** in the Amended Development Report



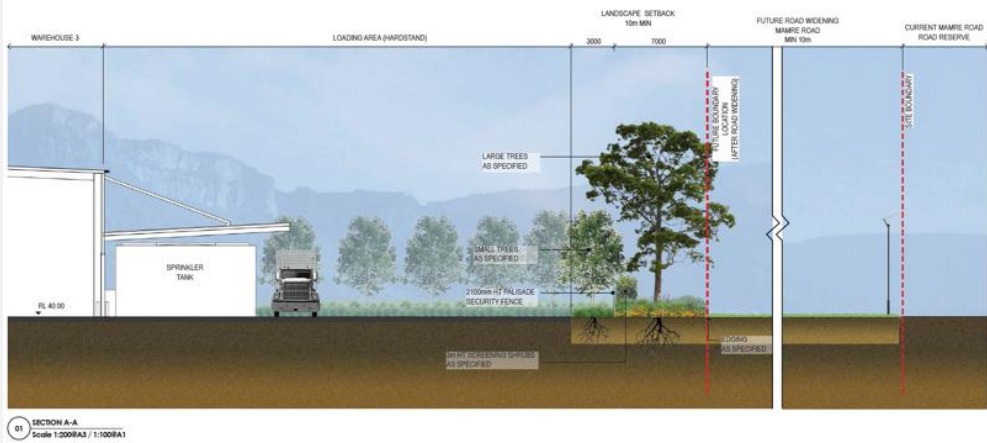


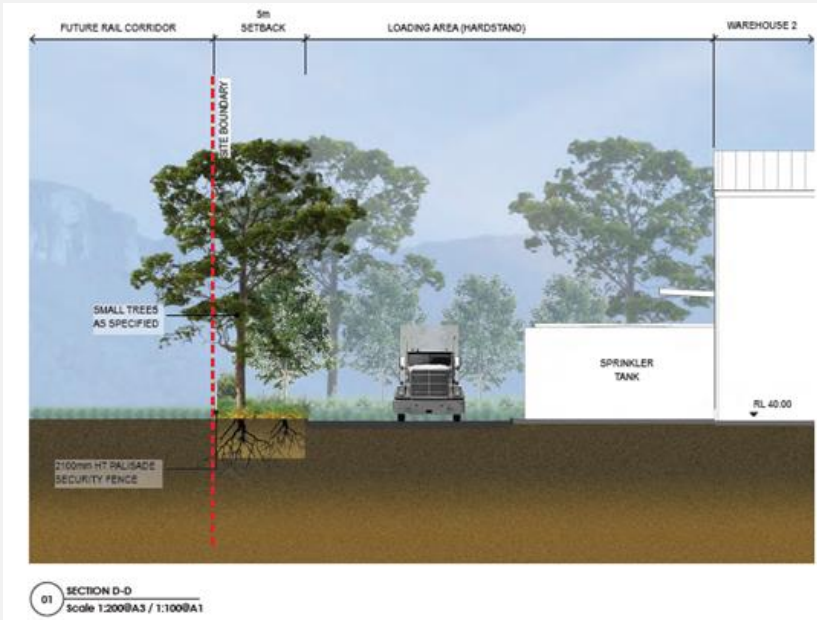
Within the 7m zone of the setback, min. 2 staggered rows of large trees is recommended to increase canopy area.

The Landscape Plan consists of layers of trees and shrubs at different heights. There is no space for 2 rows of large trees. The tree canopies will conflict with each other and potentially cause long term damage to tree health.

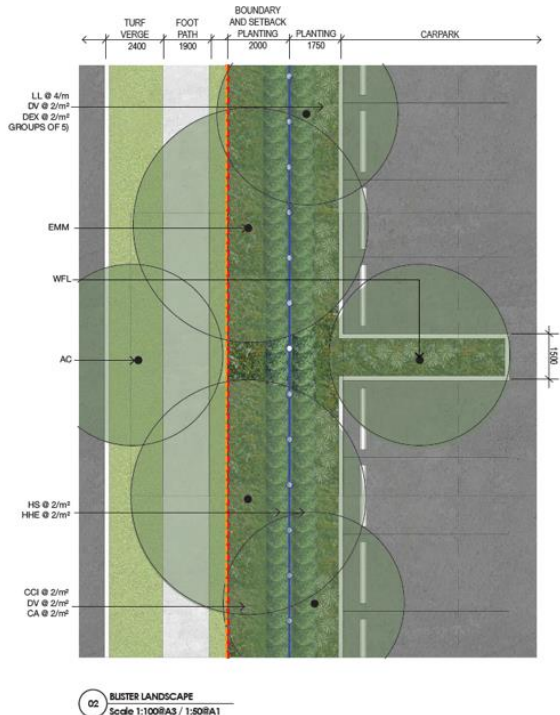
Importantly the amended MOD 3 design is compliant with the Mamre South Site Specific DCP

**Appendix E** in the Amended Development Report

	See previous points, section and plan extracts for greater detail on the planting configuration.	
<p><u>Internal access road</u></p> <p>Site entry features in road reserve and cul-de-sac island shall not include shrubs, grasses and groundcovers. Turf with trees and organic mulch only.</p>	The revised MOD 3 design now includes only a private road that does not have site entry features within the road reserve or a cul-de-sac island. This comment is no longer applicable.	N/A
There are two footpaths provided, the western path appears to be a shared path. The eastern path is considered superfluous	This is in line with the whole estate pedestrian network and provides safe access to Lot 2, noting this road is a private road and not a Council asset.	<b>Appendix E</b> in the Amended Development Report
<p>Some warehouses are visually exposed, and screening is required to reduce visual impacts, bulk and scale.</p> <p>i. Eastern Mamre Road boundary – see Table 2 comment above.</p>	<p>Refer to the Visual Impact Assessment at <b>Appendix B</b>. Sufficient screening has been provided in order to reduce the visual impacts.</p> <p>Please refer to Section AA on page L14 of the Landscape Plans, demonstrating an adequate amount of landscape screening to the building on the Eastern Mamre Road boundary.</p>	<p><b>Appendix E</b> in the Amended Development Report</p> <p><b>Appendix B</b> in the Amended Development Report</p>
 <p>The diagram is a landscape section labeled 'SECTION A-A' with a scale of 1:500. It shows a cross-section of a site. On the left is a 'WAREHOUSE 3' with a 'LOADING AREA (HARDSTAND)'. A 'SPRINKLER TANK' is located near the warehouse. The ground is marked with 'RL 40.00'. A '2100mm-Ht PALISADE SECURITY FENCE' is shown. Various trees are depicted, including 'LARGE TREES AS SPECIFIED' and 'SMALL TREES AS SPECIFIED'. A 'LANDSCAPE SETBACK 10m MIN' is indicated. The section shows the 'FUTURE ROAD WIDENING' and 'CURRENT MAMRE ROAD ROAD RESERVE'. A 'SITE BOUNDARY' is marked with a dashed line. The bottom left corner of the diagram area contains the text '01 SECTION A-A Scale 1:500RA3 / 1:100RA1'.</p>		
ii. At service areas with tanks and pumps etc.	<p>Additional screening was required for the pump/tanks at Lot 1 and the south western corner of Lot 4, however these no longer form part of MOD 3.</p> <p>Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the</p>	<b>Appendix E</b> in the Amended Development Report

	proposed development. Only Lots 2 and 3 remain as part of MOD 3.	
Northern boundary (northern façade of WH1) – there is no planting provided to screen the built form. This is expected to be visually exposed from several vantage points including Mamre Road pipeline, freight corridor and development to the north of the pipeline.	<p>Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.</p> <p>This will be considered for the proposed development within future MODs along this northern boundary.</p> <p>In addition, a maximum 2m high retaining wall along the northern boundary between Lot 1, 2 &amp; 3 and the freight rail corridor. This is noted on drawings C3-401 &amp; C3-402 (Retaining Wall 2A) at <b>Appendix G</b> of the Amended Development Report.</p>	<p><b>Section 3</b> of Amended Development Report</p> <p><b>Appendix G</b> in the Amended Development Report</p>
Northern boundary (northern façade of WH2) - the relationship between planting and retaining walls is not clear and therefore the screening of the built form.	Please refer to VIA viewpoints and landscape section D-D on page L16 of the Landscape Plans which shows the northern boundary interface of Lot 2, providing a 5m landscape setback adequate for planting screening vegetation.	<p><b>Appendix E</b> in the Amended Development Report</p> <p><b>Appendix B</b> in the Amended Development Report</p>
		
Western boundary (WH4) – the landscape strip is not dimensioned and appears too narrow to sustain planting	Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.	<b>Section 3</b> of Amended Development Report

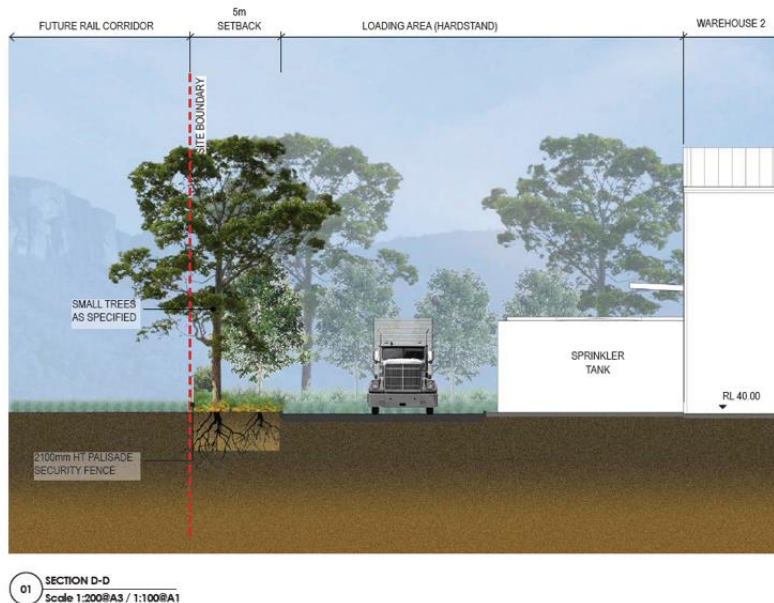
proposed. Planting beds should be wide enough to include screen planting (min. 3m tall shrubs).		
Verge dimensions appear incorrect (detail 02 – Blister Landscape) showing inadequate width of 600mm between path and kerb which cannot sustain any tree planting.	Please refer to Habit8 Landscape Plan number L11. Dimension is clearly shown.	<b>Appendix E</b> in the Amended Development Report



<u>Species and specifications</u>  A full plant schedule is required to be prepared and submitted to DPE to enable interpretation of the plans and design - there are no letter symbols in the legend.	Please see amended landscape documentation, which now includes a detailed plant schedule.	<b>Appendix E</b> in the Amended Development Report
Street tree species are to be nominated on plans to enable Council/DPE approval and assessment.	Street trees are outside the scope boundary and form part of the MOD 2 approved landscape package. This comment is not relevant to this application	<b>Appendix E</b> in the Amended Development Report
Angophora costata and several other species listed in the indicative plant schedule	The plants used within the MOD 3 landscape design and plant schedule are consistent with the suggested plant list from the Mamre Road Precinct	<b>Appendix E</b> in the Amended



are not suitable for this region. A greater range of screening species must be provided, including min. 5m height species.	DCP 2021 (Appendix C Plant list) document. Habitat8 have had great success with Angophora sp. in the region over the past 20 years.  Please see Landscape planting plan and schedule for more detail.	Development Report
Soil mixes and mulches and other planting specifications shall be amended to be suitable for native plantings.	The specification for soil and mulch does suit native planting and is consistent with recently built estates within Western Sydney. Australian Native Landscapes is the major supplier of soil and mulches in Sydney, the soils and mulch specified is contained within their specification sheets.	<b>Appendix E</b> in the Amended Development Report
Northern boundary planting should include tall screen shrubs (min. 5m) as well and the 10m canopy trees proposed. The trees alone will not provide adequate screening to the ground.	Please see new section D-D in the Landscape Plans. A large shrub layer of plantings under the canopies is clearly shown, which have the ability to grow to 5m. Notwithstanding, the landscaping proposed is consistent with the Mamre South Site Specific DCP.	<b>Appendix E</b> in the Amended Development Report



<p><u>In response to Visual Impact Assessment</u></p> <p>There is no detail related to landscape screening of the noise barrier, if provided.</p>	<p>Planting does represent that in Landscape Concept Plan issue G. The confusion has likely come from Estate planting which is also represented within photomontages.</p> <p>The example cited from PCC is a case in point. Viewpoint 23 also shows an interpretation of future planting to the edge of LOT 14 of the RE1 land. As noted in the photomontage the view was taken from the west of LOT 14 RE1 and therefore is</p>	<b>Appendix B</b> in the Amended Development Report
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	<p>located between the camera and the western edge of Lot Warehouse 4.</p> <p>This edge planting is shown on the approved MOD 1 and 2 masterplan and is also shown in the Year 0 image before the northern building are completed.</p> <p>Planting to the edge of Lot 14 RE1 would be expected to be native and densely planted to provide a buffer between Wianamatta Creek.</p> <p>Notes will be added to the relevant photomontages to define 'estate planting'.</p>	
<p>Planting represented in photomontages does not correlate with proposed landscaping in the Landscape Concept Plan issue G.</p> <p>An example is Viewpoint 23 (below, view to the western boundary / façade of Lot 4) which shows dense and extensive planting however the landscape plans show only a possible 2m wide planting strip at this location.</p> <p>Photomontages must be resubmitted to reflect the proposed design, or the design amended and resubmitted to reflect the intended visual effect.</p> <p>It is therefore not clear whether each of the photomontages is accurate.</p> <p>Given there is no tree species detail, the images of trees on the photomontages may not represent the true form, for example, northern boundary trees are of a form that is not typical of most species indicated in the</p>	<p>The VIA and landscape plan have been amended and coordinated within the revised MOD 3 design</p> <p>In addition, a planting schedule has also been provided by Habit8, detailing all plants proposed. This was provided to the VIA consultant and considered in the updated VIA</p> <p>Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer forms part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.</p>	<p><b>Appendix E</b> in the Amended Development Report</p> <p><b>Appendix B</b> in the Amended Development Report</p>

schedule. Further clarification is required.		
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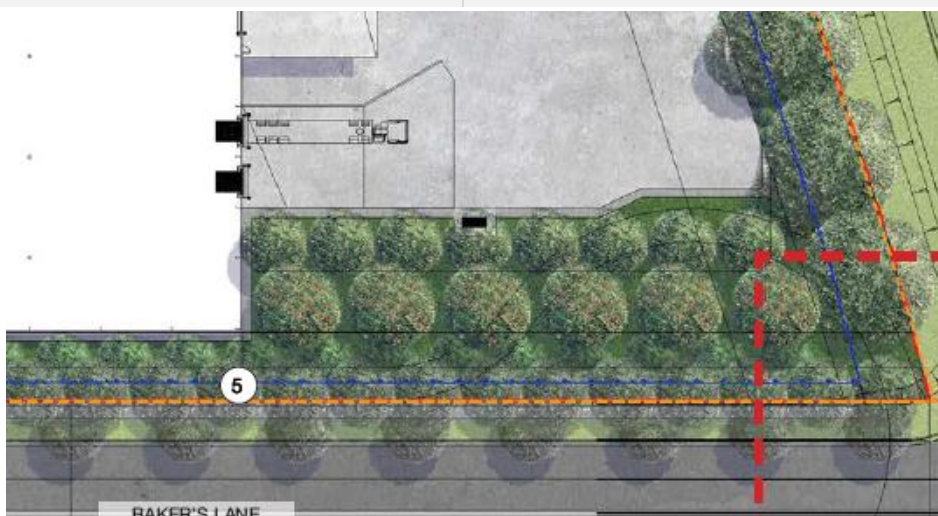


### 3. PCC COMMENTS – REVISED LAYOUT (21 JULY 2022)

Table 3 Kemps Creek Estate – PCC Comments and Response Table

Feedback Summary	Key Actions	
<p><b>Planning Comments</b></p> <p>The area of land between Bakers Lane and Southern Link Road must be heavily vegetated and possibly mounded to offset the extent of road surface resultant from the parallel roads.</p>	<p>Refer to the updated Landscape Plan at <b>Appendix E</b>. The area of land which separates Bakers Lane and the SLR is characterised by landscaping and street tree planting.</p>	<p><b>Appendix E</b> in the Amended Development Report</p>
<p>The provision of a north-south public road is supported and must comply with the relevant standards for the nominated road typology as per the MRP DCP.</p>	<p>The N-S road is already approved under MOD#2. This is not proposed to be changed.</p>	<p>N/A</p>
<p>The applicant should be encouraged to provide consolidated or shared heavy vehicle access and exit points to Lot 2 and 3. The number of driveway crossovers which are proposed to be side by side along the public road will impact pedestrian safety. No ability to shelter from trucks entering and exiting wide driveway cross overs is provided for large stretches of pedestrian pavement. Lot 2 could have a single heavy vehicle entry from the north-south public road and a single exit to Bakers Lane. Lot 3 could share these exists with reciprocal rights of carriageway.</p>	<p>The proposed MOD 3 reduces the direct vehicular access crossovers along Bakers Lane from what was originally approved under SSD-9522. A new north-south access road terminating into a cul-de-sac has been proposed on Bakers Lane (as part of this MOD 3). Notably, the cul-de-sac also has a one-way directional flow road, which provides added safety for vehicle access/egress.</p> <p>Furthermore, this reduces the number of direct access crossovers on Bakers Lane from 7 (based on the previous SSD-9522 MOD 1 masterplan) to 3. It is indeed considered as an improvement from the previously approved design with several direct vehicular access points along Bakers Lane.</p>	<p><b>Appendix C</b> in the Amended Development Report</p>
<p>The development shall be fully compliant with the MRP DCP landscape and building setback requirements. Council does not support excess car parking provision in particular where, non-compliance with landscaping or point encroachments are resultant. Not</p>	<p>The Mamre South site specific DCP applies to this site. The MOD 3 design generally also complies to the MRP DCP, noting canopy cover in excess of 10% and building setbacks.</p>	<p>N/A</p>

relevant – Site specific DCP is the engineering control..		
The applicant must provide a canopy tree plan indicating how the 10% canopy target is met and the plan is to be produced compliant with the requirements applying to calculable canopy as per the DCP. The plan must reflect the proposed civil, services and architectural plans so that the 10% canopy target is met, delivered, and will thrive into the future. Pervious surface requirements are to be compliant.	Canopy tree calculations have been derived from calculating the canopy areas of various sized trees at maturity. Please see landscape calculation tables provided in the landscape documentation and planting schedule now provided. The MRP DCP does not have a specific reference to providing a canopy plan. Notwithstanding, the MRP DCP is not relevant to the DA.	<b>Appendix E</b> in the Amended Development Report
DPE is to ensure that minimum landscape and building setbacks are provided to the ultimate roadway and intersection designs, post widening. This must be included as a condition of consent to ensure landscaping is not sacrificed in the detailed design phases. Noted	Noted.	N/A
The applicant shall demonstrate that the design and landscaping of the Gateway entry at the signalised entry to the Precinct is high quality and presents well to the intersection. Currently minimal landscaping is provided and the warehouse on Lot 3 has its loading area close to the intersection.	There is a large landscape setback mass planted with layers of canopy trees shown on the submitted landscape documentation. In addition to this screening there is a proposed future application for a gateway statement that will include signage and landscaping at the intersection.	<b>Appendix E</b> in the Amended Development Report



Car parking for Lot 2 does not consider the user. Staff and visitors will be required to walk excessive distances to reach their car, this is a poor precedent being set by the applicant and must be discouraged. It also limits the available area around the warehouse for tree planting and shade provision and although maximised warehouse GFA, is a poor outcome and a substandard design approach for the Mamre Road Precinct.	<p>Lot 2 has been designed for a specific tenant, who has requested the layout shown on the updated design drawings.</p> <p>Their business requires this configuration, which is related to operational efficiency.</p> <p>The revised MOD 3 design provides increased landscaping and canopy cover from what was approved under MOD 1. This is seen as a better landscape and visual outcome for the development.</p>	<b>Appendix A</b> in the Amended Development Report
Trees are to be provided at 10 car space centres and are to be in blister islands being a minimum of 1.5m in width. We already comply to this	This has already been achieved within the Landscape Plans of MOD 3.	<b>Appendix E</b> in the Amended Development Report
Any interim private access road design shall demonstrate how the ultimate public road will be delivered (interim and ultimate civil and landscape packages are to be provided. It is important that levels are examined and street tree and other landscaping is achieved and will thrive.	<p>Built form approval is being sought for the revised MOD 3 design that includes a private access road.</p> <p>A concept plan for the ultimate cul de sac is included within the civil engineering drawings for information purposes. The design and detail of this infrastructure will form part of a future application.</p>	<b>Appendix A</b> in the Amended Development Report
<p><b>Traffic Comments</b></p> <p>The truck entry driveway to lot 4 requires the truck to perform a U turn at the entrance across the footpath which is dangerous for pedestrians and not supported. Not relevant</p>	This is no longer relevant. Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.	N/A
There is a large concentration and number of driveways at the northern end of the new cul-de-sac access road including a passenger vehicle car park entry which will likely result in conflicts between light and heavy vehicles which is a safety issue and is not supported. No longer relevant	This is no longer relevant. Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of the proposed development. Only Lots 2 and 3 remain as part of MOD 3.	N/A
The swept paths demonstrate that there is insufficient room for heavy vehicles to manoeuvre in lot 1 when	This is no longer relevant. Lots 1 and 4 have been withdrawn from SSD-9522 MOD 3 and will no longer form part of	N/A

semi-trailers are parked at the loading dock which may result in heavy vehicles reversing out of the site which is unsafe and not supported. Swept paths must demonstrate that sufficient manoeuvring area is provided on Lot whilst the dock is in use, alternatively the impacted dock can be deleted.	the proposed development. Only Lots 2 and 3 remain as part of MOD 3.	
The passenger vehicle driveway on Bakers Lane is immediately adjacent to the truck exit point and should be further separated so that there is less conflict between light and heavy vehicles.	The revised MOD 3 design has adjusted the truck exit driveway on Lot 2 so that there is a 1.5m pedestrian refuge, which also avoids conflict between heavy and light vehicles in this area.	<b>Appendix A</b> in the Amended Development Report
The car exit driveway to lot 2 could be removed from Bakers Lane and the car entry driveway off the Access Road could be changed to a car entry and exit driveway off the Access Road.	This driveway is required for the Lot 2 tenants specific operation and cannot be removed.  The location and operation of this driveway is compliant with all applicable Council and Austroads standards.	N/A
The cul-de-sac bulb appears to have a median which is unconventional however this is something for the development engineers to comment on (advice can be provided once the proposal is formally referred to Council).	The revised MOD 3 design no longer contains a media in the cul de sac bulb of the private road.	<b>Appendix A</b> in the Amended Development Report
The B-triple swept path check appears to show the vehicle mounting the median when making a right turn into the Access Road from Bakers Lane, this is to be addressed by the applicant and is not supported.	As per the above comment, this is not longer relevant as the median has been removed from the cul-de-sac bulb.	N/A

## 4. TFNSW COMMENTS

Table 4 Kemps Creek Estate – TfNSW Comments and Response Table

Feedback Summary	Key Actions	
<p><b>Planning Considerations</b></p> <p><u>Condition B18</u></p> <p>The proposed design for the future Southern Link Road ultimate intersection design is not supported by TfNSW. The location is a greenfield site and therefore the design should not be compromised by the surrounding proposed lot configuration.</p>	<p>In order to progress the Modification Application, the Applicant proposes to withdraw Lots 1 and 4 from MOD 3, with only Lots 2 and 3 to remain as it would not be impacted by the relocation of the new access road. The cul-de-sac will be replaced by a private access road which would only serve warehouse 2 and 3, and given it is a private driveway access, would satisfy TfNSW's concerns in relation to the cul-de-sac.</p>	<p><b>Section 3</b> of Amended Development Report</p>
<p>The current plan has design elements that are non-conforming to current approved standards which would not be able to be designed out in further design stages. These design elements include but are not limited to, inadequate sight distance on approach to the intersection; below standard horizontal geometry for the northbound through movement; angled pedestrian crossings; high angled and tight swept paths etc. This is primarily due to the alignment of the northern leg of the intersection (Bakers Lane) which should be as close to 90 degrees with the Southern Link Road as possible. In addition, TfNSW reiterates that only a double diamond would be supported for this location and any designs will need to ensure that a double diamond can be achieved.</p>	<p>The previously assessed arrangement which included the high angle connection is superseded by the new design layout which achieves the required relevant design parameters requested by TfNSW.</p>	<p><b>Appendix G</b> in the Amended Development Report</p>
<p>Due to the abovementioned concerns TfNSW notes Condition B18 has not been adequately addressed. In this regard TfNSW does not support the removal of Condition B18. However, should the applicant not be able to provide a supported design for the Southern</p>	<p>In order to address TfNSW's concerns, the Frasers and Altis Kemps Creek JV (the Applicant) are considering design options which would incorporate the new access road in alignment with the SLR intersection, in order to create a 90 degree intersection as requested by TfNSW. In doing so, Lots 1 and 4 will</p>	<p><b>Section X</b> of Amended Development Report</p>

<p>Link Road ultimate intersection design than the following condition is recommended:</p> <p><i>Future Southern Link Road:</i></p> <p><i>Southern Link Road and Access Road 1 (south) ultimate intersection design will be designed and constructed as a T-intersection and access to Lots 1-4 will access Southern Link Road directly and be restricted to left in left out only from access road (north).</i></p>	<p>have to be reconfigured, given the alignment of the new access road would split Lot 4 into two (2) lots. This reconfiguration would be subject to a separate Modification Application following MOD 3.</p>	
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