ESR Kemps Creek

Westlink

URBAN DESIGN REPORT

April 2022

ESR

nettletontribe

Acknowledgment of Country

We acknowledge the enduring spirit of Country and the stories, songlines, languages, land, skies and waters that have nurtured the local people here since the beginning of time. We pay our respects to the local peoples of the Wianamatta-South Creek area, including but not limited to the Deerubbin, Dharug, D'harawal and Gundangurra as the traditional and continuing custodians of what we now call Western Sydney, who have cared for their Country for thousands of generations.

We also acknowledge the peoples of the Eora, Darkinjung, Wiradjuri and Yuin nations who hold trade and care responsibilities to the Country upon which the Northern Gateway will be developed.

We pay respect to their elders past, present and emerging and recognise their continuing, living practices, acknowledging the intricate knowledges and kinship relationships they each hold to this Country. They are, and forever will be, embedded within this space.

We also acknowledge the many First Nations people who now know this Country as their home and mother and recognise the care-taking relationships they hold here.

Aboriginal Plant Use Trail Walk
Teaching & Learning with Country

Badu Mangroves Boardwalk, Lorna Munro & Bangawarra.
Songlines, Storytelling & Poetry

Nagara Place
Spatially Enacted Culture

Contents

ESR Kemps Creek Logistics Park

The ESR Kemps Creek Logistics Park (Westlink) is a 32ha estate which comprises of Lots 11, 12 & 13 of DP253503. Westlink is located east of Mamre Road, Kemps Creek within the Penrith City Council Local Government Area (LGA).

Westlink has approximately 185m of direct frontage to Aldington Road with a proposed round-a-bout intersection providing vehicular access via Abbots Road that connects to Mamre Road onto the M4 Motorway and the Great Western Highway to the north and Elizabeth Drive to the south.

Westlink is located approximately 4km north-west from the future Western Sydney Nancy-Bird Walton Airport, 13km south-east of the Penrith CBD and 40km west of the Sydney CBD.

This Urban Design Report relates to Westlink, which is a proposed industrial estate and is consistent with the proposed Mamre Road Precinct Structure Plan and Western Sydney Employment area strategic planning documents.

Figure 1 shows lots which comprise the Westlink.

Table 1 below provides the lot title and area of each lot within Westlink.

Lot	DP	Area (ha)
11	253503	11.02
12	253503	10.49
13	253503	10.47
Total Area		**31.98**

Note: Areas taken from detailed survey provided by Land and Partners Surveyors.

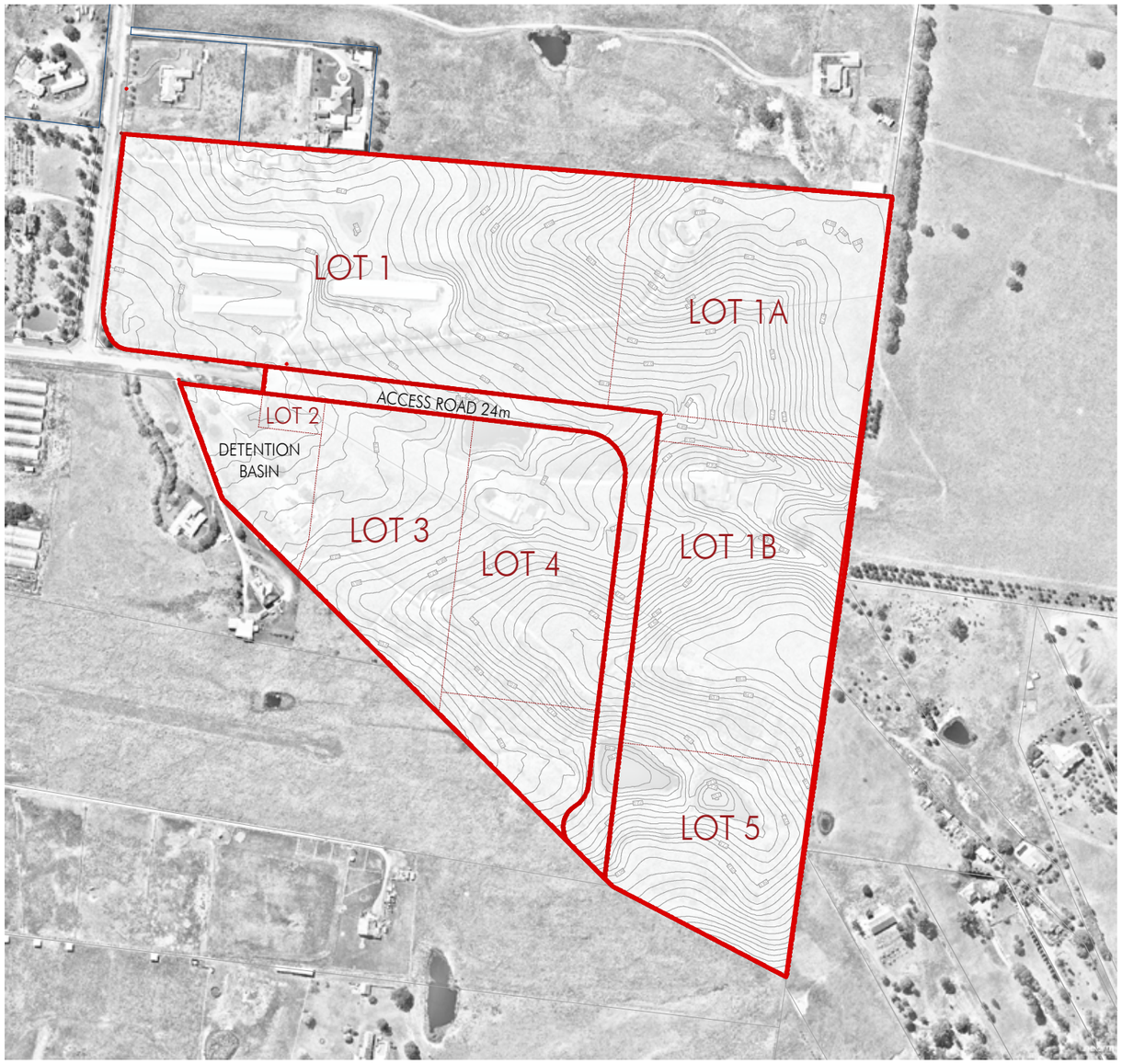


Figure 1: ESR Kemps Creek Logistic Park (KLCP) 1:5,000

Subregion Location

ESR Kemps Creek Logistic Park (Westlink) Industrial Estate is located in the Penrith City Council Local Government Area (LGA) within the suburb of Kemps Creek. The site is approximately 4km from the currently under construction Western Sydney Airport.

The predominant existing surrounding land use is small- and large-scale agricultural land and grazing pasture and Rural Residential of Mount Vernon at the South East Corner. Further north of the precinct on Mamre Road is industrial zoned land and warehousing.

Westlink is fronted by Aldington Road and Abbots Road to the West. Abbots Road has a direct connection to Mamre Road and is a key sub-regional road which connects to the M4 Motorway to the North. The M4 also provides access to the M7. Alternatively, the M7 can be accessed via Elizabeth Drive located South of the site.

Figure 2 highlights some of the broader regional features surrounding Westlink.

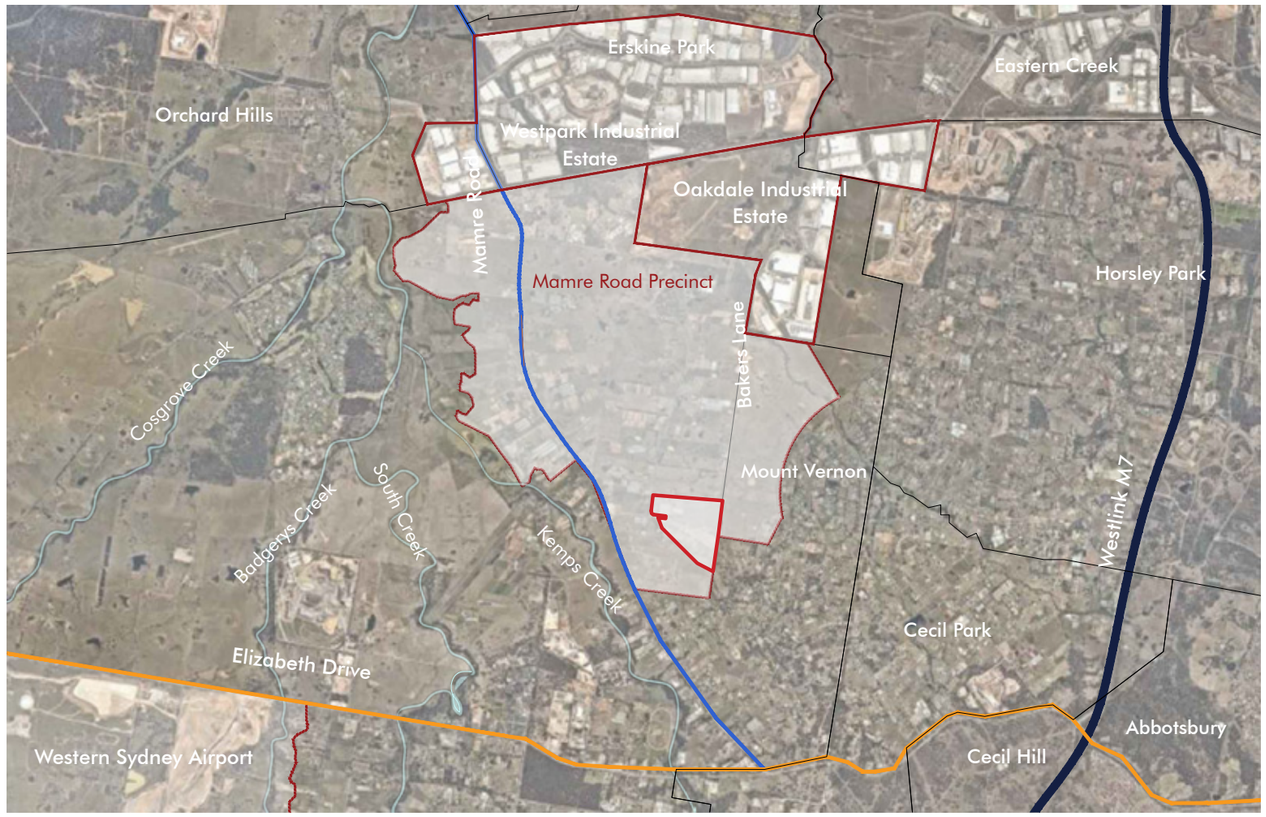


Figure 2 – Subregion Map 1:60,000

Greater Sydney Region Plan

The Region Plan is built on a vision of three cities, where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. It identifies four themes: infrastructure and collaboration, livability, productivity, and sustainability. Within these four themes, a set of planning priorities and actions are identified to achieve the Region Plan's vision.

The Region Plan includes a high-level structure plan identifying key centres, employment areas, and important infrastructure contributions.

Figure 3 shows Westlink in relation to the Greater Sydney Region Plan.

Figure 4 shows the plan of Greater Sydney's 'Three Cities'.

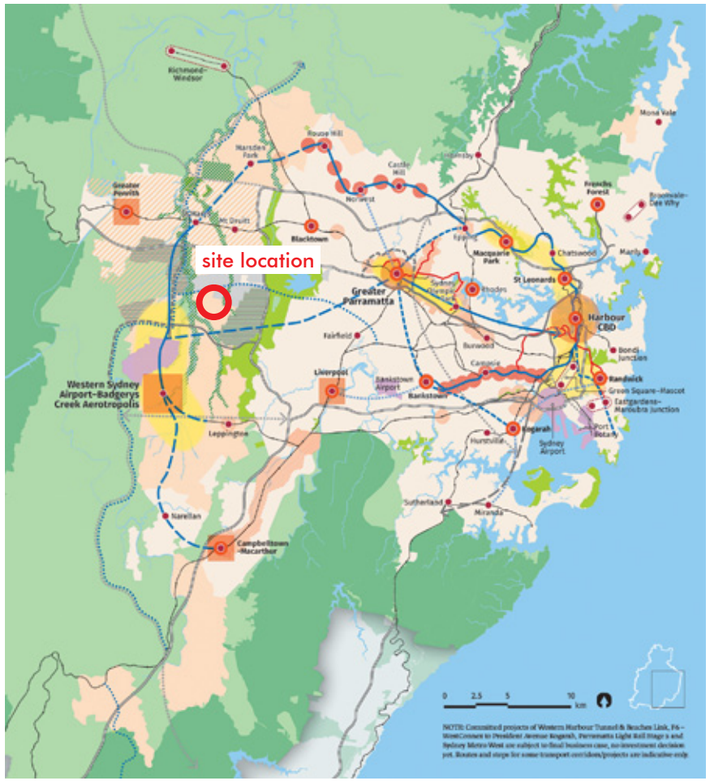


Figure 3 – Greater Sydney Region Plan [Source: Greater Sydney Commission]

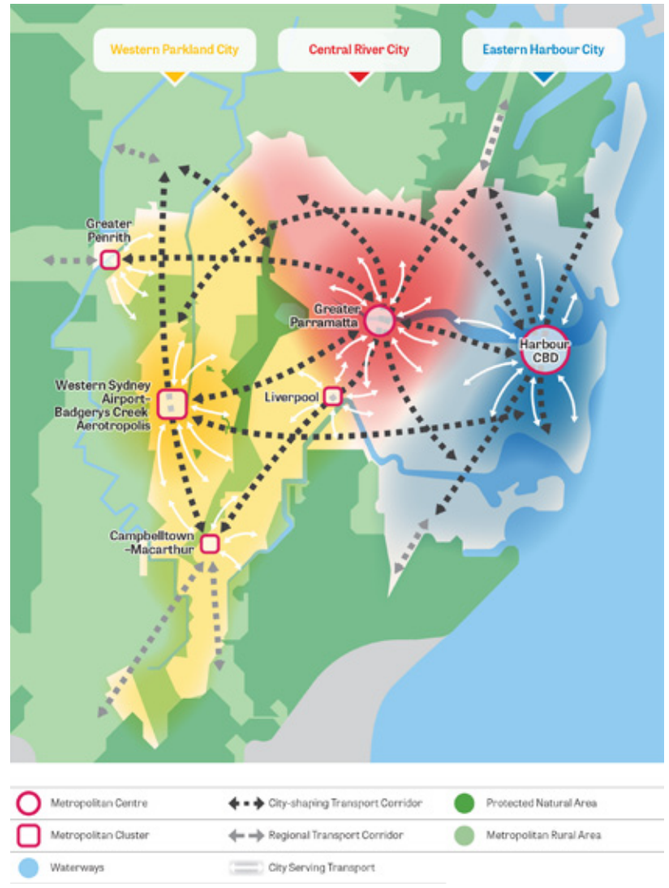


Figure 4 – Plan of Greater Sydney's 'Three Cities' [Source: Greater Sydney Commission]

Western Parkland City District Plan

The population of the Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036 and to well over 1.5 million by 2056.

The city will be established on the strength of the new international Western Sydney Airport and Badgerys Creek Aerotropolis. It will be a polycentric city capitalising on the established centres of Liverpool, Greater Penrith and Campbelltown-MacArthur.

New city-shaping transport and the airport will make the city the most connected place in Australia. The Australian and NSW Governments will deliver the first stage of the North South Rail Link from St Marys to the Western Sydney Airport and Badgerys Creek Aerotropolis. A potential new east-west mass transit corridor will connect the Western Parkland City to the Central River City. In the long term, a potential Outer Sydney Orbital will provide the city with direct connections to Greater Newcastle, Wollongong and Canberra cities.

Figure 5 shows Westlink in the context of the Western District Structure Plan.

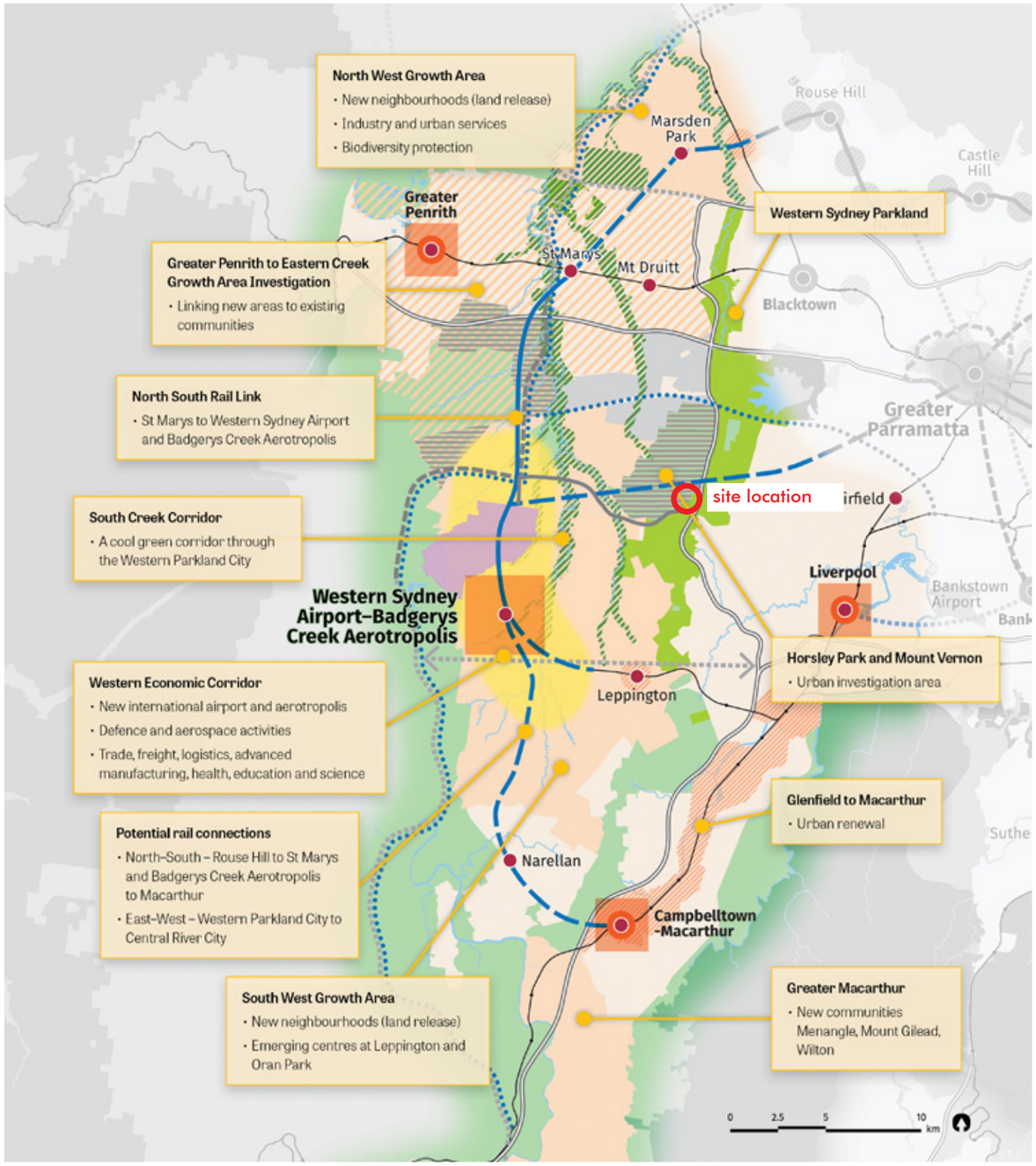


Figure 5 – Western District Structure Plan [Source: Greater Sydney Commission]

Western Sydney Employment Area (WSEA) SEPP

The New South Wales Government established the WSEA to provide businesses in the region with land for industry and employment, including transport and logistics, warehousing and office space.

On 12 June 2020, Westlink as part of the Greater Mamre Road Precinct was rezoned to formally be included in the WSEA by way of a SEPP amendment. The zoning is predominantly IN1 General Industrial, with environmentally sensitive areas zoned E2 Environmental Conservation.

The changes to the WSEA SEPP and introduction of the Mamre Road Precinct structure plan ensures that:

- The precinct becomes a warehousing industrial hub providing around 17,000 new jobs in Western Sydney;
- Surrounding rural residential areas are protected from industrial activities with buffers between homes and the industrial hub;
- Built and natural heritage are protected with the preservation of approximately 95 hectares of environmentally sensitive land, including Cumberland Plain Woodland;
- Over 50 hectares of open space, recreation areas, cycle and walking paths in the precinct, including alongside South Creek; and
- Critical transport corridors are preserved and potential opportunities for an intermodal terminal are explored.

Figure 6 shows Westlink in the context of the WSEA.

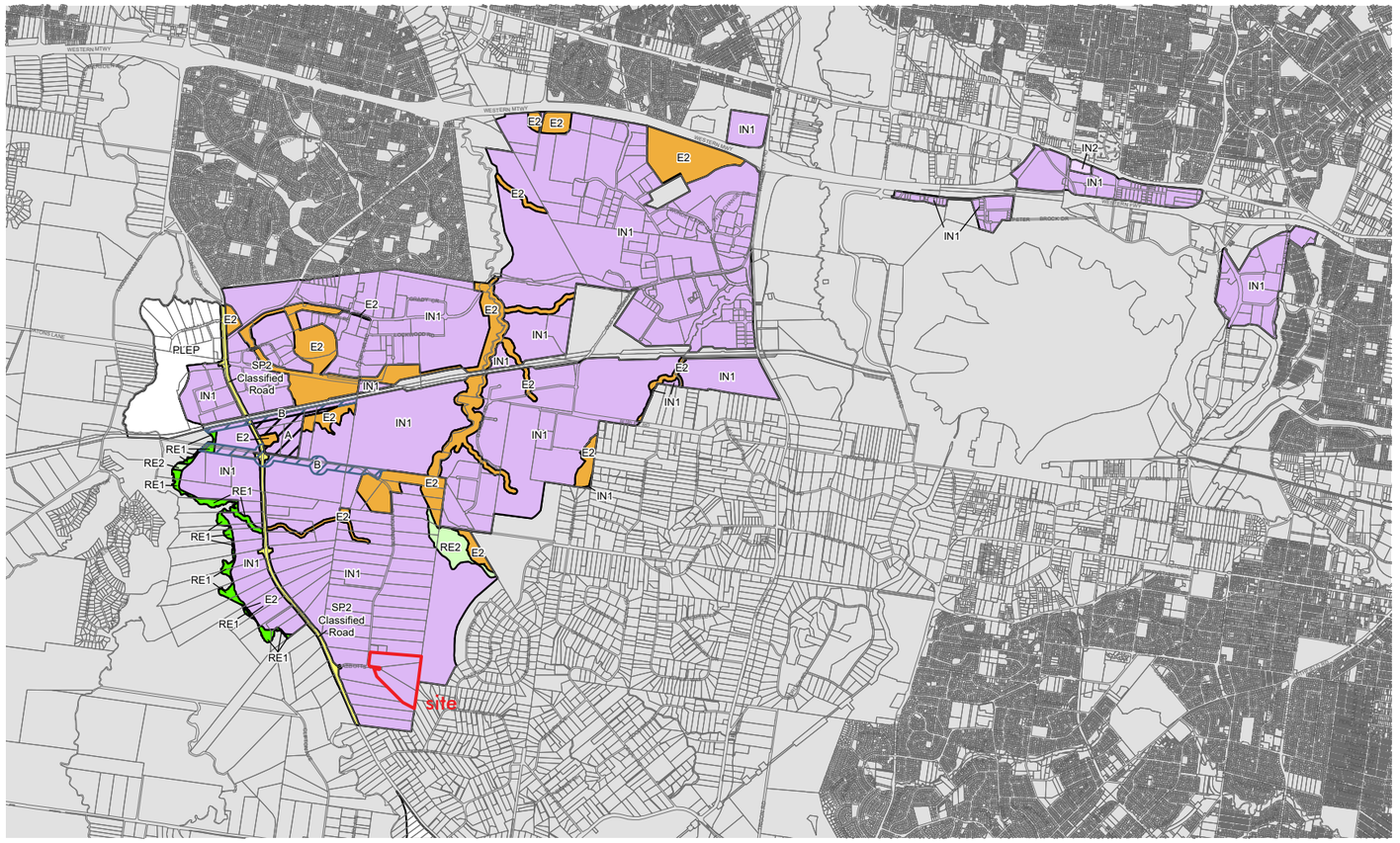


Figure 6 – State Environmental Planning Policy (Western Sydney Employment Area) 2009, Land Zoning Map 1:80,000 [Source: NSW Department of Planning, Industry & Environment]

E2	Environmental Conservation	SP2	Infrastructure
IN1	General Industrial	PLEP	Penrith Local Environmental Plan 2010
IN2	Light Industrial		Transport Investigation Area A
RE1	Public Recreation		Transport Investigation Area B
RE2	Private Recreation		Cadastre 21/05/2020 © Spatial Services

Mamre Road Precinct Structure Plan

On 12 June 2020 as part of the gazettal of the Mamre Road Precinct in the WSEA, a final structure plan was released. The structure plan identifies Westlink as IN1 industrial land with an environmental corridor to the north of the site. Further, there is a proposed intersection upgrade from Abbots Road to Mamre Road to provide easier access to the site.

Figure 7 shows Westlink in the context of the Mamre Road Structure Plan.

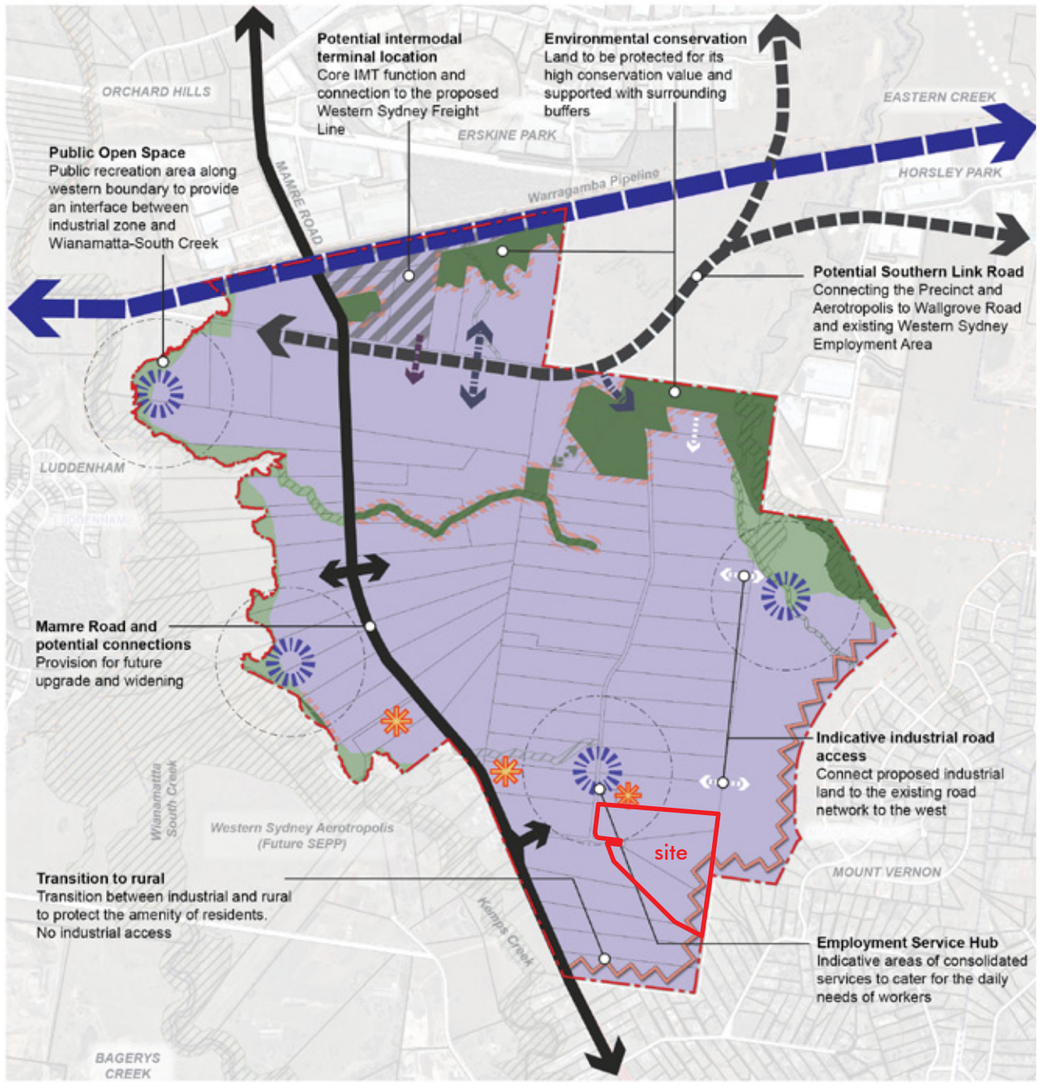


Figure 7 – Mamre Road Structure Plan (June 2020) [Source: NSW Department of Planning, Industry & Environment]

Western Sydney Aerotropolis Planning Package

On 11 September 2020, the Department of Planning, Industry and Environment released the finalised Western Sydney Aerotropolis Plan (WSAP), the State Environment Planning Policy (Western Sydney Aerotropolis) (SEPP) and the Western Sydney Aerotropolis Development Control Plan (DCP) Phase 1.

The WSAP is a strategic document which recognises that the Airport is the catalyst for the Aerotropolis. It does so by defining how the broader region's environment, waterways, infrastructure and economics will come together to create the Aerotropolis as a contemporary metropolitan city. The WASP is implemented through the Aerotropolis State Environmental Planning Policy (SEPP) and Development Control Plan (DCP).

Through the WSAP, the Mamre Road Precinct land is to be rezoned separately under the WSEA SEPP.

Figure 8 shows the Western Sydney Aerotropolis Land Zone Plan.

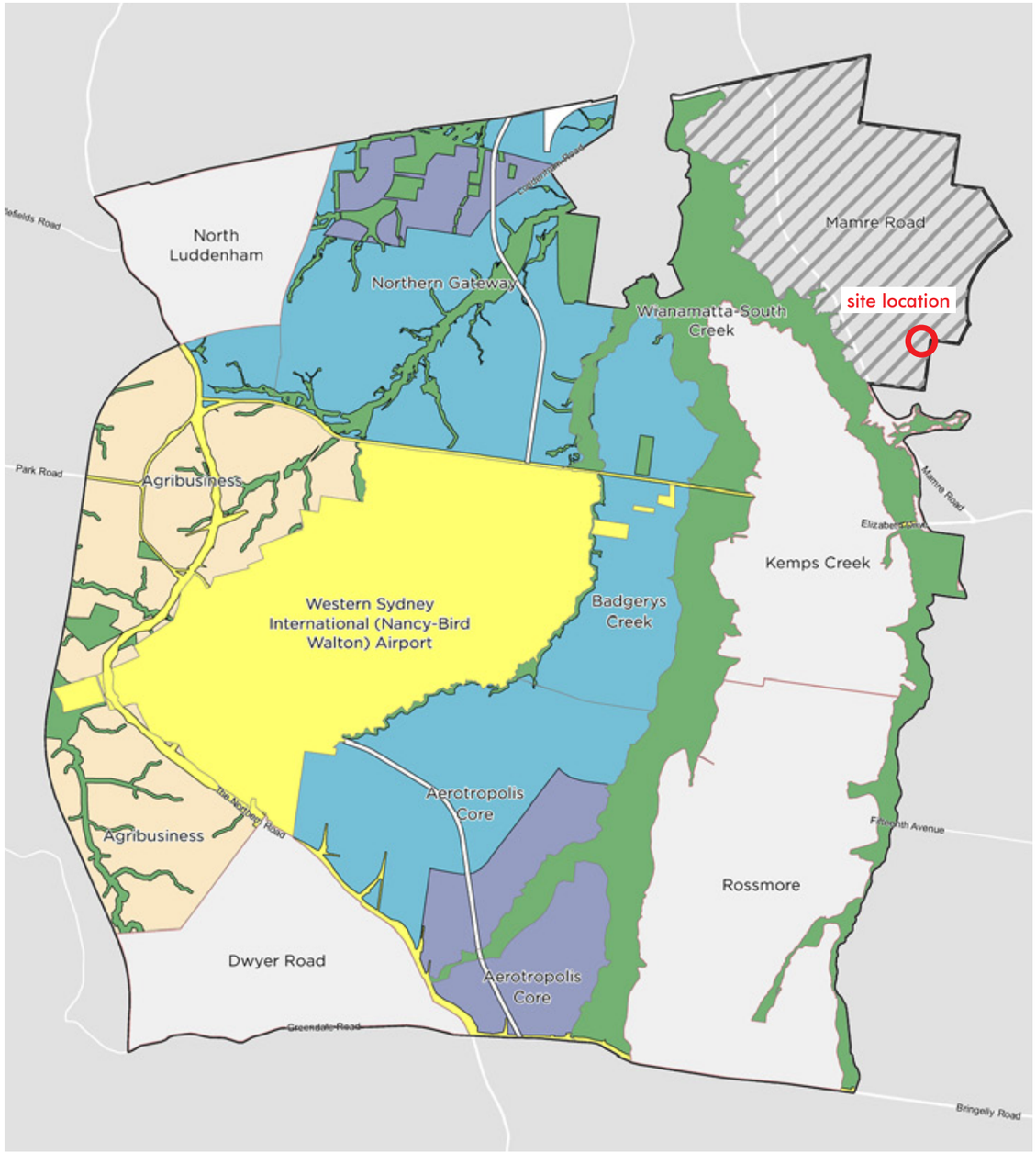


Figure 8 – Western Sydney Aerotropolis Land Zone Plan (September 2020) [Source: NSW Department of Planning, Industry & Environment]

Penrith LEP

Current Planning Controls

The ESR Kemps Creek Logistics Park site is subject to the Western Sydney Employment Area "Mamre Road Precinct" Development Control Plan, published November 2020, published by NSW Department of Planning, Industry and Environment

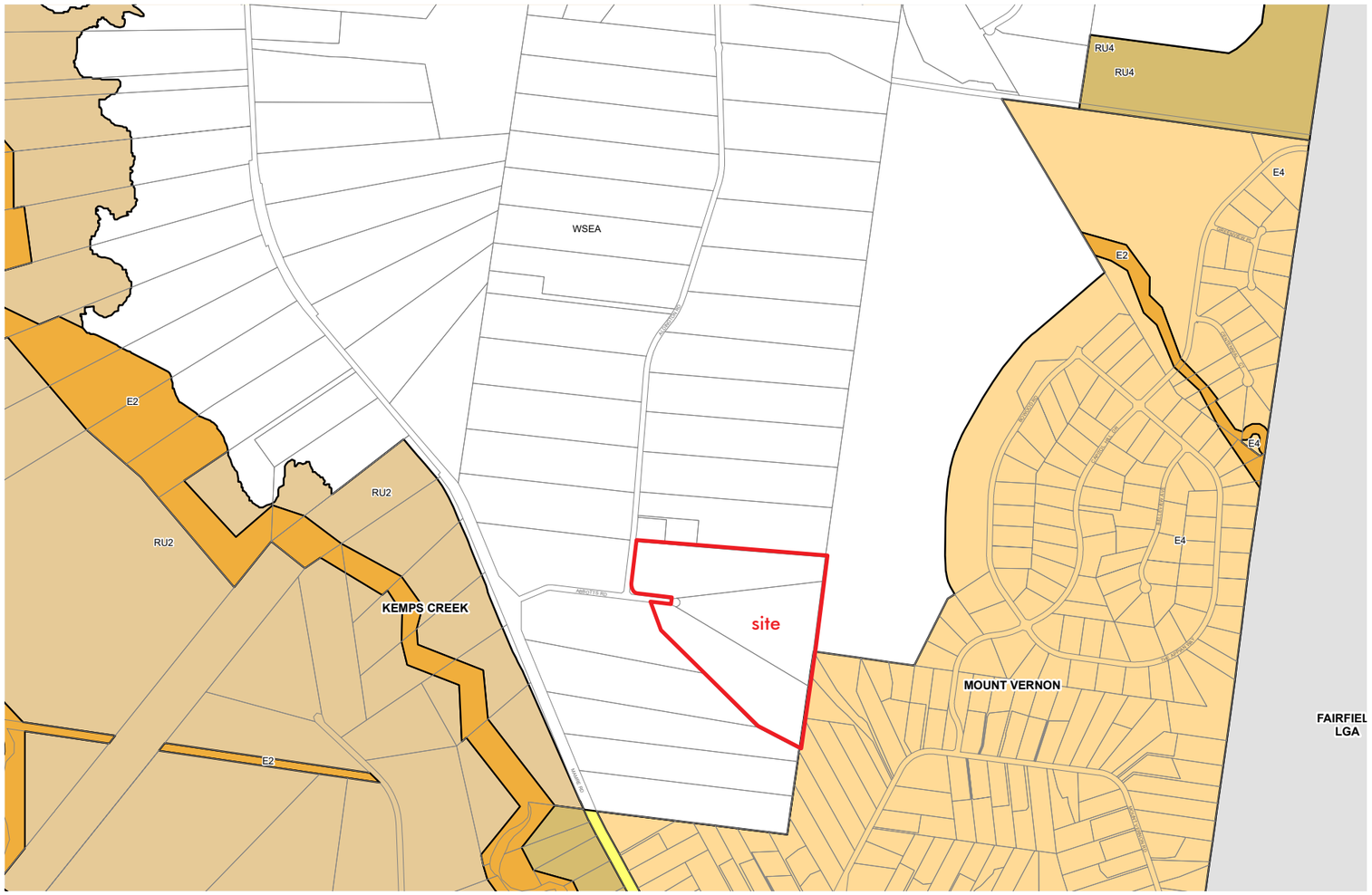


Figure 9 – Penrith Local Environmental Plan 2010 Land Zoning Map June 2020, 1:20,000 [Source: NSW Department of Planning, Industry & Environment]

E1	National Parks and Nature Reserves	RU1	Primary Production	WSEA	SEPP (Western Sydney Employment Area) 2009
E2	Environmental Conservation	RU3	Rural Landscape		
E3	Environmental Management	RU4	Primary Production Small Lots		
E4	Environmental Living	SP2	Infrastructure		

Planned Infrastructure

Mamre Road Upgrades

The NSW Government has started early planning for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road to support economic and residential growth in the area. The NSW Government has committed $220 million to upgrade of Mamre Road between M4 and Erskine Park Road.

M12 Motorway

Announced as part of the $4.1 billion road investment program, the new M12 Motorway between the M7 Motorway and the Northern Road will provide direct connection to the Western Sydney Airport. There is provision for a future grade-separated interchange in the vicinity of Devonshire Road / Mamre Road. Start date of major construction expected 2022 with expected completion before the opening of the Western Sydney Airport.

Western Sydney Freight Line

The NSW Government announced on 1st July 2020 the preservation of the Western Sydney Freight corridor between the M7 at Horsley Park and the future Outer Sydney Orbital at Luddenham.

Figure 11 shows the planned infrastructure in the region.

Figure 11 – Planned Infrastructure Map 1:60,000

Planned Infrastructure

Western Sydney Airport

Construction of Western Sydney International (Nancy-Bird Walton) Airport is underway and on track to begin operations in 2026. The airport is a transformational infrastructure project that will generate economic activity, provide employment opportunities closer to home for people in the Western Sydney region, and meet Sydney's growing aviation needs. The airport will be a full-service airport operating curfew free, delivering international, domestic, passenger and freight services.

Figure 12 shows the Planned Infrastructure supporting the Western Sydney Airport.

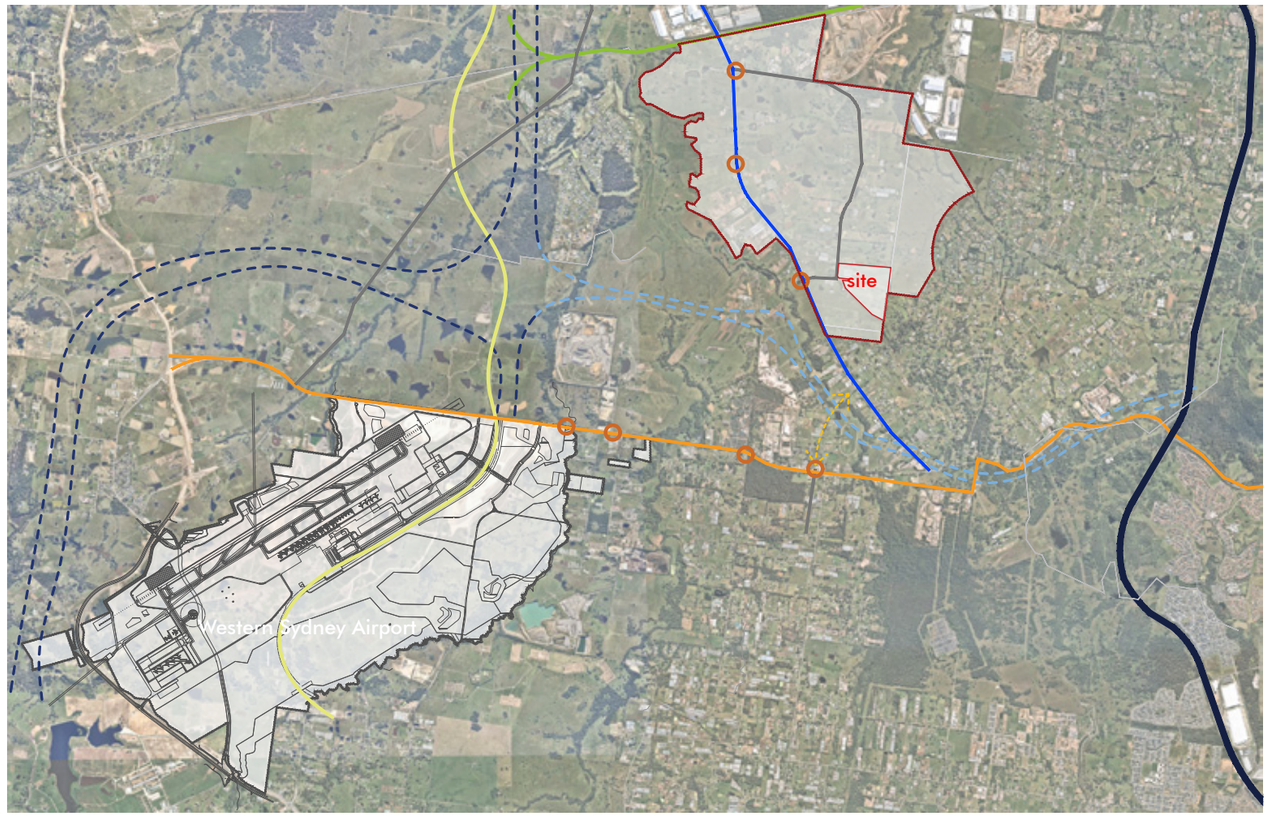


Figure 12 – Planned Infrastructure supporting the Western Sydney Airport 1:80,000

WESTLINK
Mamre Road Precinct
M9 Outer Sydney Orbital Corridor
M12 Motorway Corridor
Western Sydney Freight Line
Proposed new signalised intersections
Proposed North South Rail Link – Stage 1
Potential future road connection between Mamre Rd & Elizabeth Dr
Mamre Road
Elizabeth Drive
Westlink M7

Topography

With high points running along the eastern boundary (RL 92.500), the site has an undulating topography with crossfalls towards the dams and the western boundary of Aldington & Abbotts Road of 42metres. The site's lowest point is at intersection of Aldington & Abbotts Road (RL50.770).

The site currently comprises a series of rural residential land uses with small farming ventures throughout.

Figure 13 shows the topography of the Westlink Industrial Estate site.

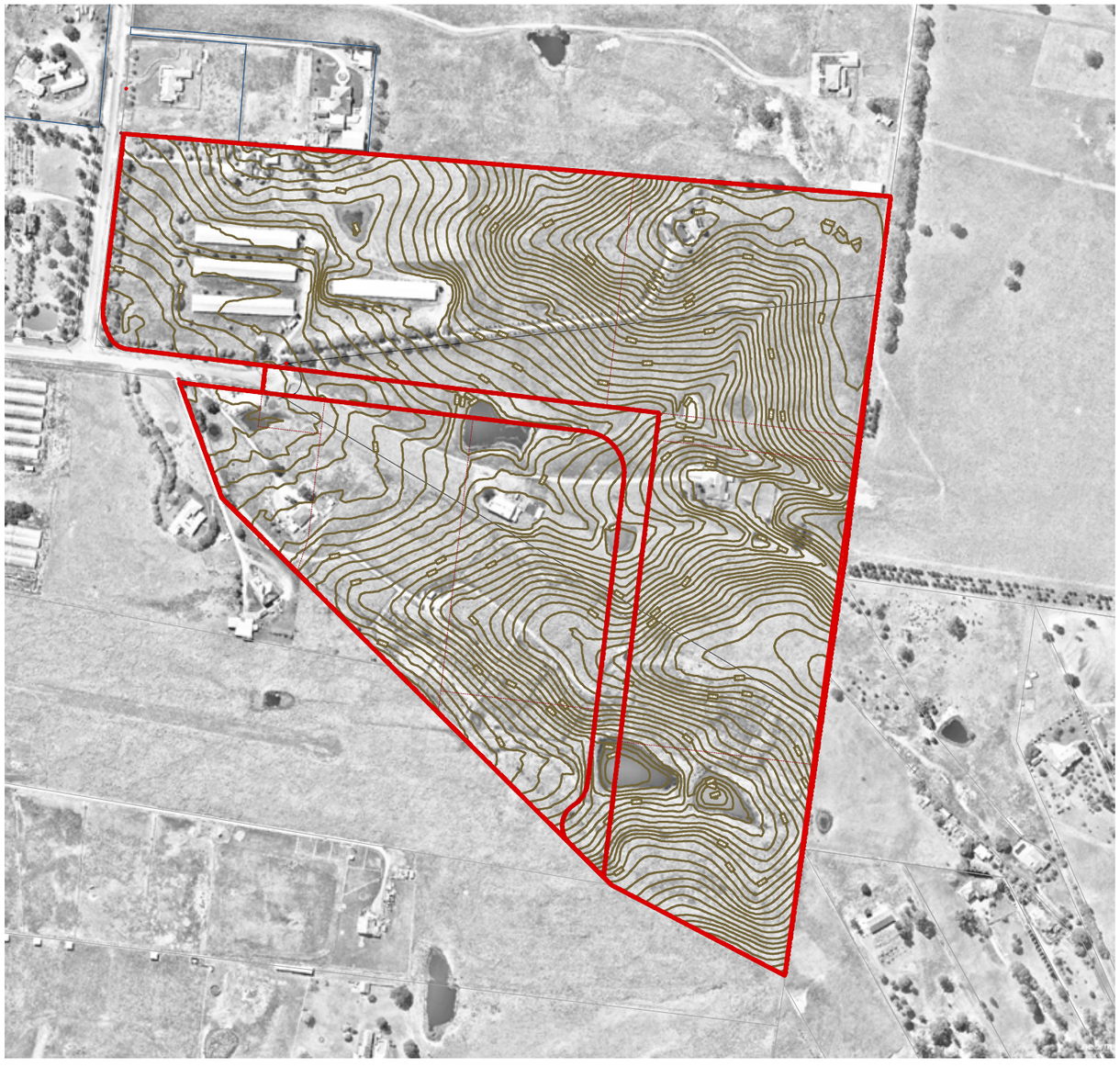


Figure 13 –Westlink Site Topography 1:5,000

Heritage

Heritage Impact Statement prepared by Urbis, who were engage by ESR identifies the site is not a listed heritage item and is not located in a conservations area. However, the site adjoins and is located in vicinity of other locally significant heritage items listed under the State Environmental Planning Policy (western Sydney Employment Area) 2009 as outlined in their report.

As outlined in the Mamre Road Precinct DCP, there are areas highlighted within the site of high and moderate Aboriginal Archaeological potential in clusters along the eastern boundary and the extension of Abotts Road as per figure 14. Precinct road network and hierarchy map that will require an Aboriginal Heritage Impact Permit (AHIP).

Figure 16 shoes the heritage items on the Westlink site.

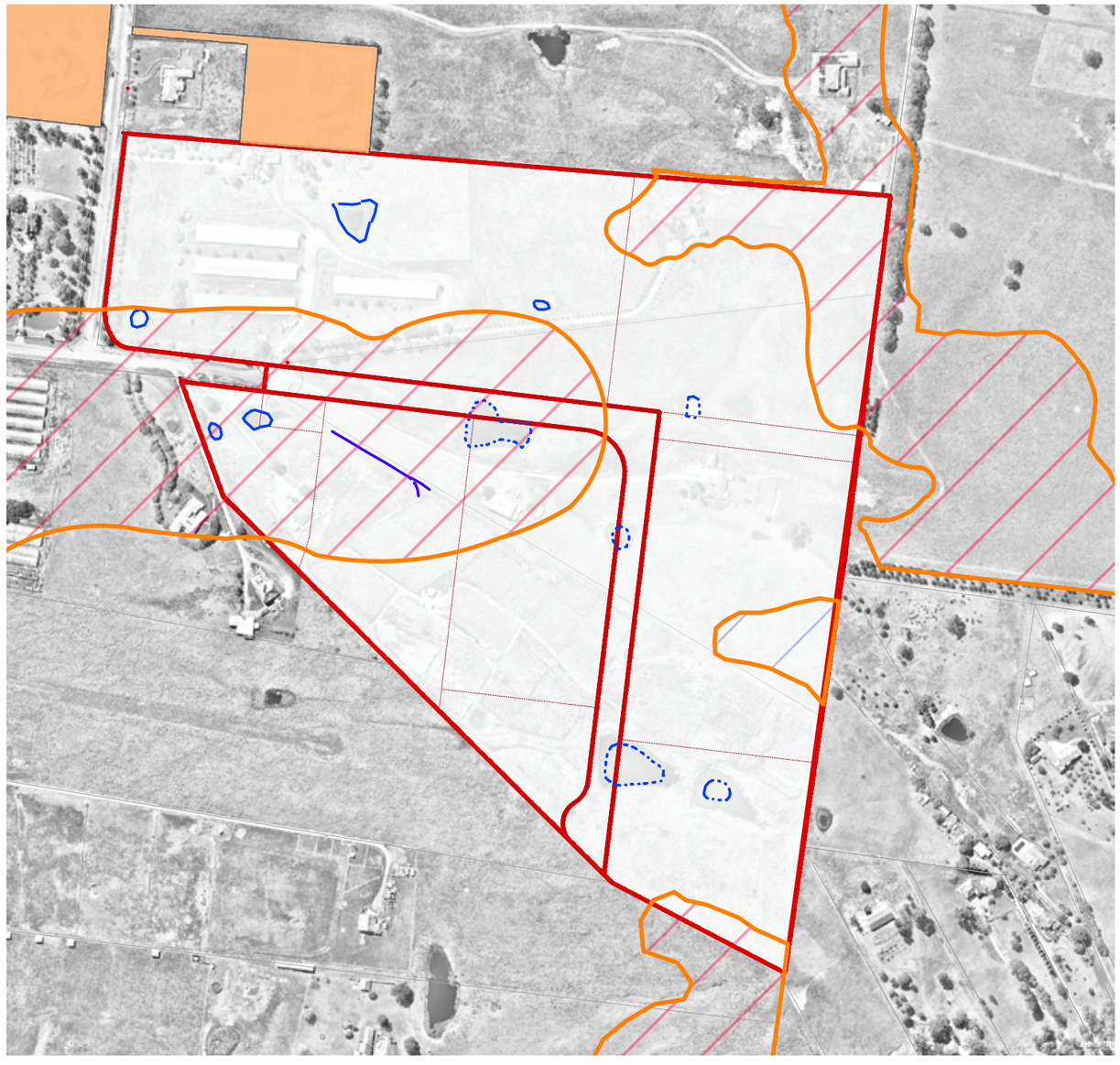


Figure 16 – Westlink Site Heritage 1:5,000

Transport & Access

As discussed in Section 1.10, the NSW Government has started initial planning work for a future upgrade of Mamre Road between the M4 Motorway and Kerrs Road.

The Westlink accesses from Section 2 of the proposed Mamre Road upgrade from Erskine Park Road to Kerrs Road. The Department of Planning, Industry and Environment released State Environmental Planning Policy (SEPP) maps on 12th June 2020 including a SP2 zone corridor for the proposed Mamre Road Section 2 Upgrade.

The (estate road) is to be an extension of Abbotts Road to Mamre Road and signalised intersection access as indicated within the Transport for NSW proposed Mamre Road design and as per Figure 14 Precinct Road network and hierarchy from the Mamre Road Precinct DCP.

Figure 17 shows the SP2 zone to facilitate the future Mamre Road Upgrade as shown within the Mamre Road Precinct SEPP maps.

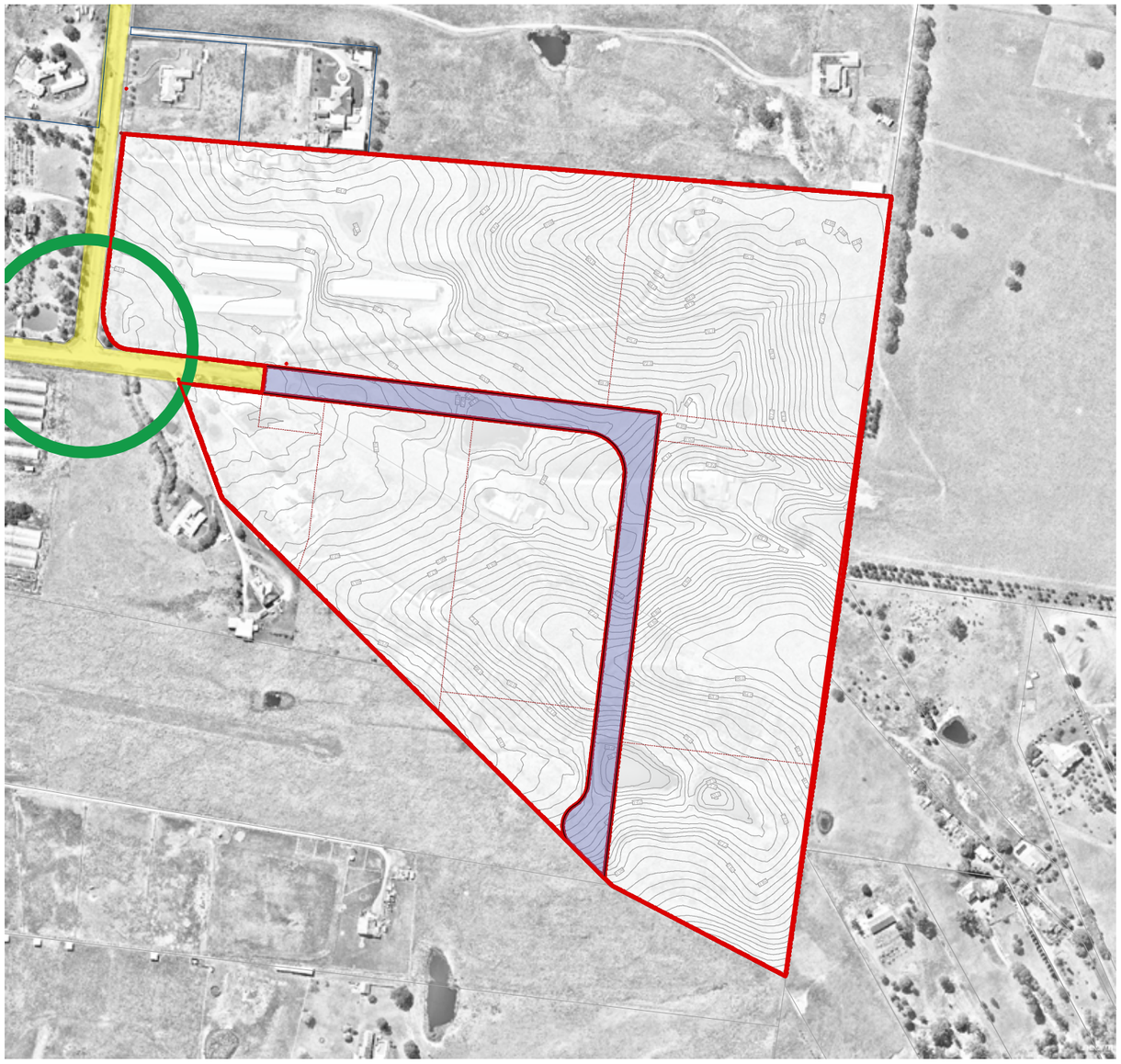


Figure 17 – Westlink Site Existing Transport and Access

Flooding

The site is unaffected by the 1 in 100 year ARI flood event and the Probable Maximum Flood from South Creek as defined within the following supporting flood studies:

Figure 18 shows the Westlink site relative to the flood planning land map extracted from the Advision flood study.

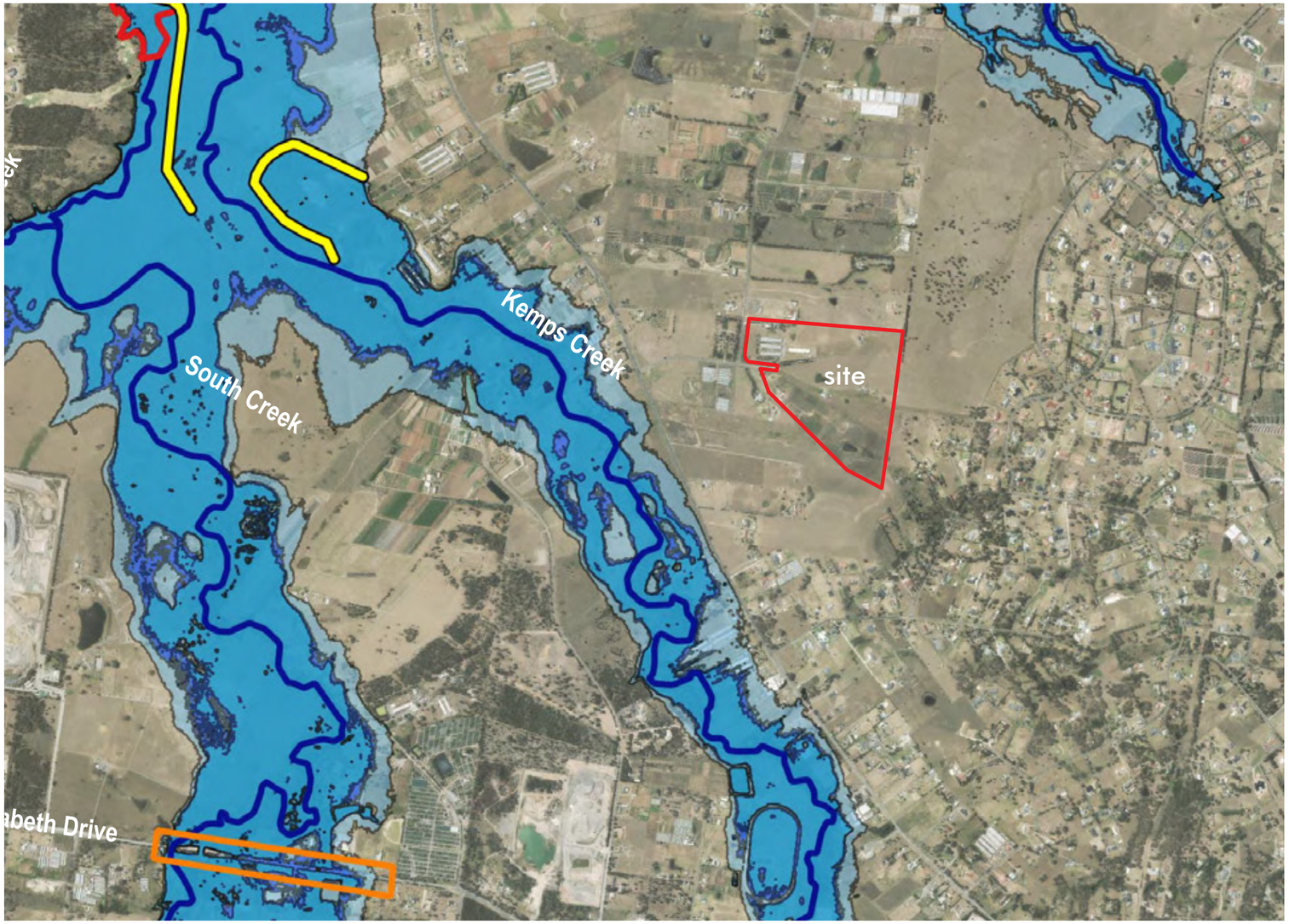


Figure 18 – South Creek Floodplain Risk Management Study [Source: Penrith City Council]

5% AEP Flood Extent
1% AEP Flood Extent
PMF Extent
Kemps & South Creek farm dams
Flood Protection to nearby properties
Sydney Water Pipeline - Risk Assessment

ANEF Contours

ANEF is the short form for Australian Noise Exposure Forecast. These forecasts provide predictions for aircraft noise levels expected into the future.

When visualised diagrammatically the forecasts are expressed as “Australian Noise Exposure Concept (ANEC) and take into account the anticipated number of movements, types of aircraft, and flights paths including the height for arrivals and departures”

Using these predictions, planning and development can be managed by aligning noise tolerant land uses within areas of greater airport noise exposure and lees less tolerant uses within quieter areas. Additionally, the design of buildings within ANEC impacted areas can be designed to higher standards to mitigate their exposure.

Prefer Direction 5 refers to the operational direction of a single runway with most departures being to the north-east and arrivals form the south-west.

As the Westlink site falls within an area that is exposed to <20 ANEC development may need to adopt appropriate design and construction standards to reduce potential noise impacts within the Prefer Direction 5, 2030 stage one scenario.

Figure 19 shows the ANEF Contours from the Stage 1 5 direction scenario.

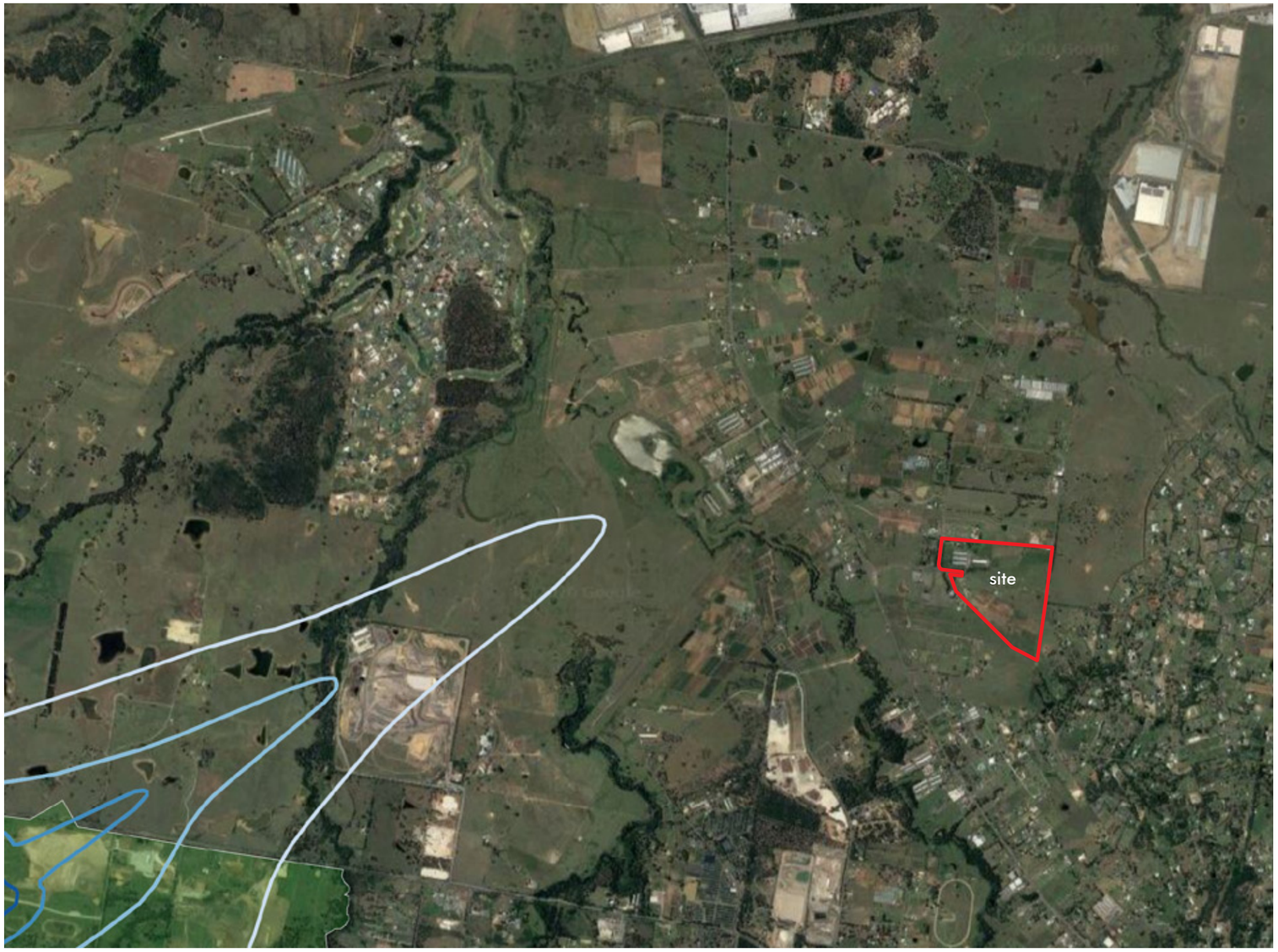


Figure 19 – ANEF Contours Map Stage 1 (Year 2030) Prefer 5 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]

ANEF Contours

Prefer Direction 23, 2030 stage one scenario refers to the operational direction of a single runway with majority departures to the south-west and arrivals form the north-east.

Within the Prefer direction 23, the Westlink site falls is outside the ANEC 20-25 contour. Within this contour conditional acceptance may be given to residential uses, motels/hotels, schools, universities or hospitals and nursing homes. Light industrial uses are acceptable in ANEC <30 whilst all other industrial uses are acceptable in all contours.

As the site is located outside the prefer direction 23, 2030 stage one scenario, it has no significant impact as industrial uses are permissible within this noise contour.

Figure 20 shows the ANEF Contours from the Stage 1 23 direction scenario.

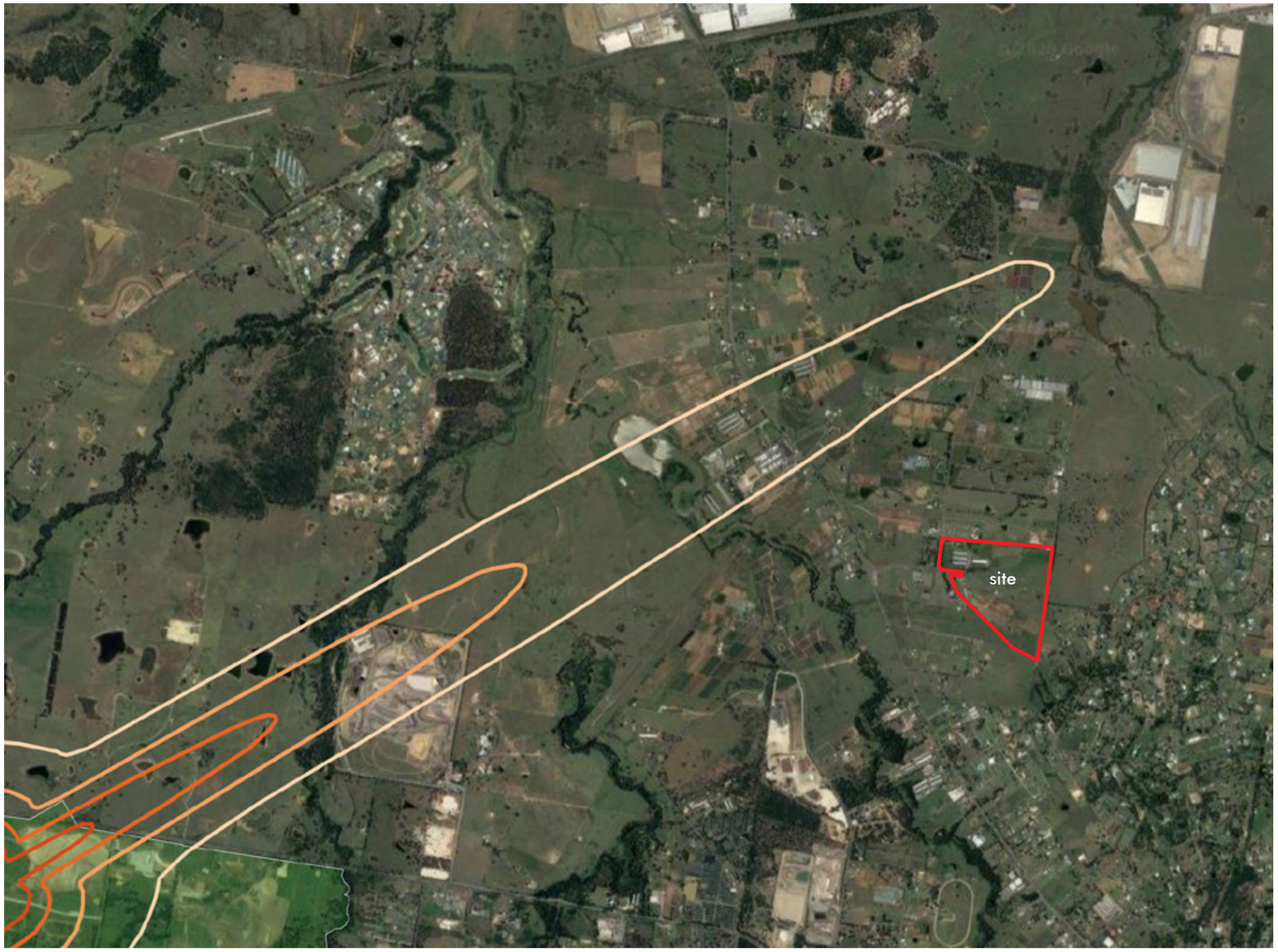


Figure 20 – ANEF Contours Map Stage 1 (Year 2030) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]

ANEF Contours

Prefer Direction 5, 2050 scenario refers to the operational direction of a single runway with most departures being to the north-east and arrivals form the south-west.

Within the Prefer Direction 5, the Westlink site falls outside the ANEC 20-25 contour. Within this contour conditional acceptance may be given to residential uses, motels/ hotels, schools, universities or hospitals and nursing homes. Light industrial uses are acceptable in ANEC <30 whilst all other industrial uses are acceptable in all contours.

Although Westlink is located outside the Prefer Direction 5, 2050 scenario, it has no significant impact as industrial uses are permissible within this noise contour.

Figure 21 shows the ANEF Contours from the One Runway 5 direction scenario.

Figure 21 – ANEF Contours Map One Runway (Year 2050) Prefer 5 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]

ANEF Contours

Prefer Direction 23, 2050 scenario refers to the operational direction of a single runway with most departures being to the north-east and arrivals form the north-east.

Within the Prefer Direction 5, the Westlink site falls ouside the ANEC 20-25 and 25-30 contours.

Within the ANEC 20-25 contour conditional acceptance may be given to residential uses, motels/hotels, schools, universities or hospitals and nursing homes. While within the 25-30 contour residential uses are unacceptable, and acceptance of other uses may be conditional to stricter design and construction controls to whole or part of buildings.

Light industrial uses are acceptable in ANEC <30 whilst all other industrial uses are acceptable in all contours.

Although Westlink sits outside the Prefer Direction 23, 2050 scenario, it has no significant impact as industrial uses are permissible within this noise contour.

Figure 22 shows the ANEF Contours from the One Runway 23 direction scenario.

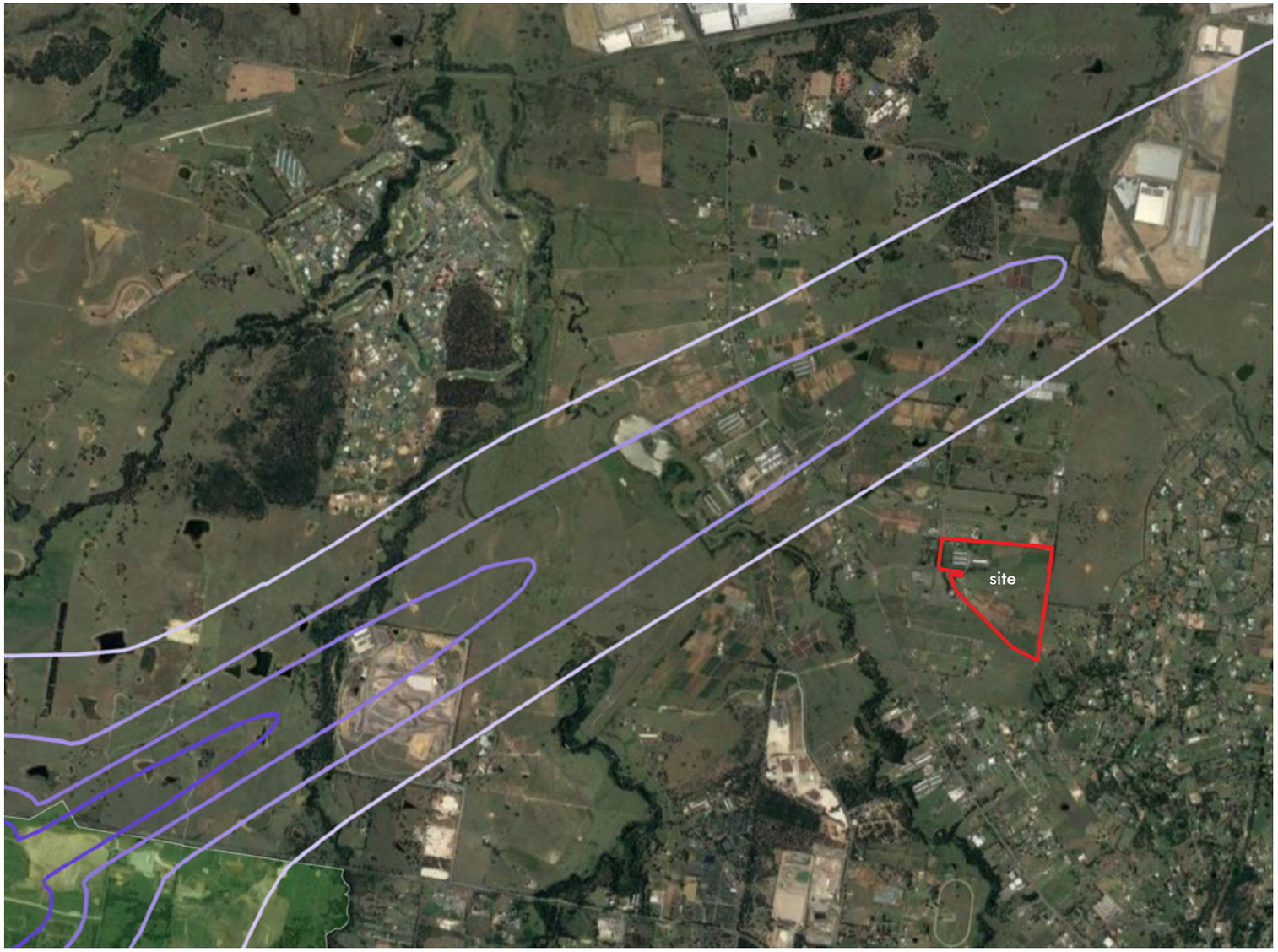


Figure 22 – ANEF Contours Map One Runway (Year 2050) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]

ANEF Contours

Prefer Direction 5, 2063 long term scenario refers to the operational direction of dual runways with most departures being to the north-east and arrivals form the south-west.

Within the Prefer direction 5, the Westlink site falls within the ANEC 20-25 contour and partially in the ANEC 30-35. Within this contour conditional acceptance may be given to residential uses, motels/hotels, schools, universities or hospitals and nursing homes. Light industrial uses are acceptable in ANEC <30 whilst all other industrial uses are acceptable in all contours.

Although Westlink sits within Prefer Direction 5, 2063 long term scenario, it has no significant impact as industrial uses are permissible within this noise contour.

Figure 23 shows the ANEF Contours from the Long Term 5 direction scenario.

Figure 23 – ANEF Contours Map Long Term (Year 2063) Prefer 5 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]

ANEF Contours

Prefer Direction 23, 2063 long term scenario, refers to the operational direction of dual runways with majority departures to the south-west and arrivals form the north-east.

Within the Prefer direction 23, the site falls mostly within the ANEC 25-30 contour. Within this contour conditional acceptance may be given to residential uses, motels/hotels, schools, universities or hospitals and nursing homes. Light industrial uses are acceptable in ANEC <30 whilst all other industrial uses are acceptable in all contours.

Based on current modelling, a small portion of the site may be affected by ANEC contour 25-30. Within this contours Residential uses are unacceptable, and acceptance of other uses may be conditional to stricter design and construction controls to whole or part of buildings.

As the modelling currently stands this scenario poses a more significant impact the Westlink in its long-term development, however it will not restrict industrial uses. The development may need to adopt appropriate design and construction standards to reduce potential noise impacts.

The ANEC contours presented in the current modelling are expected to come under review and recalibrated over time in line with the Airports Act 1996 and/or as aircraft technology develops.

Figure 24 shows the ANEF Contours from the Long Term 23 direction scenario.

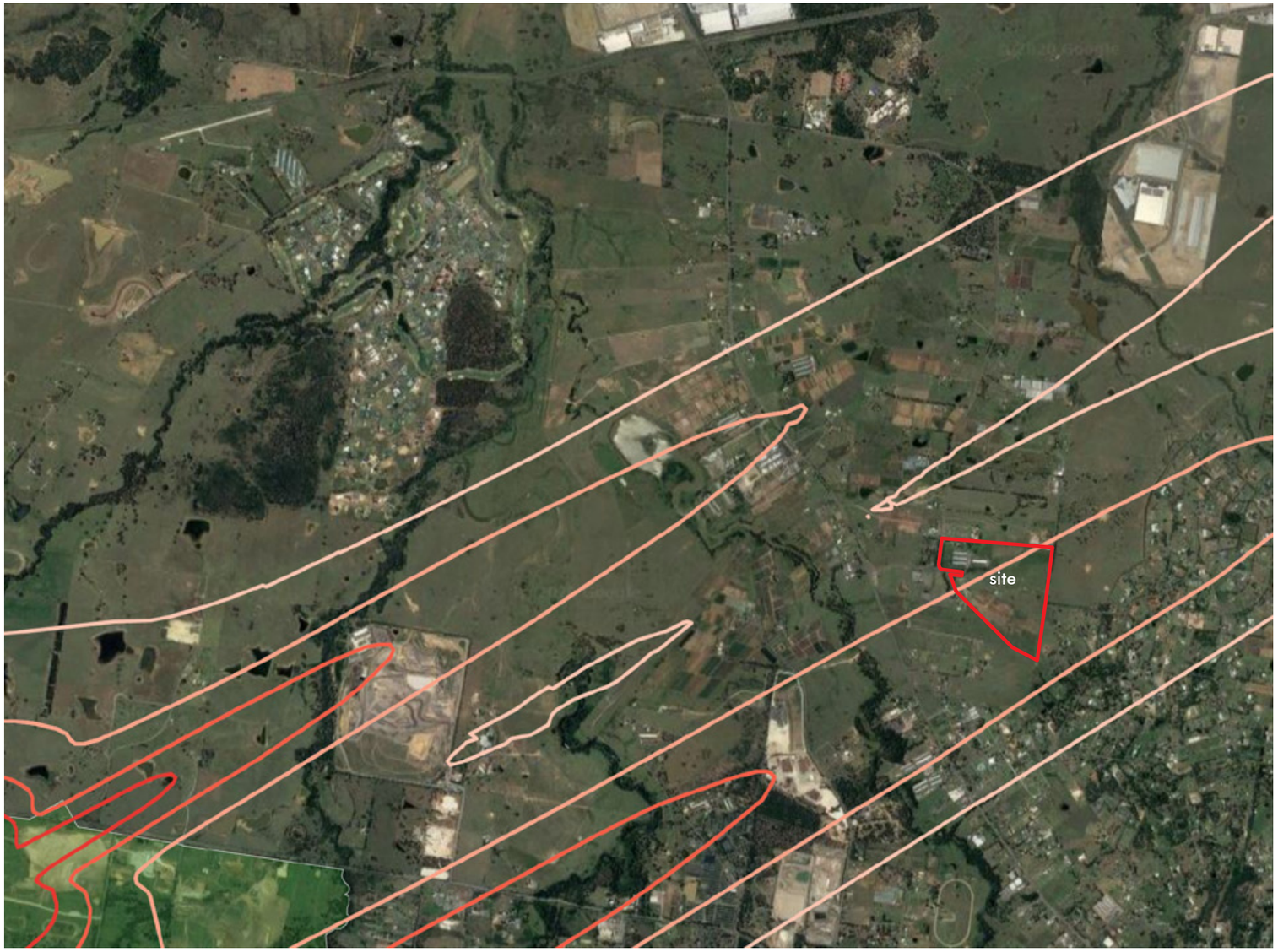


Figure 24 – ANEF Contours Map Long Term (Year 2063) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]

Constraints

As outlined within Section 2.2, DPI mapping shows two unnamed hydrolines within the Kemps Creek Logistics Park (Westlink). Detailed site survey by Ecologists, Ecological Australia, identified that 1st order hydroline did not meet the definition of a 'river' under the Water Management Act 2000 (WM Act). A portion of the 2nd order hydroline in the north west of the development area did meet the definition of a 'river' under the WM Act, however remains in a degraded condition with steep and bare banks, a lack of native riparian vegetation and proliferation of exotic pasture grasses in the vicinity of the waterway.

The section of validated river under the *WM Act* is shown within Figure 25.

Within the Westlink there are also five (5) man-made farm dams, most of which have limited riparian and / or fringing vegetation surrounding them with poor aquatic habitat.

Small pockets of mapped vegetation are located within the North-West of the site.

Figure 25 shows the natural and potential archaeological features that presently exist on Westlink.

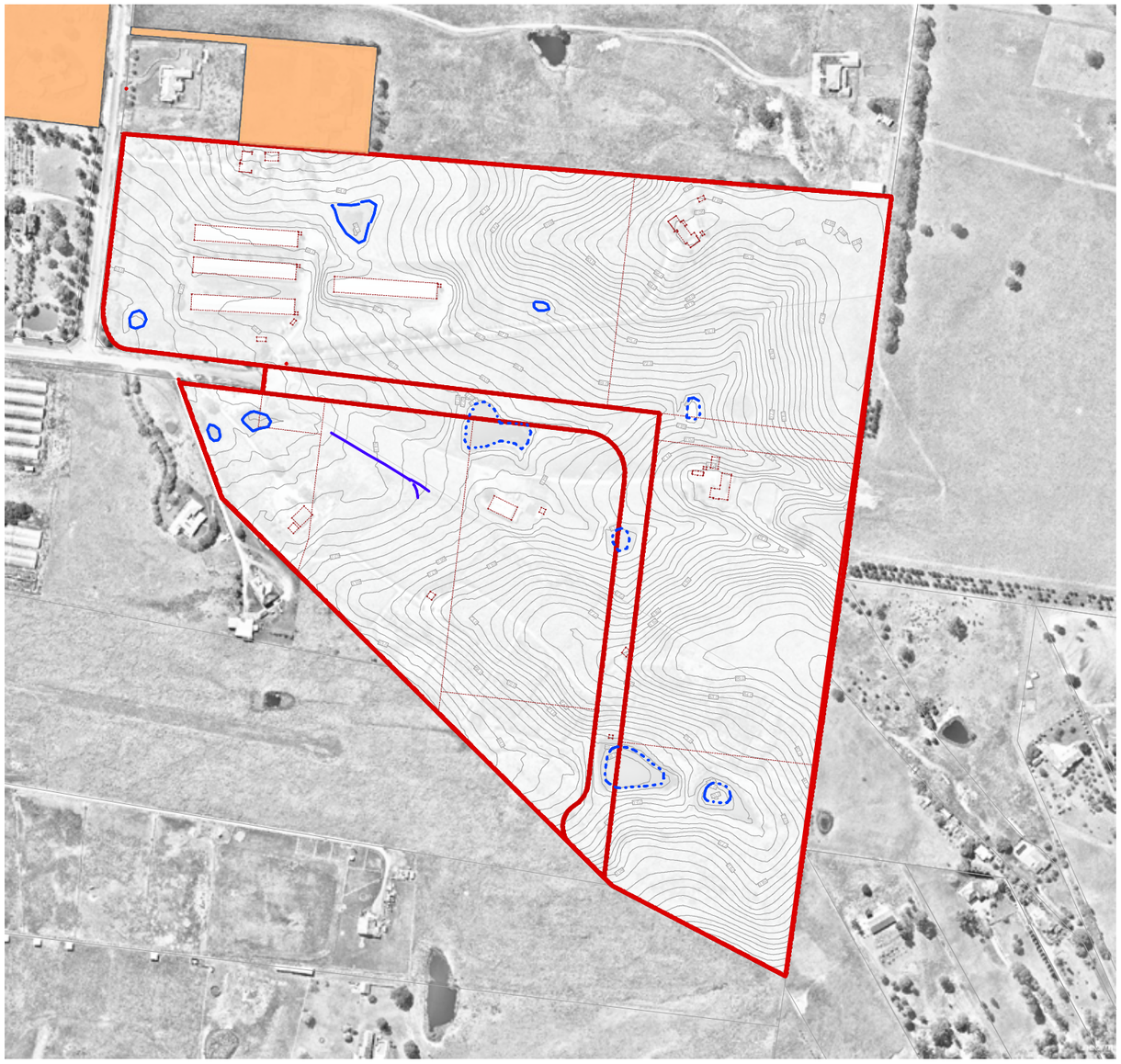


Figure 25 – Constraints Plan 1:5,000

Opportunities

With expansive frontage along its western boundary to the existing Aldington & Abbotts Road, Westlink provides an opportunity to activate the street frontage through careful sighting and design of the proposed development including the location of built form and landscaping.

The site offers connection to Mamre Road by way of a proposed round-a-bout intersection located centrally along the site boundary as shown in Figure 26. This round-a-bout will provide Westlink with access to Mamre Road and subsequently the wider road network including M4 Motorway, the Great Western Highway to the north, and Elizabeth Drive to the south. Future internal roads to the north of the site will provide interconnectivity of Westlink with the broader Mamre Road Precinct.

Figure 26 shows the opportunities of the Westlink site plan.

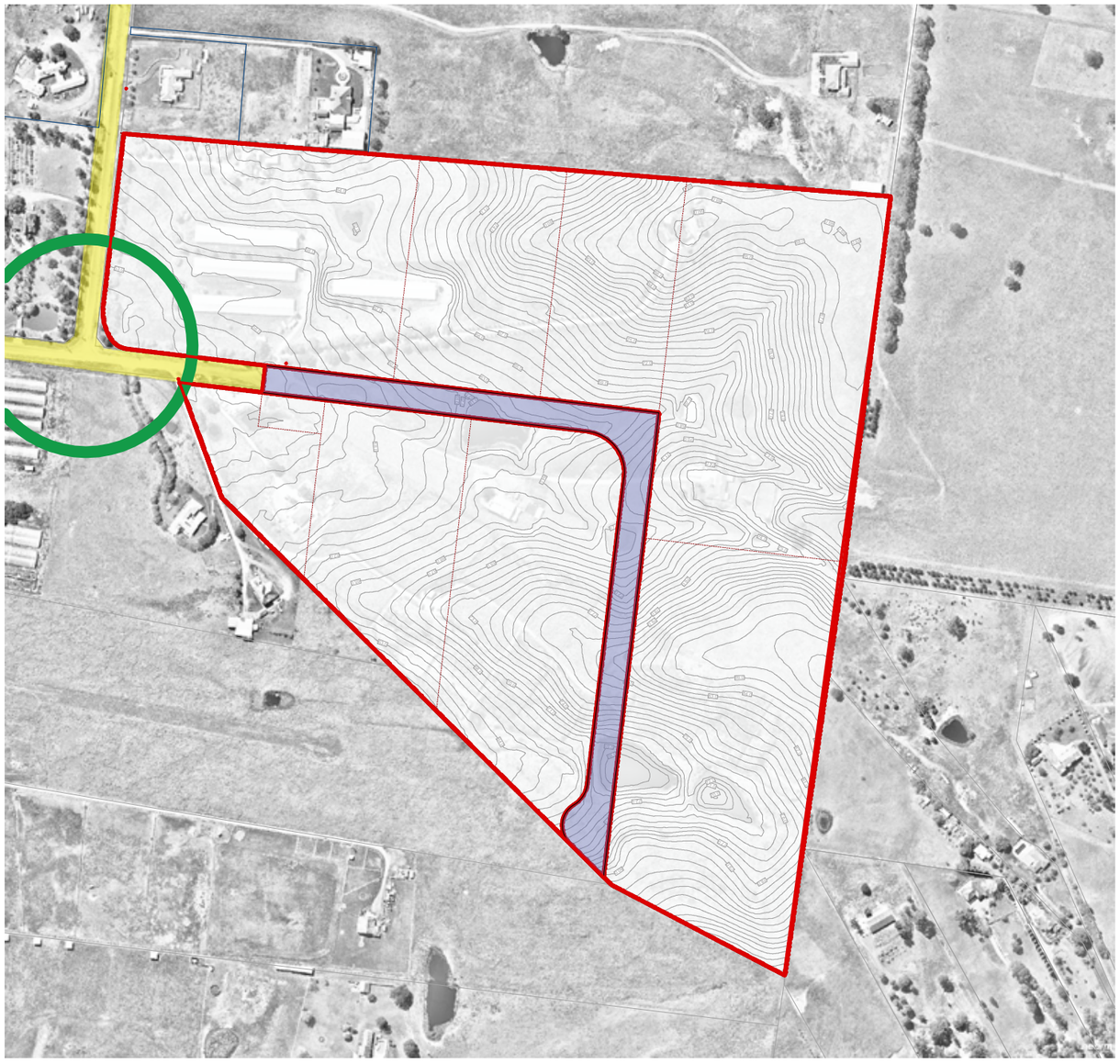


Figure 26 – Opportunities Plan 1:5,000

Connections to Mamre Road Precinct

Aldington Road frontage

Major precinct Intersection

Proposed lease boundary

New access road

ESR Industrial Estate

ESR Kemps Creek Logistics Park will be located within the broader Mamre Road Precinct. Within the Western Sydney Employment area, the proposed precinct is intended as a warehousing industrial hub, providing around 17,000 new jobs in the area.

The proposed structure plan guiding our precinct defines the general framework for the area. It sets out the critical transport corridors, sets aside land for environmental conservation, drainage and open space and defines riparian buffers. Whilst also highlighting local heritage items, potential intermodal terminal locations and protecting nearby, existing, residential land uses.

Westlink road network has been designed to ensure connectivity can be provided to the wider Mamre Road Precinct.

Figure 27 overlays the proposed and indicative road networks and Westlink site on the Mamre Road Structure Plan.

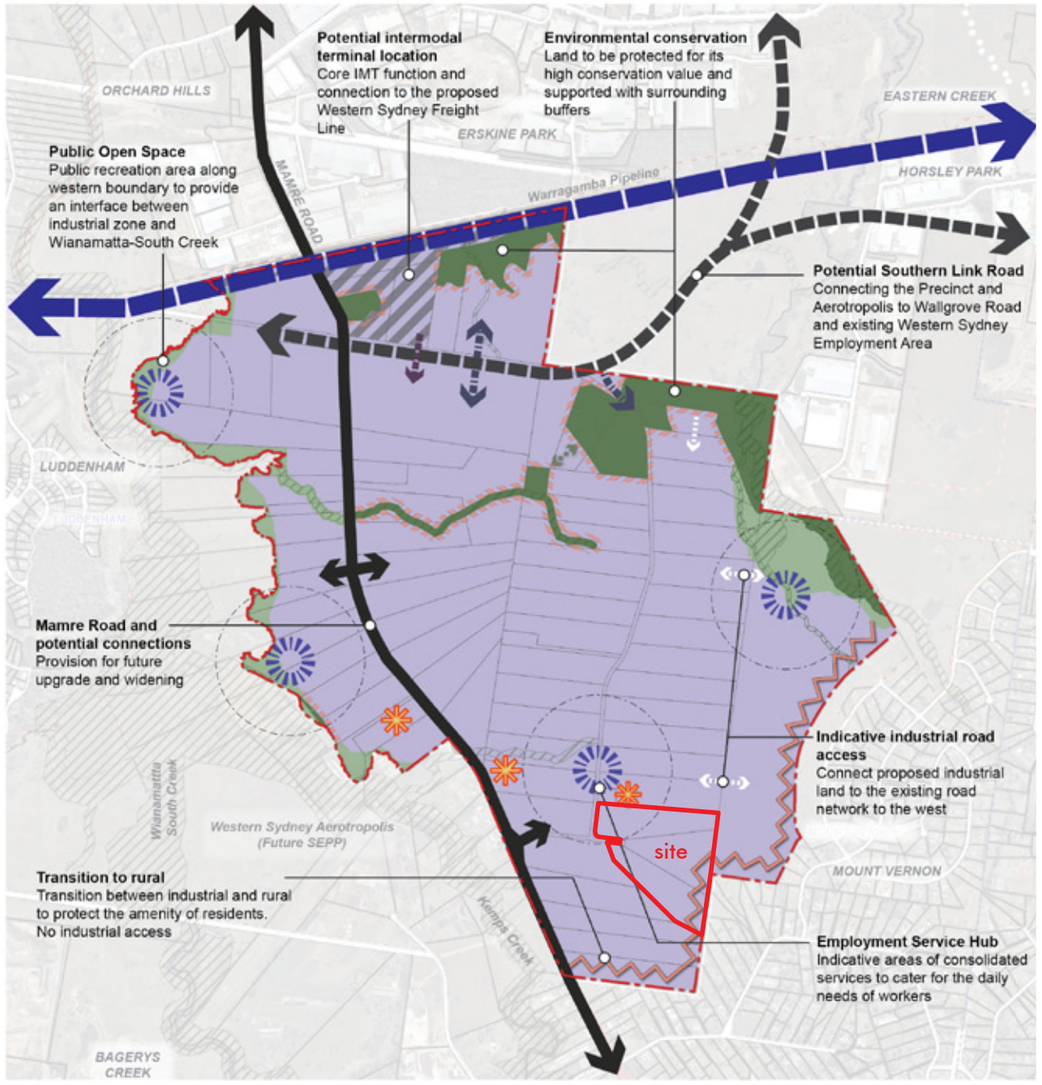


Figure 27 – Mamre Road Structure Plan (June 2020) [Source: NSW Department of Planning, Industry & Environment]

Project Vision

The Future for Industry & Logistics

The vision for Mamre Road is to redefine industrial and logistics facilities in Western Sydney through emphasis on design quality, flexibility, technology and sustainability.

Quality

Continue to deliver ESR quality design, presentation and attention to detail.

Flexibility

Design to maximise flexibility, through ability to accommodate for changing customer requirements, such as automation.

Technology

Incorporate construction, technological and digital solutions to deliver value for customers and pioneer a “first of its kind” for Australian logistics.

Deliver SMART buildings which maximise occupant control and building performance.

Sustainability

Implement sustainability initiatives within ESR industrial assets.

Protect and enhance existing vegetation by providing passive recreation opportunities together with local onsite cafe and amenities incorporated into employee wellbeing strategies.

Figure 28 shows an artist impression of the Westlink.

Figure 28 – Westlink perspective

PROPOSED DCP CONTROLS SUMMARY

The Westlink development area is guided by the Development Control Plan (DCP) published by NSW Department of Planning, November 2020.

The DCP includes specific objectives that address the principal development standards listed within the SEPP WSEA and the planning principles developed during the precinct planning process.

A summary of the key controls proposed in the DCP is provided in Table 2. The DCP controls have been used to inform the design of the Concept Master Plan.

Issue/Element	Control
Site Coverage	No maximum, defined by setbacks
Minimum Lot Size	Minimum 1,000sqm for IN1 - General Industrial
Minimum Frontage	Minimum 40m (excluding cul-de-sacs)
Minimum Lot Width	Minimum 35m (at building line) (for lots > 5,000sqm) 60m (for lots > 10,000sqm)
FSR	-
Building Height	Maximum 20m (unless otherwise increased by Consent Authority Approval)
Building Setback - Primary Frontage	Minimum 12m to Aldington Road (including min. 6m or 50% of the setback along the road frontage as landscaping) Minimum 7.5m to Local Estate Roads (including average of 50% of setback along the road frontage)
Building Setback - Side	5m building (No minimum for landscaping)
Building Setback - Rear	5m building (2.5m landscape setback)
Building Setback - Rural	Minimum 30m building setback to be provided that directly adjoin a rural residential zone. (15m min. Landscape Setback)
Car Parking	On-site car parking to be provided at the following minimum rates: Warehouse - 1 space/300sqm GFA. Ancillary office - 1 space/40sqm GFA. Industrial/manufacturing - 1 space/200sqm GFA. Cafe/restaurant - 1 space/10sqm of seating area. Accessible parking - in accordance with the provisions of the Building Code of Australia and relevant Australian Standards. 2 accessible spaces/100 spaces
Road Infrastructure	1. The internal industrial subdivision road shall comprise of the following: 1.1. 24.0m road reserve for roads connecting to Distribution Road including: a. One x 4m verge width (including a 1.5m concrete footway) b. One x 5m verge width (including a 2.5m concrete shared footway) c. A 15.0m carriage way, comprising 7m for through traffic lanes in both directions and two x 4.00m kerbside parking lanes.

Table 2 – Key DCP Controls

Master Plan Options

Figure 29 – Option 1

Option 1

- Option was prepared in advance of rezoning which introduced a 30m building setback directly adjoining rural residential land.
- Creates large flexible lots with connectivity to the west and future connection to the south.
- Warehouses along the eastern boundary have there operations on the western side to increase separation from the Rural Residential land.
- Provides flexibility across the estate for different size end users.

Concept Master Plan

The proposed Concept Master Plan is based on concept option which:

- Permits greater connectivity to broader precinct to the north and west.
- Includes a round-a-bout intersection in a location consistent with Mamre road strategic design and access strategy.
- Responds to topography particularly steeper areas in the east of site.
- Responds to the geometry of the site and provides for regular, orthogonal shaped parcels for efficient employment development.
- Provides flexible allotments capable of accommodating a range of sizes.

The Westlink master plan Utilises landscaping and urban design features to complement biodiversity values. The Westlink master plan will enable storm water infrastructure to be designed to have dual functions of water cycle management, recreation and amenity.

With direct access to Mamre Road through round-a-bout intersection on Abbotts Road, consistent with the TfNSW Mamre Road Upgrade design, the Westlink concept master plan provides for connectivity to the adjoining development lands.

The Westlink master plan provide contextually and economically appropriate design whilst responding to topography constraints to limit site earthworks requirements and retaining walls fronting public road reserves. The Westlink provides for economic and orderly development to cater for IN1 - General Industrial user requirements for large regular shaped flexible allotments to provision for a diverse range of customer requirements.

The concept master plan provides for 6 warehouses as well as a cafe / retail area at the entrance to site.

Figure 30 shows the Westlink Concept Master Plan.

Figure 30 – Westlink Concept Master Plan 1:5,000

Design Analysis – Height, Bulk & Scale

Located within a newly established industrial precinct, the Westlink master plan and building design plans have been developed, in terms of bulk, height and scale, to match in with expectable design qualities of industrial usages. In considering this context the buildings have:

- Implemented a dynamic geometric façade to break up elevations and create visual interest, minimising perceived bulk
- Office components are sited so as to further break up the site and define the corner condition of warehouses along Aldington & Abbotts Road
- Office components are architecturally designed to provide textural contrasts to warehouse materials
- Where possible, offices have been situated to take advantage of any views across to the west and the Blue Mountains.
- A large set-back and basin zone along the southern side of Abbotts Road, allows significant space for landscaping and other natural features to further minimise the perceived bulk and scale of the development
- Buildings have been designed to a height of 14.7m, below the 20m maximum building higher allowable within the DCP.
- 30m Building setback provided along the eastern RU2 interface with min. 15m Landscape Setback

Figure 31 shows an indicative view of the stage 1 office.

Figure 32 shows a typical view of the 2 storey office from the access road.

Figure 31 – Westlink Stage 1 Office Perspective

Figure 32 – Westlink 2 Storey Office Perspective from the access road

Design Analysis – Topography

The cut/fill requirements within the Westlink have been defined through multiple iterations and careful consideration of the following:

- Undulating topography within the Mamre Road Precinct resulting in the requirement for extensive cut and fill operations in order for Westlink to facilitate economic development and provide flexibility to cater for the range of industrial customer requirements.
- TfNSW proposal for a potential co-located intermodal facility within the Mamre Road Precinct therefore driving the requirement to ensure that allotments can facilitate flexibility to cater for current and future connectivity requirements.
- Provisioning for connectivity to adjoining lands and managing existing upstream catchment flows.
- Mitigate retaining walls fronting Aldington Road and existing rural homes to the south east;
- Mitigate extensive cut in bedrock sub-surface units.
- Meet the requirements for the site to cater for IN1 – General Industrial employment which requires large flexible allotments.
- Implement circular economy principles of 'Reduce, Reuse and Recycle' throughout all lifecycle stages of the development.

It is recommended that the proposed earthworks design contained within the AT&L documentation provides the most contextually and economically appropriate design in consideration of the above requirements. Whilst retaining walls fronting Aldington Road have been incorporated, this has resulted in the treatment of the retaining wall steps along street frontages to detract from bulk of wall as per DCP. Where possible, landscaped battered slopes have been proposed to mitigate retaining walls and provide landscape led visual amenity within the precinct.

Figure 33 shows the Westlink General Arrangement Plan.

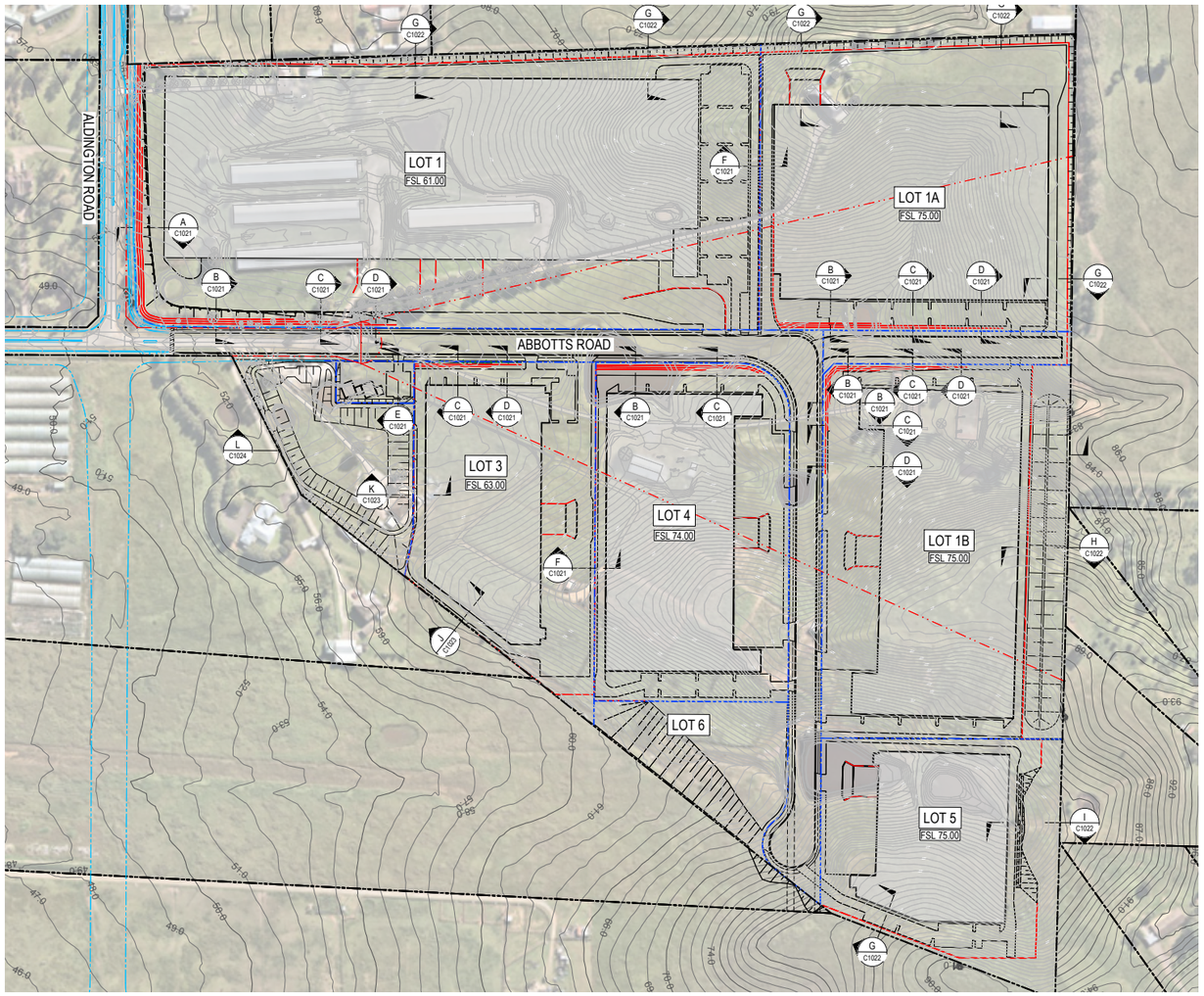


Figure 33 – General Arrangement Plan 1:5,000 [sourced from AT&L Engineers]

Design Analysis – Open Space & Outlook

The master plan has been spatially arranged to take advantage of the views towards the Blue Mountains, towards the west of the site. Vista corridors are created by both the road and tiering layout of the lots throughout the development.

Further to this, every warehouse office provides for first level outdoor lunchroom and breakout spaces to provide outlooks, whilst also providing architectural features to break-up the bulk and scale of the development.

The Westlink master plan utilises landscaping and urban design features to complement biodiversity values. The Westlink master plan will enable storm water infrastructure to be designed to have dual functions of water cycle management and visual amenity.

The proposed bio-rention basin and vegetated riparian realignment fronting Abbotts Road is proposed to add to open space and aesthetics of Westlink and offer views for the cafe and offices.

Figure 40 shows ESR Kemps Creek Logistics Park Master Plan with the inclusion of vistas.

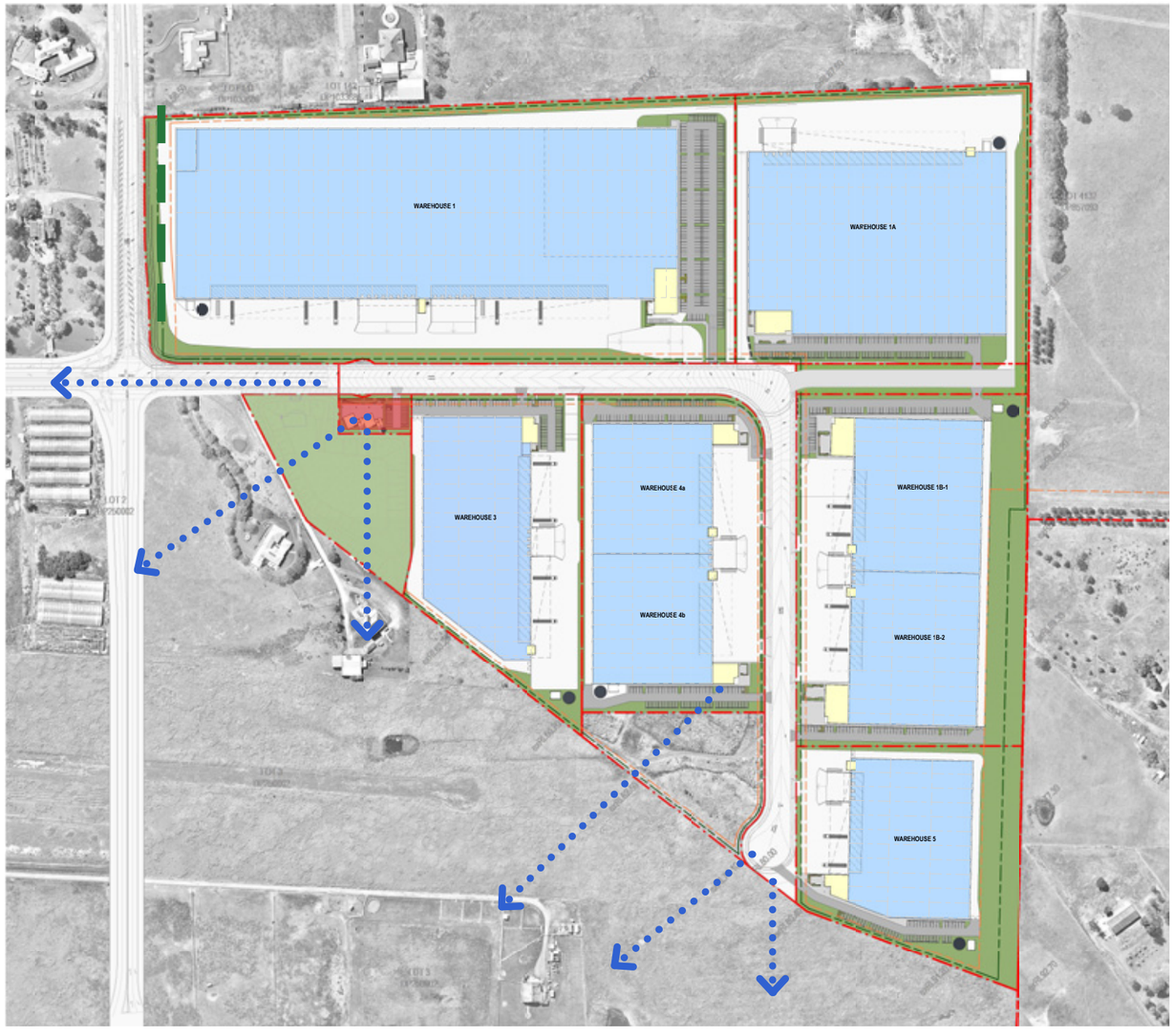


Figure 34 – Westlink Concept Master Plan Outlooks 1:5,000

Access & Circulation

With direct access to Mamre Road from Abbotts Road through a signalised intersection consistent with the TfNSW Mamre Road Upgrade design, the Westlink concept master plan provides for road vehicle, pedestrian and cycle connectivity to and from the wider Mamre Road Precinct.

- In order to encourage both public transport use and walkability/cyclability the planned road reserves provide for pedestrian pathways along each road edge. In addition, as highlighted, a wider pathway is provided to allow for shared pedestrian and cycle ways along one side of each road.
- As far as practicable, truck and car crossovers have been grouped within the same general location to minimise potential pedestrian and vehicular conflicts.
- A round-a-bout intersection at the corner of Aldington & Abbotts Road, provides both safe and efficient entering and exiting for all use types.

Figure 41 shows Kemps Creek Logistics Park Master Plan with the inclusion of cycleways and vehicular access.

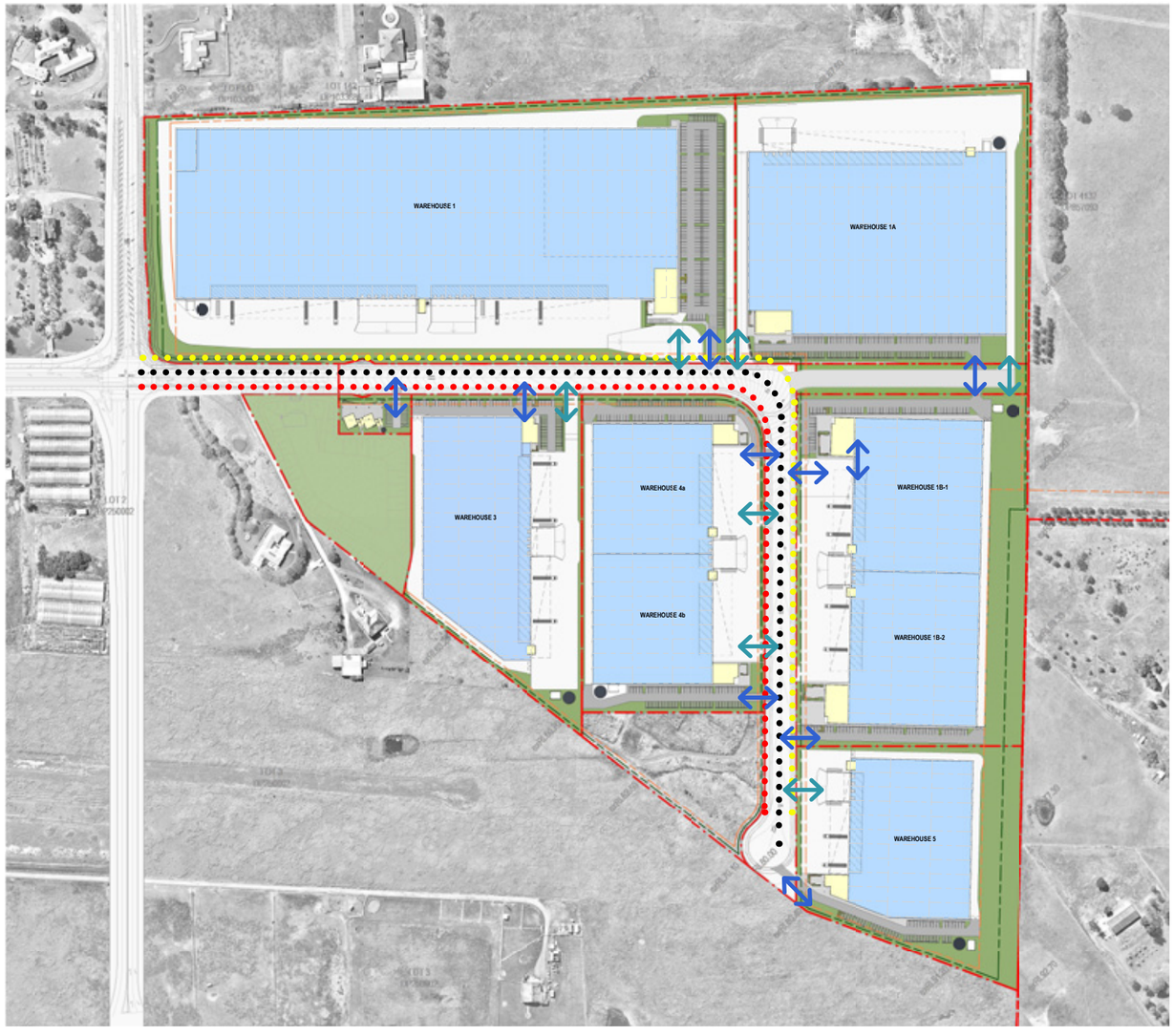


Figure 35 – Westlink Master Plan Cycleways & Vehicular Access 1:5,000

Landscape Master Plan

The Kemps Creek Logistics Park master plan utilises landscaping and urban design features to complement biodiversity values. Landscaping for the Westlink responds to the key interfaces of the estate with the public domain, adjoining properties and environmentally sensitive lands such as increased setbacks to the Rural Residential lands. The landscape strategy for the Westlink aims to reflect a consistent image and maintenance regime across the entire estate and respond to its unique site characteristics.

The Landscape Master Plan includes the following key elements:

- Storm water Basin: The Westlink master plan will enable storm water infrastructure to be designed to have dual functions of water cycle management and visual amenity.
- Entry Landscape: An open bio-retention to the southern side of the road, with stage 1 to the northern side of the entry road and provides a design framework and entry statement to the Westlink.
- Typical Lot Frontage: Planting to the frontages will consist of a variety of native and exotic, shrubs, ground covers and small-medium trees. Security fencing where possible will be positioned amongst the landscape to recede into planting.
- Aldington Road Frontage: The Aldington Road frontage features a series of retaining walls to warehouse 1a frontage. Landscape is proposed within the terrace levels of shrubs, grasses and cascading groundcovers to screen the face of the wall.
- Estate Roads: Proposed to feature street tree planting to both sides. A turf verge between footpath and kerb allows for groups of trees. Proposed Tree species are Corymbia
- Boundaries: The eastern boundary adjoins RU2 Rural Residential zoned area, landscaping on this boundary will use berms, massed planting, shrub grasses and groundcovers with canopy trees to provide a visual buffer to the site. The northern boundary will be planted with massed grassed and groundcovers. Canopy trees in groups will line the boundary with emphasis on screening around the adjacent heritage building.
- Pavement Areas: The master plan design integrates tree canopies and shading elements where large paved areas are required in order to prevent heat island effect.

Figure 36 shows the Concept Landscape Master Plan for Westlink.

Figure 36 – Westlink Concept Landscape Master Plan 1:5,000 [Source Site Image]

Landscape Sections

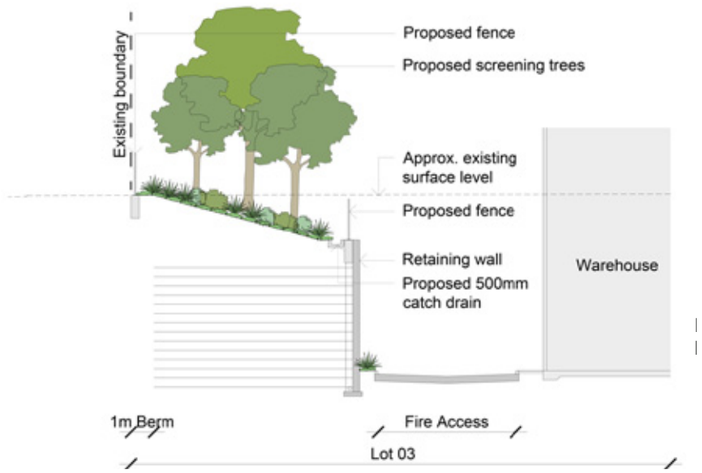
The significant area of land to the north-west of the site dedicated to a riparian corridor and storm water basins offer significant frontage to Marmre Road. The two figures across depict the relationships of these features to Mamre Road.

The Landscape Sections depict the following features:

- Nothern boundary: The proposed Westlink master plan is proposed to be benched at a lower level, with mass screengin along the boundary to increase the screening to the adjacent heritage item.
- Storm water Basin: The Westlink master plan will enable storm water infrastructure to be designed to have dual functions of water cycle management and visual amenity.
- Eastern boundary: The Mamre Road frontage consists of a minimum 15m wide landscaping zone that consists of berms and Massed planting of shrubs, grasses and ground covers is proposed with large canopy trees.

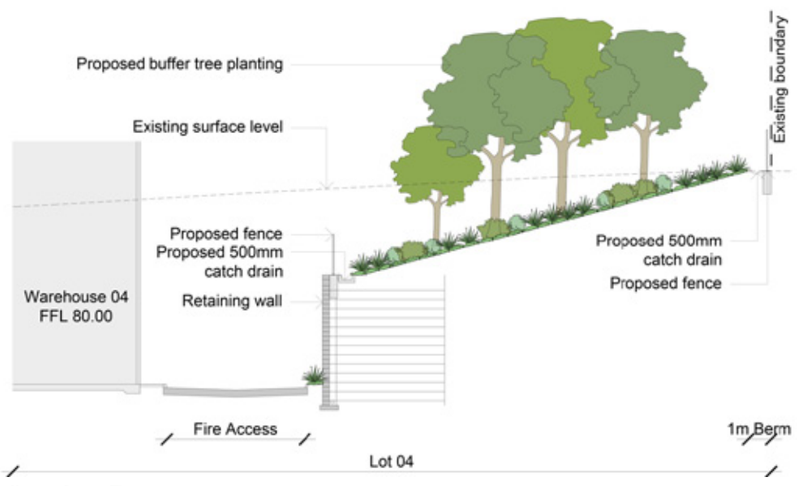
Figure 37 shows the landscape relationship of the Westlink to the heritage building to the north

Figure 38 shows the landscape relationship of the Westlink to Rural Residential Land and the proposed site.

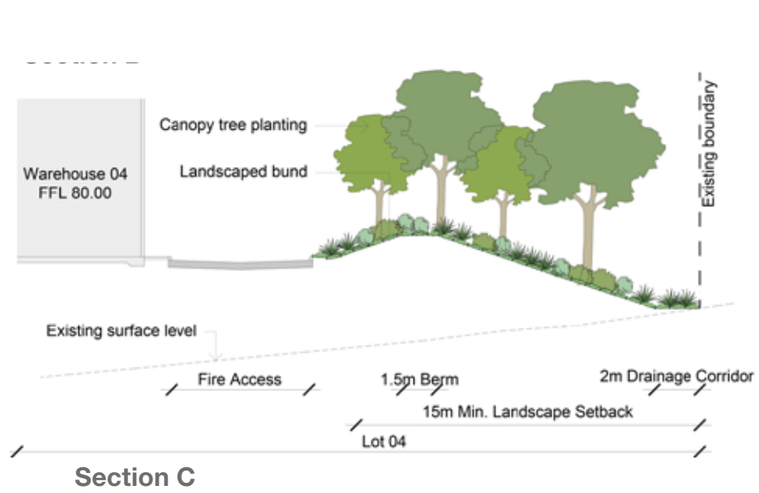


Section E

Figure 37 – Section E, through the northern boundary



Section B



Section C

Figure 38 – Section B, Along the eastern boundary of the site

APPENDIX A

ARTIST IMPRESSION - WAREHOUSE 1 OFFICE & CAFE

Figure 47 – Westlink Artist Impression

APPENDIX B

SEARS COMPLIANCE TABLE

This document has been prepared in consideration of the Planning Secretary's Environmental Assessment Requirements (SEARs). Table 3 below summaries all key issues relevant to this report and how they have been responded to.

Reference	Requirements	Response/Reference
General Requirements		
3	A detailed description of the development, including: – the need for the proposed development; – justification for the proposed development – suitability of the site – likely staging of the development – likely interactions between the development and existing, approved and proposed operations on site and in the vicinity of the site – plans of any proposed building works – contributions required to offset the development and – infrastructure upgrades or items required to facilitate the development, including measures to ensure these upgrades are appropriately maintained	Section 7.0 Option Analysis, pages 29 - Demonstration of turning the noise of the logistics facilities away from Rural Residential lands.
Key Issues – Statutory & Strategic Context		
11	**Alignment to planning instruments** Demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, proposed environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification for any inconsistencies. This includes, but is not limited to: – State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) – State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP) – State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP WSEA) – State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) – State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) – Penrith Local Environmental Plan 2010 (PLEP 2010) – Mamre Road Precinct Rezoning Package for SEPP WSEA – Western Sydney Aerotropolis Plan – Western Sydney Aerotropolis Discussion Paper on the proposed Western Sydney Aerotropolis State Environmental Planning Policy o Greater Sydney Region Plan: A Metropolis of Three Cities – Western City District Plan – Future Transport 2056 and supporting plans – Freight and Ports Plan 2018-2023 – Mamre Road Precinct Structure Plan - Local Road Network Structure Plan – Mamre Road Upgrade Strategic Design Report (2016) – Mamre Road Upgrade Strategic Design Plans	Section 1.0 SITE & CONTEXT, pages 4 to 13 – demonstration of the proposal and the location in which it sits

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