



21 October 2021

Chris Ritchie
Director, Industry Assessments
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Via NSW Major Projects Planning Portal

Dear Chris

RE: YIRIBANA LOGISTICS ESTATE (YLE) (SSD-10272349)

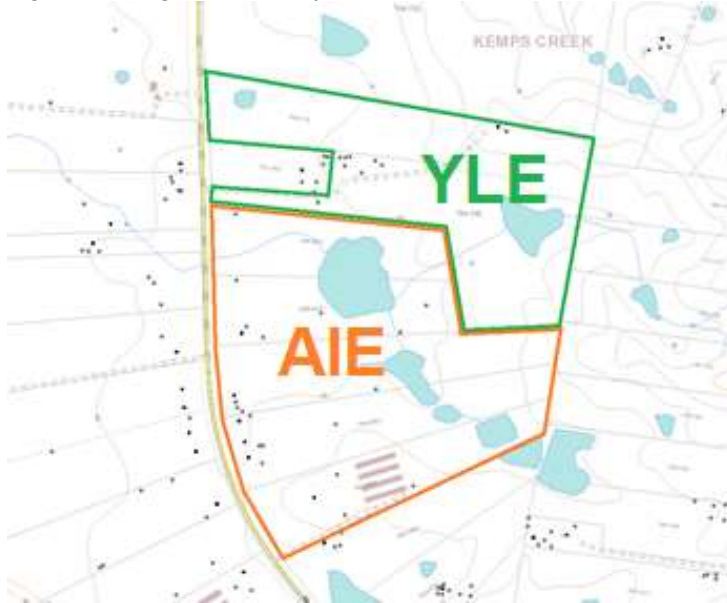
This submission has been prepared by Mirvac in relation to the Yiribana Logistics Estate (YLE) (SSD-10272349) at 754-770 and 784-786 Mamre Road, Kemps (Lot 59-60 in DP 259135).

This submission is not an objection to the development of the Yiribana Logistics Estate rather provides objection and commentary to several key elements of the proposal as they relate the proposed Mirvac Aspect Industrial Estate (AIE) (SSD-10448) at 788-882 Mamre Road, Kemps Creek NSW 2178 (Lots 54 - 58 in DP 259135).

Mirvac are working with the Department to finalise their assessment of the AIE. The AIE is located to the south of the YLE with the two developments sharing a boundary and multiple interfaces as *illustrated in Figure 1 below*. Within this submission Mirvac provide comments for the Departments consideration in relation to the following elements of the YLE proposal:

- Warehouse 1 Boundary interface
- Estate Signage
- Environmental corridor & Stormwater management
- Access arrangements

Figure 1: Diagrammatic representation of YIE and AIE interface



Source: Six Maps

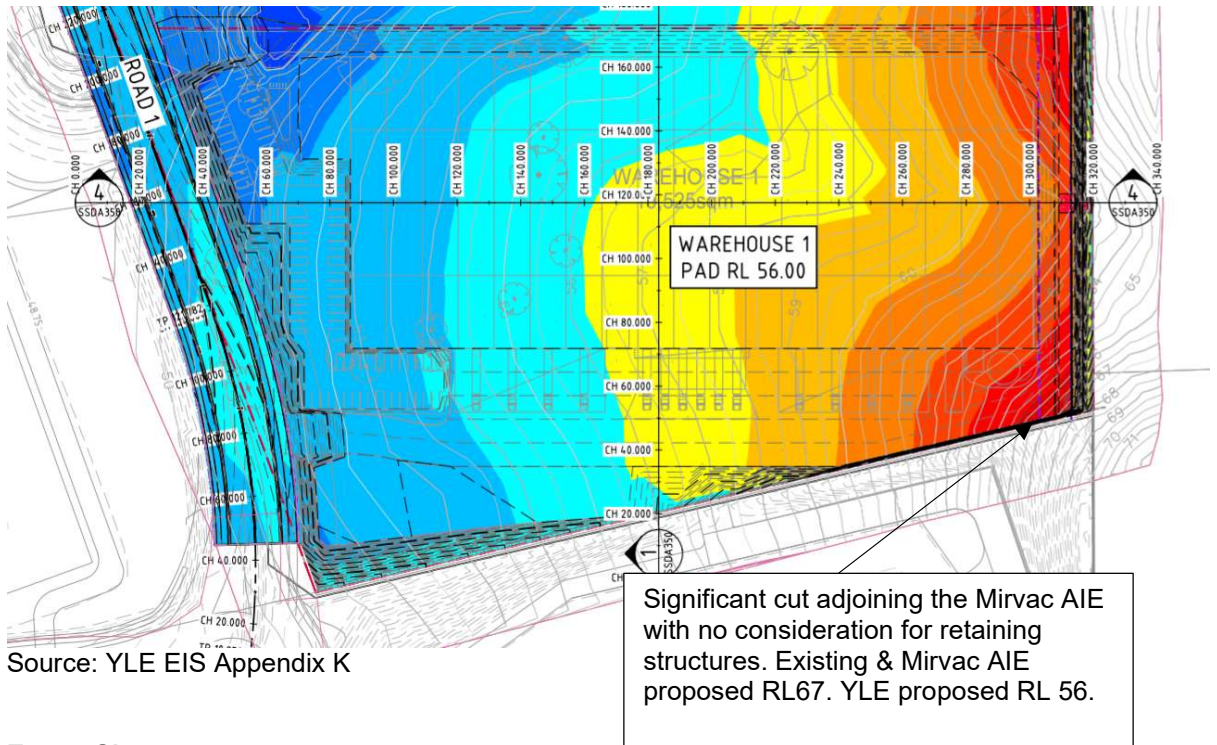
Warehouse 1 Boundary Interface

YLE warehouse 1 is located on Lot 2A on the southernmost portion of the YLE and directly adjoins the northern boundary of the AIE warehouse No.4.

The YLE EIS states the location and indicative heights of retaining walls are provided in the Civil Drawings located within Appendix K. The civil design documentation demonstrates an approximately 11m level difference to the existing levels on the northern boundary of the AIE site but does not propose any retaining wall structure to address this. Rather it seems to seek a temporary batter within the AIE. It is noted that the proposed AIE boundary levels remain unchanged from the Mirvac AIE initial SSD, RTS or subsequent information provided by Mirvac to GPT.

We raise concerns that the GPT proposal does not adequately consider the existing or proposed levels at the boundary. Further, we confirm that Mirvac do not consent to any batters or retaining wall elements (e.g. strap zones) proposed in the YLE being located within the Mirvac site. It is therefore requested that Warehouse No.1 be amended to consider boundary levels as required. Alternatively, we would welcome a meeting with GPT to determine temporary batters into the YLE which could be carried out concurrently or after the AIE works to potentially reduce the required YLE Warehouse No.1 retaining wall extents. Though this would need to be considered and approval sought as part of the YLE SSD.

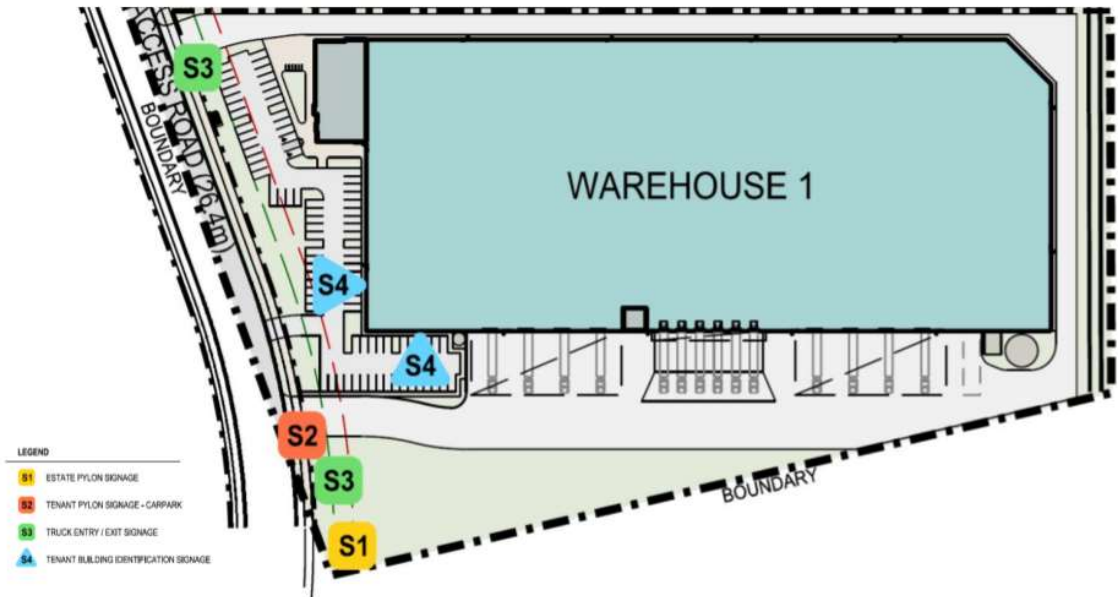
An extract of the civil engineering cut / fill diagram for YLE Warehouse No.1 is provided below for reference.



Estate Signage

As shown within the extract below, the YLE estate pylon signage (noted as S1) is proposed at the southernmost extent of the YLE fronting Warehouse No.1.

Mirvac question whether the proposed location of the estate pylon signage is appropriate given proximity to the proposed roundabout and the potential for this to cause road user confusion. It is requested consideration be made to relocating this Pylon signage further north away from the proposed roundabout to avoid potential confusion for motorists.



Environmental Corridor / Stormwater Management

A 40m wide zoned E2 Environmental Conservation corridor traverses through both AIE and YLE from east to west. The YLE SSD proposes to realign this E2 corridor and reduce its width to a 25m E2 zone flanked on each side by a 5m wide landscaped setback.

Section 3.2.5.6 of the YLE EIS states that *“GPT will work with the adjoining landowner to ensure that the identified centreline location for the corridor as indicated ... is delivered, with landowners seeking approvals for the corridor realignment separately.”*

Mirvac support the realignment of the E2 corridor but emphasise the need for co-ordination between the two sites in relation to this item. Of particular importance is ensuring that the proposed structure under the North-South collector road allows for adequate upstream flow conveyance at velocities which do not exceed pre-development conditions. The location and details of this structure is subject to YLE approvals for E2 widths and alignments.

Mirvac does not support to the design of the E2 North-South road crossing as currently documented as part of the YLE SSD. Our concerns relate to the apparent concentration of flows and resultant increased velocities entering the AIE E2 corridor as shown within the submitted EIS Appendix NN. Should energy dissipation be required as result of the YLE E2 corridor realignment, this should be completed within the YLE estate. We believe that this E2 road crossing may be better accommodated via a bridge structure which could be considered as part of the YLE SSD, included within the Mamre Road Precinct local contributions plan and delivered as part of the North-South collector road.

Extract of the EIS Appendix NN is shown below for ease of reference.



Access Arrangements

Section 3.2.3.2 of the YLE EIS states that a temporary access road will be constructed to provide access to the Stage 1 works.

“The temporary access road will be constructed to a road reserve width of 24m, consistent with the Local Industrial Road and will service the construction and operational needs of Warehouse 1 and 3 as required until the North South Collector Road is constructed and operational.”

Within the same section, the EIS states that Mirvac have provided a right of carriageway within stage 1 of the AIE which will ensure access is available to service Warehouse 1 until the north south collector road is delivered.

“It is noted that the Subdivision Plan submitted by Mirvac in March 2021 for SSD-10448 incorporates a right of carriageway during stage 1 to provide interim access from Mamre Road to GPT’s site. This will ensure that access is available to service Warehouse 1 until the western extent of the North South Collector Road is provided.”

Mirvac would like to clarify that draft plan of subdivision for Stage 1 – Phase 2 of the AIE contemplates a right of carriageway over greenfield land from the constructed roundabout to YLE (not a constructed accessway) though this is not considered appropriate for temporary access to facilitate YLE warehouse operational traffic. Mirvac object to temporary access for Warehouse operations through AIE in advance of the permanent road elements. Access through AIE for operations should be via a completed North-South Collector road inclusive of E2 crossing or entirely facilitated via the internal YLE road network.

Additionally Mirvac does not support the apparent proposal in the GPT application for the Western portion of Road 01 (Road 03 North in the AIE application) to be constructed by GPT on Mirvac land but rather co-ordinated via a staged approach by the parties for their respective portions as considered in the AIE application package.

Mirvac support staged delivery of access via AIE to Mamre road however believe this needs to be co-ordinated in an orderly manner having sufficient regard for staging and authority requirements across the AIE.

Mirvac invite further consultation with DPIE and GPT to seek to resolve these items however at this time wish to expressly clarify that Mirvac do not provide consent for any temporary or permanent works being constructed within the AIE.

Mirvac look forward to working with the DPIE and GPT to satisfactorily resolve these items.

Yours sincerely

Richard Seddon
General Manager – Industrial