



# ESR Kemps Creek Logistics Park

## URBAN DESIGN REPORT

December 2020



# 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



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# ESR Kems Creek Logistics Park

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

KCLP 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.

KCLP 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 KCLP, which is a proposed industrial estate and is consistent with the proposed Mamre Road Precinct Draft Structure Plan and Western Sydney Employment area strategic planning documents.

Figure 1 shows lots which comprise the KCLP.

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

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.

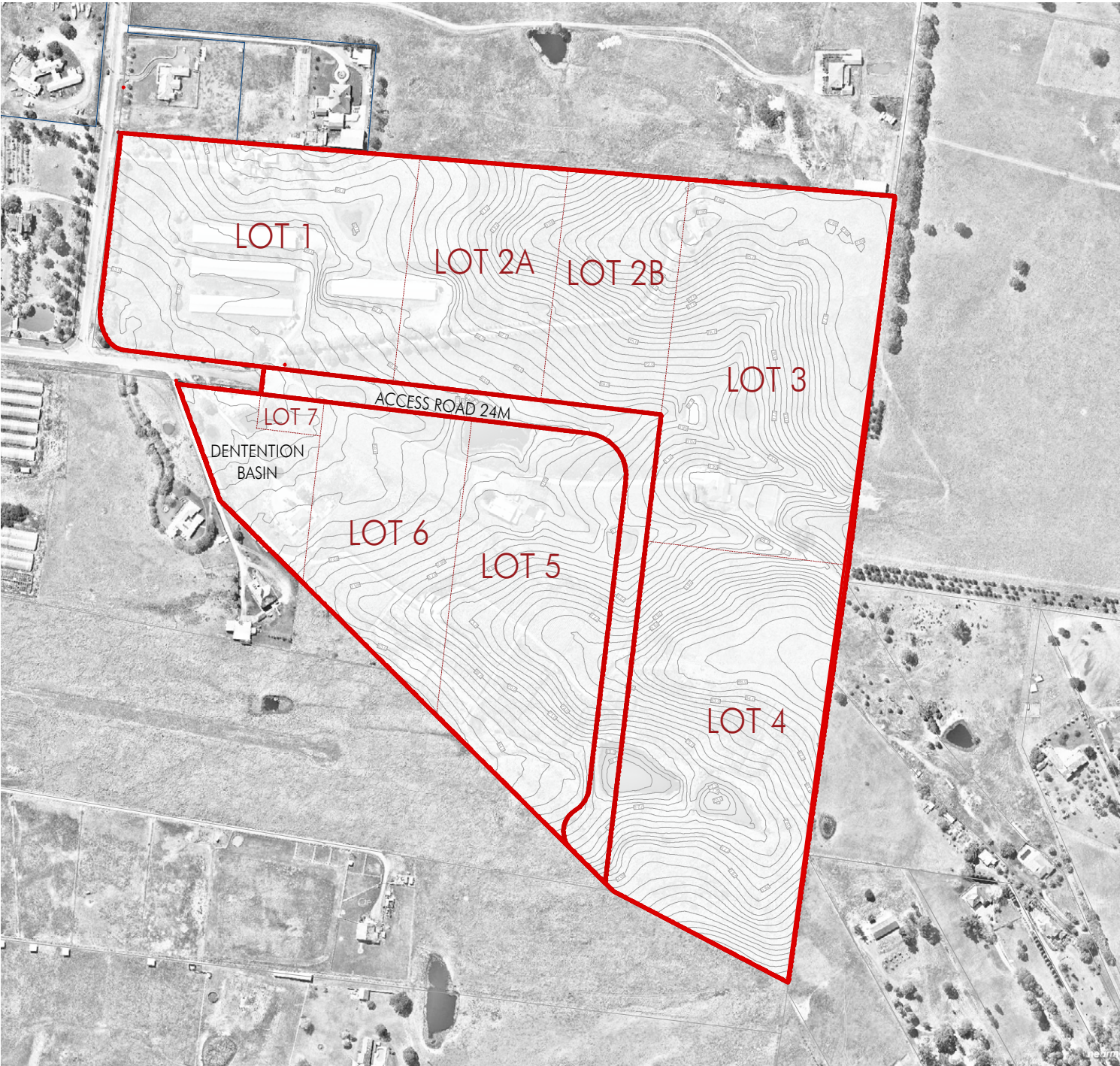


Figure 1: ESR Kems Creek Logistic Park (KCLP) 1:5,000



## Subregion Location

ESR Kemps Creek Logistic Park (KCLP) 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.

KCLP 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 KCLP.

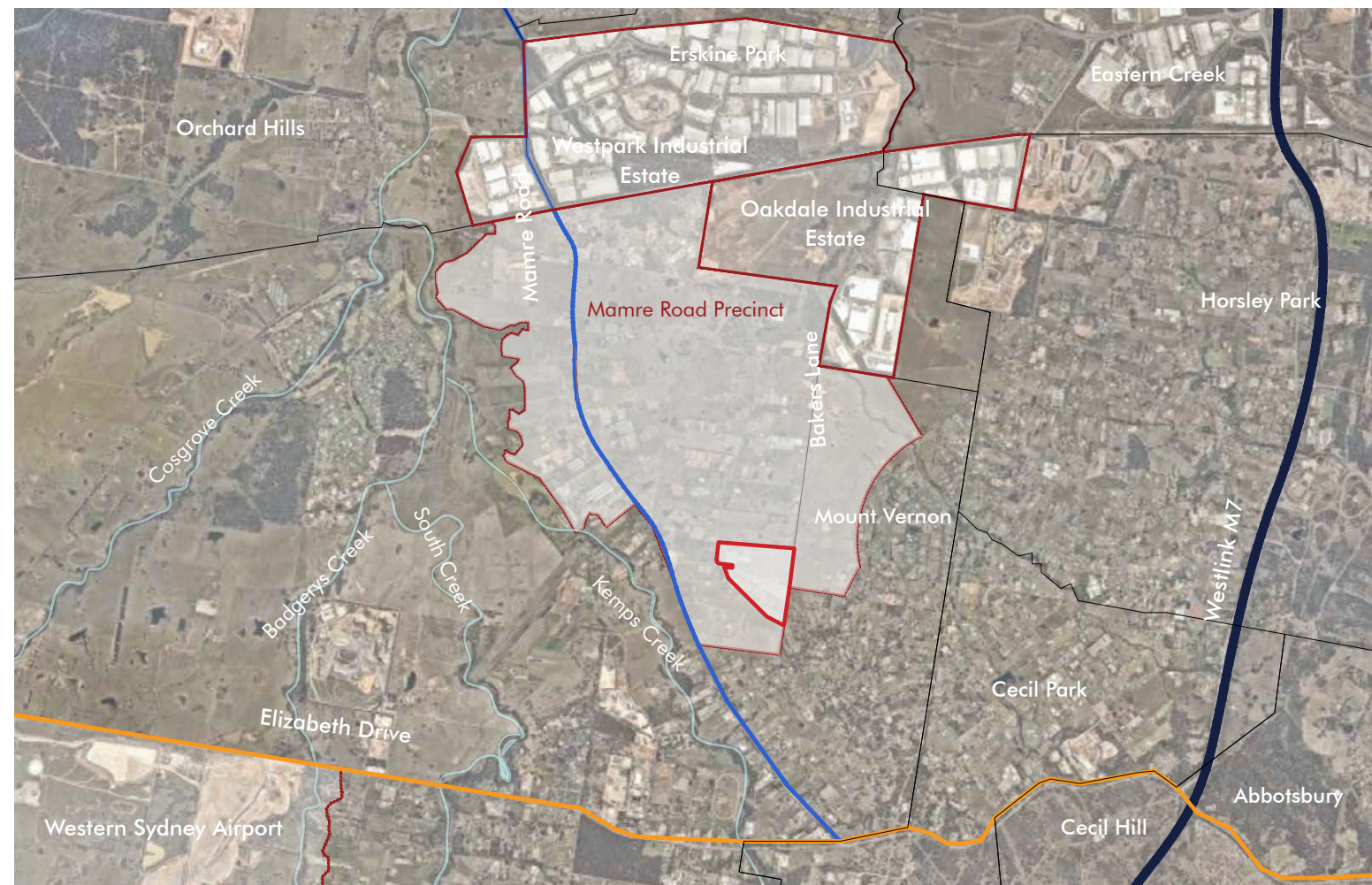


Figure 2 – Subregion Map 1:60,000

- KCLP boundaries
- Precinct boundaries
- Suburb boundaries
- Major link roads



# 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 KCLP in relation to the Greater Sydney Region Plan.

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

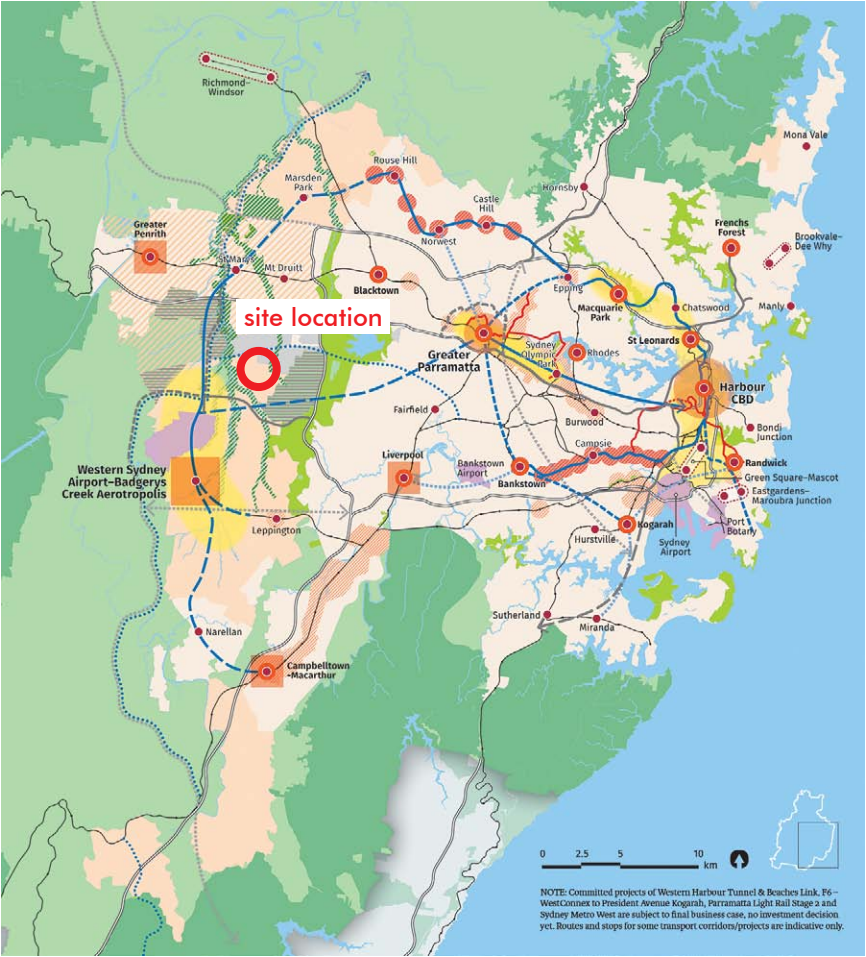


Figure 3 – Greater Sydney Region Plan [Source: Greater Sydney Commission]

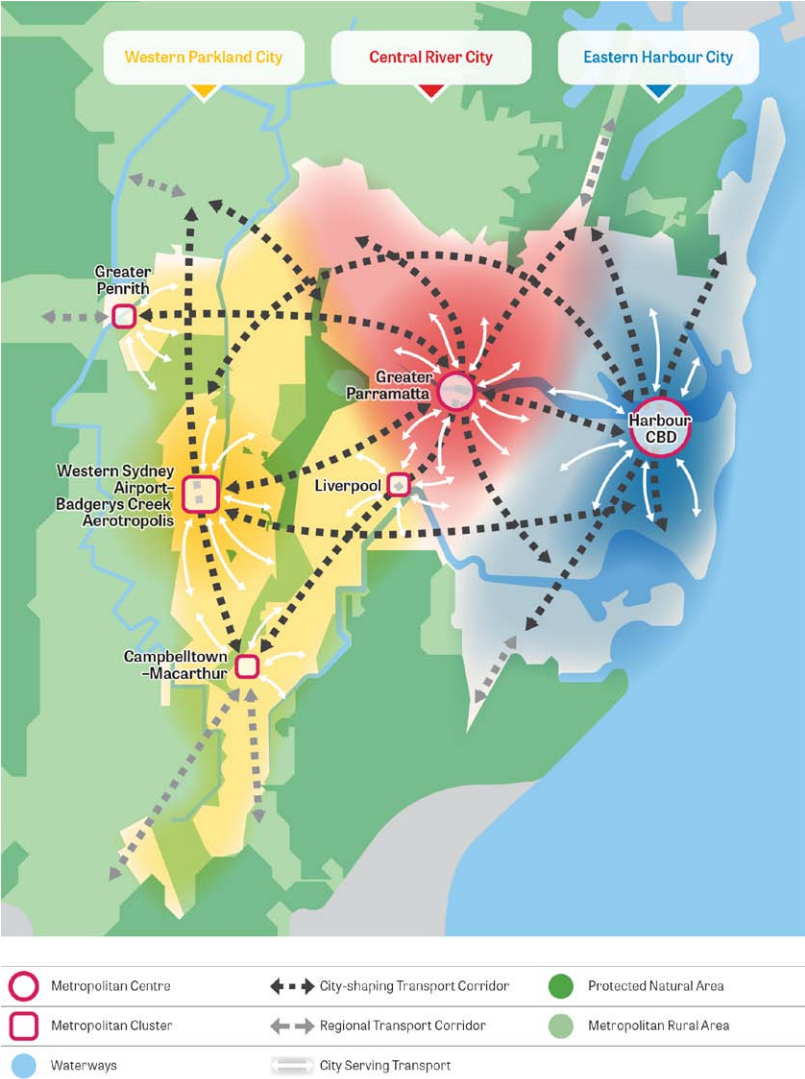


Figure 4 – Plan of Greater Sydney's 'Three Cities' [Source: Greater Sydney Commission]



# 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 KCLP in the context of the Western District Structure Plan.

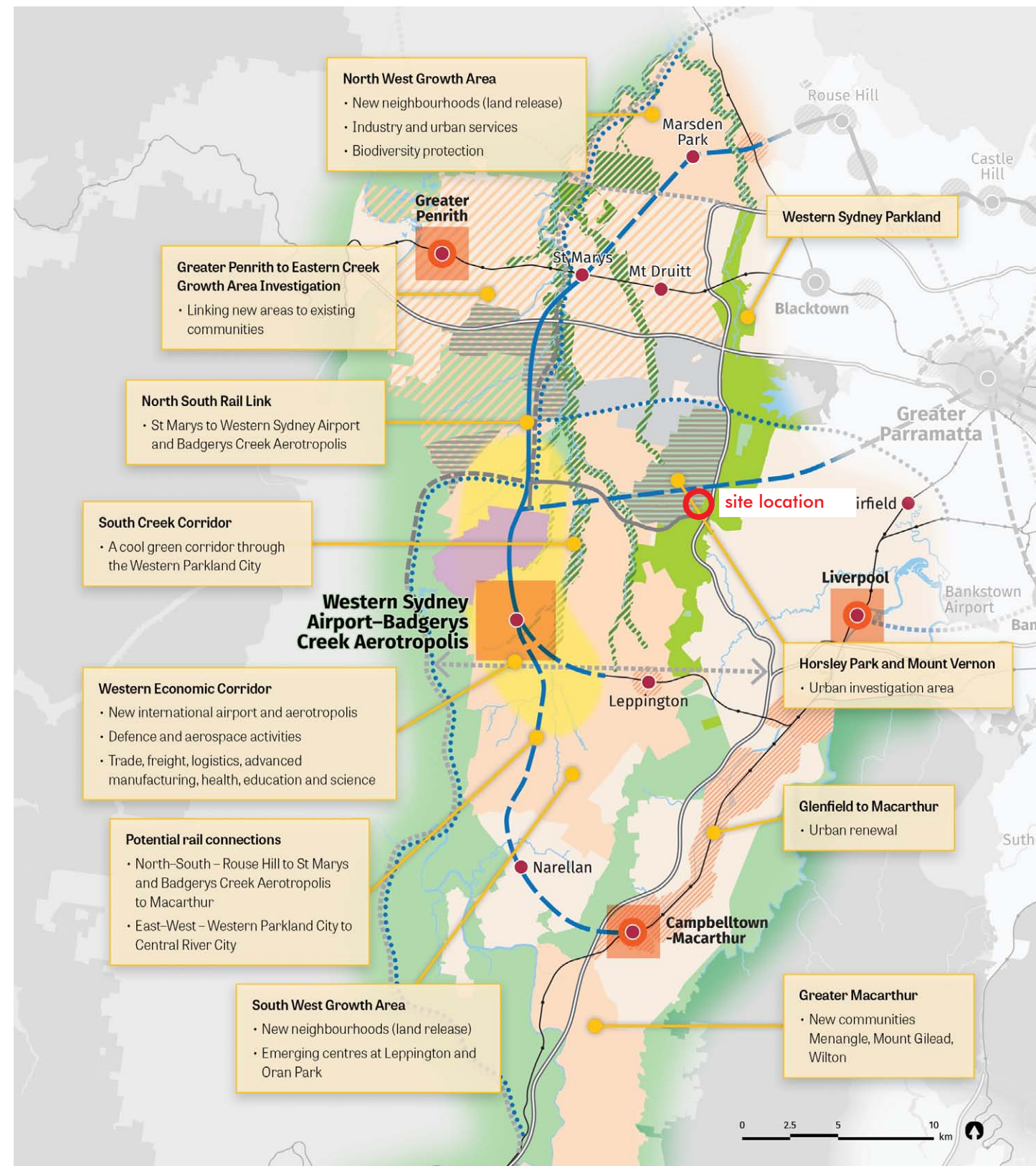


Figure 5 – Western District Structure Plan [Source: Greater Sydney Commission]



# 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, KCLP 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 KCLP in the context of the WSEA.

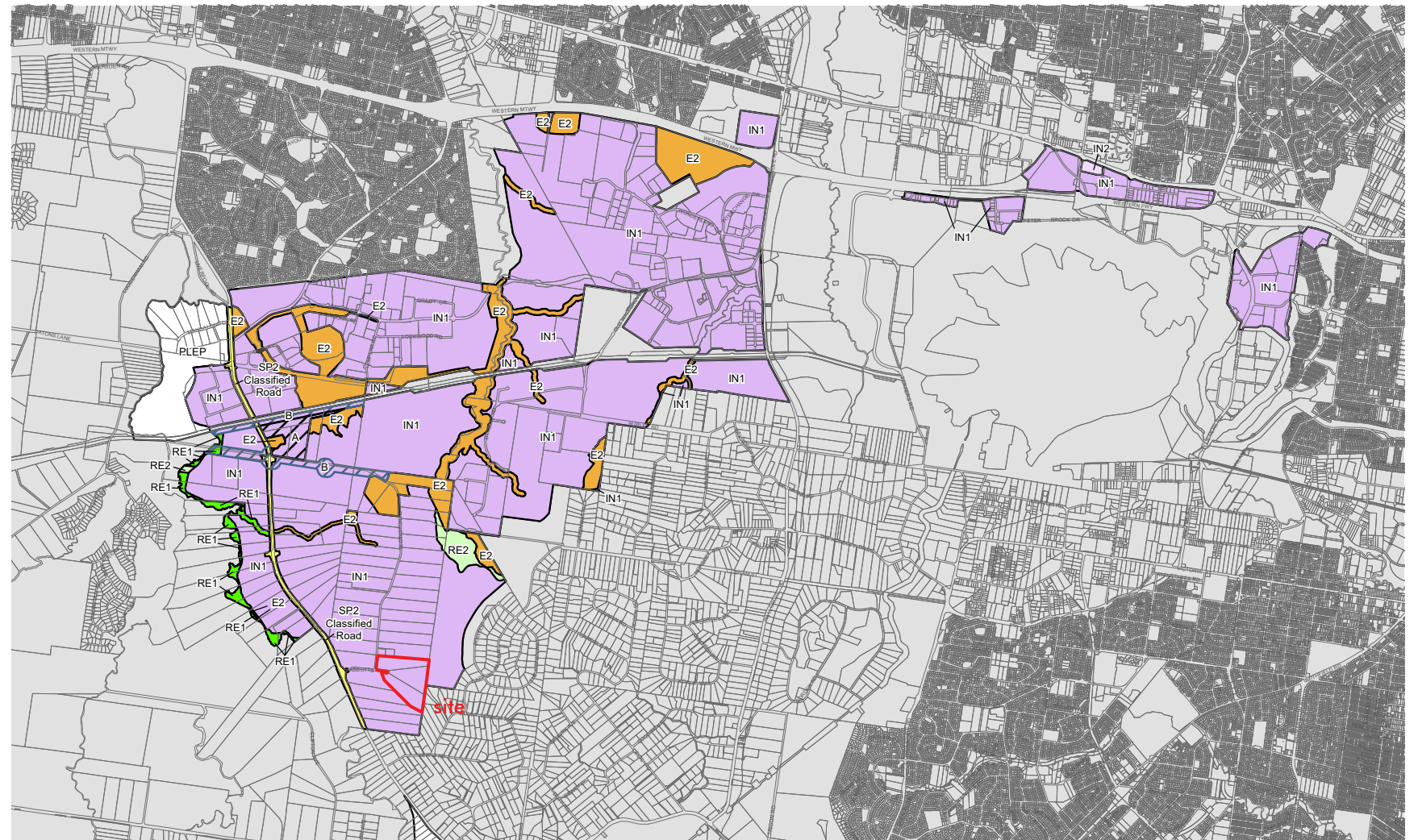


Figure 6 – State Environmental Planning Policy (Western Sydney Employment Area) 2009, Land Zoning Map 1:80,000 [Source: NSW Department of Planning, Industry & Environment]

<b>E2</b>	Environmental Conservation	<b>SP2</b>	Infrastructure
<b>IN1</b>	General Industrial	<b>PLEP</b>	Penrith Local Environmental Plan 2010
<b>IN2</b>	Light Industrial		Transport Investigation Area A
<b>RE1</b>	Public Recreation		Transport Investigation Area B
<b>RE2</b>	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 KCLP 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 KCLP in the context of the Mamre Road Structure Plan.

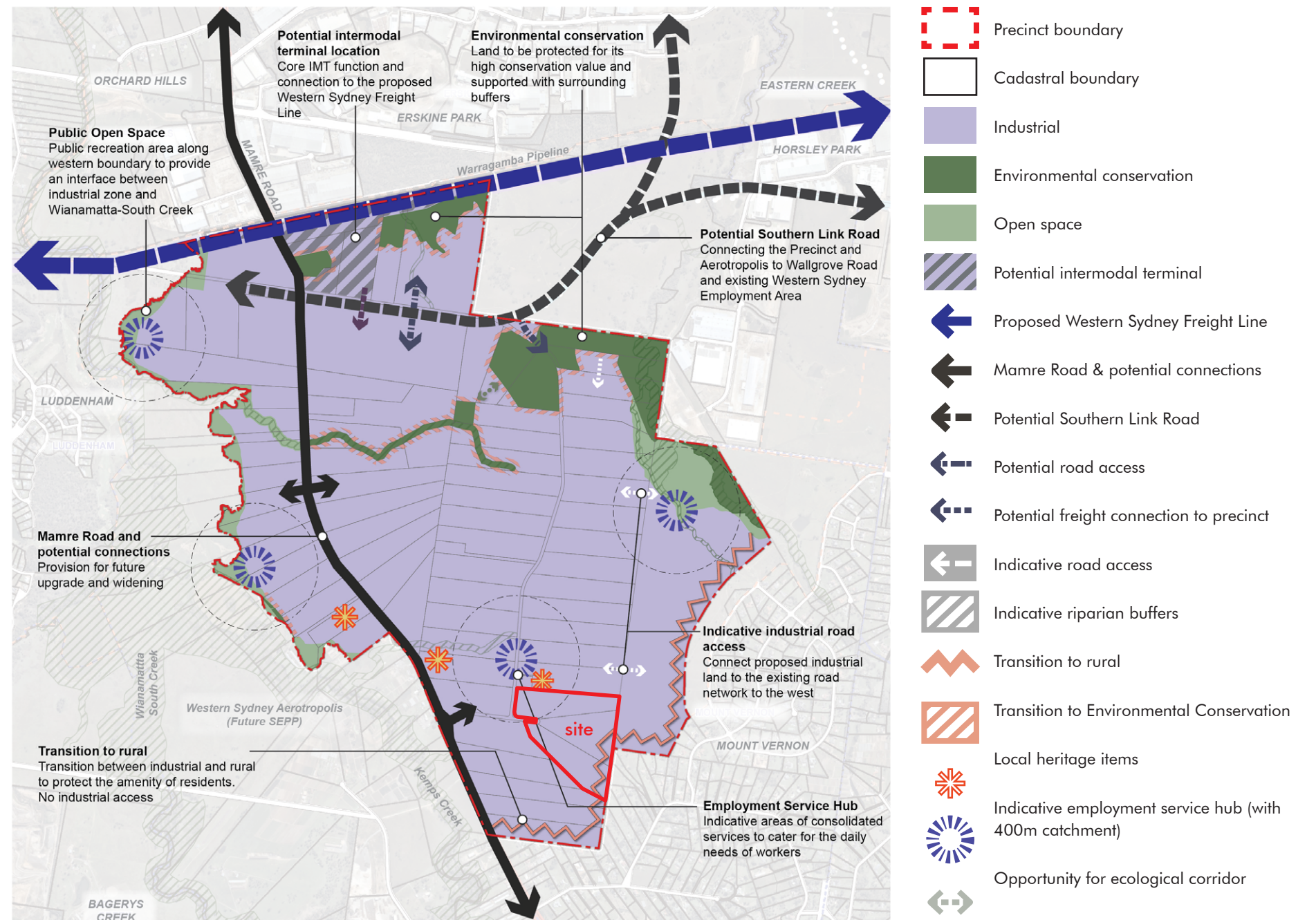


Figure 7 – Mamre Road Structure Plan (June 2020) [Source: NSW Department of Planning, Industry & Environment]



# 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.

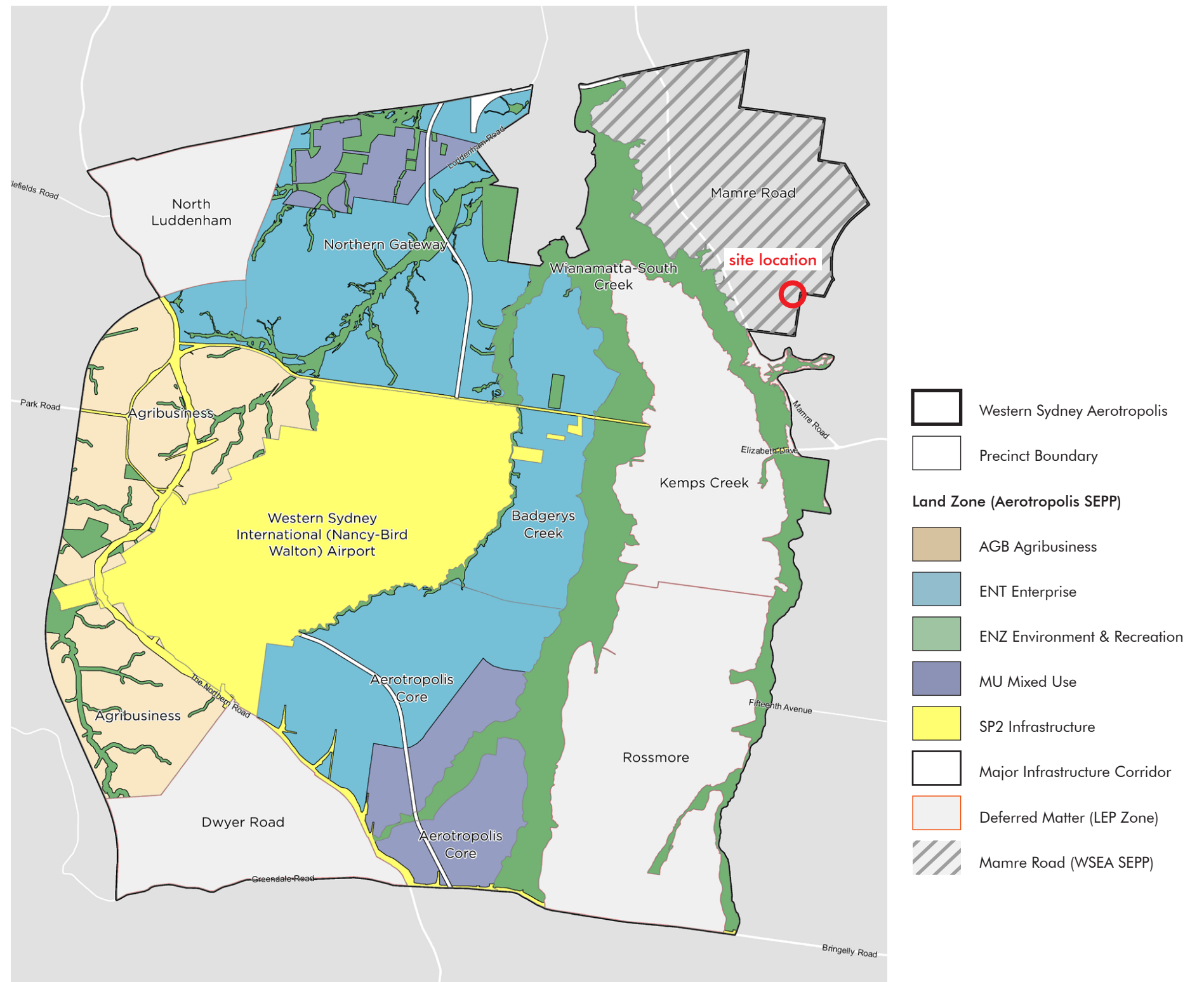


Figure 8 – Western Sydney Aerotropolis Land Zone Plan (September 2020) [Source: NSW Department of Planning, Industry & Environment]



## Current Planning Controls

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

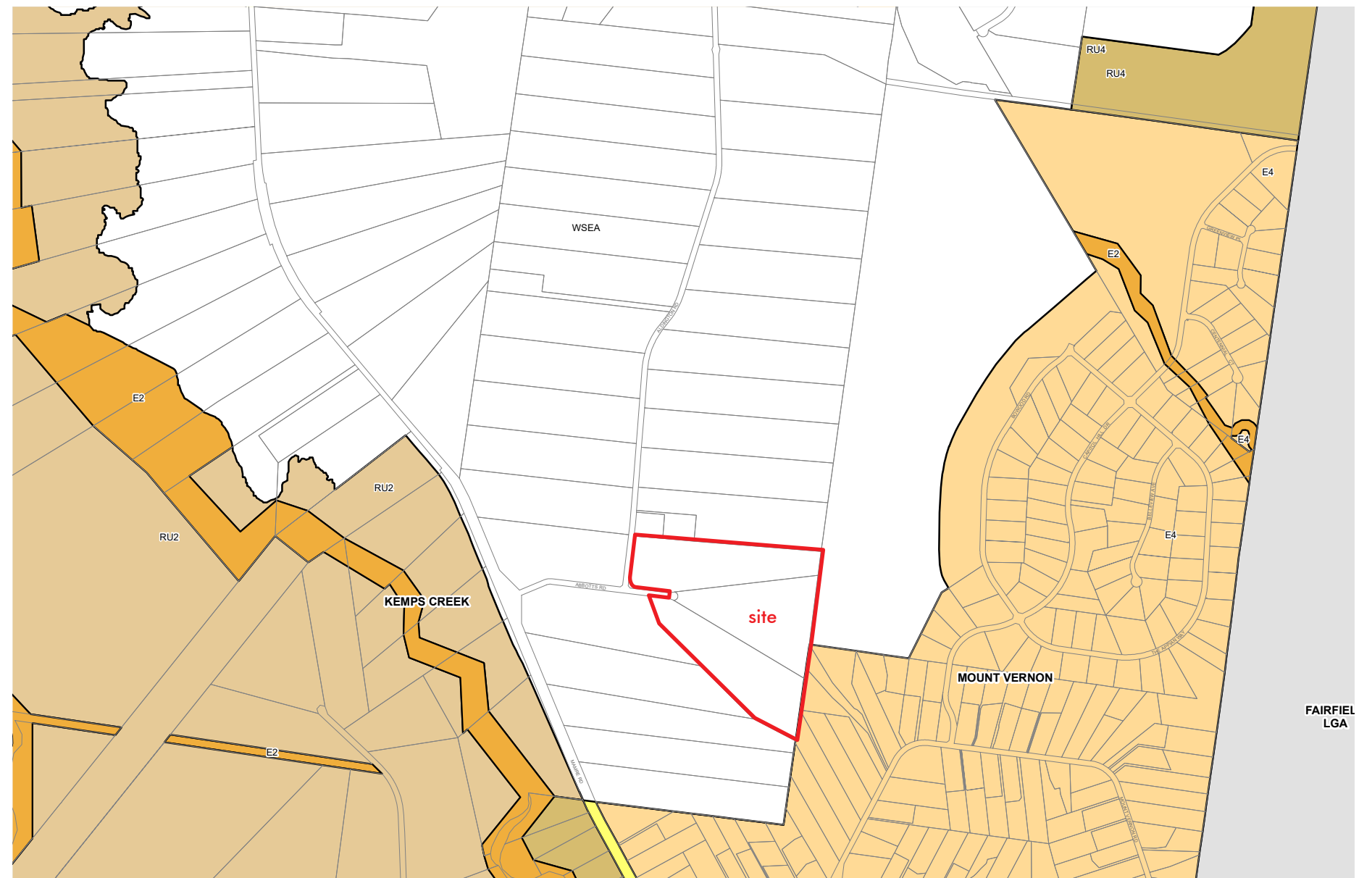


Figure 9 – Penrith Local Environmental Plan 2010 Land Zoning Map June 2020, 1:20,000 [Source: NSW Department of Planning, Industry & Environment]

E1	National Parks and Nature Reserves	RU1	Primary Production	WSEA	SEPP (Western Sydney Employment Area) 2009
E2	Environmental Conservation	RU2	Rural Landscape		
E3	Environmental Management	RU3	Primary Production Small Lots		
E4	Environmental Living	RU4	Primary Production Small Lots		
		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 1<sup>st</sup> 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.

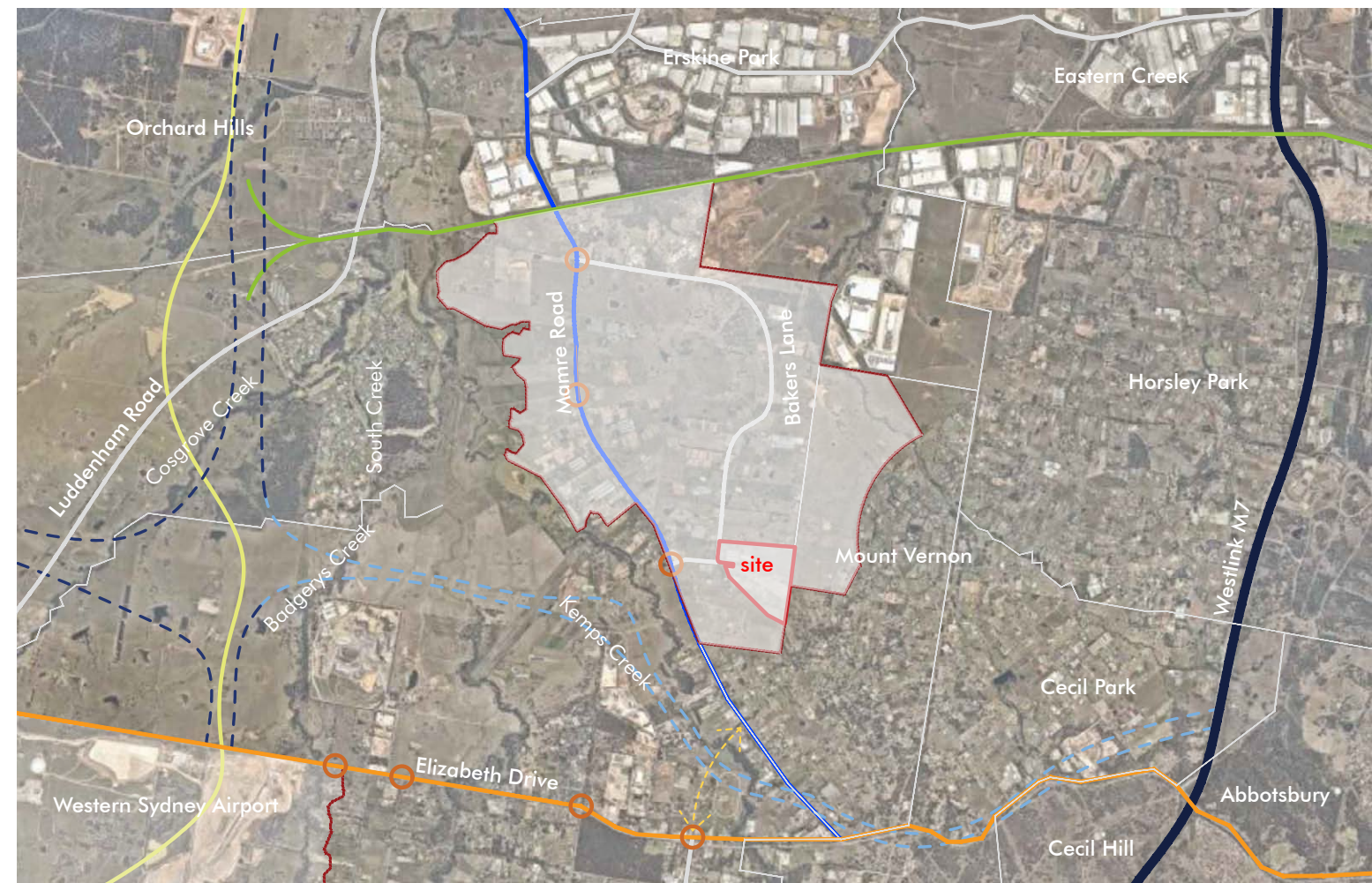
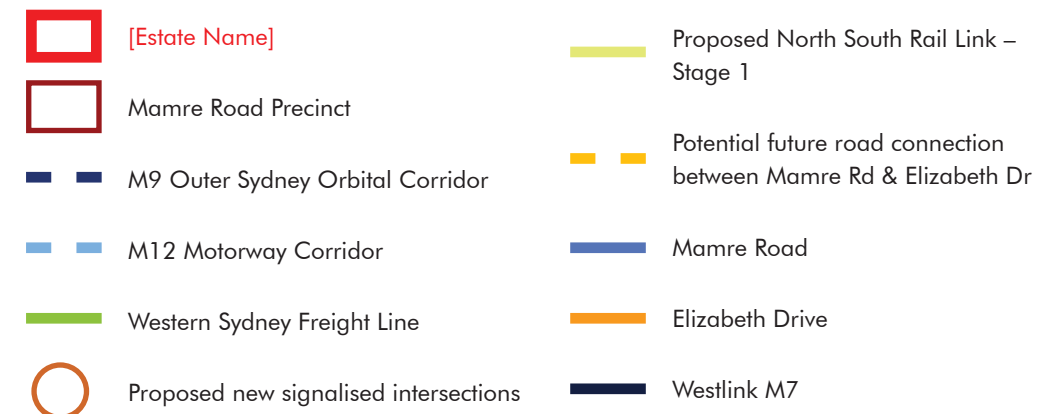


Figure 11 – Planned Infrastructure Map 1:60,000





## 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.

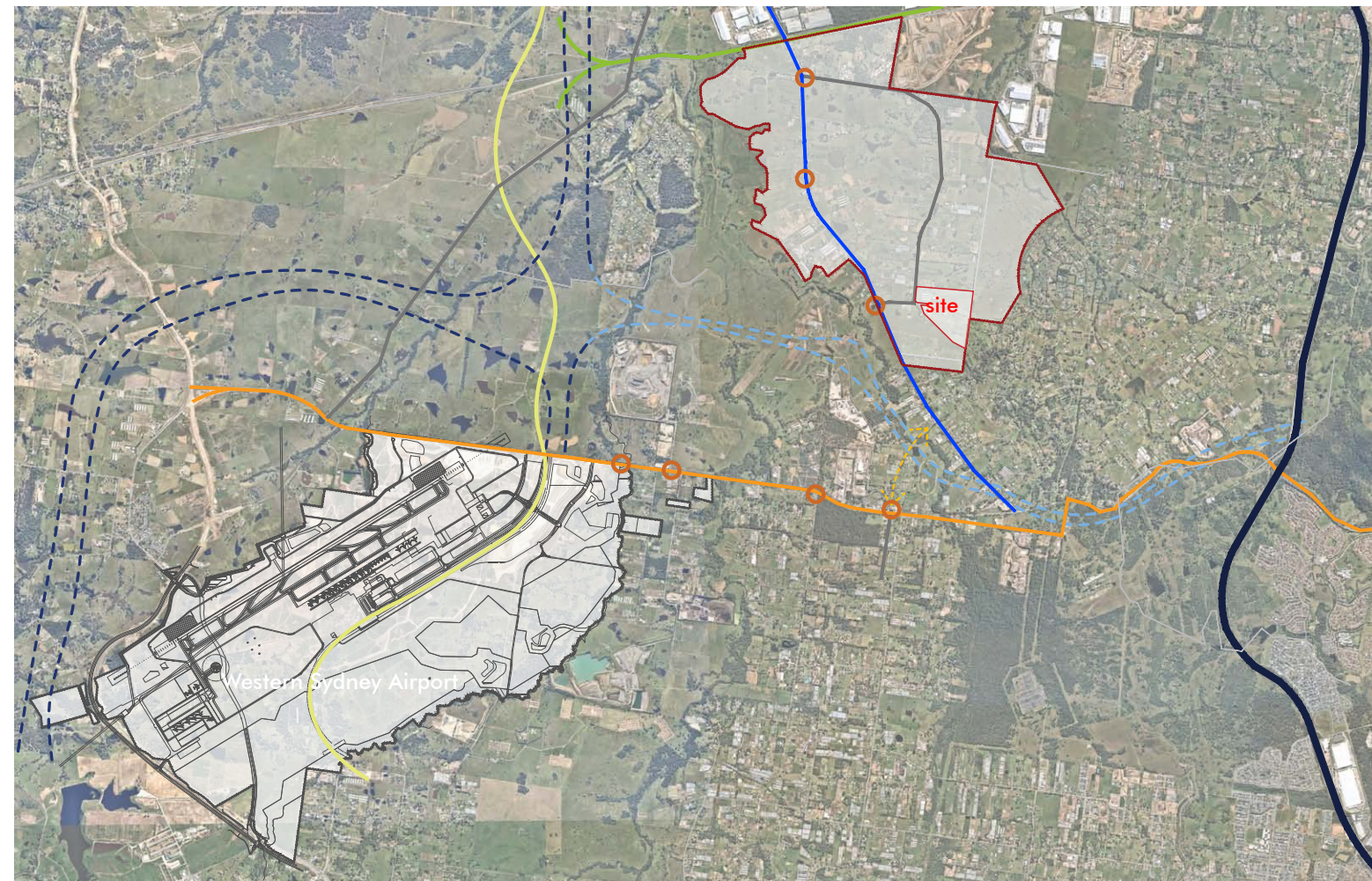
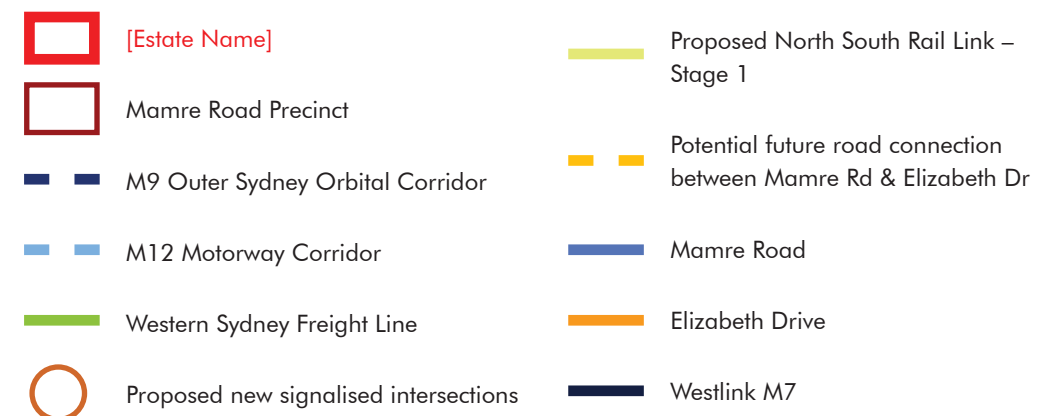


Figure 12 – Planned Infrastructure supporting the Western Sydney Airport 1:80,000





# 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 KCLP Industrial Estate site.

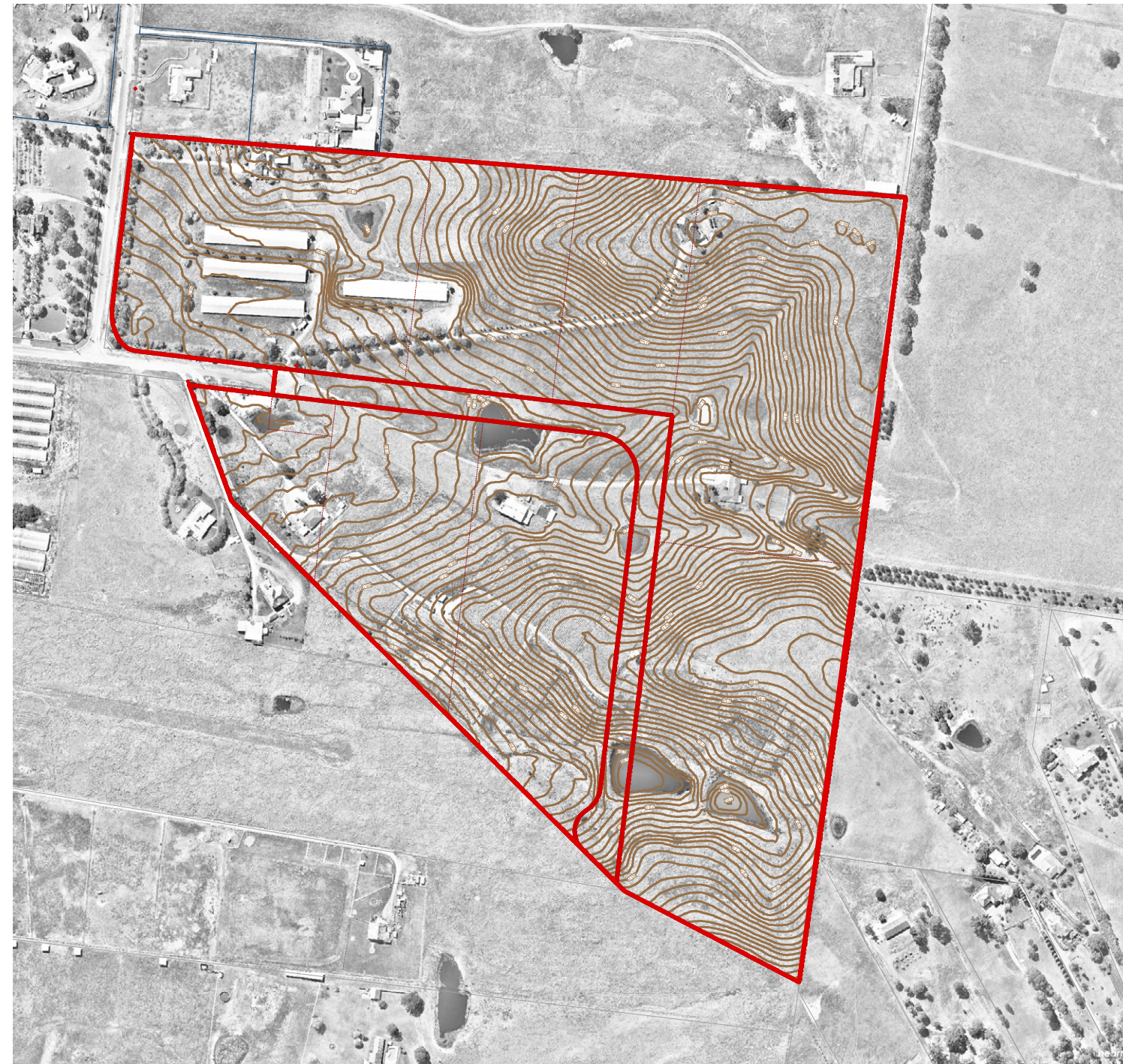


Figure 13 –KCLP Site Topography 1:5,000

Topographic contours



# Heritage

Heritage Impact Statement prepared by Urbis, who were engaged by ESR identifies the site is not a listed heritage item and is not located in a conservation 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 Draft 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 shows the heritage items on the KCLP site.

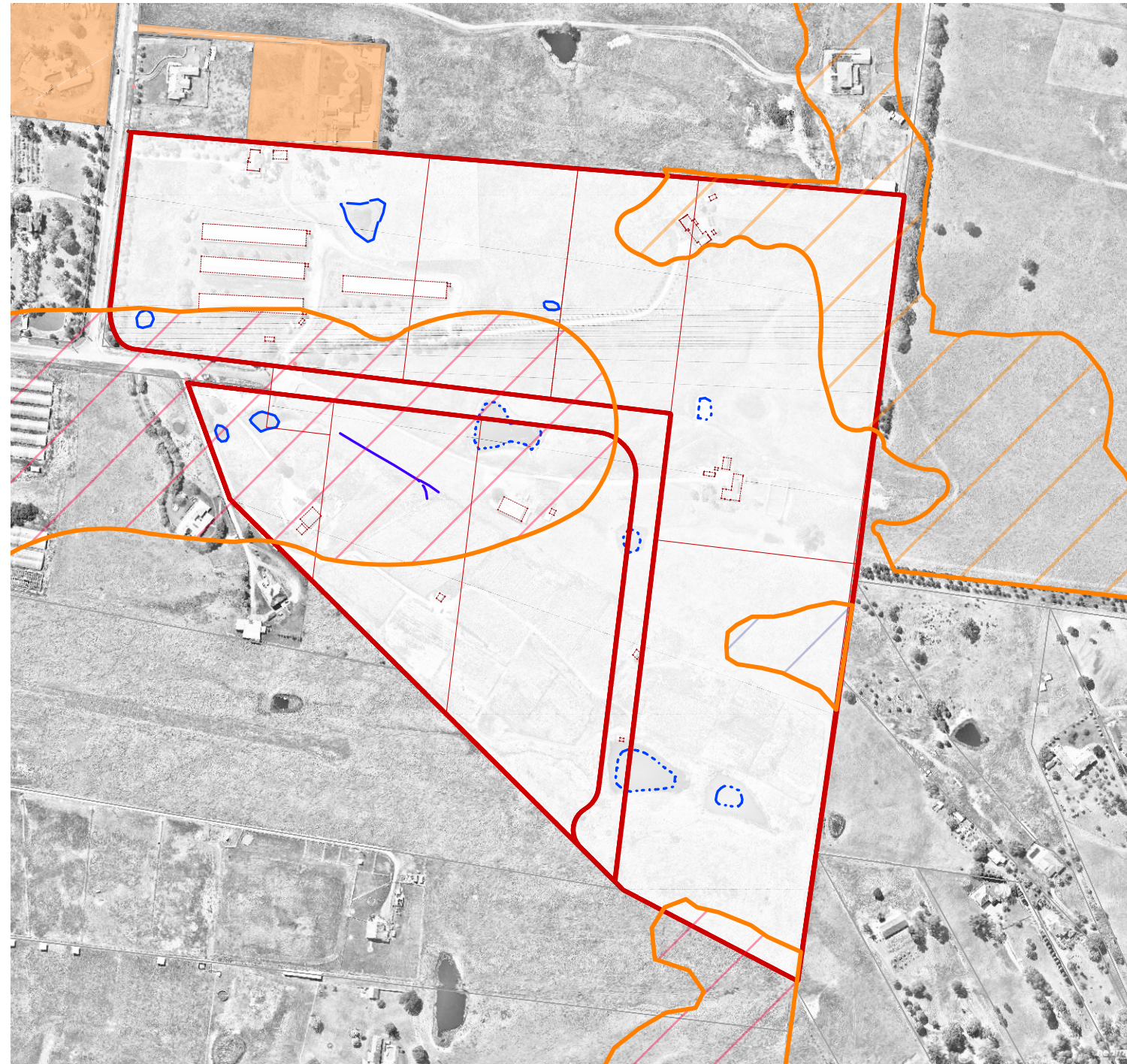
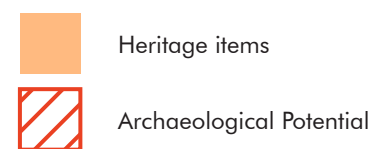


Figure 16 – KCLP Site Heritage 1:5,000





# 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 KCLP 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 12<sup>th</sup> 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 Draft 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.

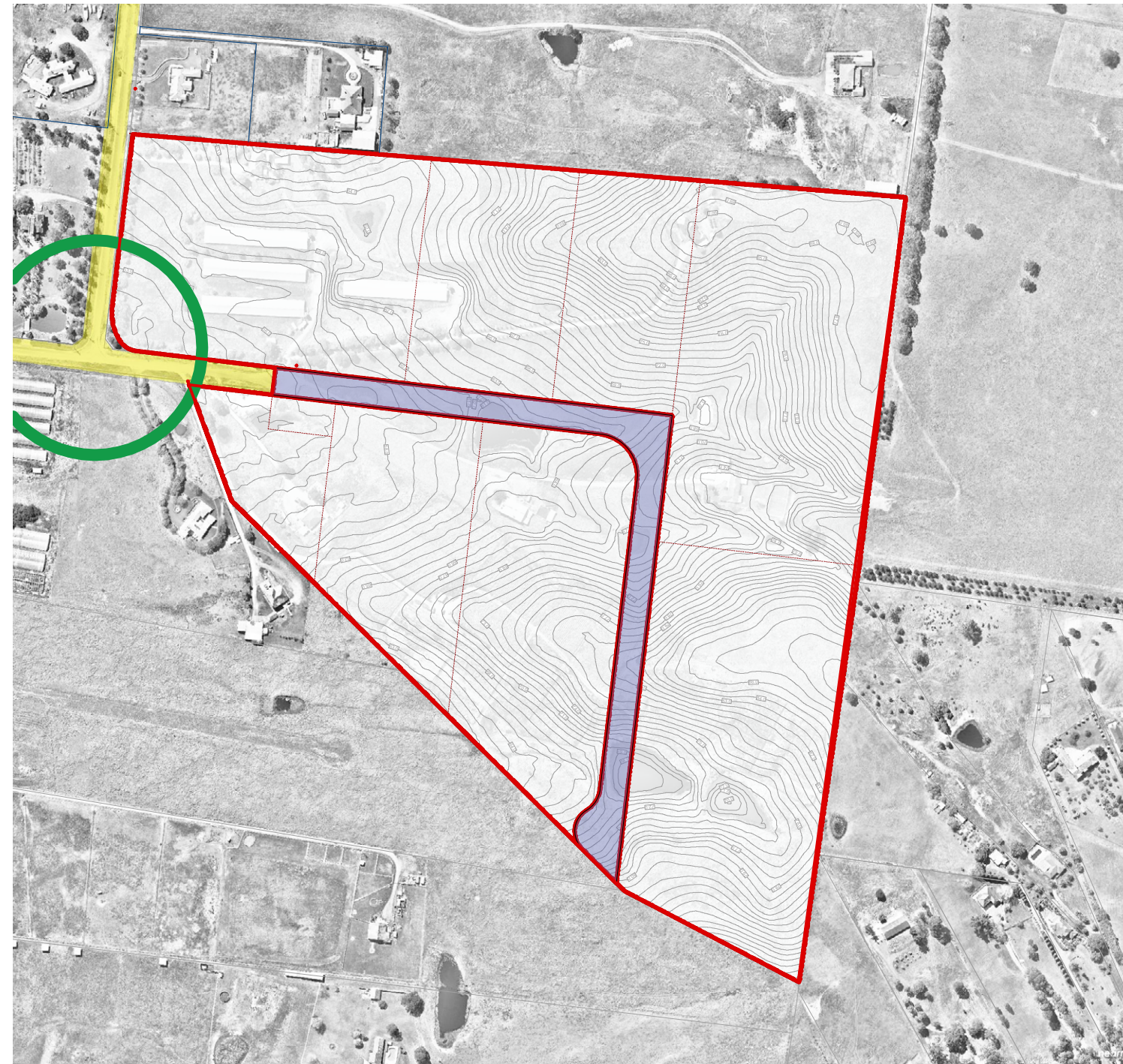


Figure 17 – KCLP Site Existing Transport and Access





# 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 KCLP site relative to the flood planning land map extracted from the Advision flood study.

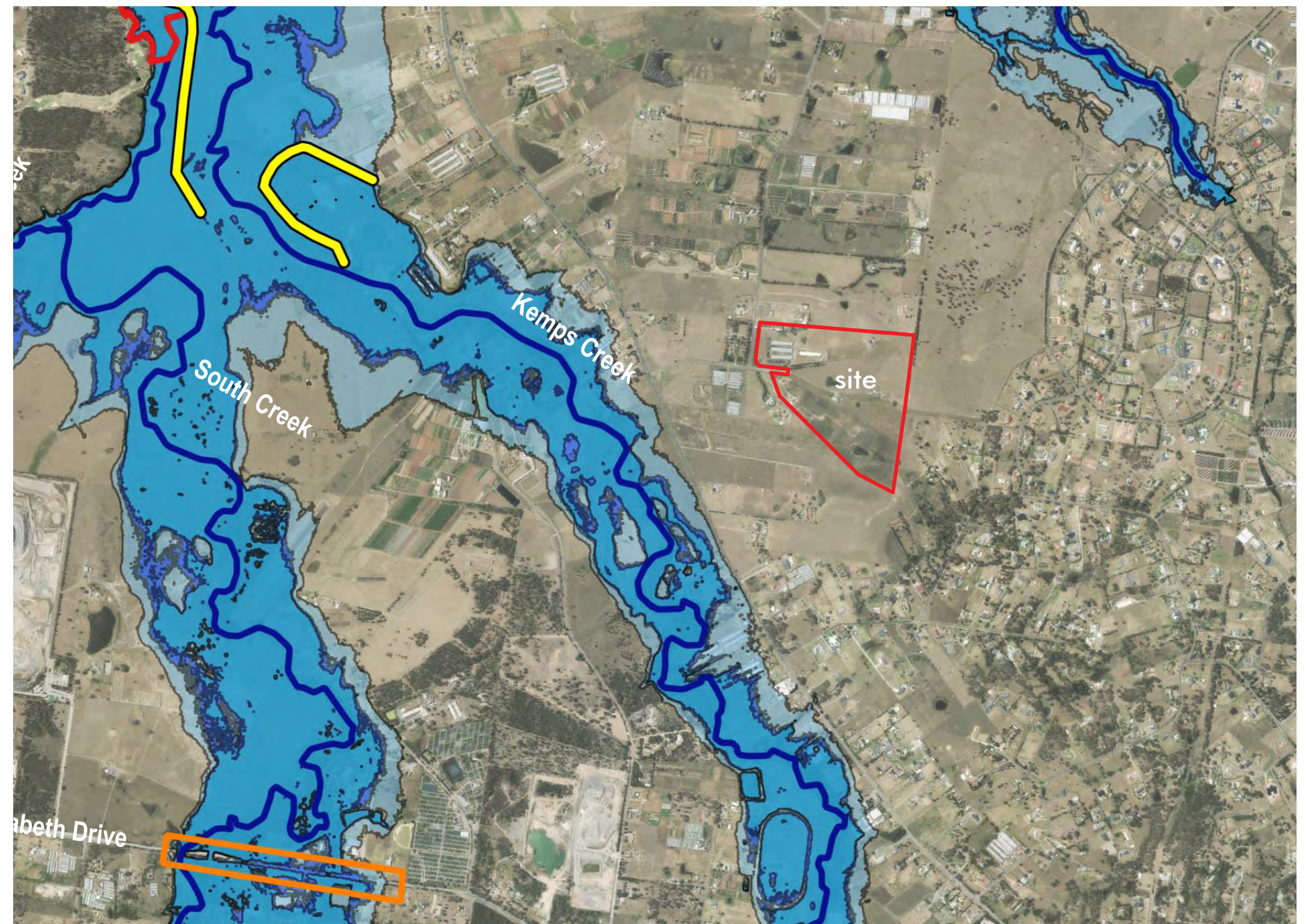
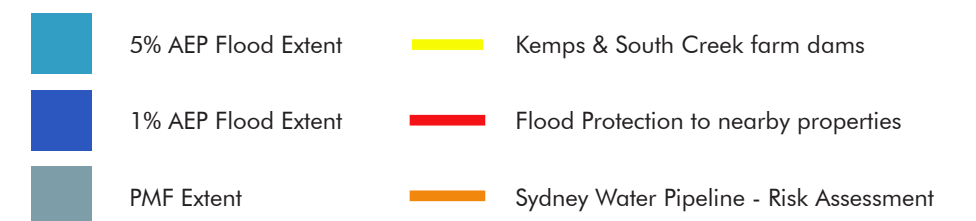


Figure 18 – South Creek Floodplain Risk Management Study [Source: Penrith City Council]





# 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 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.

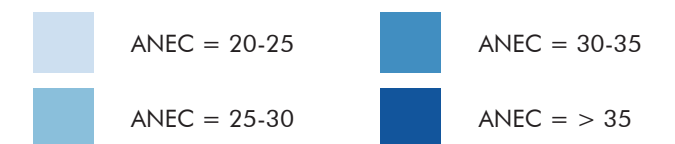
Prefer Direction 5 refers to the operational direction of a single runway with most departures being to the north-east and arrivals from the south-west.

As the KCLP 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 from the north-east.

Within the Prefer direction 23, the KCLP 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.

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.

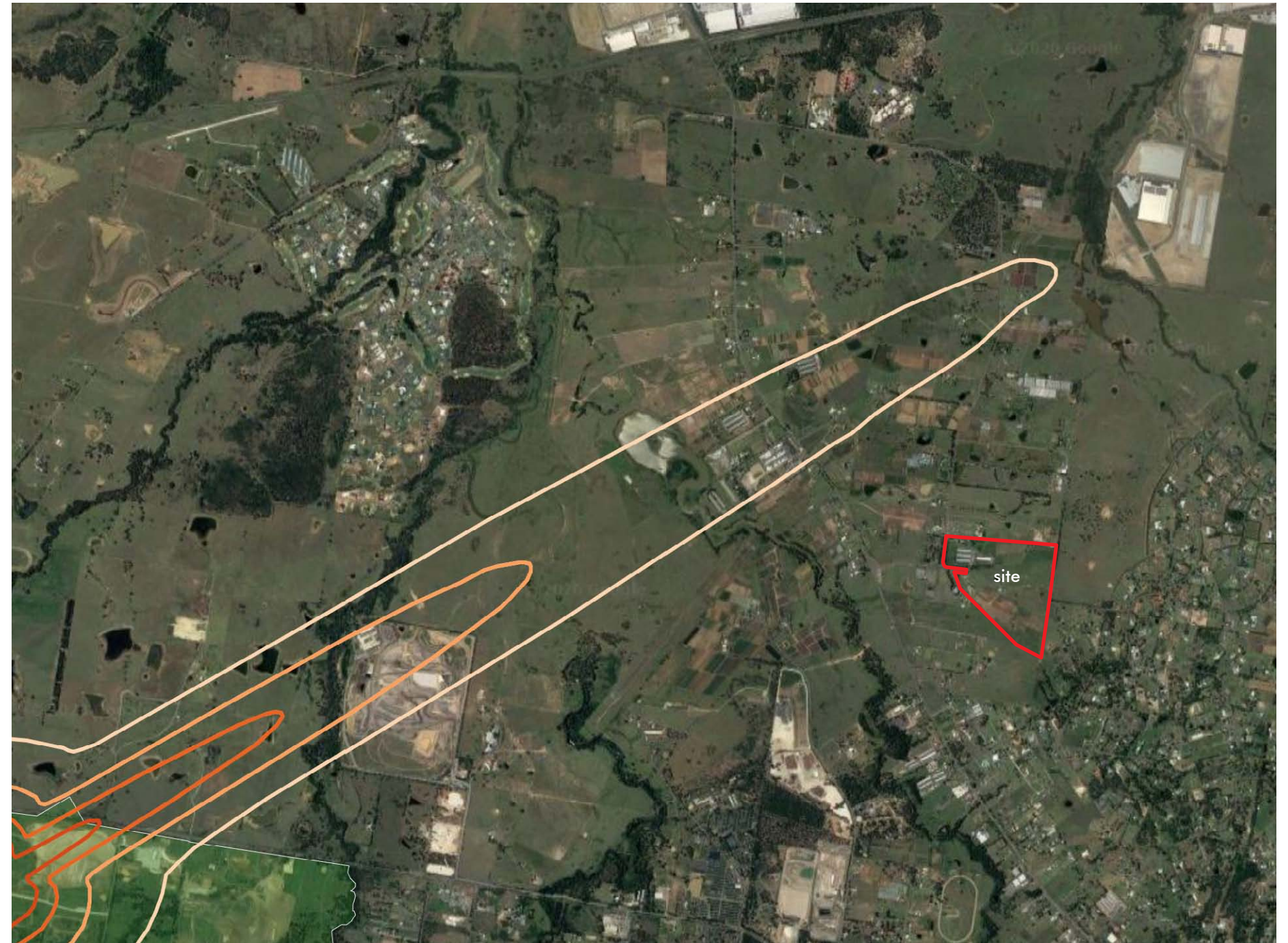
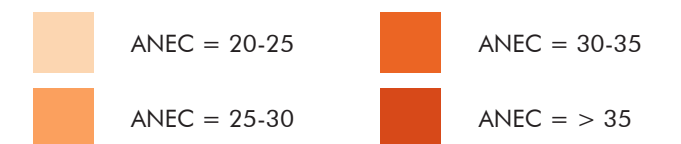


Figure 20 – ANEF Contours Map Stage 1 (Year 2030) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]





# 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.

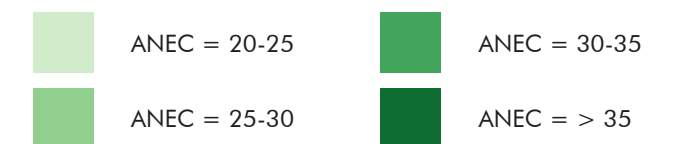
Within the Prefer Direction 5, the KCLP site falls outside the ANEC 20-25 contour. Within this contour conditional acceptance may be given to residential uses, motels/ hotels, schools, universities or hospitals and nursing homes. Light industrial uses are acceptable in ANEC <30 whilst all other industrial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

Although KCLP 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 from the north-east.

Within the Prefer Direction 5, the KCLP site falls outside 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 KCLP 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.

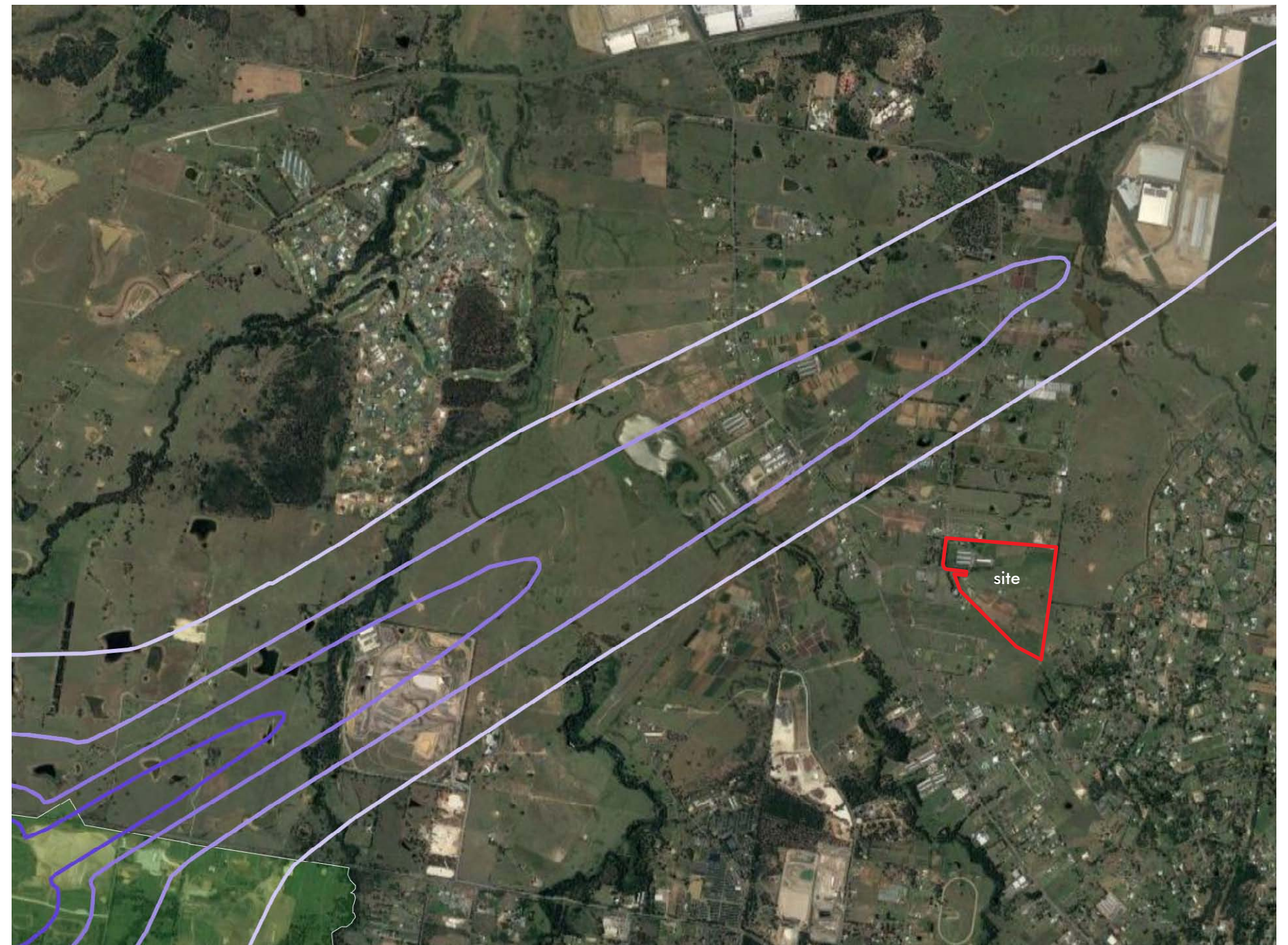
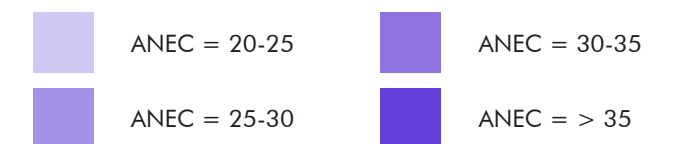


Figure 22 – ANEF Contours Map One Runway (Year 2050) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]





# 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 from the south-west.

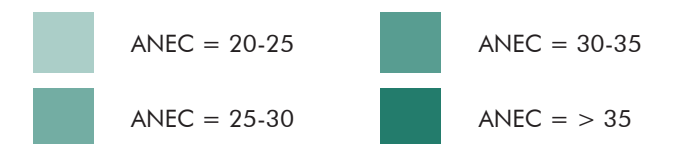
Within the Prefer direction 5, the KCLP site falls within the ANEC 20-25 contour and partially in the ANEC 30-35. Within this contour conditional acceptance may be given to residential uses, motels/hotels, schools, universities or hospitals and nursing homes. Light industrial uses are acceptable in ANEC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

Although KCLP 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 from 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 KCLP 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.

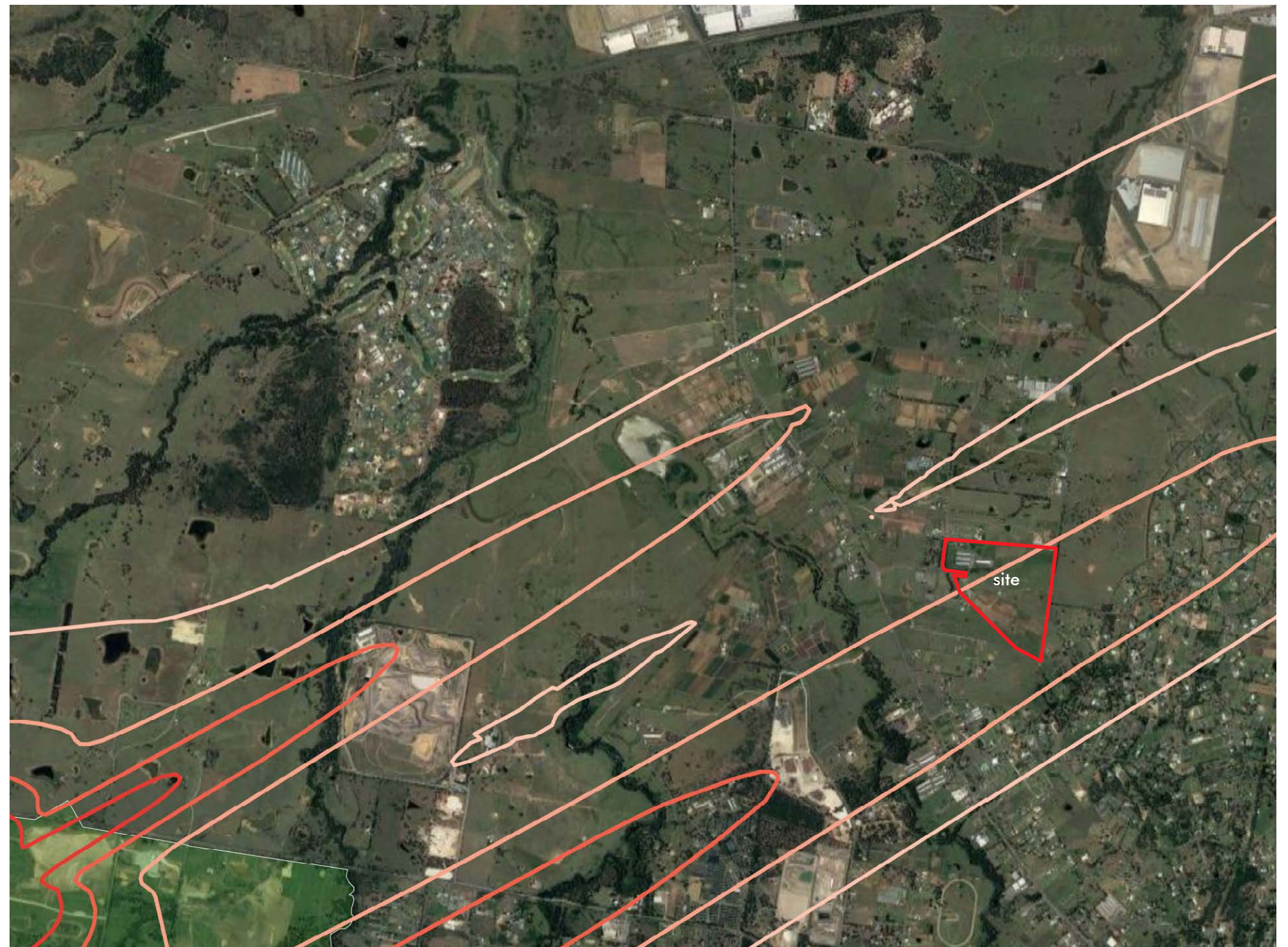
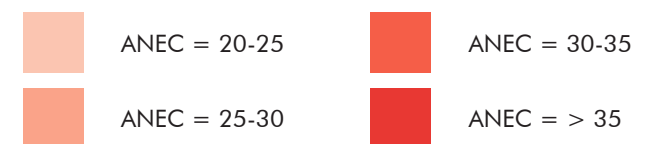


Figure 24 – ANEF Contours Map Long Term (Year 2063) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]





## Constraints

As outlined within Section 2.2, DPI mapping shows two unnamed hydrolines within the Kemps Creek Logistics Park (KCLP). 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 KCLP 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 KCLP.

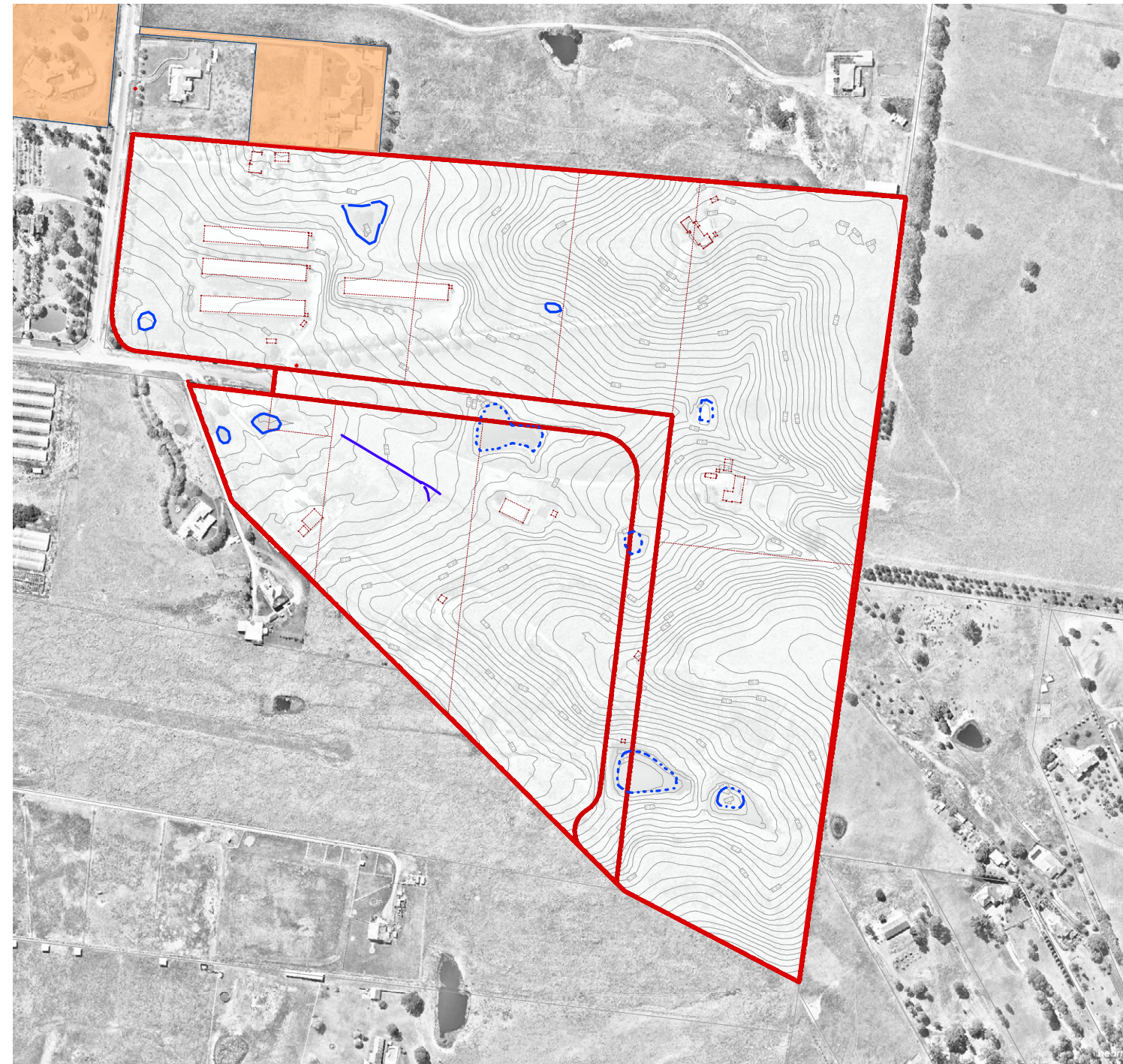


Figure 25 – Constraints Plan 1:5,000

- Existing Buildings - to be demolished
- Existing Dam
- Heritage Building



# Opportunities

With expansive frontage along its western boundary to the existing Aldington & Abbotts Road, KCLP 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 KCLP 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 KCLP with the broader Mamre Road Precinct.

Figure 26 shows the opportunities of the KCLP site plan.

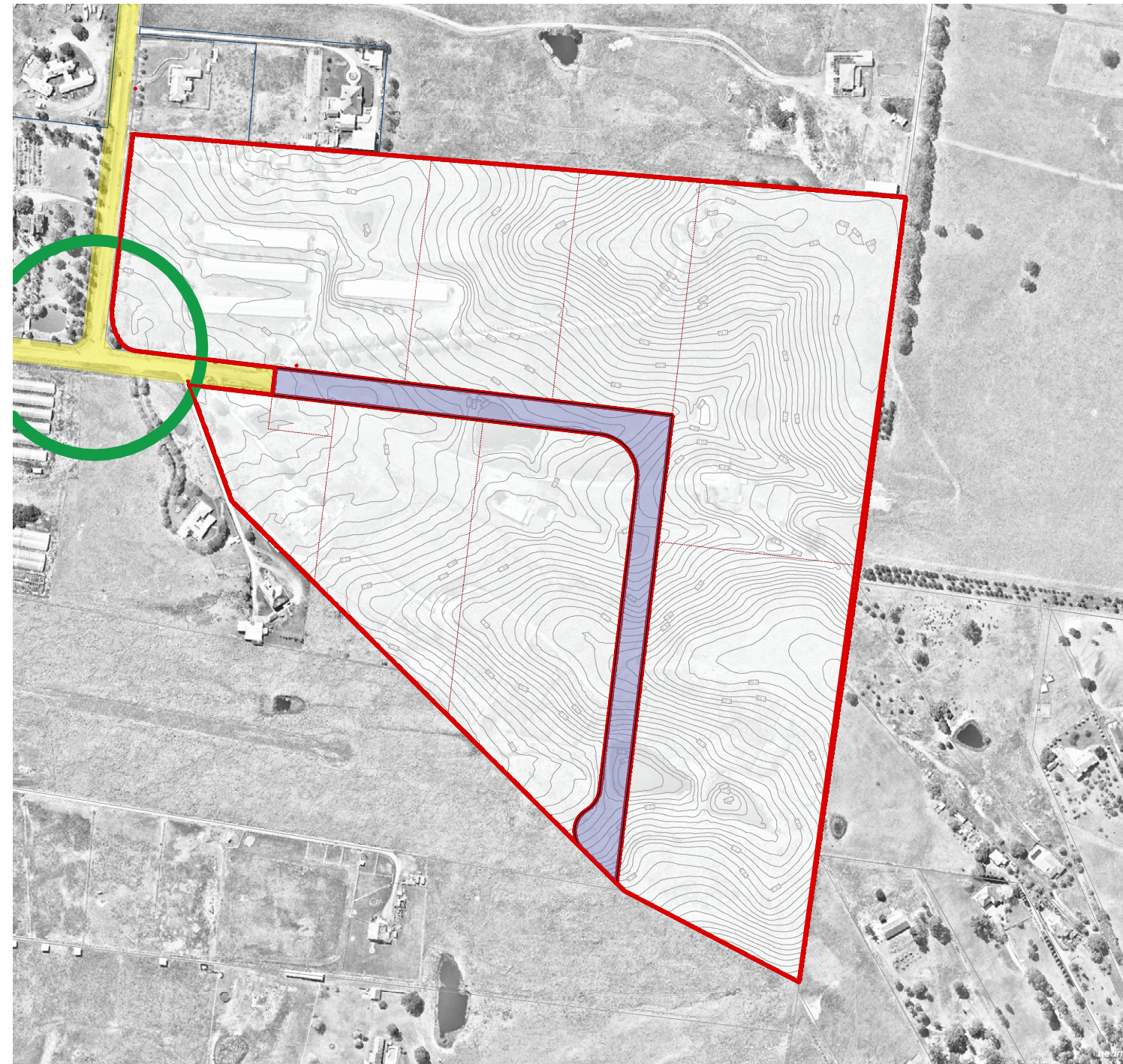







Figure 26 – Opportunities Plan 1:5,000

-  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.

KCLP 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 KCLP site on the Mamre Road Structure Plan.

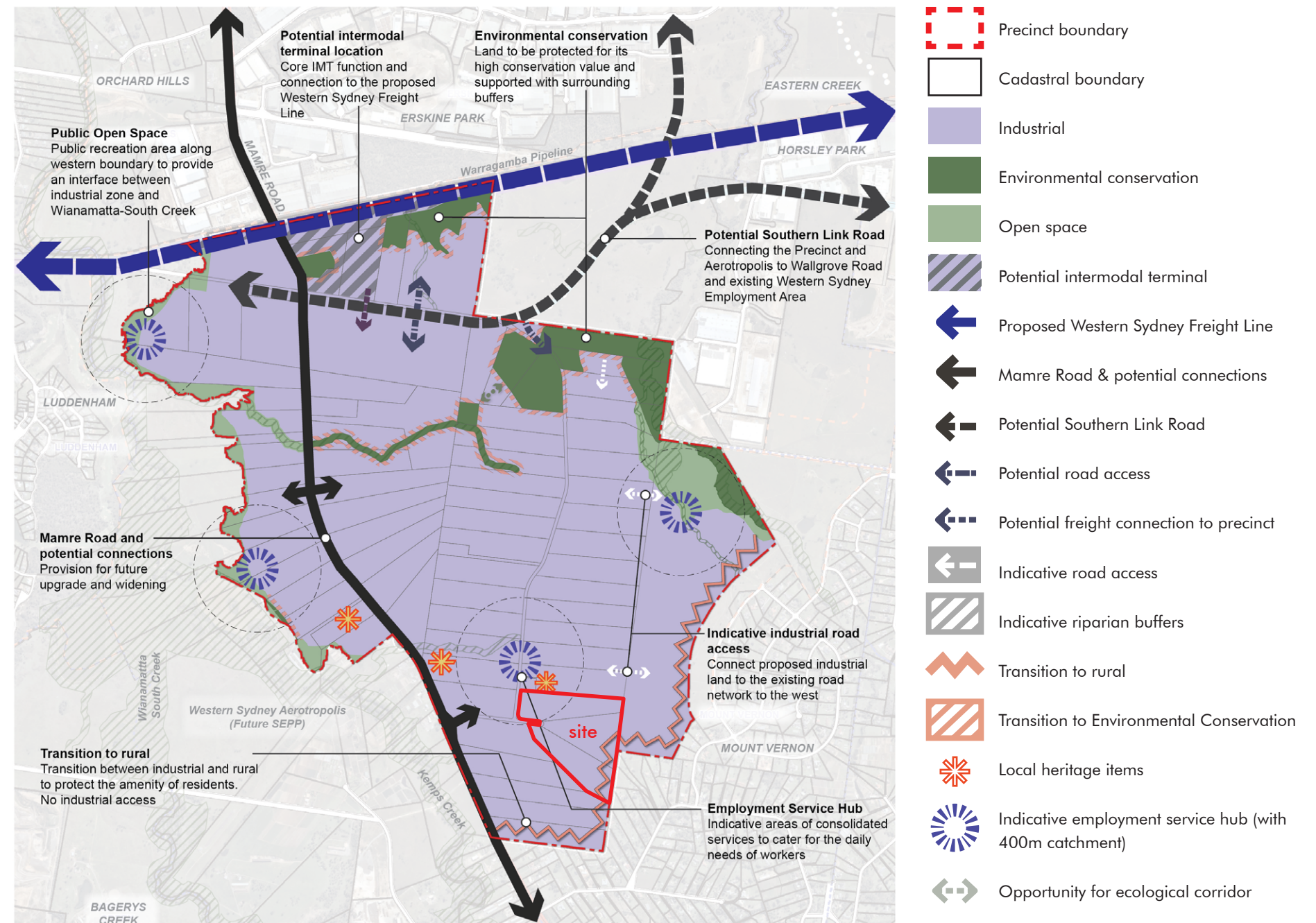


Figure 27 – Mamre Road Structure Plan (June 2020) [Source: NSW Department of Planning, Industry & Environment]



## 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 KCLP.



Figure 28 – KCLP perspective



PROPOSED DCP CONTROLS SUMMARY

<p>The KCLP development area is guided by the draft Development Control Plan (DCP) published by NSW Department of Planning, November 2020.</p> <p>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.</p> <p>A summary of the key controls proposed in the draft DCP is provided in Table 2. The draft DCP controls have been used to inform the design of the Concept Master Plan.</p>	
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	