



60 WALLGROVE ROAD, EASTERN CREEK

PREPARED FOR MIRVAC PROJECTS PTY LTD | JUNE 2015

ADDENDUM TO URBAN DESIGN REPORT AND DESIGN GUIDELINES FOR 60 WALLGROVE ROAD, EASTERN CREEK.

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Executive Summary

The Urban Design Report and Urban Design Guidelines Addendum for 60 Wallgrove Road, Eastern Creek (AECOM, 2014) was submitted to the Department of Planning and Environment to reflect the changes to the site plan outlined in Modification No. 3 (MOD3). MOD3 provides for larger industrial buildings with the flexibility of being split into multiple tenancies, a modified internal road layout, repositioning of the Wallgrove Road intersection, and a revised approach to on-site stormwater management. MOD3 was approved by a delegate of the Minister on 5th March, 2015.

This report outlines some minor changes to the master plan since the 2014 addendum, in order to support the request of the Secretary's Environmental Assessment Requirements (SEARs) to inform the preparation of an Environmental Impact Statement (EIS) for the State Significant Development (SSD). It also describes how the master plan generally complies with the Statement of Commitments as part of the MOD3 approval, including mitigation strategies that can be employed to ensure that the changes in the design are still able to meet the intent of the approved Urban Design Guidelines.

The principles of the Urban Design Report and Design Guidelines Addendum (AECOM, 2014) are mostly still relevant for the urban form and architectural expression. The revised built form incorporates fewer yet larger buildings than what was contemplated in the approved Concept Plan. Existing guidelines include building treatments such as: heights, roof form and pitch, and the use of facades and articulation to reduce the apparent bulk of the proposed buildings.

This revised master plan differs from the 2014 master plan in the following ways:

- The number of lots has increased to 5, reflective of market demands, with building containing the flexibility to be split into multiple tenancies, and
- The minimum 10 metre setback along the northern and western site boundaries now incorporates a landscape buffer and fire access road within this setback.

The revised master plan proposed for 60 Wallgrove Road can meet all of the objectives of the Urban Design Guidelines that were originally proposed and approved for the site. While the 10 metre wide landscape buffer treatment to the perimeter of the northern and western site boundaries has been incorporated with the fire access road, it will provide adequate screening from the adjacent Cemetery. Internal landscape and tree planting areas have been incorporated to provide a high level of shade and amenity. The revised concept will maintain a high quality frontage to Wallgrove Road and a landscaped edge to the M4 which is consistent with the original proposal.

1.0 Introduction

This addendum documents the revised urban design and landscape strategy for 60 Wallgrove Road, Eastern Creek, also referred to as the Minchinbury Employment Park.

2.0 Aims / Purpose of Addendum

The revised Urban Design Report and Design Guidelines Addendum (AECOM, 2014) for the proposed development of 60 Wallgrove Road, Eastern Creek, was approved in March 2015 under Concept Plan Modification No. 3 in line with the State Environmental Planning Policy (Western Sydney Employment Area 2009). Since that time the master plan for the site has been developed further (refer Appendix A - Site Plan by SBA Architects, 2015). This revised Urban Design Report and Design Guidelines addresses how the revised Concept Plan differs from the approved Concept Plan, and how the objectives and principles of the approved Urban Design Report and Design Guidelines Addendum (AECOM, 2014) remain generally consistent.

3.0 Background

The project received Concept Plan approval (MP09 0099) from the Department of Planning and Infrastructure (DoPI) in 2010. The terms of Approval include requirements from DoPI and Blacktown City Council (BCC). In 2013 Mirvac purchased the site from Afteron Pty. Ltd. and has made amendments to the master plan to better meet the market demands for specific land products. The revised Urban Design Report and Design Guidelines Addendum (AECOM, 2014) was approved under Concept Plan Modification No. 3. Since then the Concept Plan and Landscape Master Plan for the site have been developed further and are included Appendix A (Site Plan by SBA Architects, 2015) and Appendix B (Landscape Master Plan by Habit8, 2015) respectively.

3.1 Previous Urban Design Report & Design Guidelines

The revised Urban Design Report and Design Guidelines Addendum (AECOM, 2014) described how the 2014 master plan complied with the Concept Plan Approval and Statement of Commitments from 2009. This included mitigation strategies to ensure the changes to the design would still be able to meet the intent of the approved Urban Design Guidelines.

Key revised 2014 master plan was updated from the 2009 Urban Design Report in the following ways:

- The internal road was proposed to be managed as a private road. Consequently the setback to the buildings was also reduced
- The number of lots were reduced to 3 large lots, accompanied by a concomitant increase in the size of the buildings, and
- Stormwater runoff from the West Catchment was proposed to be captured by underground on-site detention (OSD) tank and treated by a proprietary treatment device.

3.2 Department of Planning and Infrastructure – Statement of Commitments

The Department of Planning and Infrastructure (now the Department of Planning and Environment, DP&E) gave Concept Plan Approval and outlined general approval consent conditions for the site and the proposed design. The approval incorporated a Statement of Commitments that outlines specific requirements for the proposed development to adhere to. The Statement of Commitments is outlined in Section 6 of this report, in addition to the compliance and differences that arise from the revised master plan for the preferred development scenario.

3.3 Applicable Development Standards

The Urban Design Guidelines for the site were guided by the following:

- State Environmental Planning Policy (SEPP) (Western Sydney Employment Area) 2009, and the Principal Development Standards contained therein
- Blacktown City Council Development Control Plan 2006, specifically Part E Development in the Industrial Zones
- SEPP 59 - Eastern Creek Precinct Plan (Stage 3) controls, and
- The urban design and landscape analysis of the site.

4.0 Review of Revised Master Plan Scheme

The master plan has been revised to accommodate the following key changes:

- The number of lots has increased to 5, reflective of market demands, with buildings containing the flexibility to be split into multiple tenancies, and
- Minimum 10 metre setbacks along the northern and western site boundaries, incorporating landscaped buffer planting to appropriately screen and soften the visual impact.

The revised concept design has considered the recommendations outlined in the Urban Design Guidelines.

The need for tree retention is reduced as environmental protection objectives will be met through the biobanking strategy that has been approved. Trees will be retained where possible for the high value of landscape amenity that they bring to the site. Stormwater detention and treatment objectives remain consistent with the previously approved development.

The following key urban design principles continue to remain relevant for the revised concept plan:

Function and Land Use Composition

- Take advantage of the sites' pre-eminent and strategically significant location within the broader employment zone
- Take advantage of the surrounding established road hierarchy; the M4 and M7 Motorways and Wallgrove Road, which provide exceptional accessibility and exposure, and
- The retention and augmentation of visually and ecologically significant vegetation in setbacks, buffers and around site drainage and retardation systems.

Movement and Mobility

- Maintaining and improving the main entry point off Wallgrove Road
- Upgrading the intersection alignment and traffic management at this location
- Minimising potential conflict by segregating vehicle and pedestrian movement
- Adopting road reservations which accommodate a range of users, including heavy and light service, commercial and cartage vehicle types, with the capacity to be landscaped to emphasise entrances and vistas
- To provide shared pedestrian and cyclist movement within the precinct, and encourage connectivity to the M7 Westlink Cycle Path, and
- Ensuring cross falls and batter slopes to all roadways enable ease of use and convenient accessibility for heavy vehicles, and potential B-Triples.

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Environment, Sustainability and Open Spaces

- Maintaining important perimeter vegetation particularly at the motorway interchange
- Ensuring the creation of a landscape buffer and visual screen to the existing cemetery interface
- Incorporating Water Sensitive Urban Design practices for management and retardation of stormwater and to eliminate adverse off-site impacts, and
- Consider best practice WSUD and Environmentally Sustainable Development (ESD) initiatives.

Urban Form and Architectural Expression

- The creation of a development reflective of its outstanding context, site attributes and features, and its location as the 'gateway' site to the Employment Hub precinct
- Building heights in the order of 15-20 metres that respond to and reflect the sloping nature of the site and respond to the immediate surrounds and visual exposure
- Specific and site responsive interface treatments to all boundaries ranging from the creation of suitable setbacks, appropriate building siting / façades / heights and a unified landscape treatment, and
- The creation of a site gateway, at the point of entry, with visually dynamic architectural expression and composition.

The following principles can be used to reduce the apparent bulk of the larger buildings that are proposed:

- Building heights in the order of 15-20 metres responding to the sloping nature of the site and the immediate surrounds and visual exposure
- An articulated building composition, with the ability to vary frontage setbacks
- Activated frontages where possible
- The creation of a site gateway, at the point of entry, with visually dynamic architectural expression and composition
- Good design and landscaping elements breaking up blank facades
- Visual variations in facade treatments, roof lines and selection of building materials to achieve an attractive design
- The response to the site characteristics and substantial exposure to the motorways, in particular, to create a variety of building form outcomes, and of visual interest. This can be achieved with façade treatments, which will reduce the apparent bulk of the proposed buildings, and
- Specific and site responsive interface treatments to all boundaries ranging from the creation of suitable setbacks, appropriate building siting / façade/ heights/ and a unified landscape treatment.

5.0 Urban Design Guidelines

The proposed Urban Design Guidelines remain generally consistent with those approved by the Department of Planning in 2010. Minor amendments to the approved Urban Design Guidelines consistent with the amended development concept are contained in Section 5 below.

5.1 Site Planning

5.1.1 Site Layout

Part 1 - Design Objectives

- 1) Create an industrial business park suited to market conditions, providing for flexibility to end users and economically sound development of the site through five large warehouse buildings
- 2) Protect and enhance conservation areas and provide appropriate interface of conservations areas with development
- 3) Ensure meaningful integration of Water Sensitive Urban Design within the subdivision layout
- 4) Ensure the provision of sufficient space for parking, loading and unloading of vehicles and landscaping

Part 2 - Design Requirements

- a) Lots are to be sized and orientated with regard to slope and site aspect in order to maximise opportunities for solar access and prevailing winds
- b) Minimise cut and fill and maximise capture of prevailing cooling summer breezes and opportunities for solar gain in winter.

5.1.2 Internal Road Network

The internal road network design objectives and requirements remain unchanged from the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) Provide legible, convenient and safe roads for all vehicle, bicycle and pedestrian users.

Part 2 - Design Requirements

- a) New industrial collector roads should have a minimum 23m reserve and 15.5m carriageway
- b) Encourage the use of sustainable transport modes including public transport and cycling through the integration of safe pedestrian pathways from transport stops, cycle paths and bike storage facilities within development.

5.1.3 Site Coverage

Part 1 - Design Objectives

The site coverage urban design objectives remain consistent with the 2010 Concept Plan approval.

- 1) Ensure that adequate area is available to accommodate landscaping, open space for employees and screening of loading and storage areas
- 2) Ensure that adequate area is available for driveways and access, onsite parking and manoeuvring of vehicles
- 3) Ensure the provision of appropriate buffers to the M4 Motorway and Wallgrove Road that soften the visual impact of development whilst allowing visibility to appropriate development
- 4) Achieve appropriate building setbacks that are landscaped to ensure integration with streetscape and road tree plantings.

Part 2 - Design Requirements

- a) Maximum site coverage permitted is 65% of the lot area
- b) A minimum 20m setback is to be provided to the M4 Motorway and Wallgrove Road. Significant trees and copses of trees within this setback and beyond of the Cumberland Plain Woodland community are to be retained where possible and enhanced through new planting, with a consideration to allowing visibility to key landmark sites
- c) Building setbacks to the internal private access road that providing appropriate screening through well landscaped interfaces to the building elements in the estate
- d) A minimum 10 metre setback is to be provided along the northern and western site boundaries adjacent to the Cemetery. Landscaped buffer planting shall be provided along these boundaries to appropriately screen and soften the visual impact
- e) Nil setbacks to side and rear boundaries where adjoining lots are zoned for industrial uses
- f) Front setbacks are sufficient to enable landscaping to screen large footprint buildings and create an integrated and coherent public / private interface
- g) Car parking, water tanks, structures and storage areas are not permitted within front setback areas
- h) Open style fencing to a maximum of 2.1 metres in height is permitted forward of the building line
- i) Where car parking, water tanks, structures and storage areas encroach within setback areas, landscaped interfaces will be provided to adequately screen from the visual impact.

5.1.4 Building Height and Built Form

The Building Height and Built Form urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) To ensure that buildings are of architectural merit, diversity, scale and high quality built form
- 2) To ensure that built form contributes to the visual amenity of the area and reinforce the design principles for the site
- 3) To allow for innovative logistic and employment buildings that provide for vertical operating efficiencies
- 4) To ensure that buildings follow and respond to the natural gradient of the site
- 5) To allow for landmark building form reflective of market demands
- 6) To encourage business park led higher technology uses of the site.

Part 2 - Design Requirements

- a) Building heights are to be in keeping with the scale and land use type of adjoining land i.e. a 20m height is considered appropriate adjacent to the M4 Motorway, while a 15m height is more appropriate adjacent to the Cemetery
- b) The height of buildings and works should take into account the proximity of the structure to roads, conservation areas and adjoining land uses
- c) Office / commercial components are permitted to exceed the maximum building height by 50% in order to provide visual interest and articulation of heights
- d) Variation to the maximum height may be permitted provided proposed building height is compatible with the scale, bulk and height of surrounding buildings and will not generate excessive overshadowing of adjacent properties.

5.2 Access, Movement and Car Parking

5.2.1 Site Access and Manoeuvring

The site access and manoeuvring urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 – Design Objectives

- 1) Ensure that access and manoeuvring arrangement to/from and within the site cater for large vehicles, are safe and do not cause detriment to other road users.

Part 2 - Design Requirements

- a) Truck access, manoeuvring and loading areas are to be separated from car parking areas
- b) Consider separating truck and small vehicle access points to reduce vehicle conflicts
- c) All vehicles must be able to enter and leave the site in a forward direction
- d) Pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces and articulated through landscaping where feasible
- e) As far as possible, pedestrian access through car parks should be kept separate from vehicle access ways
- f) Buildings shall be designed to allow loading / unloading of vehicles within the building
- g) Where not subdivided, all driveways are to satisfy AS2890.1 and AS2890.2.

5.2.2 Car Parking

The car parking urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) Ensure that on-site car parking is adequate, safe and convenient
- 2) Ensure that the layout of parking areas are visually attractive and integrated.

Part 2 - Design Requirements

- a) Sufficient car parking is provided on each lot to satisfy the likely peak parking demands of the development

- b) Minimum car parking rates are as follows:
 - Warehouse: 1 space per 300sqm
 - Industry: 1.3 spaces per 100sqm
 - Ancillary: 1 space per 40sqm (only for the portion that exceeds 20% of an associated warehouse area, or if the office is separate).
- c) Required car parking shall be located behind the required minimum setback area, however visitor car parking may be permitted forward of the building line where it can be demonstrated that the landscape quality of the streetscape can be maintained
- d) Access routes to car parking areas for each lot are to be clearly signposted
- e) All car parking spaces are to be constructed of, all weather material, adequately drained, marked and designated
- f) Sufficient spaces are to be provided for disabled car parking
- g) Landscape shall be integrated into the design of car parks and hardstand areas to allow for canopy and shade planting to reduce the 'heat island effect'.

5.3 Building Configuration

5.3.1 Sustainable Building Design

The sustainable building design urban design objectives and requirement remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) Reduce greenhouse emissions through appropriately designed buildings and best practice energy management
- 2) Adopt economically viable energy efficient design initiatives.

Part 2 - Design Requirements

- a) Building orientation and design should be such that they maximise northern exposure and shade east and west facing windows and openings
- b) Windows and openings should be positioned to maximise natural cross ventilation.
- c) Minimise winter heat loads through the arrangement of glazed parts of buildings to face north and east
- d) Use light coloured materials in hardstand areas to minimise heat absorption
- e) External shading devices (e.g. awnings, shutters, canopy trees) are to be used to protect east, north and west facing windows from summer heat where appropriate

- f) Use skylights and light wells to capture natural light for internal building areas
- g) Maximise insulation and thermal mass and minimise are building leakages, where appropriate
- h) Capture and store rainwater from roofs and other impervious surfaces within tanks for reuse. Drain hardstand / car park areas to an appropriate stormwater treatment devices prior to discharge from the site
- i) Place trees and buildings along the south western fringes of the site to reduce the effects of hot westerly summer breezes.

5.3.2 Sustainable Building Materials

The sustainable building materials urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) Minimise the total material resources used
- 2) Minimise the environmental impacts of material used
- 3) Encourage the use of environmentally sustainable materials, with low embodied energy content
- 4) Encourage high quality architect design buildings within the area of high visibility along Wallgrove Road and at the exposed southern corner of the site.

Part 2 - Design Requirements

- a) Consider materials with recycled content. i.e.: recycled concrete, brick, timber, steel etc.
- b) Consider using certified plantation (Forest Stewardship Council) or engineered timber materials, and avoid unsustainable imported timber from old growth forests
- c) Choose low Volatile Organic Compound (VOC) materials, including low/no VOC paints and coatings, floor coverings and underlays
- d) Consider sourcing local materials to reduce transportation impacts.

5.3.3 Building Appearance

The building appearance urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) Encourage building forms, materials and finishes that add visual interest to the neighbourhood
- 2) Encourage building typologies that add visual interest to the neighbourhood
- 3) Promote industrial development that is both functional and attractive in the context of its local environment through appropriate design.

Part 2 - Design Requirements

- a) Built form and facades visible from the street, public open space, or the Cemetery should be designed and treated to provide visual interest. Long blank walls will not generally be supported. Articulation of walls can be achieved by colour schemes, variations in setback, use of glazing and differing architectural materials and finishes
- b) Office areas sited in front of buildings can be designed to help reduce building mass and increase visual interest. Setbacks may be reduced to improve building articulation
- c) Locating the office components to the front reduces building bulk and presents an attractive frontage
- d) Buildings are to address the street and provide surveillance to streetscape
- e) Entries and building bases should be articulated through the use of colour, material change and texture, and strengthened through landscape design
- f) Built form within lots which lend themselves to 'landmark' or 'gateway' treatment should have a contemporary style and incorporate high quality architectural detail and visibility
- g) Large areas of smooth finish concrete wall panels should be enhanced with some form of texture. Consider using heavy textured paint or forming textures into selected areas of wall panels to avoid a glossy/high glare building surface
- h) Hardstand, loading, storage, rubbish disposal, plant and equipment areas are to be softened from the front, side and rear through landscaping or integrated building form.

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Typical Built Form Images



District frontage and visible ESD initiatives built in to architectural form, Brookvale Business Zone



Use of photo voltaic cells to facade of industrial built form



Distinctive corporate architecture, Brinda Bella Business Park, Canberra



Use of overhanging eaves and distinct detailing, Brinda Bella Business Park, Canberra



High quality 'landmark' office buildings, Parramatta Justice Precinct



Distinctive signage and car parking, QCL-Darra



Solar photo voltaic cells



Modulated facade and use of colour to warehouses

5.3.4 Signage

The signage urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) Adopt an integrated, site-wide signage strategy.

Part 2 - Design Requirements

- a) Signage should be well designed and conform to an integrated signage strategy for the Minchinbury Employment Precinct
- b) Large scale advertising and monument signage is not to exceed the maximum building height for built form
- c) Signage is to be designed to reduce visual clutter within the front setback and encourage well integrated site language that is in keeping with scale and visual quality of the development.

5.4 Landscaping

The landscaping urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

5.4.1 Landscape Design

Part 1 - Design Objectives

- 1) Encourage a well designed, legible and cohesive landscape framework for development
- 2) Encourage a relationship between public and private landscape through a language of plant material and planting styles
- 3) Strengthen the landscape design framework, by reinforcing entry or landmark sites through the structure and design of the planting and sculptural elements
- 4) To draw upon the natural characteristics of the site and create a visual relationship with remnant canopy cover
- 5) Groupings of canopy tree planting along M4 to ensure visual permeability whilst still providing sun screening (westerly sun) and windbreaks (Winter winds)
- 6) To assist with sustainability initiatives such as windbreaks and sun screens, and reducing water runoff. This can be achieved through groupings of canopy tree planting along Wallgrove Road to allow views and also provide cooling breeze during summer afternoon. Runoff from impervious areas will be directed to passively irrigate landscapes wherever possible

- 7) Where possible enhance the existing 'remnant Cumberland Plain Woodland
- 8) Encourage the use of species that will improve the biodiversity of the site
- 9) Safeguarding and improve boundary interfaces, and minimise any off site impacts including provision of a landscape buffer as visual screen to the existing cemetery interface
- 10) Provide a visual buffer between neighbouring land uses and the industrial development
- 11) Encourage the design of both hard and soft landscape to assist in creating comfortable micro climatic conditions and minimise the 'heat island effect' of development.

Part 2 - Design Requirements

- a) Landscape plans should be submitted with all development application
- b) Retain significant existing trees or groups of trees wherever feasible in setbacks, medians, reserves and stormwater detention areas
- c) Create a legible, clearly defined streetscape that provides the structure within which a more naturalised planting style can be contained
- d) Utilise high canopy trees and low grasses generally within verge and median planting to ensure sightlines are maintained
- e) Strengthen the biodiversity of the site through naturalised group planting of endemic Cumberland Plain Woodland trees and native grass understorey using species from the suggested planting lists where space permits
- f) Provide private landscape setbacks frontages that are distinctive but well integrated with, and contributing positively to the public streetscape character
- g) Utilise the various heights, form and structure of planting from the suggested planting list to provide screening, formality, buffer, interface and visual foil as required and suggested within the integrated master plans
- h) Use native grasses and groundcovers as lawn alternatives where possible to reduce irrigation demands
- i) Create well integrated stormwater detention and treatment areas which provide amenity and visual interest
- j) Promote passive integration of landscapes by directing nearby hardstand areas to vegetated areas
- k) Use side and front boundary landscape setbacks to create windbreaks and provide shade to westerly sun and winter winds as appropriate

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- l) Design well integrated shade planting within car park areas
- m) Use endemic species suited to the environment that have low water requirements and low maintenance
- n) Use light coloured paving materials and surfaces and non impervious surfaces where practical to reduce heat absorption
- o) Interface planting between lots and conservation area should provide a naturalistic backdrop to development and be designed to prevent encroachment of human activity such as dumping, storage and parking
- p) Proposed used of clear stem trees and low understorey within streetscape planting to maintain sight lines for pedestrians, cyclists and vehicles.

Typical Landscape Images



Access road street tree planting - *Flindersia bennettiana*
(image provided by Habit8)



Feature entry tree planting - *Magnolia grandiflora* 'St Mary'
(image provided by Habit8)



Boundary screen tree planting - *Elaeocarpus eumundii*
(image provided by Habit8)



Typical landscape treatment to detention basin
(image provided by Habit8)

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Typical landscape treatments to swale and detention basin (image provided by Habit8)



Distinctive entry signage to reflect heritage interpretation strategy (image provided by Habit8)



Proposed turf mounding to Wallgrove Road frontage (image provided by Habit8)

5.4.2 Site Topography and Management of Level Change

The site topography and management of level change urban design objectives and requirements remain consistent with the 2010 Concept Plan approval.

Part 1 - Design Objectives

- 1) To encourage design that minimises cut and fill requirements
- 2) To encourage well considered interfaces between lots and roads/setbacks/conservation areas
- 3) To ensure that cut and fill requirements do not adversely impact upon adjoining land uses.

Part 2 - Design Requirements

- a) Where retaining walls need to be greater than 3m in height, the wall should be screened with planting at the base
- b) Landscaped batters are preferable to retaining walls and should be considered where space permits. Slopes should be no greater than 1 in 3 and suitably planted to provide screening or buffer as required by its location
- c) Retaining walls and batters should be well integrated into the design of the building and its envelope
- d) Retaining walls should be visually softened through planting
- e) Material excavated from site to form lots should be re used wherever possible.

5.5 Recommended Plant Species Schedule for Landscape Typologies

The Recommended plant species schedule for landscape typologies is generally consistent with 2009 Concept Plan approval.

6.0 Comparison with the Statement of Commitments

A review of the Statement of Commitments provided with the Concept Plan Approval against the amended concept design is provided below with explanatory notes to describe how proposed amendments to the approved Urban Design Guidelines have been managed to maintain consistent outcomes with the existing approval:

Table of Compliance

No.	Requirement	Compliance with General Terms of Approval
1	Concept plan approval is granted for.... (b) Development of a regional distribution park of warehouses, distribution centres, light industry, office premises, high technology uses, freight logistics facilities, and associated infrastructure. Consisting of:	
	<ul style="list-style-type: none"> 65% site coverage for each lot; 	The proposal is consistent with existing approval and meets this criteria.
	<ul style="list-style-type: none"> building heights of 15-20m; 	The proposal is consistent with existing approval and meets this criteria.
	<ul style="list-style-type: none"> an eastern detention basin generally where located on the Concept Masterplan; 	The proposal is consistent with existing approval and meets this criteria.
	<ul style="list-style-type: none"> a western underground stormwater storage tank generally where located on the Concept Masterplan; 	The proposal is consistent with existing approval and meets this criteria.

No.	Requirement	Compliance with General Terms of Approval
	<ul style="list-style-type: none"> 10m minimum landscaped setbacks, with 20m to the Wallgrove Road and M4 boundaries; 	<p>A 10 metre setback is retained along the northern and western site boundaries. The revised proposal incorporates the fire access within the 10 metre setback. A visual impact and landscape assessment has been undertaken to ensure adequate landscaping will be provided along these boundaries to appropriately screen and soften the visual impact.</p> <p>The setback to Wallgrove Road and M4 boundaries remain consistent with the existing approval.</p> <p>The landscaped setbacks to the internal access road have been reduced from between 2-4m to 1-4m. A landscape assessment has been undertaken to ensure appropriate visual screening will be achieved through well landscaped interfaces to the building elements in the estate.</p>
	<ul style="list-style-type: none"> 23m reserve for internal roads; 	<p>The proposal is consistent with existing approval and meets this criteria.</p>
	<ul style="list-style-type: none"> 24 hour operations, 7 days a week; 	<p>The proposal is consistent with existing approval and meets this criteria.</p>

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Statement of Commitments

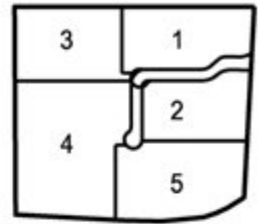
No.	What	Commitment	Compliance with Commitments
1	Compliance with approvals, reports, guidelines etc.	1.1 Compliance with Concept Plan Future developers on the site must comply with all conditions of consent and be generally consistent with this Concept Plan.	The revised concept plan has considered the urban design principles outlined in the Urban Design Guidelines (AECOM 2014), and where they differ, justification has been provided to support the amendment.
		1.2 Future Development to be consistent with the Urban Design Guidelines Future development will be assessed with regard to compliance with the objectives and development controls outlined in the Urban Design Guidelines prepared by AECOM (dated September, 2014). Relevant provisions refer to: <ul style="list-style-type: none"> • Site Planning • Access, Manoeuvring and Car Parking • Building Configuration • Landscaping • Stormwater Management 	The revised concept plan remains generally consistent with the objectives of the approved Urban Design Guidelines Addendum (AECOM 2014), providing a high level of amenity for the estate with some minor deviances in relation to site planning and building configuration as outlined above.
		1.3 Future Development to be consistent with the Water Sensitive Urban Design (WSUD) Report Future development will be assessed with regard to compliance with the objectives and development controls outlined in the WSUD Report contained in Appendix G to this report	The revised concept plan meets the objectives of the approved WSUD strategy as amended (AECOM 2014). Refer to WSUD Addendum (AECOM 2014).

7.0 Conclusion

The revised concept design is consistent with the approved land use, and reflects the objectives of the Urban Design Report and Urban Design Guidelines Addendum (AECOM, 2014), as approved under Concept Plan Modification No. 3. A number of divergences from the approval and commitments have been required to accommodate the larger footprints of the proposed development sites to meet market demands. While the landscape buffer treatment has been retained to lots along the northern and western site boundaries, the 10 metre setback also incorporates the fire access road along these boundaries.

Internal landscape and tree planting areas have been incorporated to provide a high level of amenity to the site. The revised concept will maintain a high quality frontage to Wallgrove Road and a landscaped edge to the M4 which is consistent with the original proposal.

Urban Design Addendum



OVERALL DEVELOPMENT DATA

WH 1 Site Area	34,835 m ²
WH 2 Site Area	30,168 m ²
WH 3 Site Area	35,964 m ²
WH 4 Site Area	64,928 m ²
WH 5 Site Area	42,998 m ²
Road Reserve Area	9,865 m ²

Total Site Area	218,758 m ²
Total Office Area	5,930 m ²
Total Warehouse Area	117,935 m ²
Total Building Area	123,865 m ²

LOT 1

Site Area	34,835 m ²
Offices	1,305 m ²
Warehouse	18,020 m ²
Total GFA	19,325 m ²
Site Coverage	55%
Awning	2,235 m ²
Light Duty Pavement	3,525 m ²
Heavy Duty Pavement	5,475 m ²
Carpark Provided	90

LOT 2

Site Area	30,168 m ²
Offices	915 m ²
Warehouse	16,065 m ²
Total GFA	16,980 m ²
Site Coverage	56%
Awning	1,725 m ²
Light Duty Pavement	2,280 m ²
Heavy Duty Pavement	5,050 m ²
Carpark Provided	65

LOT 3

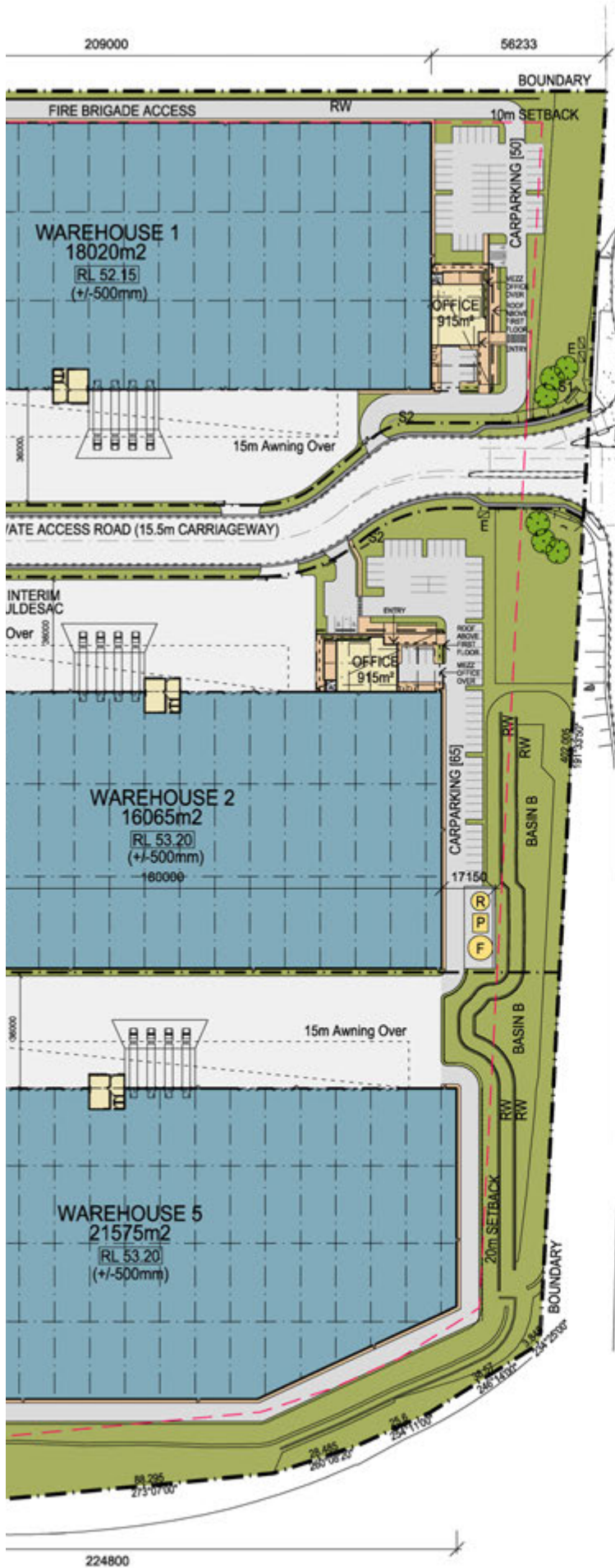
Site Area	35,964 m ²
Offices	1020 m ²
Warehouse	21,615 m ²
Total GFA	22,635 m ²
Site Coverage	63%
Awning	2,065 m ²
Light Duty Pavement	2,040 m ²
Heavy Duty Pavement	6,338 m ²
Carpark Provided	85

LOT 4

Site Area	64,928 m ²
Offices	1540 m ²
Warehouse	40,660 m ²
Total GFA	42,200 m ²
Site Coverage	65%
Awning	2,742 m ²
Light Duty Pavement	3,936 m ²
Heavy Duty Pavement	8,655 m ²
Carpark Provided	142

LOT 5

Site Area	42,998 m ²
Offices	1,150 m ²
Warehouse	21,575 m ²
Total GFA	22,725 m ²
Site Coverage	53%
Awning	2,235 m ²
Light Duty Pavement	2,225 m ²
Heavy Duty Pavement	6,325 m ²
Carpark Provided	89



WALLGROVE ROAD

M7 MOTORWAY

CONNECTION TO EXISTING M7 CYCLEWAY

LEGEND

E	ELECTRICAL SUBSTATION
FNC-1	CHAINWIRE FENCE 2.1m H
FNC-2	PALISADE FENCING 2.1m H
F	FIRE TANK
P	PUMP ROOM
R	RAINWATER TANK
RSD	ROLLER SHUTTER DOOR
RW	RETAINING WALL
S1	ESTATE PYLON SIGN
S2	TENANT PYLON SIGN
S3	5x2 TENANT IDENTIFICATION SIGN
SG	SLIDING / SWING GATE

NOTE: REFER TO CIVIL DRAWINGS FOR PAVEMENT LEVELS

TRIAL ESTATE

EASTERN CREEK



DRAWING TITLE
SITE PLAN

DATE
05.05.15

SCALE
1: 2000 @ A3

JOB NO.
14230

DRAWING NO.
DA002

L





Screening hedge
Refer L06 for section and species

Entry landscape - refer to L02

Car park shade trees

Detention basin
Refer engineer's drawings for details
Refer L03 for plant species

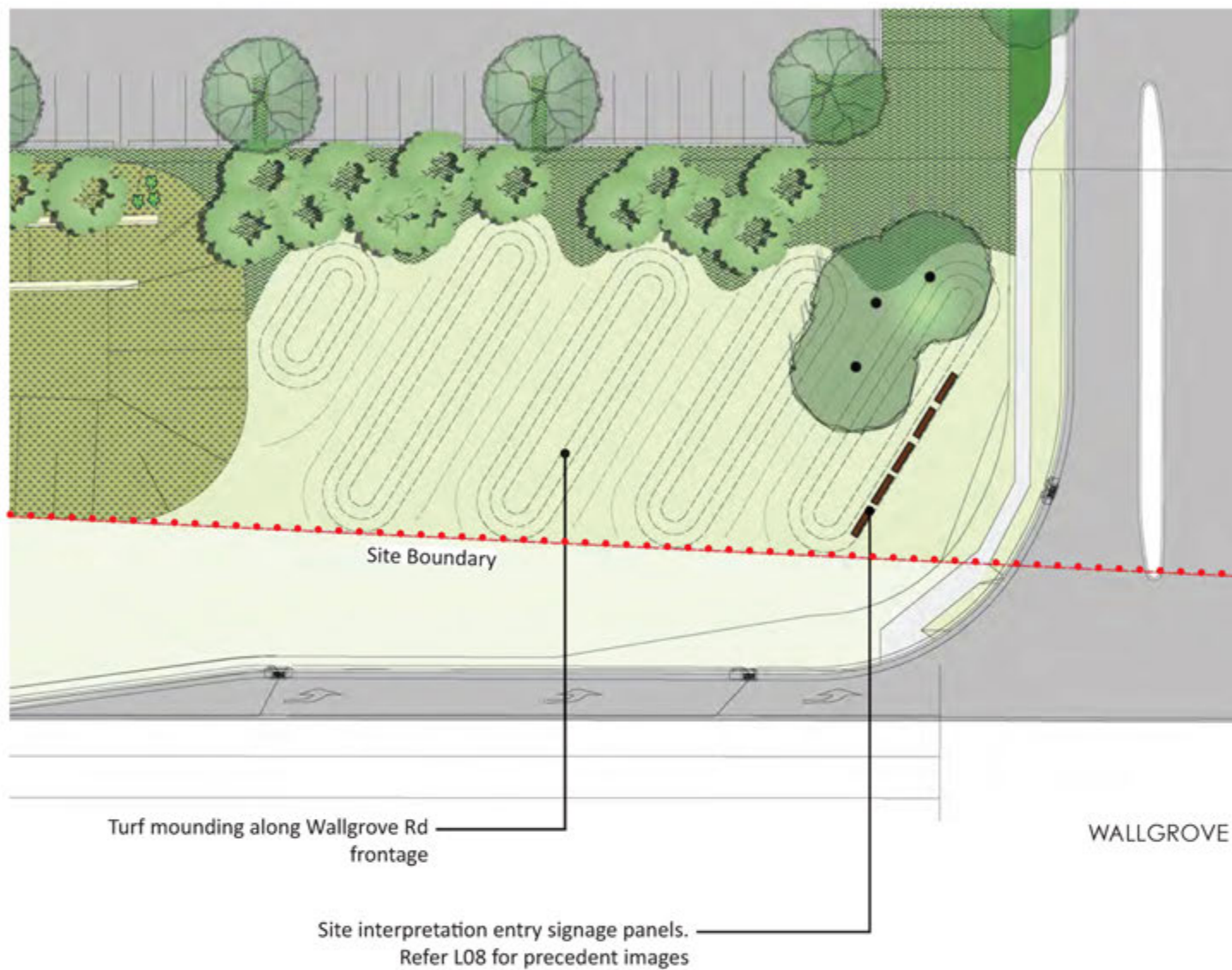
Site Boundary

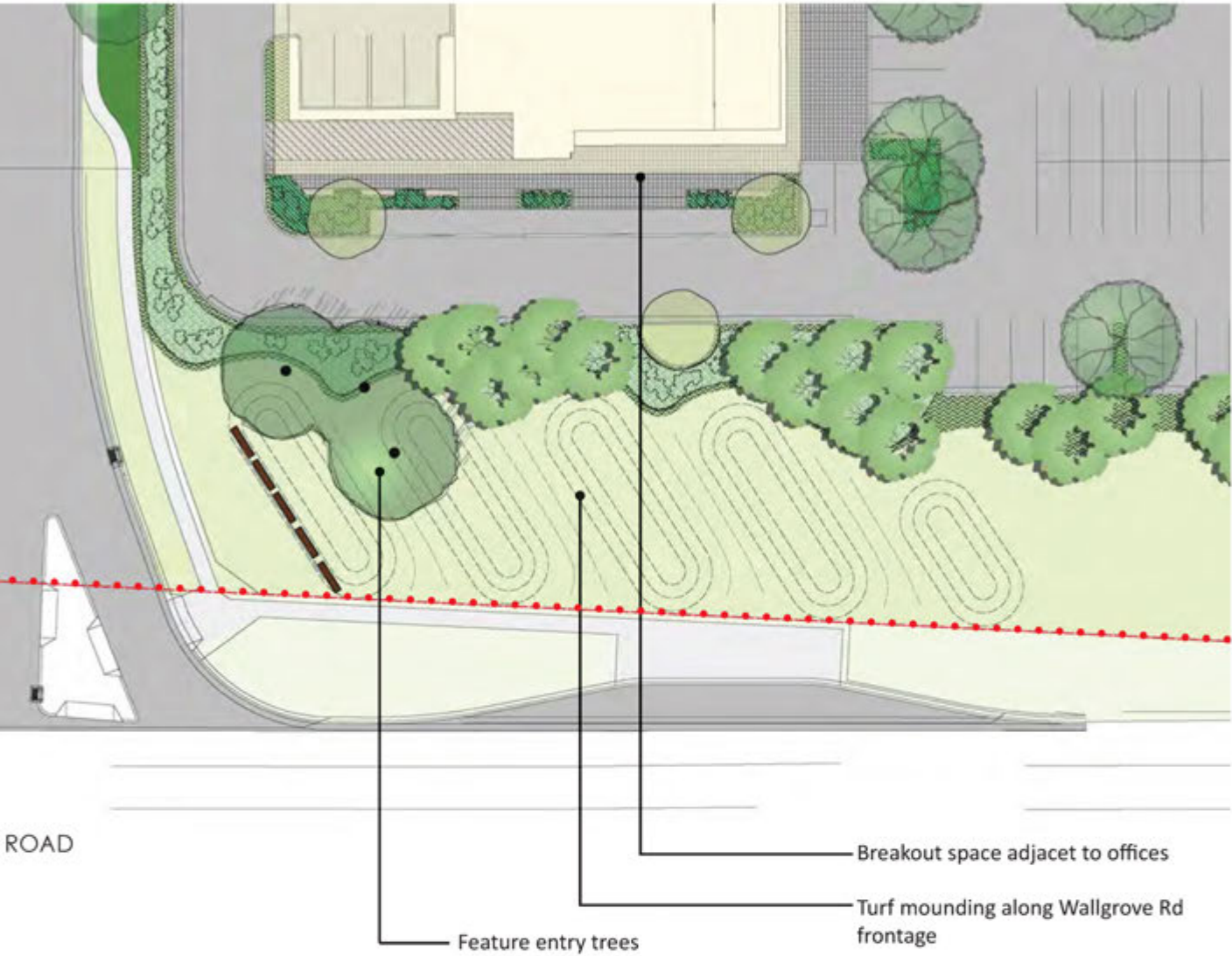
Native tree planting to embankment

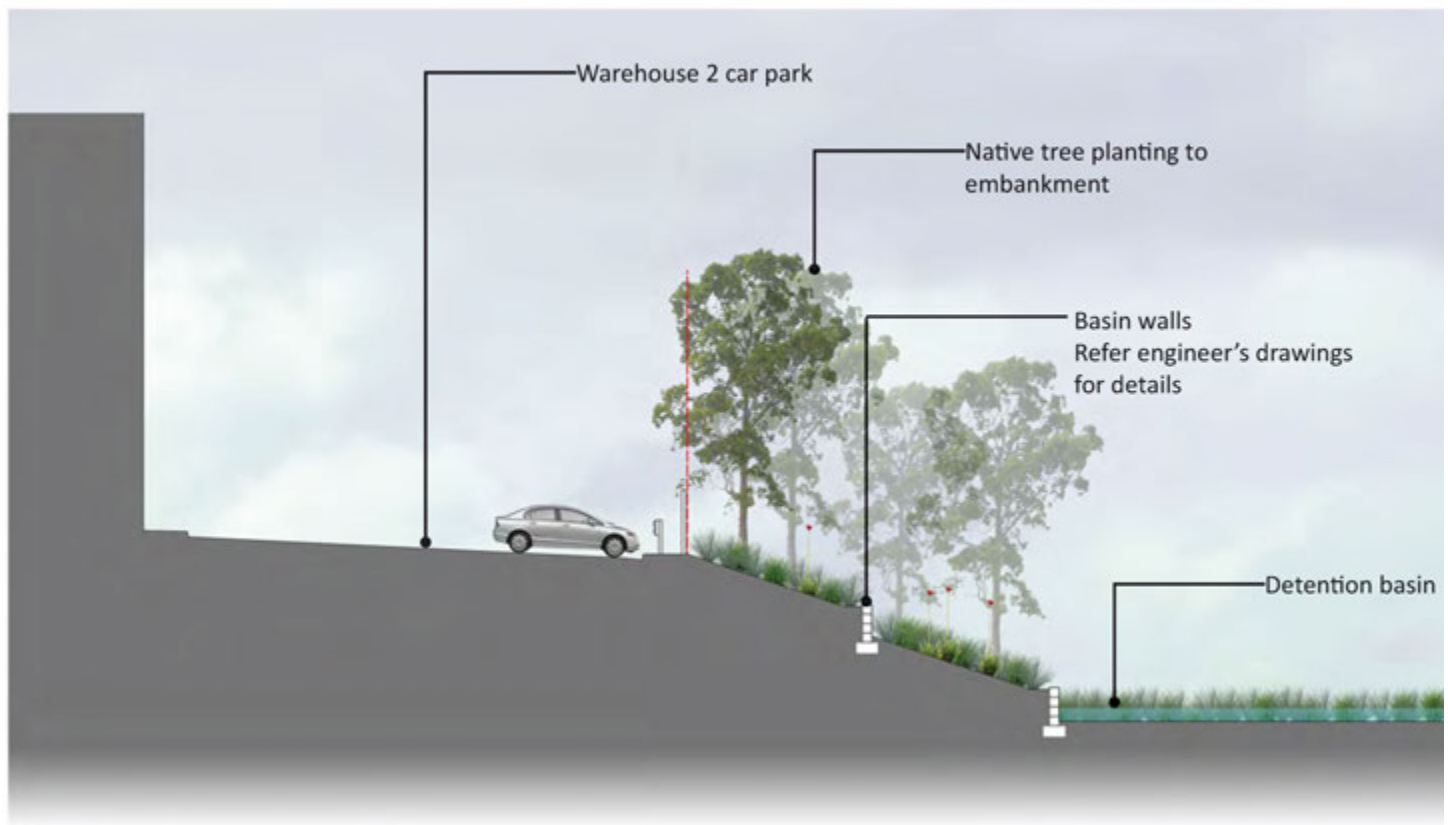
Vegetated swale
Refer engineer's drawings for details
Refer L03 for plant species

Hydroseeded embankment with native
tree and shrub planting

DATE	REVISION	PURPOSE
13.05.15	A	DRAFT
15.05.15	B	DRAFT
20.05.15	C	DRAFT
05.06.15	D	DA Submission



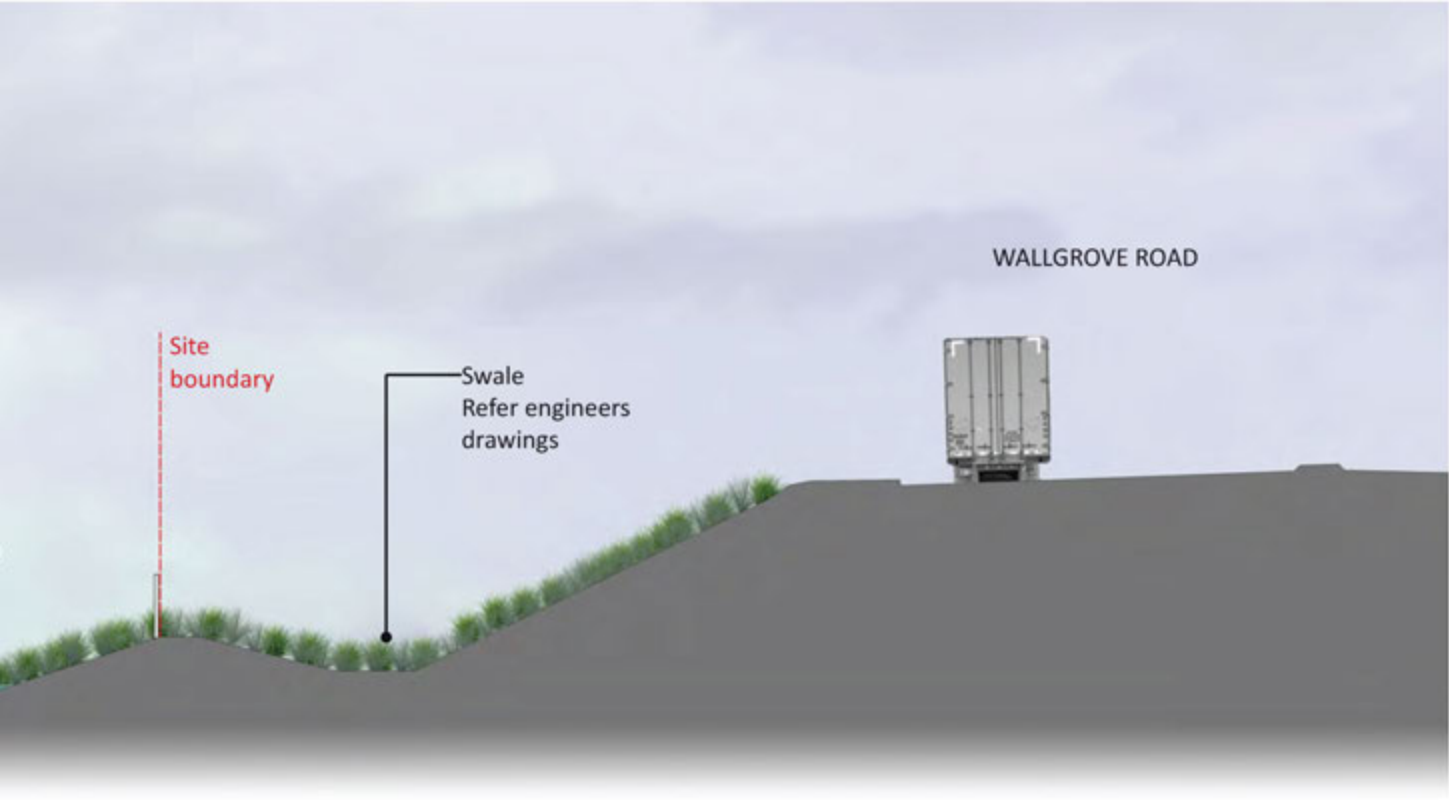
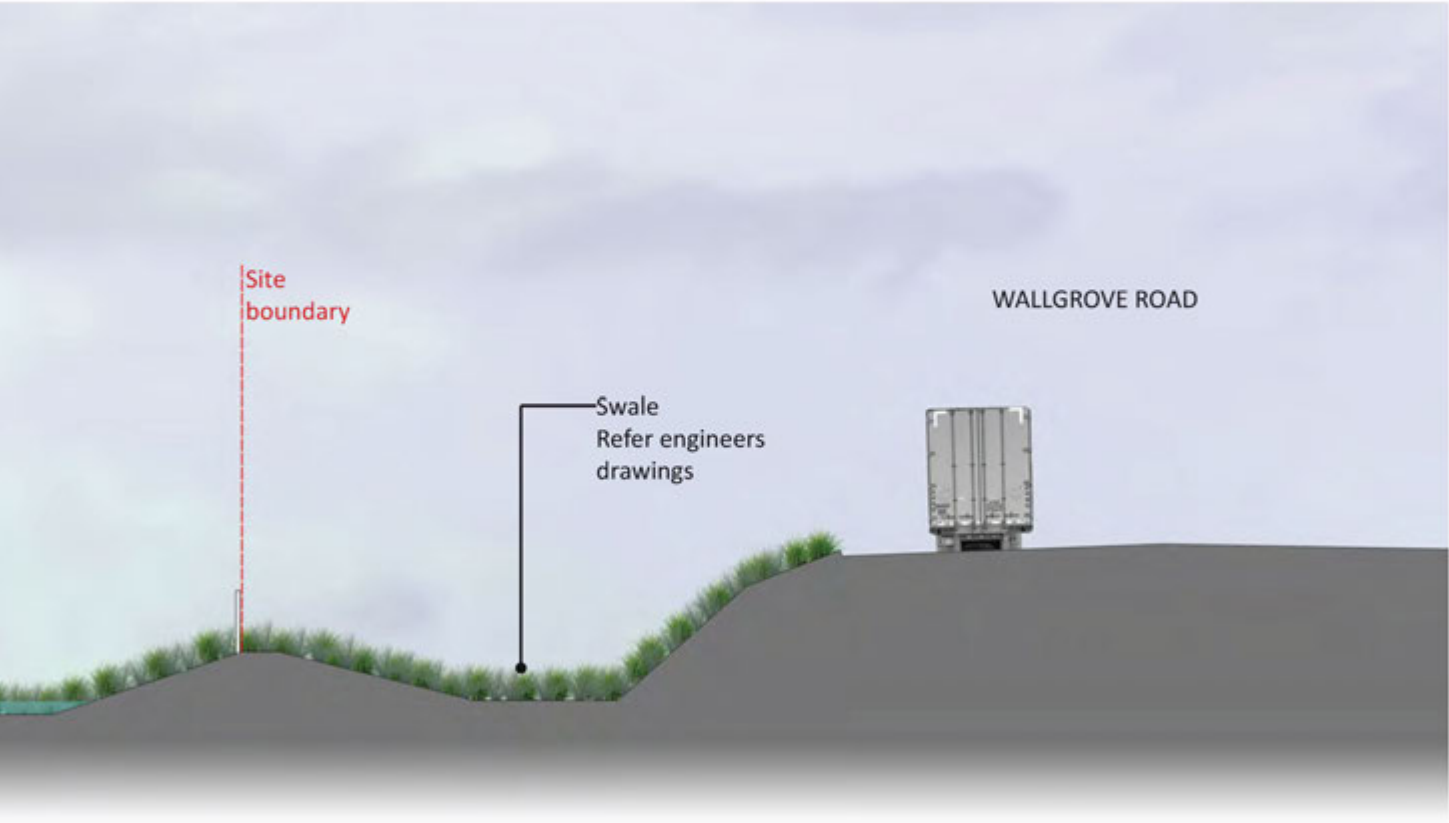


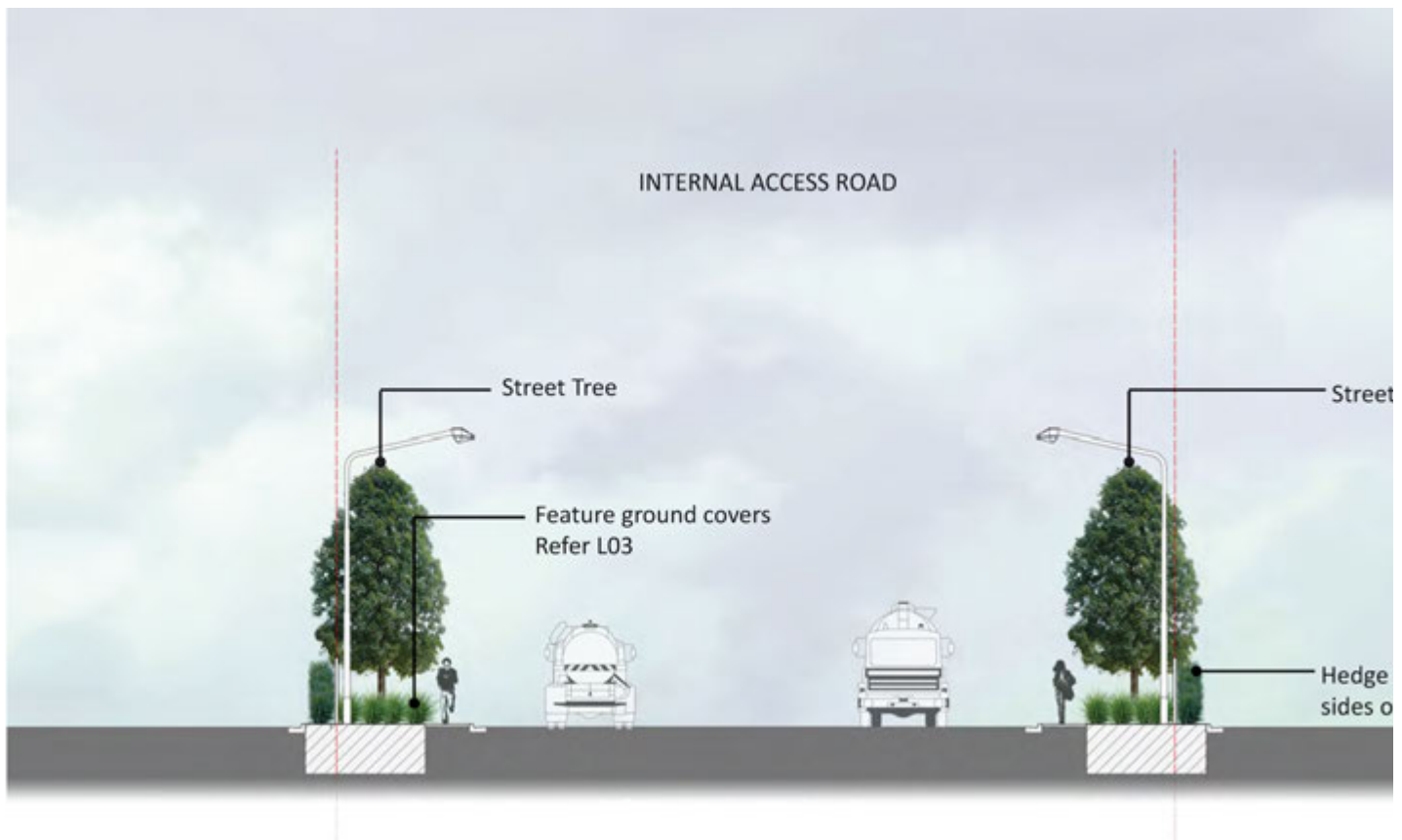


Landscape Section 1 - Wallgrove Road
N.T.S.

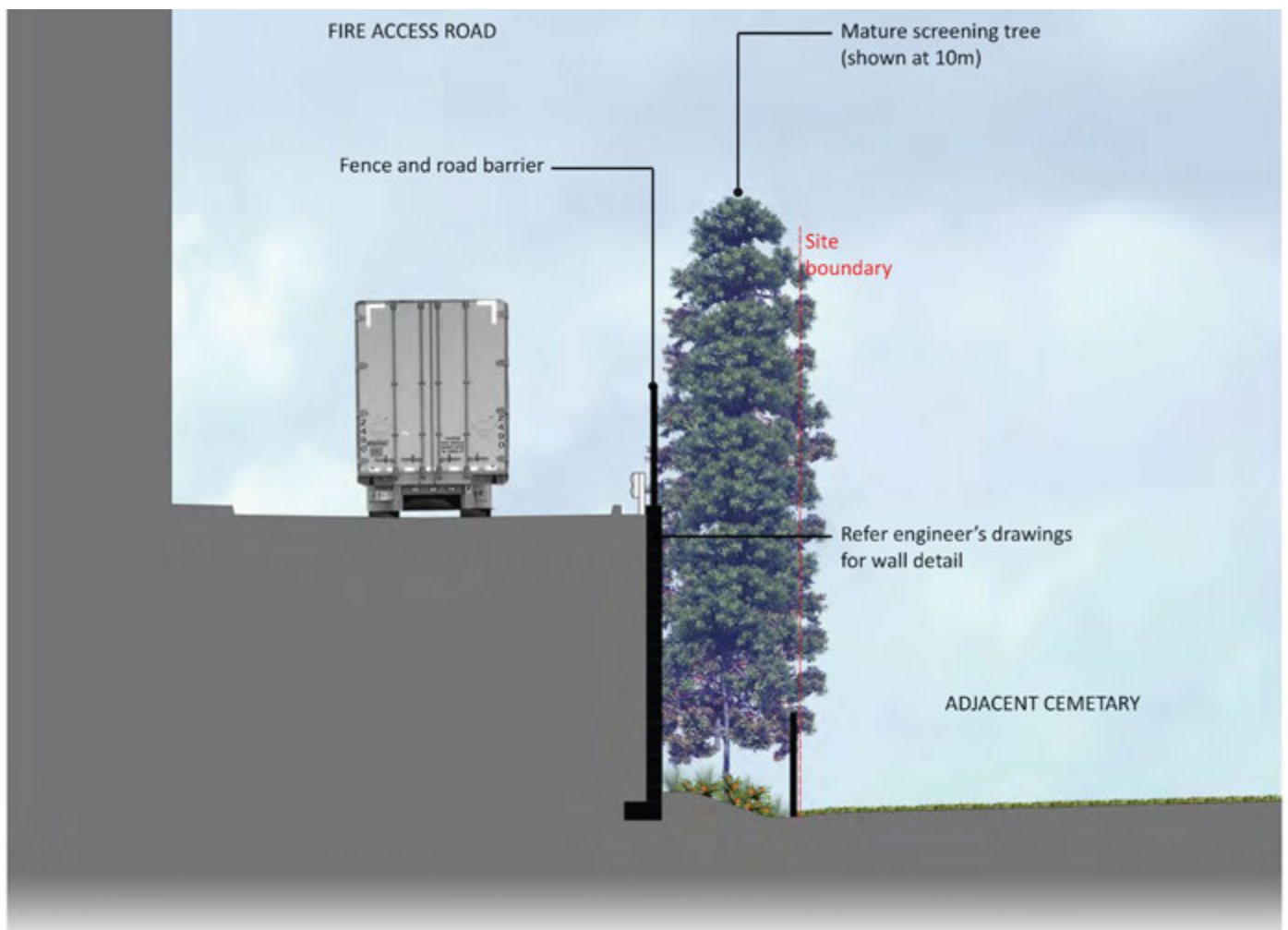


Landscape Section 2 - Wallgrove Road
N.T.S.

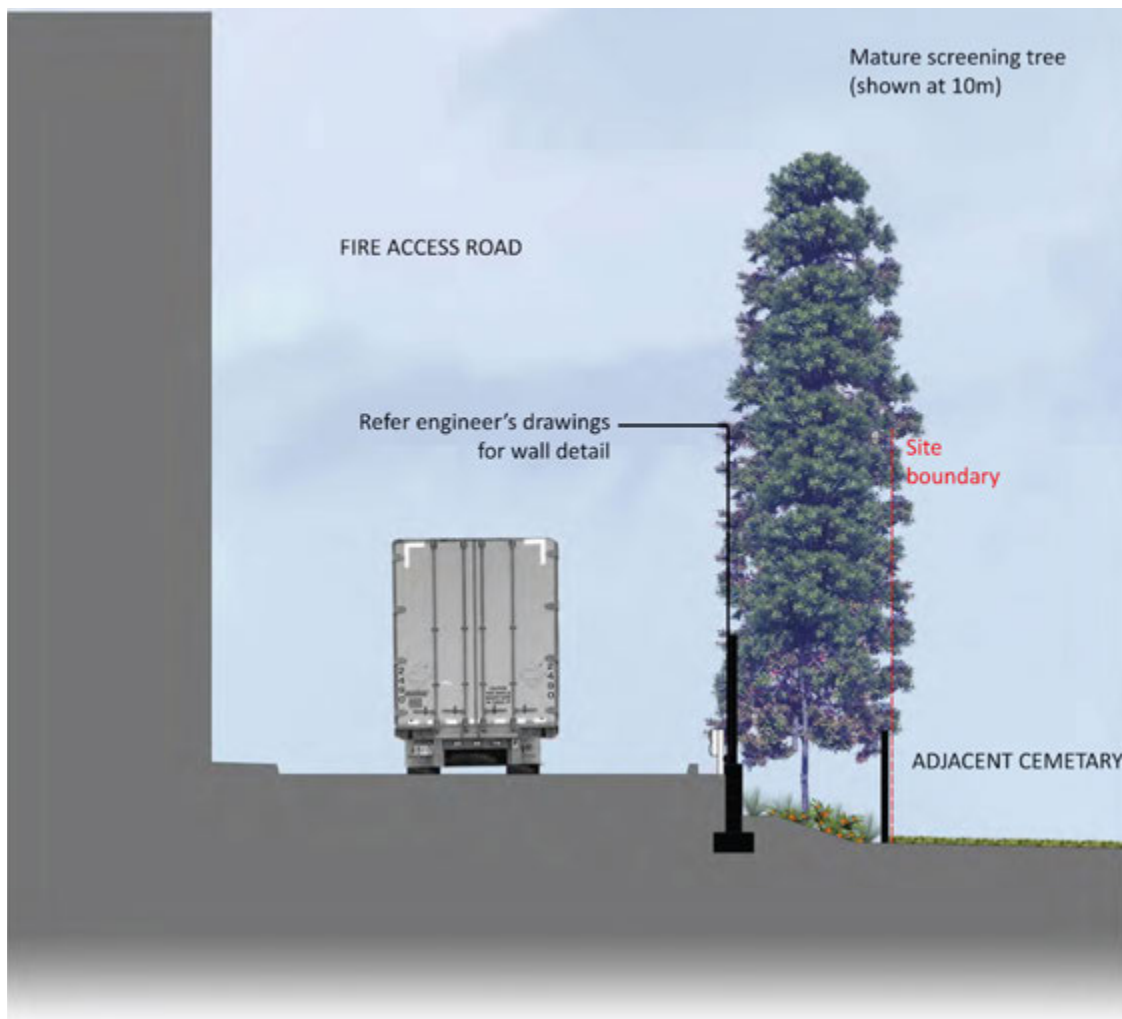




Landscape Section 3 - Internal Access Road
N.T.S.



Landscape Section 4 - Cemetery Boundary
N.T.S.



Landscape Section 5 - Cemetery Boundary
N.T.S.

Northern Boundary
Year 8



Northern Boundary
Year 4



Northern Boundary
Year 1



Warehouse 1
Year 8



Warehouse 1
Year 4



Warehouse 1
Year 1





DATE	REVISION	PURPOSE
13.05.15	A	DRAFT
15.05.15	B	DRAFT
20.05.15	C	DRAFT
05.06.15	D	DA Submission

1 WAREHOUSE
55660m²

OFFICE
1000m²

SETBACK

FIRE B