Master Plan Options

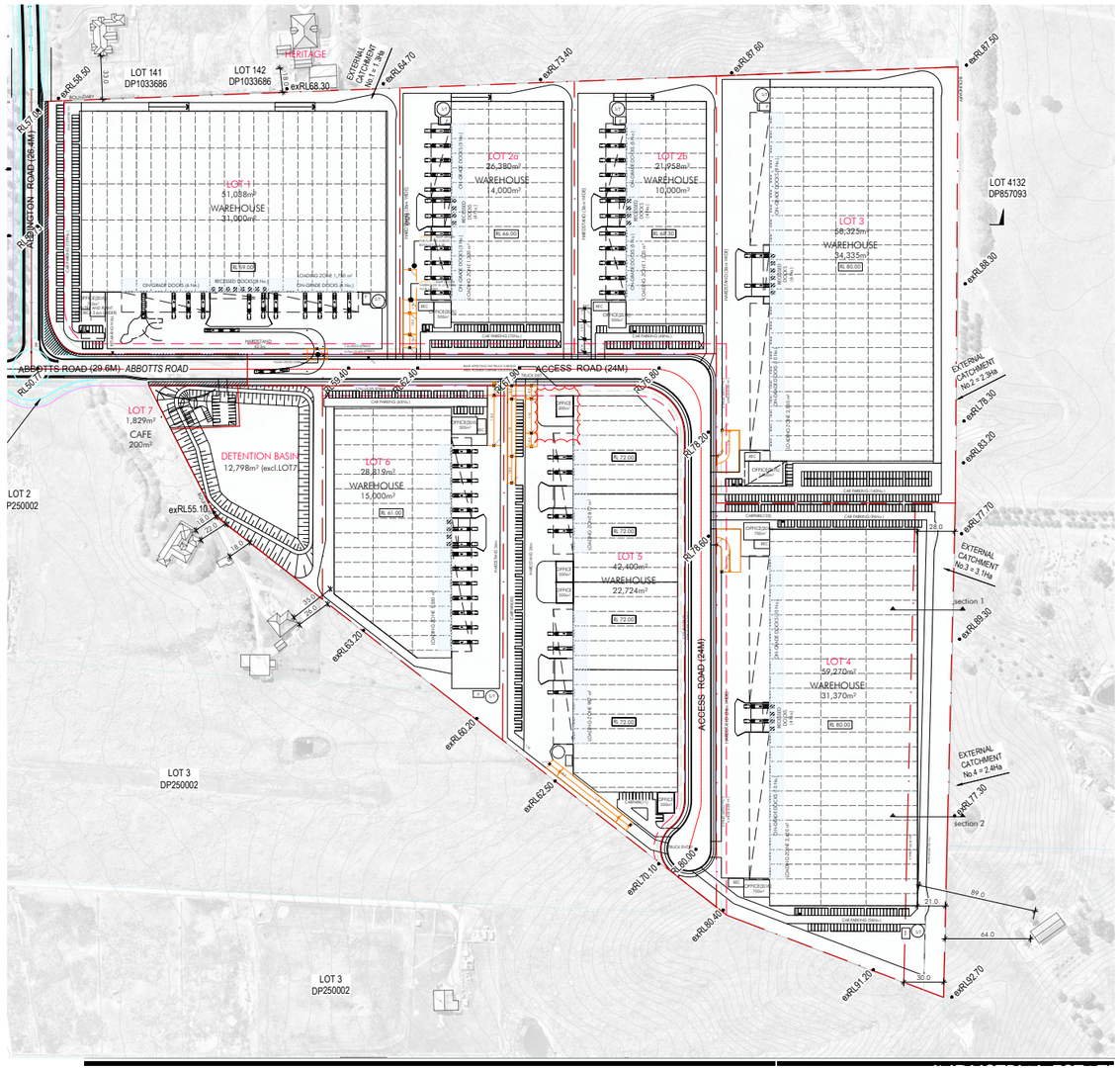


Figure 29 – Option 1

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 KCLP master plan Utilises landscaping and urban design features to complement biodiversity values. The KCLP 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 KCLP concept master plan provides for connectivity to the adjoining development lands.

The KCLP 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 KCLP 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 7 warehouses as well as a cafe / retail area at the entrance to site.

Figure 30 shows the KCLP Concept Master Plan.

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

Design Analysis – Height, Bulk & Scale

Located within a newly established industrial precinct, the KCLP 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 Draft 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 – KCLP Stage 1 Office Perspective

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

Design Analysis – Topography

The cut/fill requirements within the KCLP 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 KCLP 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 KCLP General Arrangement Plan.

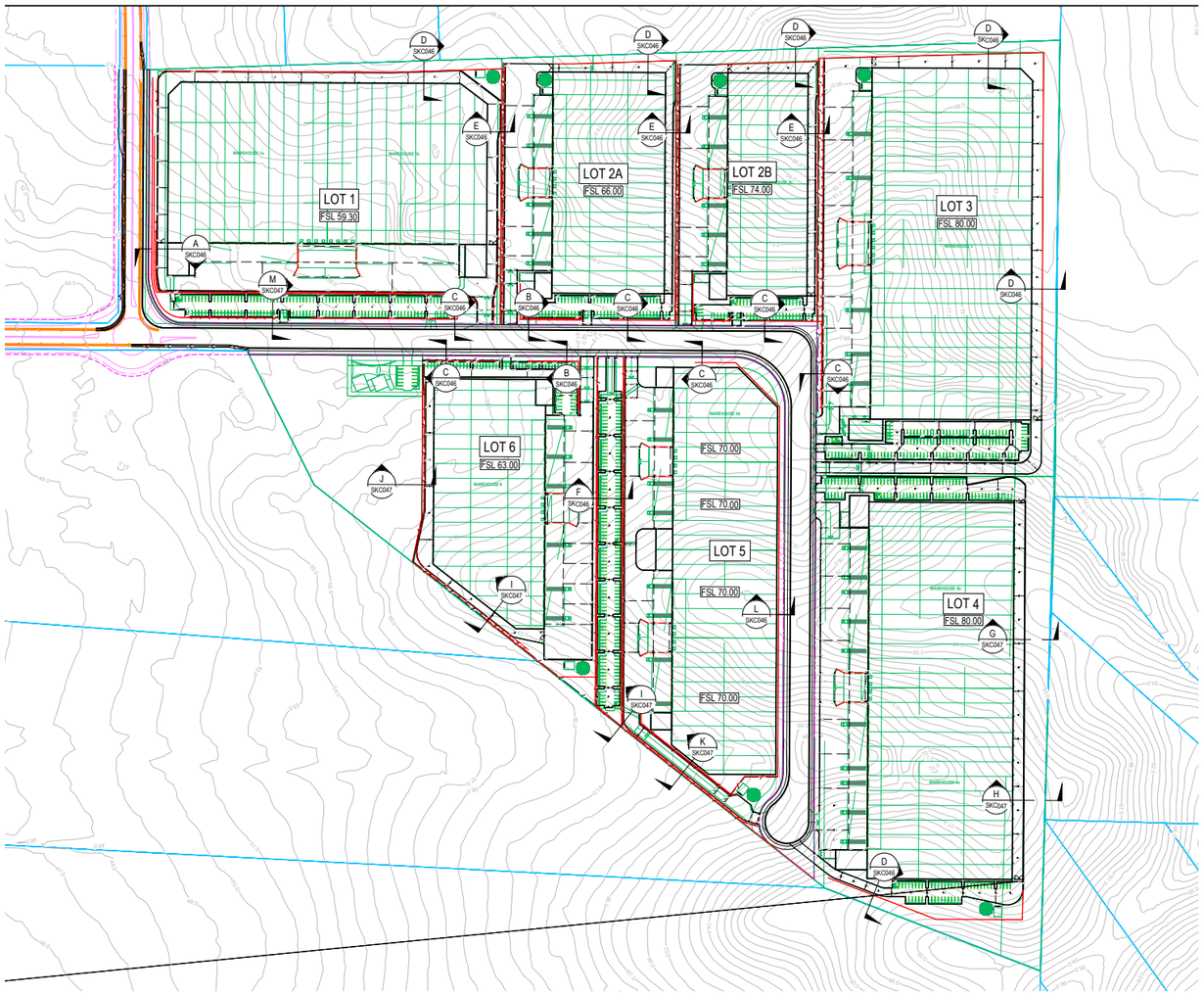


Figure 33 – General Arrangement Plan 1:5,000 [sourced from AT&L Engineers]

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 KCLP master plan utilises landscaping and urban design features to complement biodiversity values. The KCLP 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 KCLP 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 – KCLP 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 KCLP 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 – KCLP 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 KCLP 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 KCLP 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 KCLP 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 KCLP.
- 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 KCLP.

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

Landscape Sections

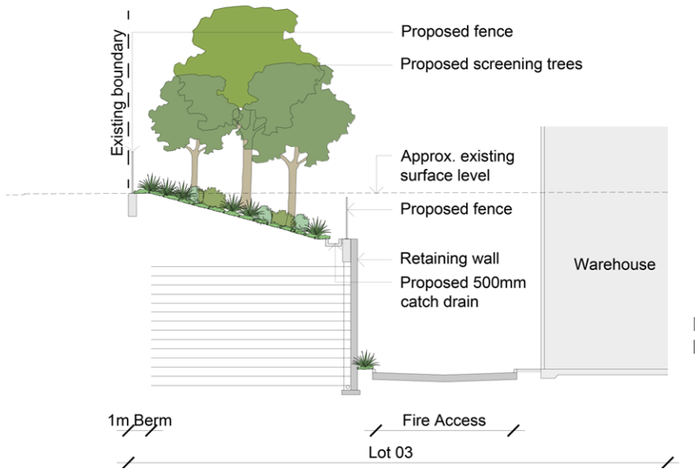
The significant area of land to the north-west of the site dedicated to a riparian corridor and storm water basins offer significant frontage to Marmre Road. The two figures across depict the relationships of these features to Mamre Road.

The Landscape Sections depict the following features:

- Nothern boundary: The proposed KCLP 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 KCLP 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.

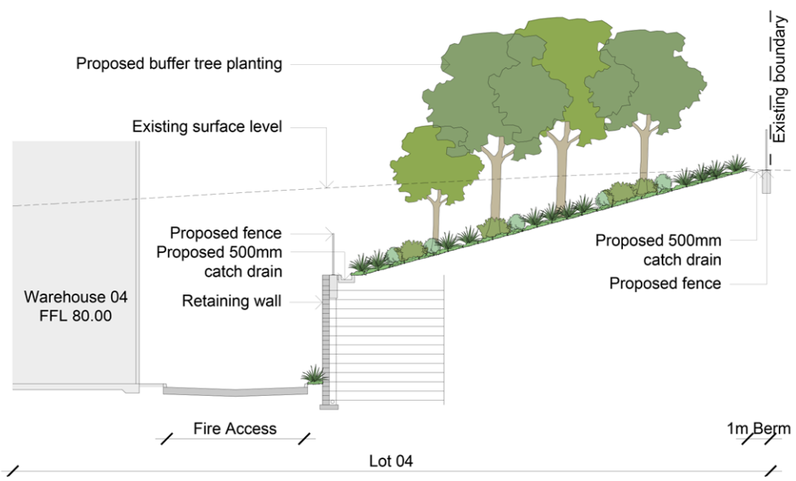
Figure 37 shows the landscape relationship of the KCLP to the heritage building to the north

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

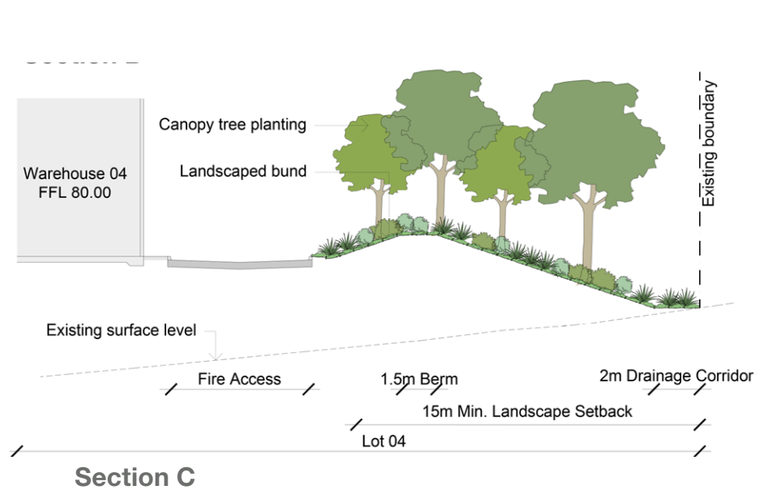


Section E

Figure 37 – Section E, through the northern boundary



Section B



Section C

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

Stage 1 SSD Plan

The first stage of development across Kemps Creek Logistics Park provides the key elements of most significance to its wider context.

Stage one establishes the stormwater basin along the south-western boundary, whilst providing the majority of the internal road network.

One Warehouse with offices 1A & 1B will also be constructed during this stage and establishing the entry from intersection of Abbotts & Aldington Road, facilitating flexibility to the future provisions.

Figure 39, shows the State Significant Development Plan for the KCLP site.

Figure 39 – Kemps Creek Logistics Park SSD Plan (Source: Nettleton Tribe Architects)

APPENDIX A

ARTIST IMPRESSION - WAREHOUSE 1 OFFICE & CAFE

Figure 47 – KCLP 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) – Draft Mamre Road Precinct Rezoning Package for SEPP WSEA – Draft 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 – Draft 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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