



ESR Kemps Creek Westlink

Urban Design Report
October 2023

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.

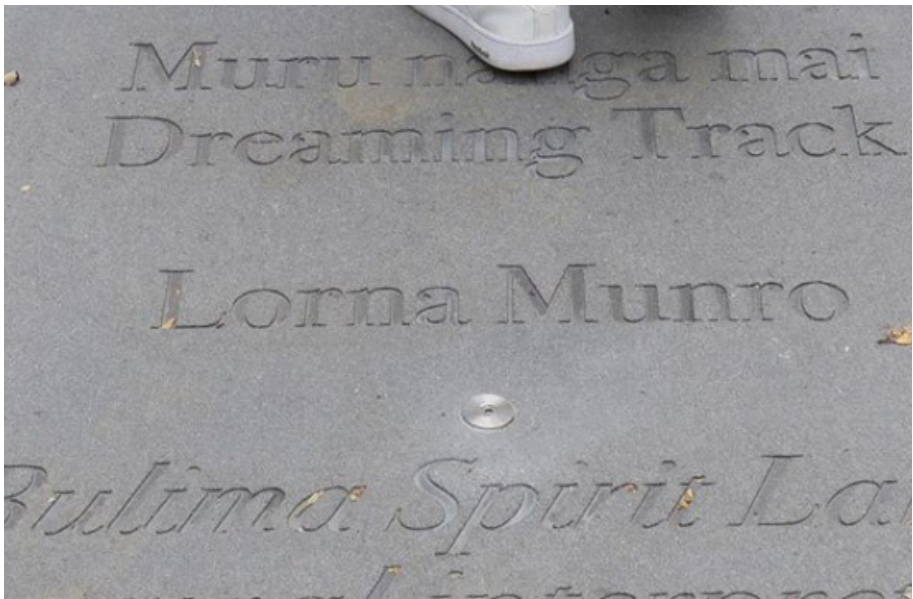
We also acknowledge the peoples of the Eora, Darkinjung, Wiradjuri and Yuin nations who hold trade and care responsibilities to the Country upon which the Northern Gateway will be developed.

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.

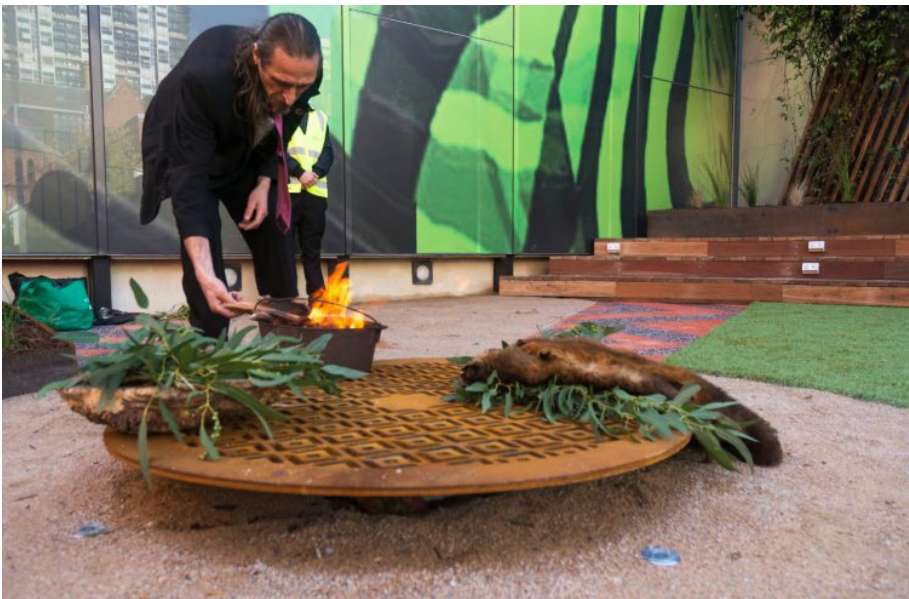
We also acknowledge the many First Nations people who now know this Country as their home and mother and recognise the care-taking relationships they hold here.



Aboriginal Plant Use Trail Walk
Teaching & Learning with Country



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



Nagara Place
Spatially Enacted Culture

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01

SITE & CONTEXT

SITE & CONTEXT

1.1 ESR Kemps Creek Logistics Park

The ESR Westlink Industrial Estate total 52 hectares and comprises of two stages. Stage 1 was approved on 21 April 2023. Westlink Stage 2 is located east of Mamre Road, Kemps Creek within the Penrith City Council Local Government Area (LGA).

Westlink Stage 2 is located at south end to Aldington Road with a proposed road extension that connects to Mamre Road onto the M4 Motorway and the Great Western Highway to the north and Elizabeth Drive to the south.

Westlink Stage 2 is located approximately 16km 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 Stage 2, 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 Stage 2.

Table 1 below provides the lot title and area of each lot within Westlink Stage 2.

Lot	DP	Area (ha)
3	250002	11.61
4	250002	10.15
Total Area		21.76

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



Figure 1: ESR Kemps Creek Logistic Park (KLCP)

SITE & CONTEXT

1.2 Subregion Location

ESR 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 southeast corner. However, the area is quickly transforming to employment uses with Stage 1 currently under construction along with Mirvac's Aspect Industrial Estate, FKC 200 Aldington Road and GPT's Yiribana Estate. Further north of the precinct on Mamre Road is industrial zoned land and warehousing.

Westlink Stage 2 is fronted by Mamre Road and siting at the south end of Mamre Road Precinct. Mamre road 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 Stage 2.

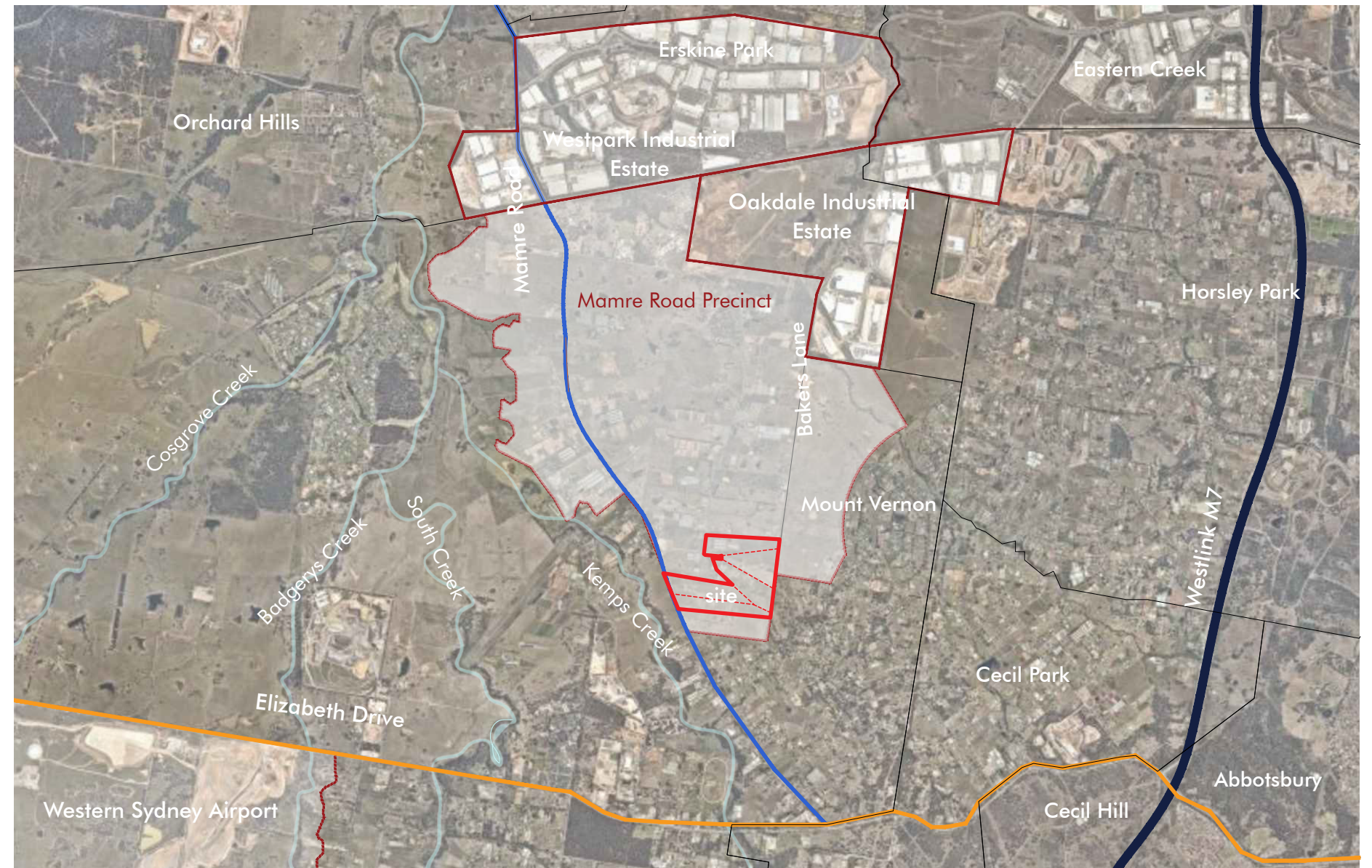


Figure 2 – Subregion Map

- Westlink boundaries
- Precinct boundaries
- Suburb boundaries
- Major link roads

1.3 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’.

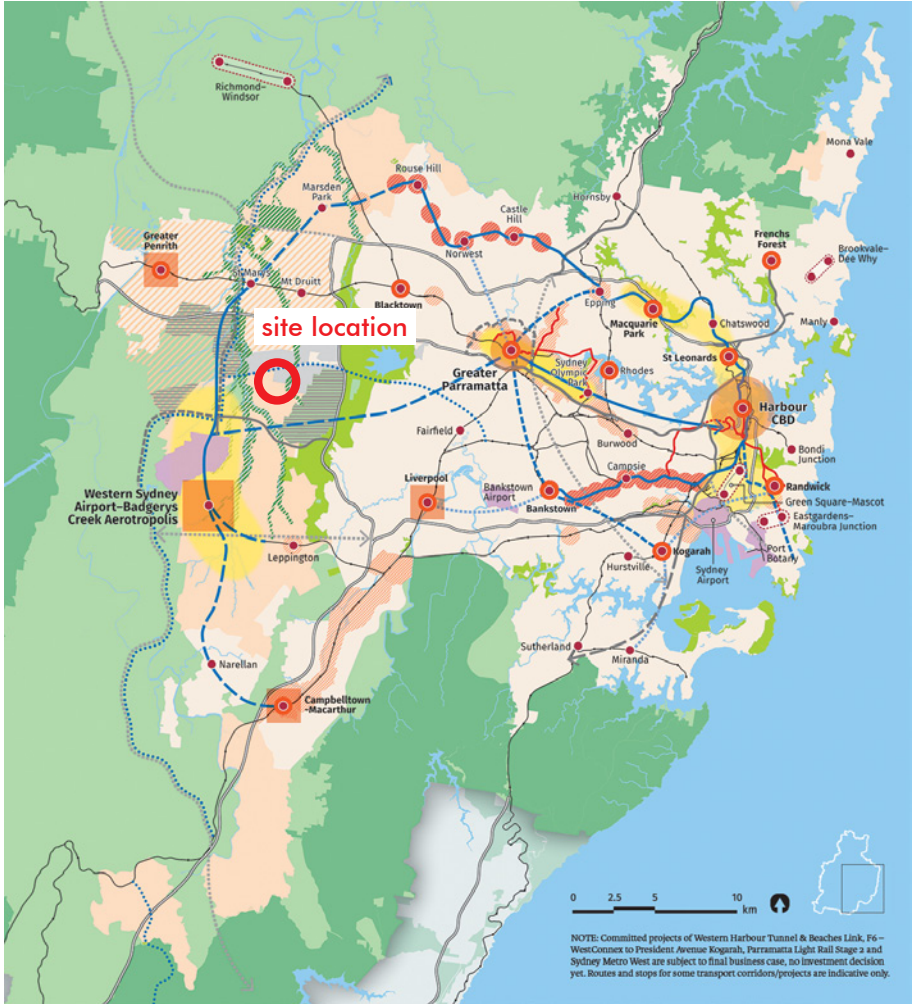


Figure 3 – Greater Sydney Region Plan [Source: Greater Sydney Commission]

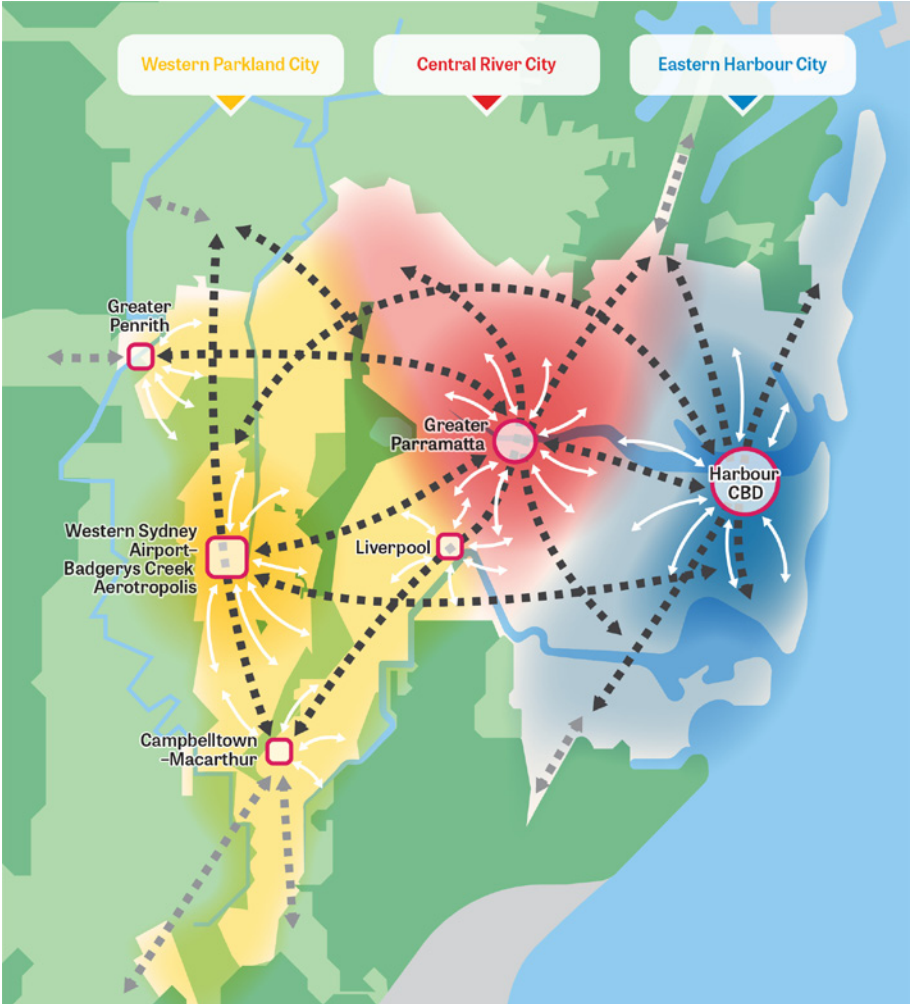


Figure 4 – Plan of Greater Sydney’s ‘Three Cities’ [Source: Greater Sydney Commission]

SITE & CONTEXT

1.4 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.

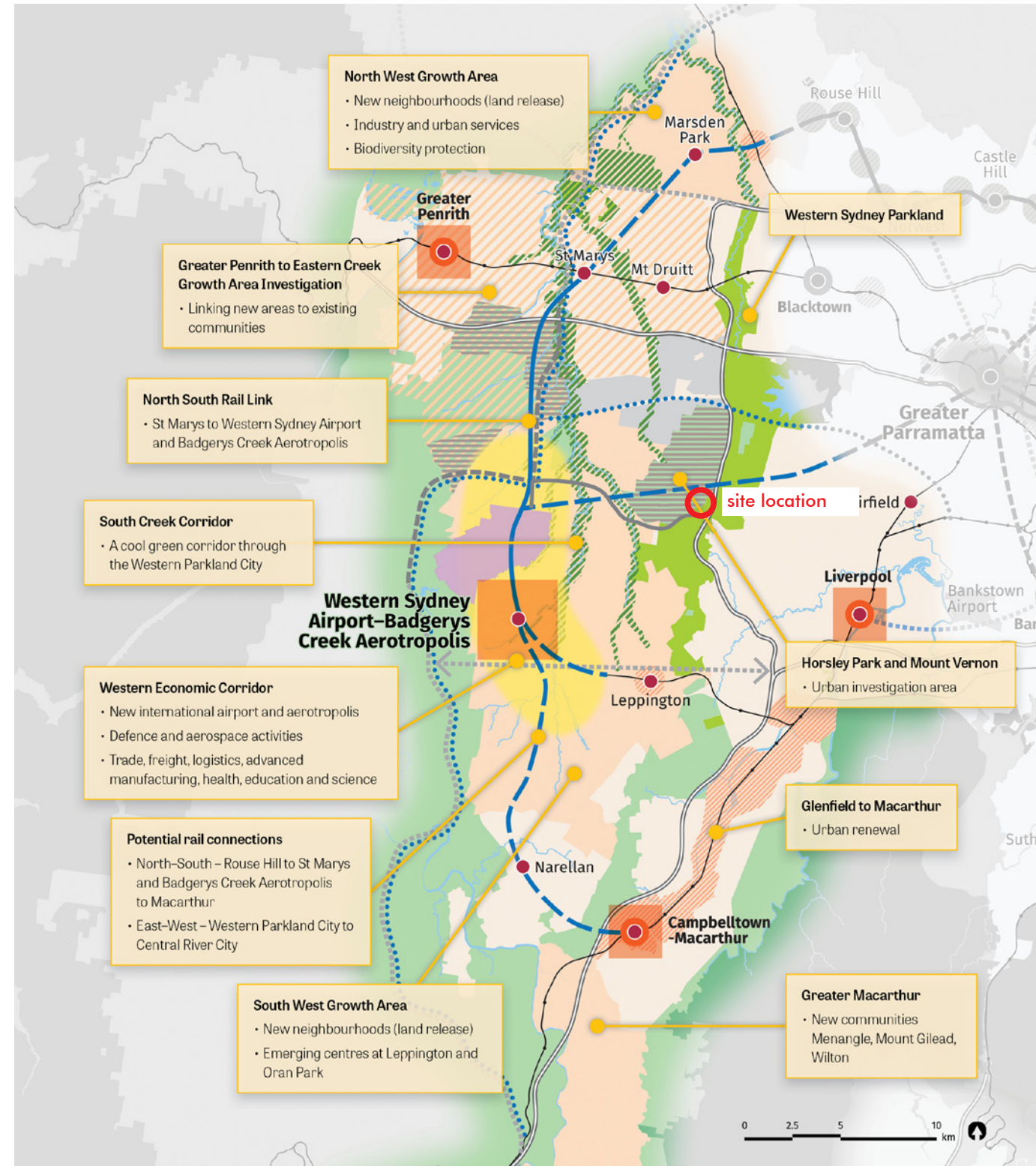


Figure 5 – Western District Structure Plan [Source: Greater Sydney Commission]

1.5 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.

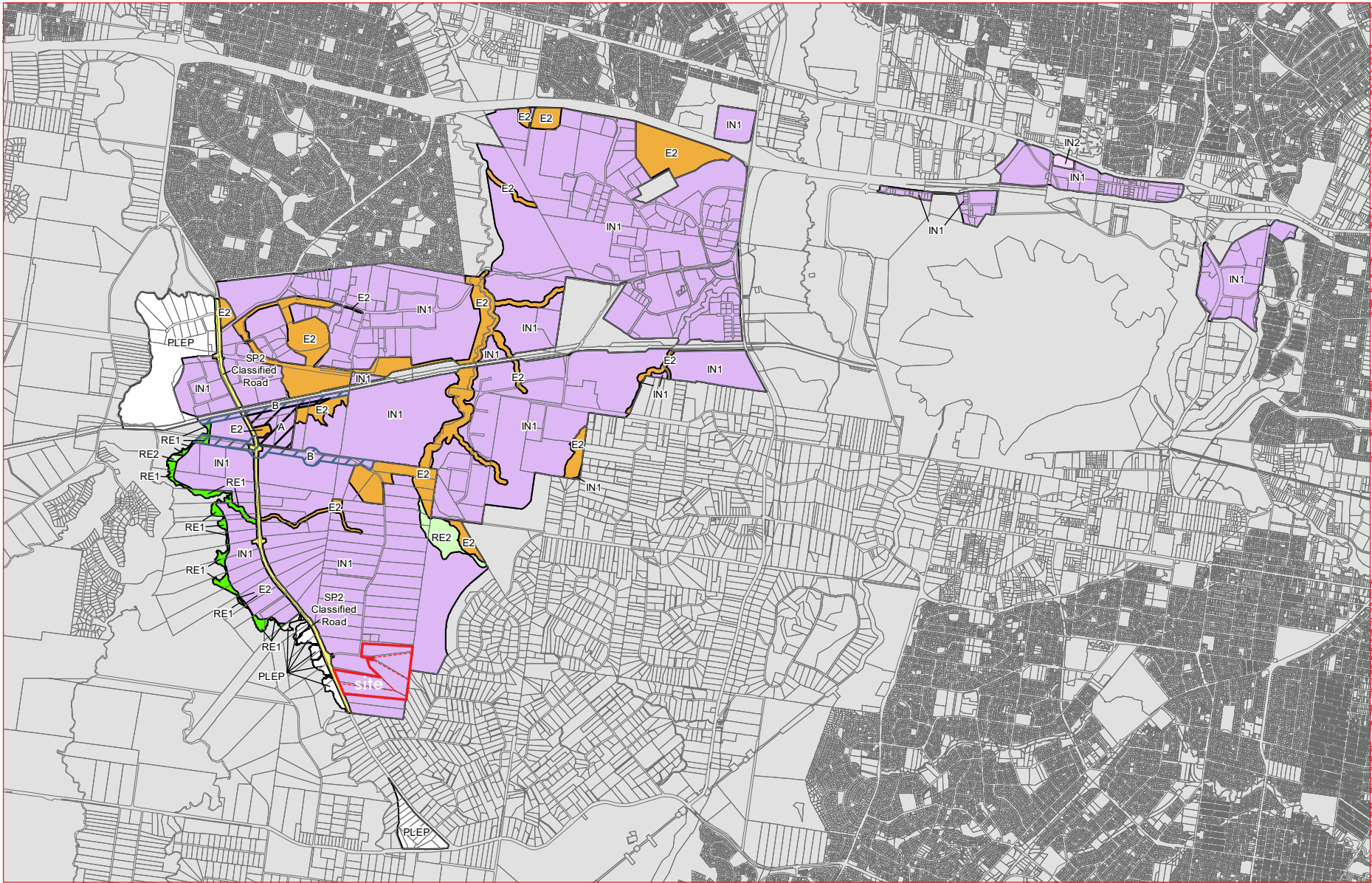


Figure 6 – State Environmental Planning Policy (Western Sydney Employment Area) 2009, Land Zoning Map
[Source: NSW Department of Planning, Industry & Environment]

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

1.6 Mamre Road Precinct Structure Plan

On 19th November 2021, the structure plan was included in final Mamre Road Precinct DCP. The structure plan identifies Westlink Stage 2 site as IN1 industrial land.

Figure 7 shows Westlink Stage 2 in the context of the Mamre Road Structure Plan.

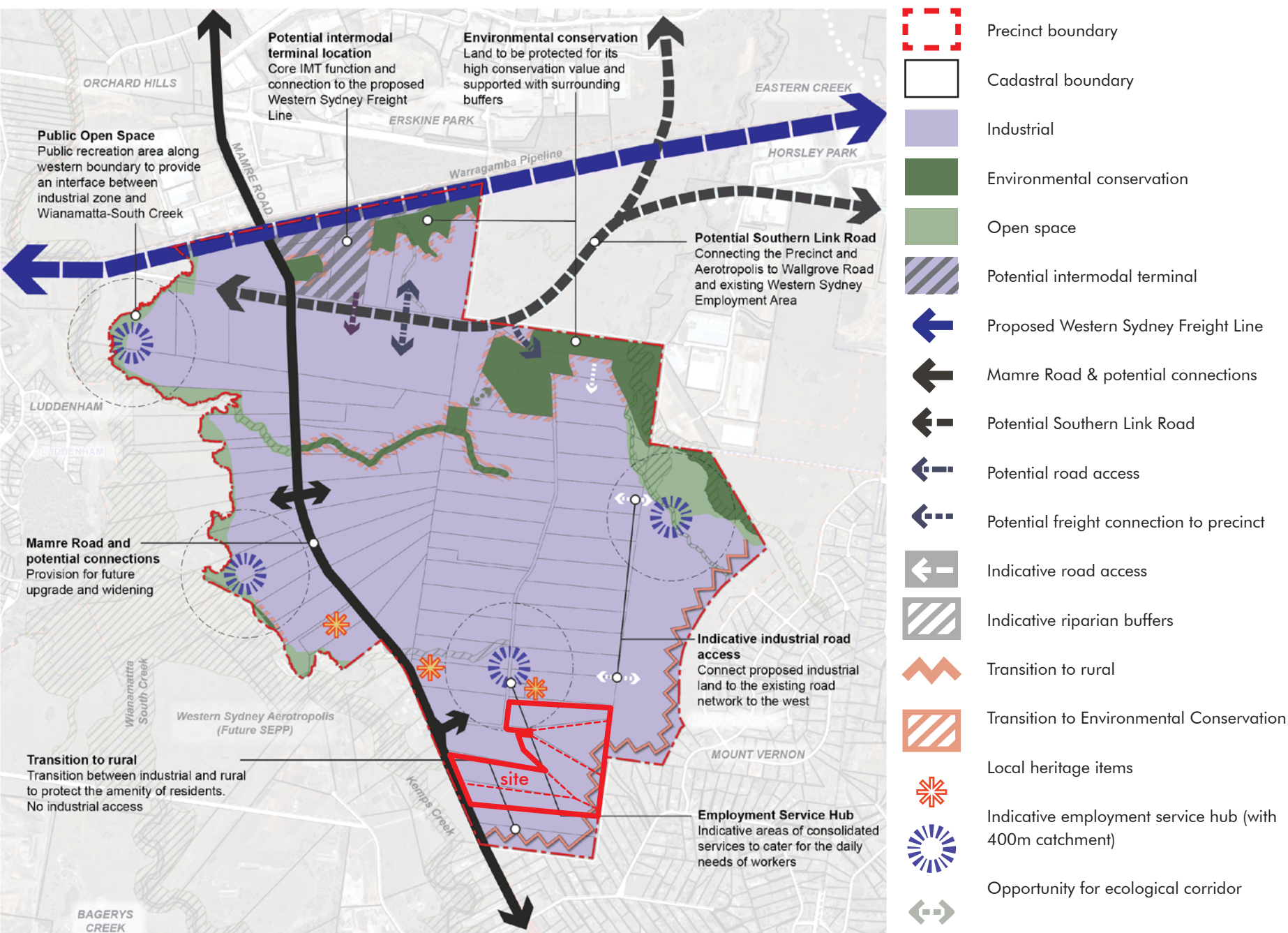


Figure 7 – Mamre Road Structure Plan (November 2021) [Source: NSW Department of Planning, Industry & Environment]

SITE & CONTEXT

1.7 Mamre Road Precinct Road Map Network

On 19th November 2021, the Road Map Network was updated and included in the final Mamre Road Precinct DCP. The map identifies the hierarchy and design of the road network within the Mamre Road Precinct.

Westlink Stage 2 is located at the south side of Aldington Road and a Collector Industrial Road running across the site. The Collector Industrial Road will be connected to the immediate area to the northern estate boundary. Further, the Collector Industrial Road extends south to Mamre Road to provide easier access to the site.

Figure 8 shows Westlink Stage 2 in the context of the Mamre Road Precinct Road Network Map.

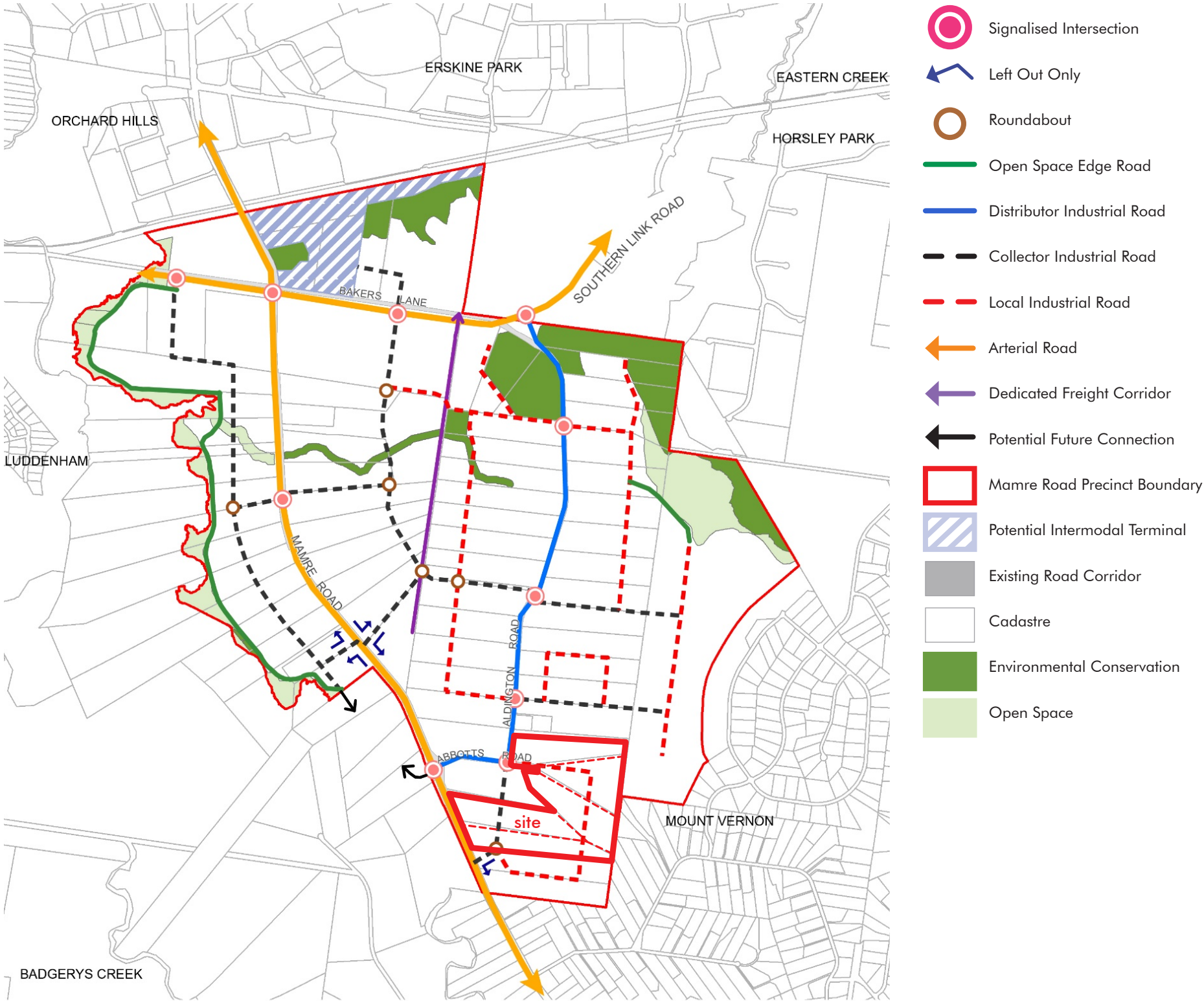


Figure 8 – Mamre Road Network Map (2021) [Source: NSW Department of Planning, Industry & Environment]

1.8 Western Sydney Aerotropolis Planning Package

On 13 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 WSAP is implemented through the Western Parkland City 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 Industry and Employment SEPP.

Figure 9 shows the Western Sydney Aerotropolis Land Zone Plan.

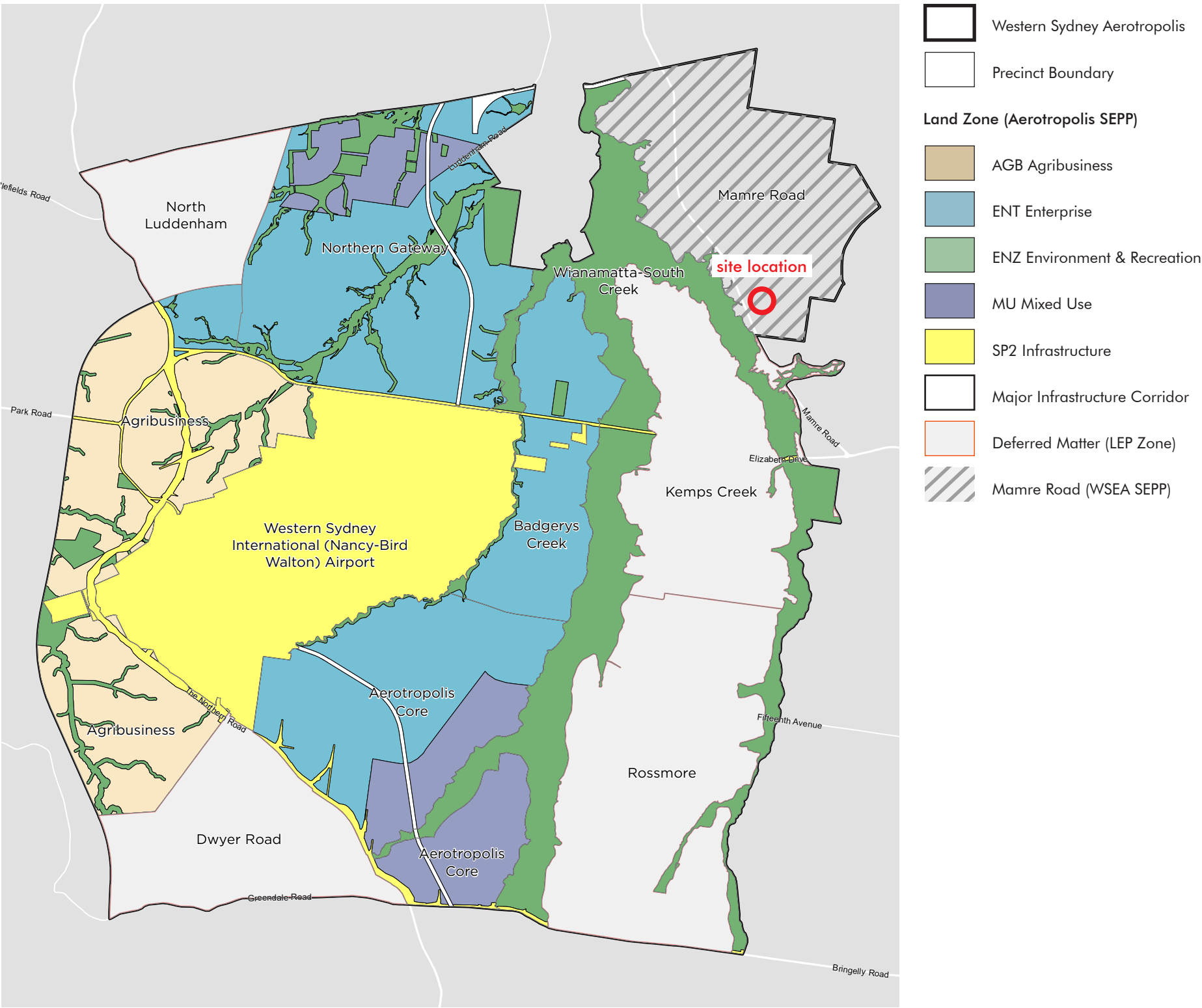


Figure 9 – Western Sydney Aerotropolis Land Zone Plan (September 2020) [Source: NSW Department of Planning, Industry & Environment]

1.9 Penrith LEP

Current Planning Controls

ESR Kemps Creek Logistic Park (Westlink) Stage 2 site is subject to the Industry and Employment SEPP and Mamre Road Precinct DCP. The Penrith LEP and DCP does not apply to this area.

Figure 10 Penrith Local Environmental Plan

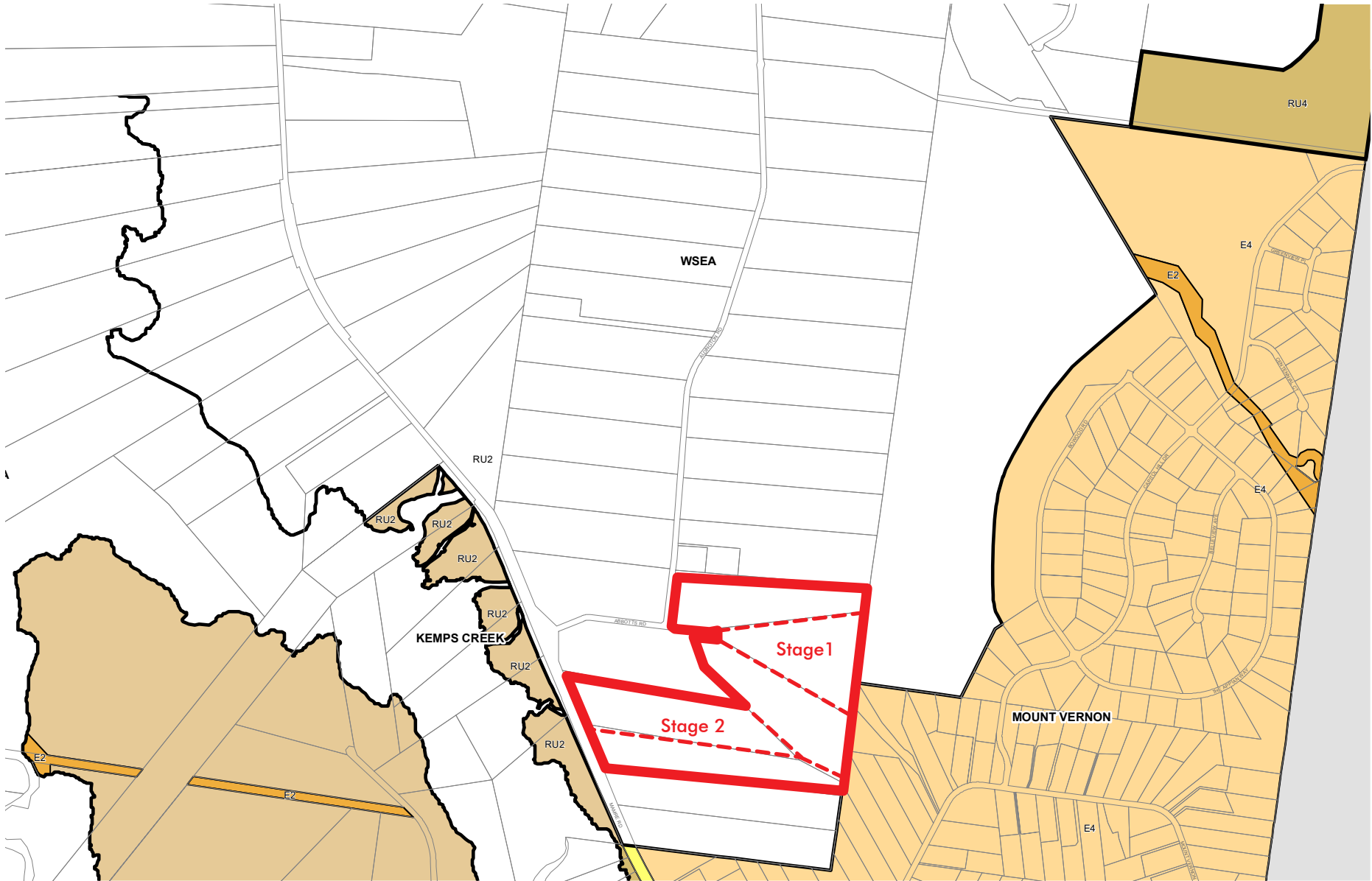


Figure 10 – Penrith Local Environmental Plan 2010 Land Zoning Map June 2020 [Source: NSW Department of Planning, Industry & Environment]

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		

1.10 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.

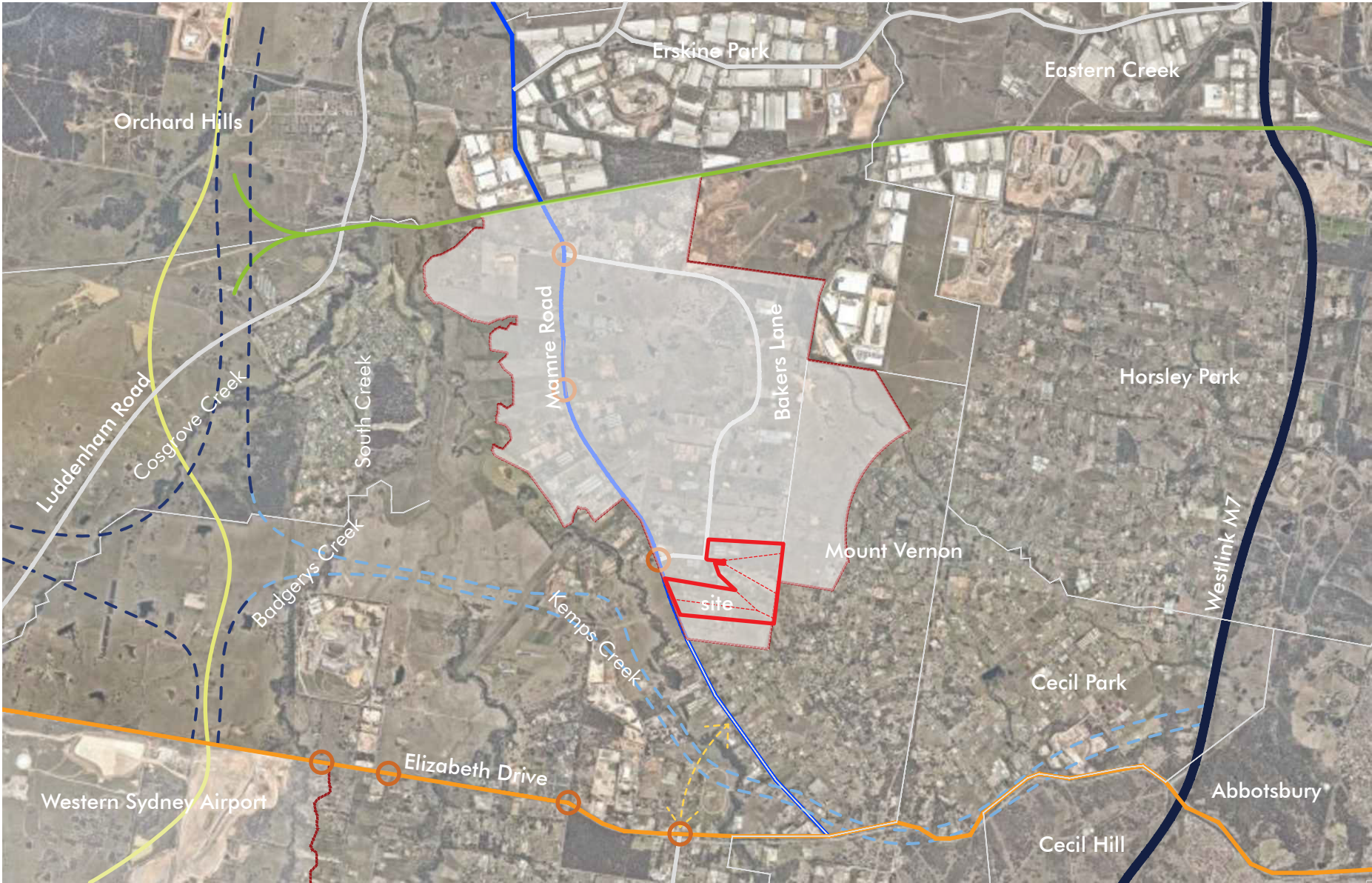
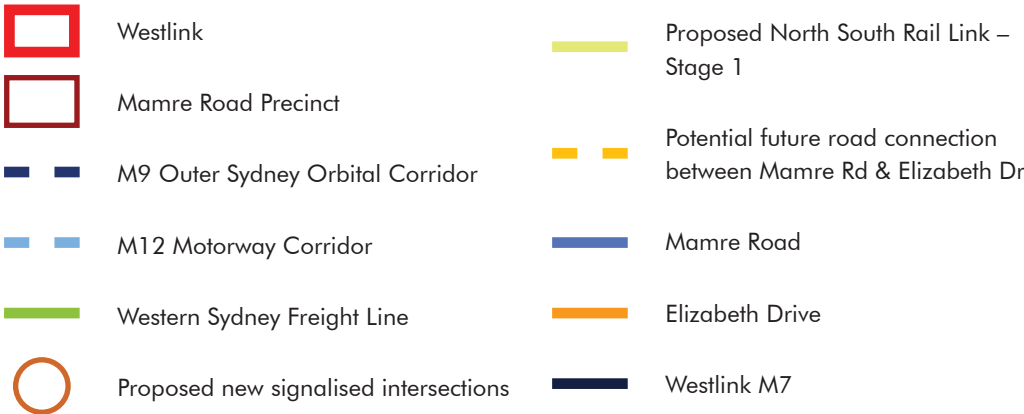


Figure 11 – Planned Infrastructure Map



1.10 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.

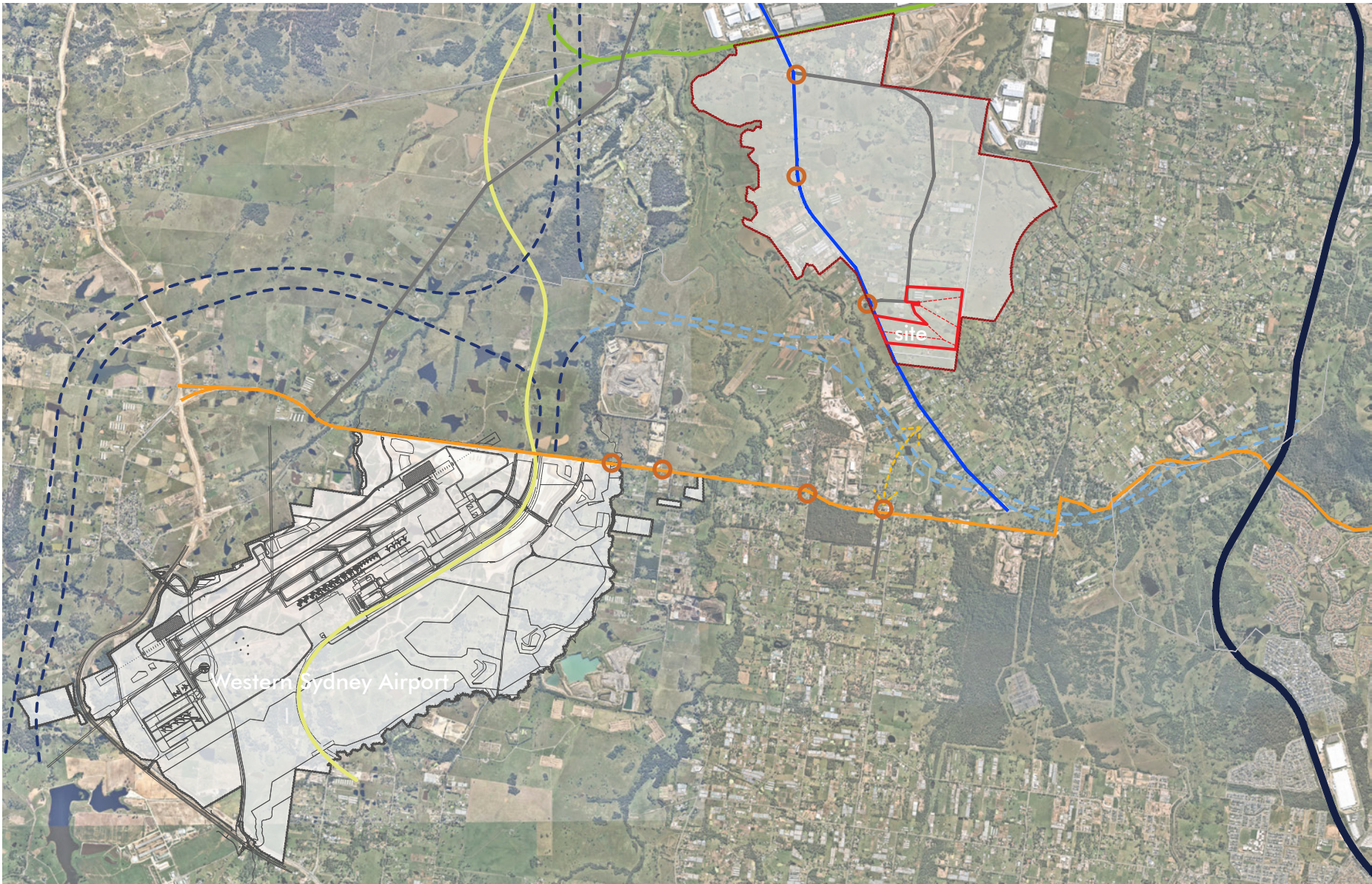
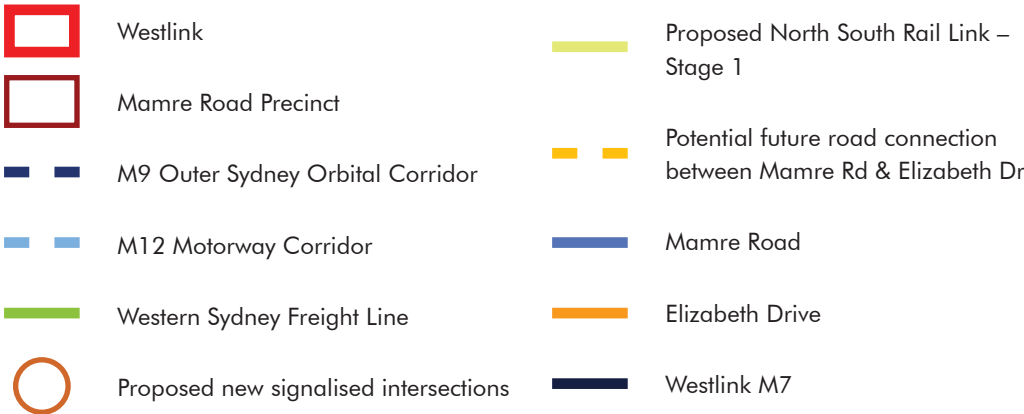


Figure 12 – Planned Infrastructure supporting the Western Sydney Airport





02

SITE ANALYSIS

SITE ANALYSIS

2.1 Topography

With high points running along the eastern boundary (RL 98.33), the site has a crossfall along southern boundary towards the western boundary of 55metres. The crossfall along northern boundary is 18m from RL60.61 to RL42.42. The site's lowest point is at northwest corner (RL42.42). and along west boundary towards southeast corner (RL42.97), the ground line is almost flat.

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

Figure 13 shows the topography of the Westlink Stage 2 Industrial Estate site.



Figure 13 – Westlink Site Topography

Topographic contours

2.2 Heritage

The site does not contain any listed items of historical heritage significance within or in the vicinity (Figure 14). The site has low potential for historical archaeology to be present (Figure 15).

There is one Aboriginal Heritage Information Management System (AHIMS) within the site (AHIMS # 45-5-5634/ Mamre Road PAD 1)(Figure 16). An Aboriginal Cultural Heritage Assessment Report has been prepared to assess this site, as well as the broader Stage 2 area. The report recommends a Aboriginal Cultural Heritage Management Plan, which would be prepared prior to construction, and detail unexpected finds protocols, heritage induction, and detail the long term care and control of AHIMS 45-5-534/ Mamre Road PAD 1.

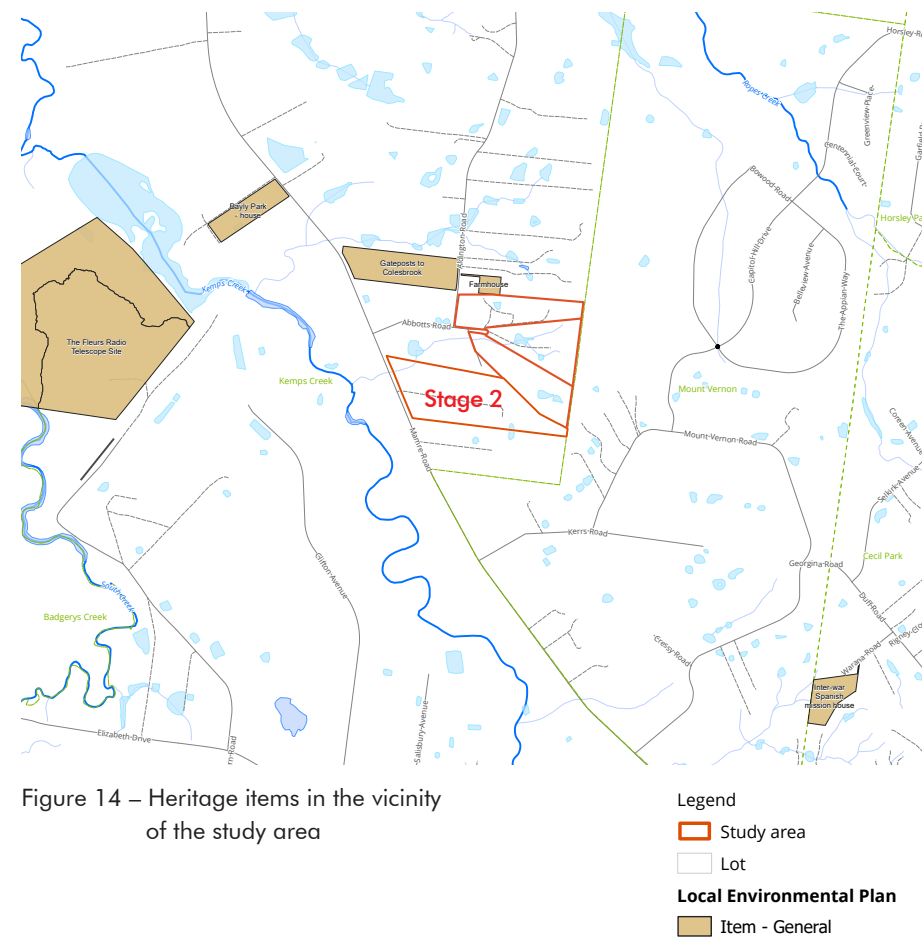


Figure 14 – Heritage items in the vicinity of the study area

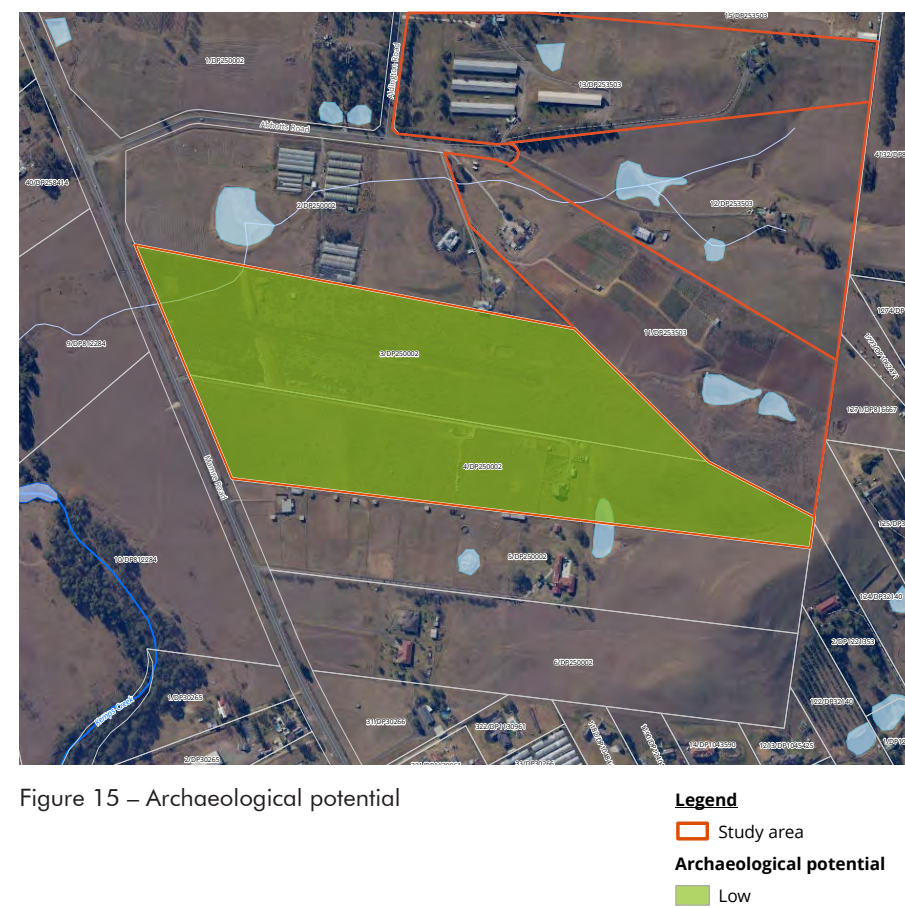


Figure 15 – Archaeological potential

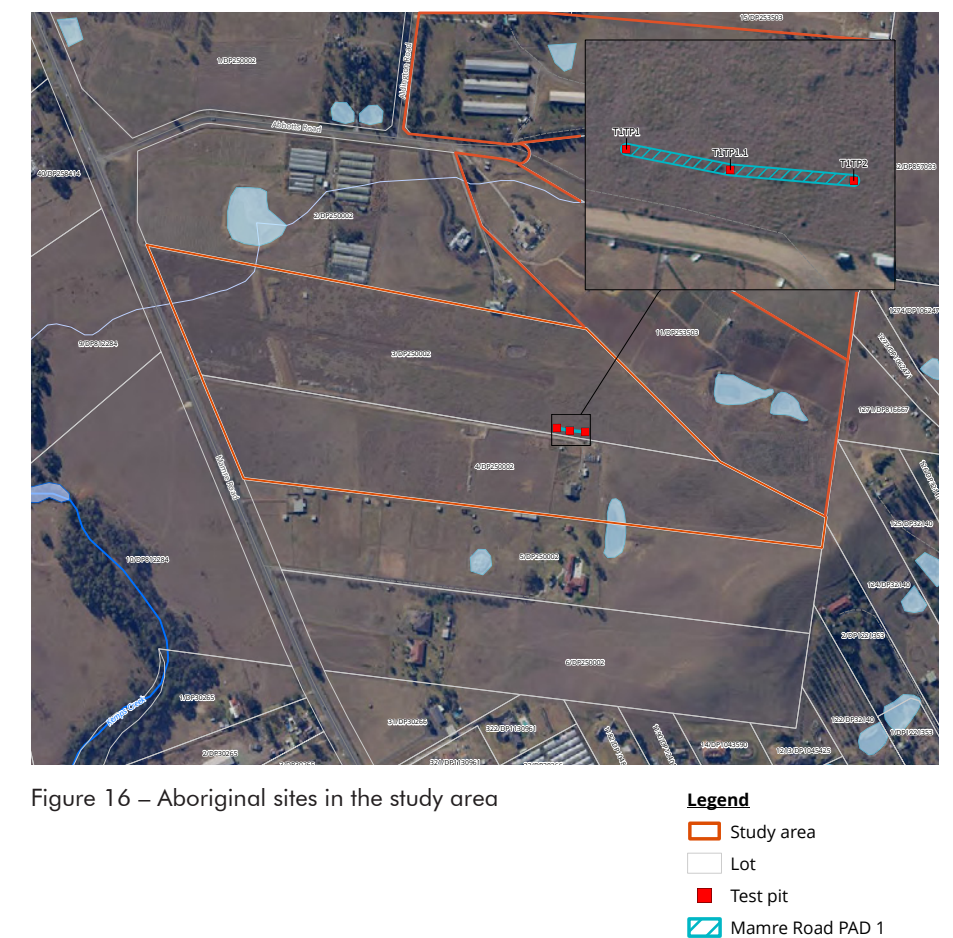


Figure 16 – Aboriginal sites in the study area

2.3 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 collector industrial road running through the site is to be an extension of Aldington Road and with a future roundabout – a potential future connection to Mamre Road down south as indicated within the Transport for NSW proposed Mamre Road design and as per Figure 8 – Mamre Road Network Map 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



2.4 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: South Creek Floodplain Risk Management Study (PCC) and Wianamatta South Creek Cumulative Impact Assessment (NSW Government).

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

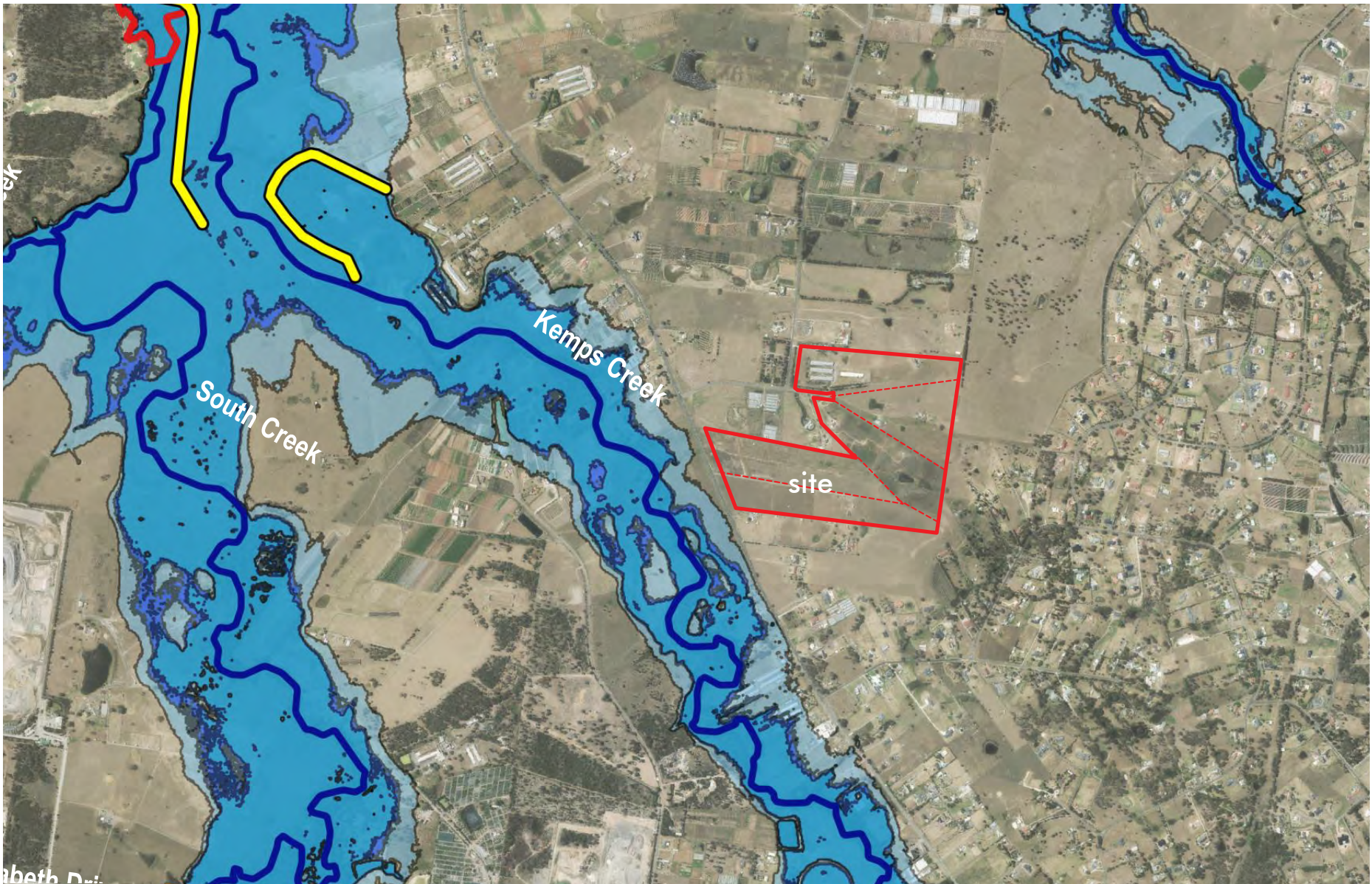
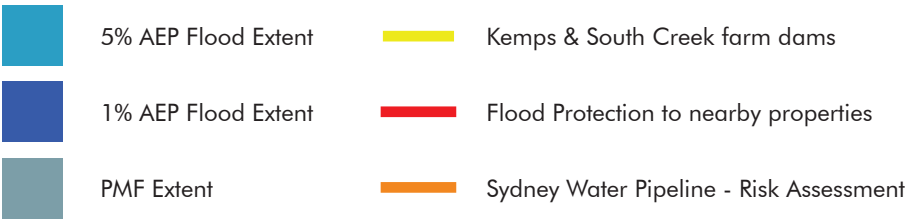


Figure 18 – South Creek Floodplain Risk Management Study [Source: Penrith City Council]



2.5 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 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.

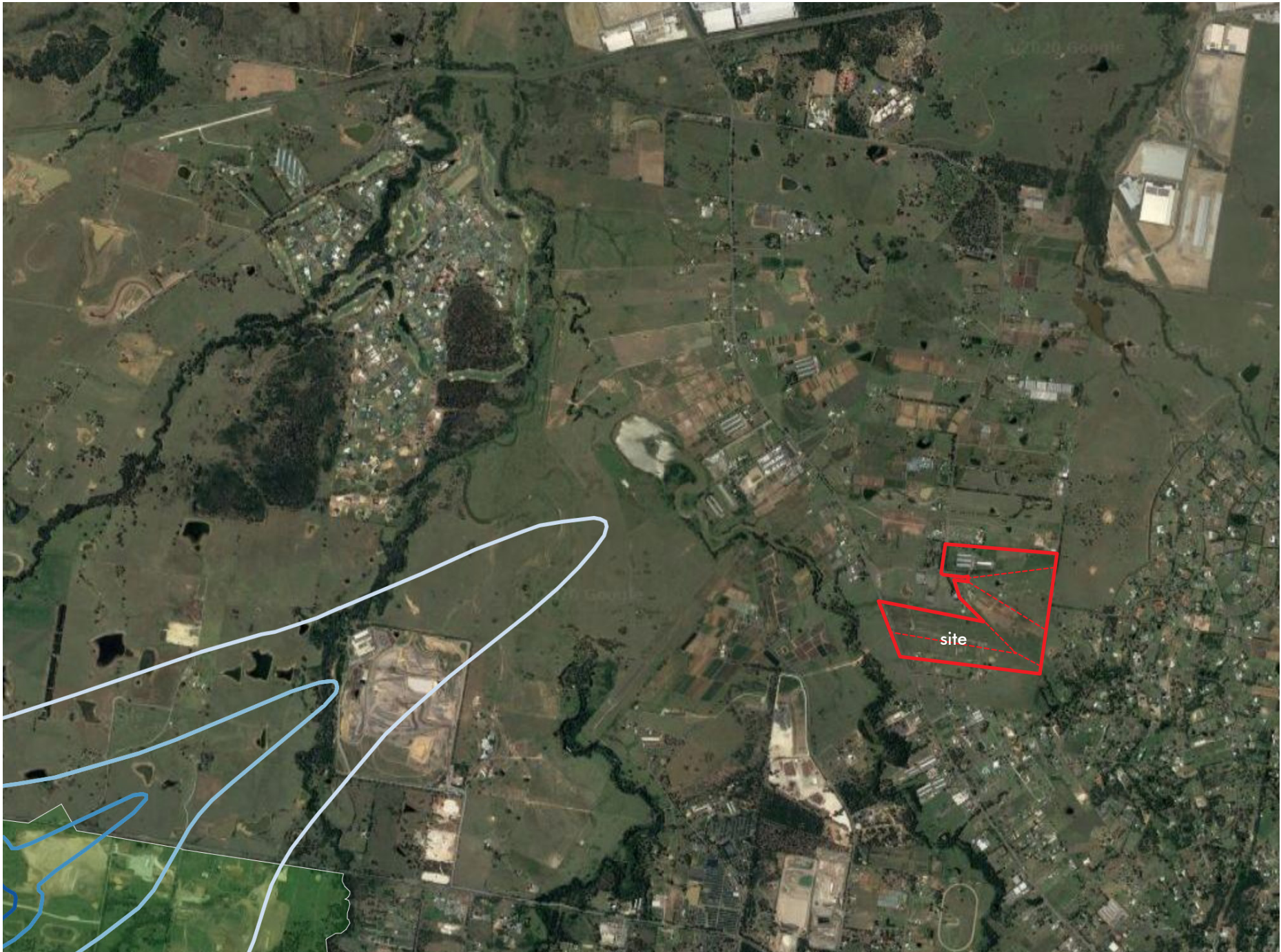


Figure 19 – ANEF Contours Map Stage 1 (Year 2030) Prefer 5 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]



2.5 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.

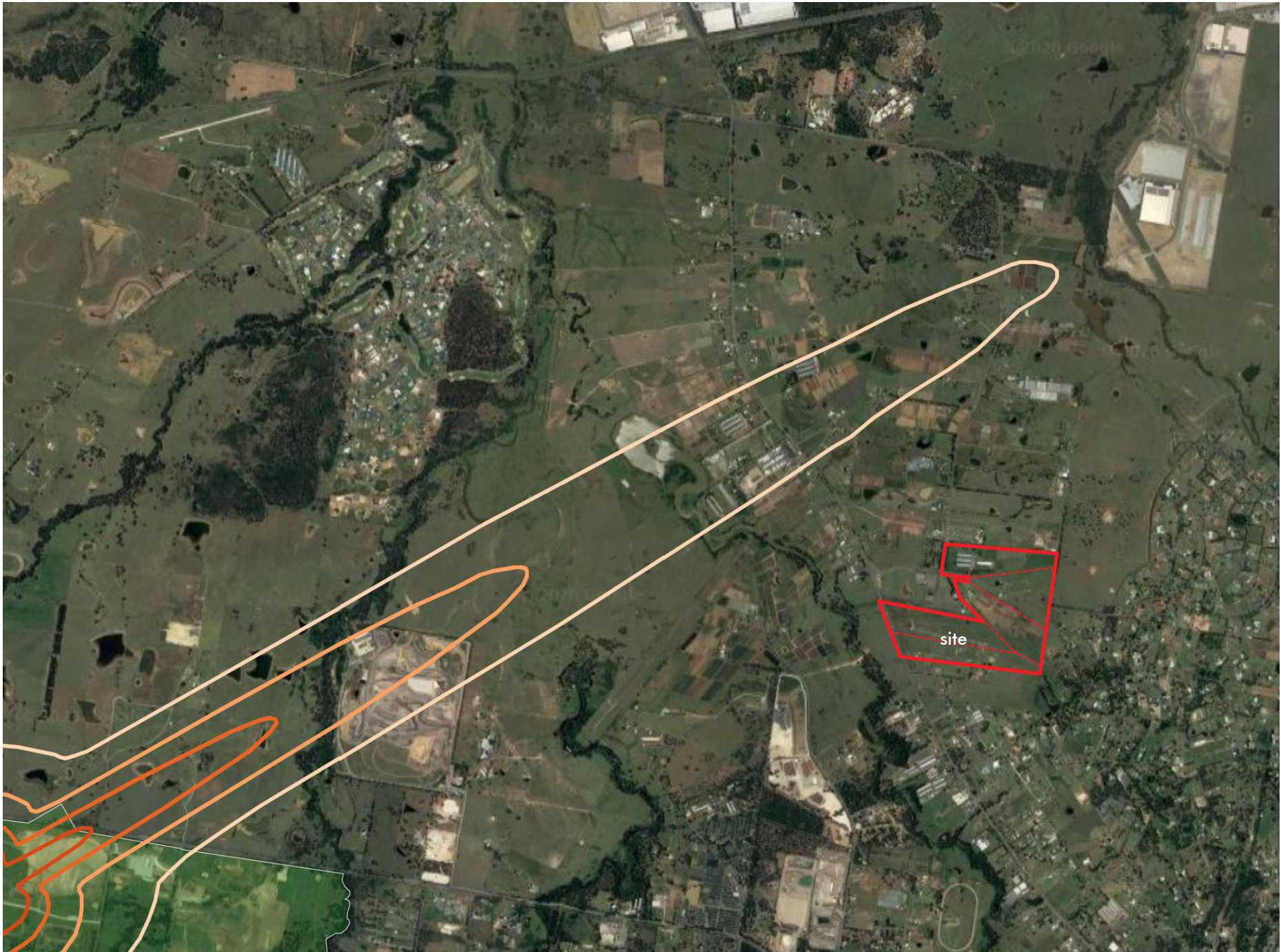


Figure 20 – ANEF Contours Map Stage 1 (Year 2030) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]



2.5 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 from 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]



2.5 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 Westlink 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 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.

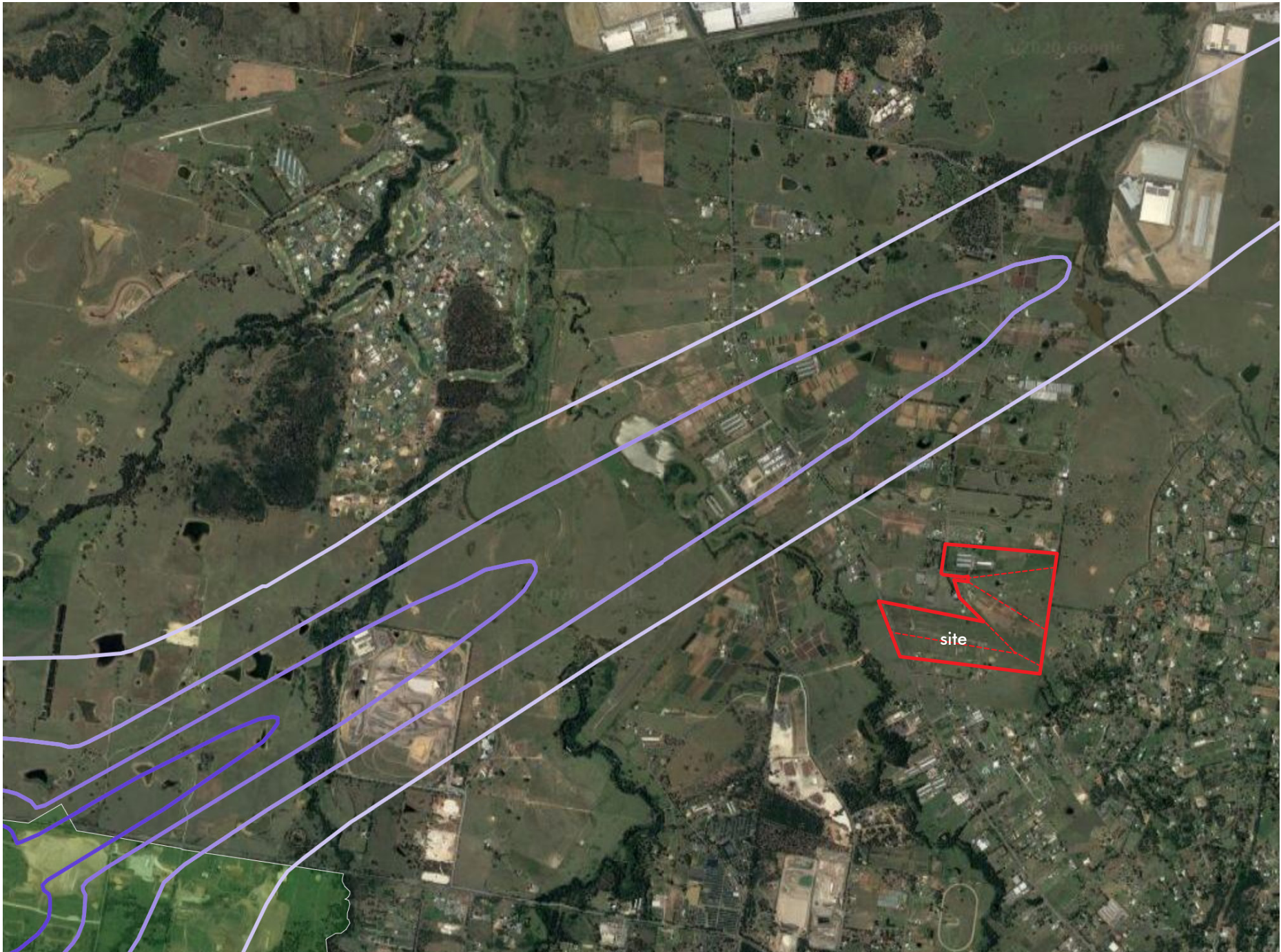


Figure 22 – ANEF Contours Map One Runway (Year 2050) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]



2.5 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 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.

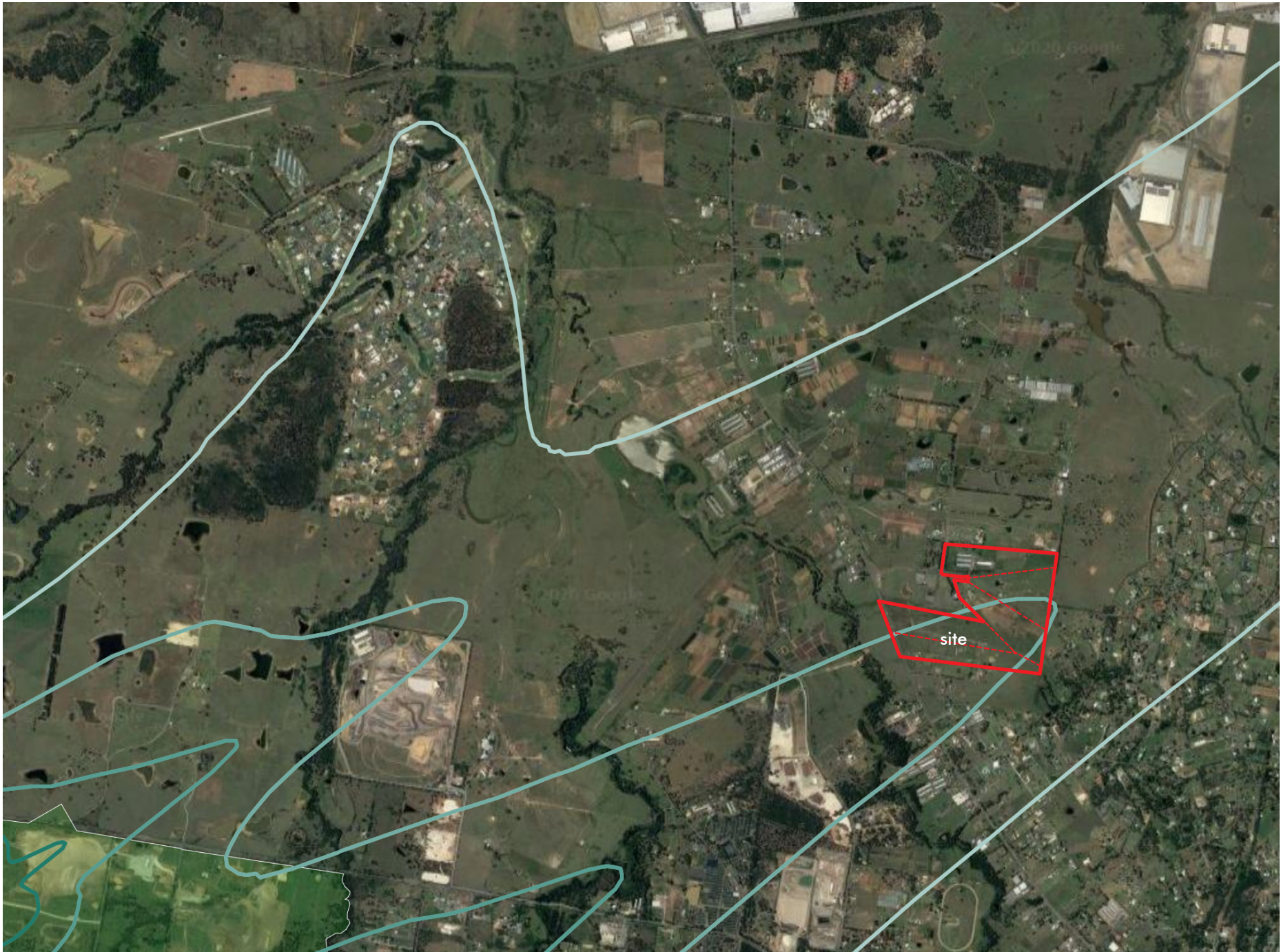


Figure 23 – ANEF Contours Map Long Term (Year 2063) Prefer 5 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]



2.5 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 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.

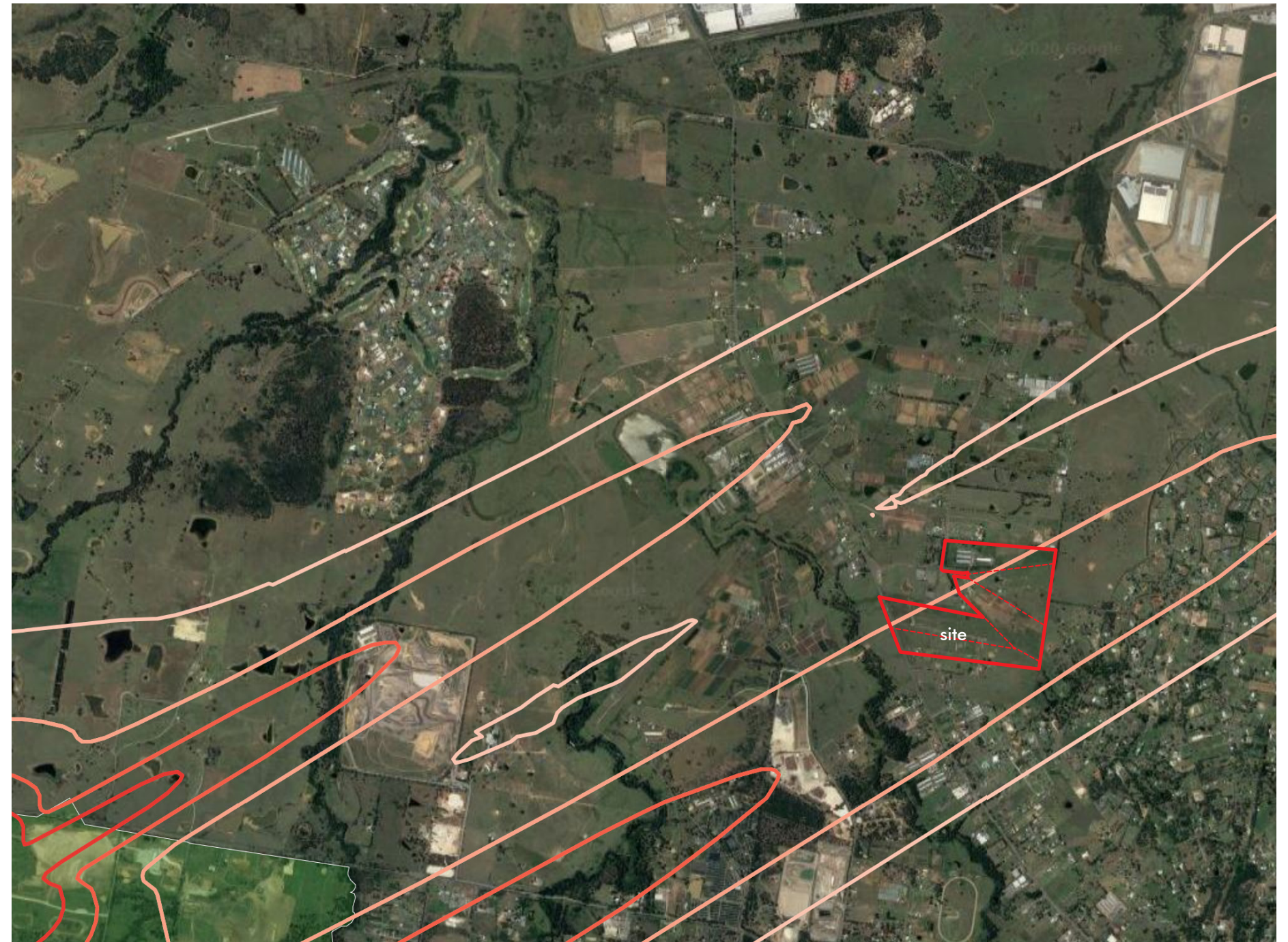


Figure 24 – ANEF Contours Map Long Term (Year 2063) Prefer 23 Direction Scenario [Source: Australian Government Department of Infrastructure, Transport, Cities and Regional Development Noise Modelling Tool]



2.6 Constaints and Opportunities

2.6.1 Constraints

As described in section 2.1, there is a 55m crossfall along the southern boundary of Westlink Stage 2 which creates a steep ground line within the site from the east end to the west end. At the same time there are two indicative trunk drainage paths running east-west also with the potential of constraining the development of the site.

The northwest corner – the lowest point of the site is a gathering point of electricity transmission line easement, water main and wastewater trunk main.

Within the Westlink Stage 2 there are also two (2) man-made farm dams, which have limited riparian and / or fringing vegetation surrounding them with poor aquatic habitat.



Figure 25 – Westlink Site Constraints

2.6 Constraints and Opportunities

2.6.2 Opportunities

Westlink site is identified as IN1 industrial land that is the Western Sydney Aerotropolis and is a strategic location, anchored between the Western Sydney Employment Area and the Western Economic Corridor, both of which are earmarked for significant employment growth for Western Sydney. The site is situated to the south of the strategic centres of Mount Druitt and St Marys, through which the committed North-South Rail Link will provide a direction connection to WSA and the Aerotropolis.

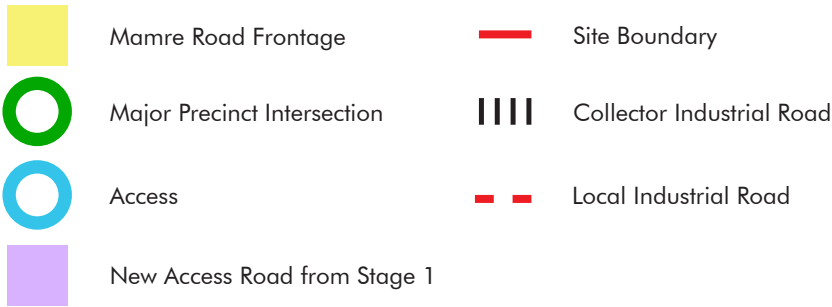
Local industrial Road is extended from Westlink stage 1 from north to south into stage 2 site in the east, meanwhile a collector industrial road also running north-south in the west is to be ultimate access when neighbour sites build their roads. There is an opportunity to create a private road to link the local industrial road and collector industrial road which strengthens the cohesion within Westlink site including Stage 1, stage 2 and future development.

A future roundabout at south boundary towards west side provide an opportunity of the access to Mamre Road which is a major link road as a SP2 zone corridor in State Environmental Planning Policy (SEPP) maps. A cul-de-sac at south end of local industrial Road indicates a future connection to the neighbour site at south.

Trunk drainage has been provided along the northern boundary, as agreed with Sydney Water. This trunk drainage channel meets the objectives of the Western Parkland City and provides opportunity for further greening within the precinct.



Figure 26 – Westlink Site Opportunities



2.7 Site Compatibility with Structure Plan

ESR Industrial Estate

Westlink 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.

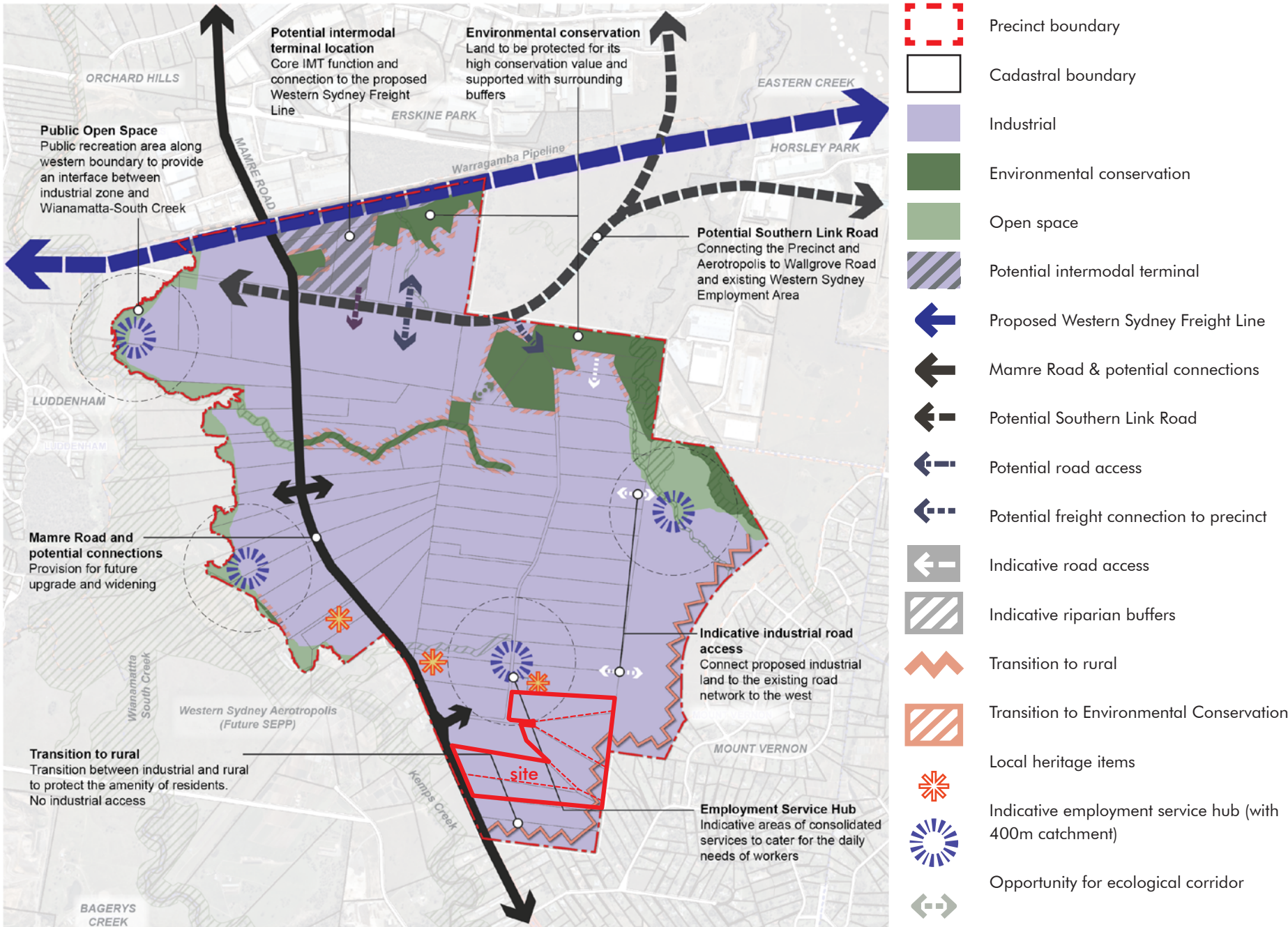


Figure 27 – Mamre Road Structure Plan (November 2021) [Source: NSW Department of Planning, Industry & Environment]

03

DESIGN
CONCEPT

3.1 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 – Artist impression

3.2 Proposed DCP Controls Summary

<p>The Westlink development area is guided by the 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 DCP is provided in Table 2. The 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. Accessible parking - in accordance with the provisions of the Building Code of Australia and relevant Australian Standards. 1 accessible spaces/100 spaces Bicycle parking - 1 space per 600m ² of gross floor area of office and retail space (over 1200m ² gross of floor area) 1 space per 1000m ² of gross floor area of industrial activities (over 2000m ² gross floor area)
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

3.3 Options Analysis



Figure 29 – Option A

Option A

- Inefficient warehouse layout for warehouse 2 leading to under performance in operations.

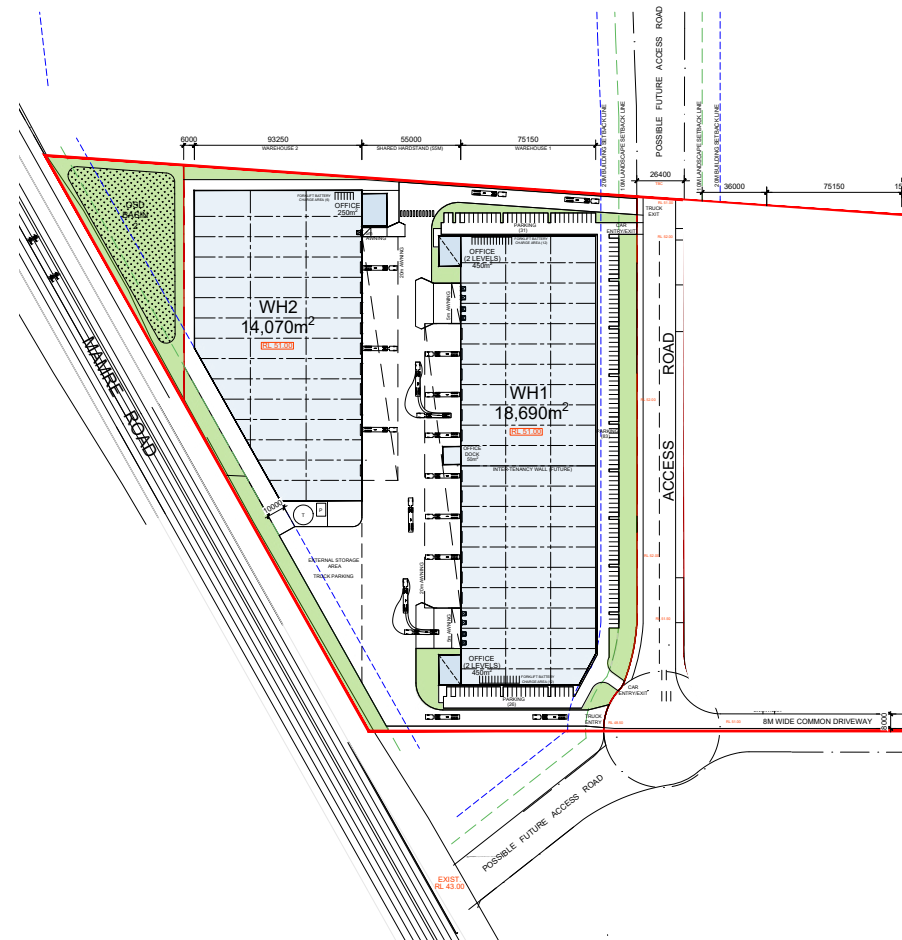


Figure 30 – Option B

Option B

- Car parking access to warehouse 2 is compromised. Increase risk of pedestrians moving on the site.

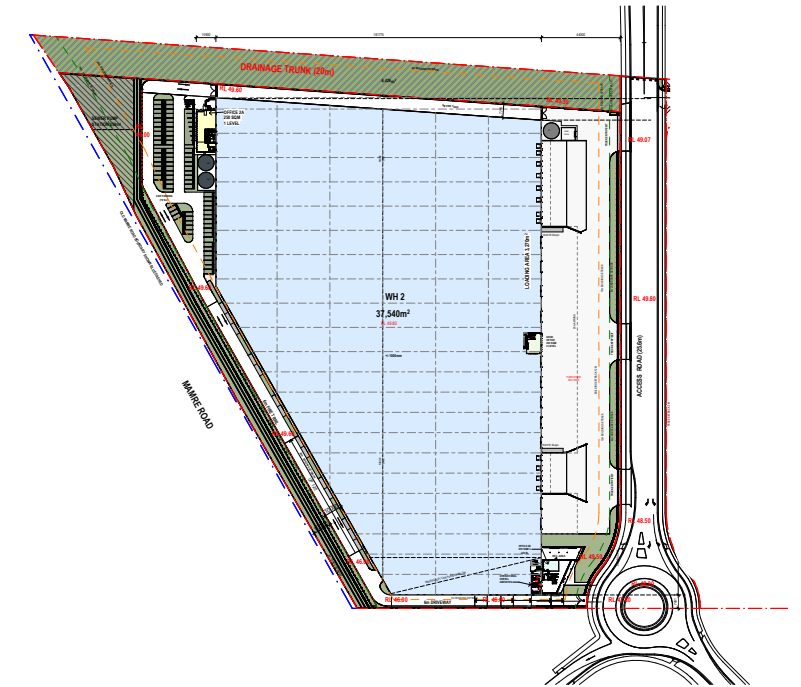


Figure 31 – Option C

Option C

- 20m Drainage trunk zone added to the north side of the site.

3.4 Concept Master Plan

- 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.

With the access extended from Westlink Stage 1 which is part of local industrial road, Westlink Stage 2 master plan provides a common driveway to connect the collector industrial road in the at the same time with a future roundabout at south end of the collector industrial road, which will be a key intersection for future development to neighbour site and exit back to Mamre Road.

The Westlink Stage 2 concept master plan provides for connectivity to the adjoining development lands, which is consistent with the TfNSW Mamre Road Upgrade design. 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.




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DESIGN CONCEPT

3.5 Design Analysis - Height, Bulk & Scale

Located within a newly established industrial estate, the DALP 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 and to create a minimal visual impact to the surrounding environment. In considering this context the buildings have:

- Designed to a total building height of 16.8m to tenant demand.
- Implemented an iconic façade design of ESR to warehouse elevations to create visual consistency and minimise perceived bulk.
- Office components are sited so as to further break up the site and define the corner condition of warehouses along the collector industrial 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 sewer easement zone along the western boundary side adjacent to Mamre Road, allows significant space for landscaping and other natural features to further minimise the perceived bulk and scale of the development.

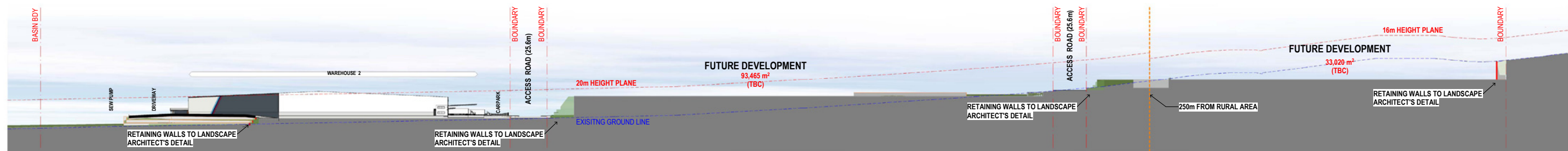


Figure 33 – Site Section

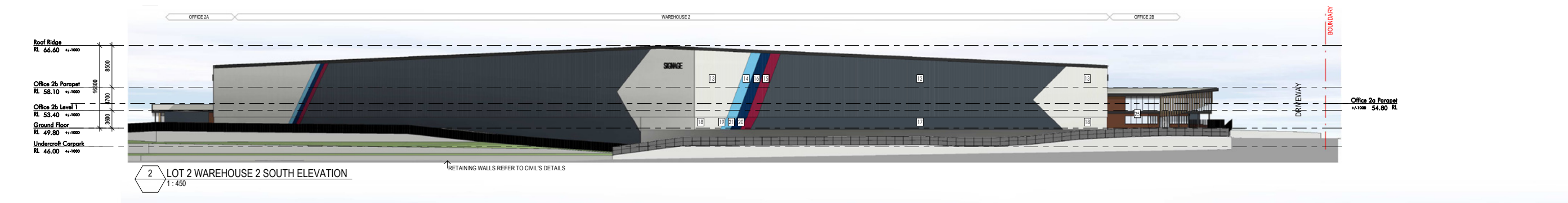


Figure 34 – Building Elevation

3.6 Design Analysis - Building Materials & Finishes



Figure 35 – Building Materials & Finishes

3.7 Design Analysis - Topography

The Site in its existing condition is characterised by undulating topography. The ground slope across most of the site has a general fall from the east to west towards Mamre Road with existing levels ranging from RL98 in the south-east, RL 93 in the north-east, RL 42.5 in the south and west adjacent Mamre Road.

The eastern portion of the site consists of four ridgelines that are generally aligned in an east-west direction. Ground slopes off these ridgelines towards local gullies within the site are typically between 10% and 15%. The western portion of the site adjacent to Aldington Road and Abbotts Road is generally flatter than the eastern portion, with ground slopes typically in the range of between 2% and 8%.

Most of the site in its existing condition is pervious, other than some residential dwellings, sheds and access driveways.

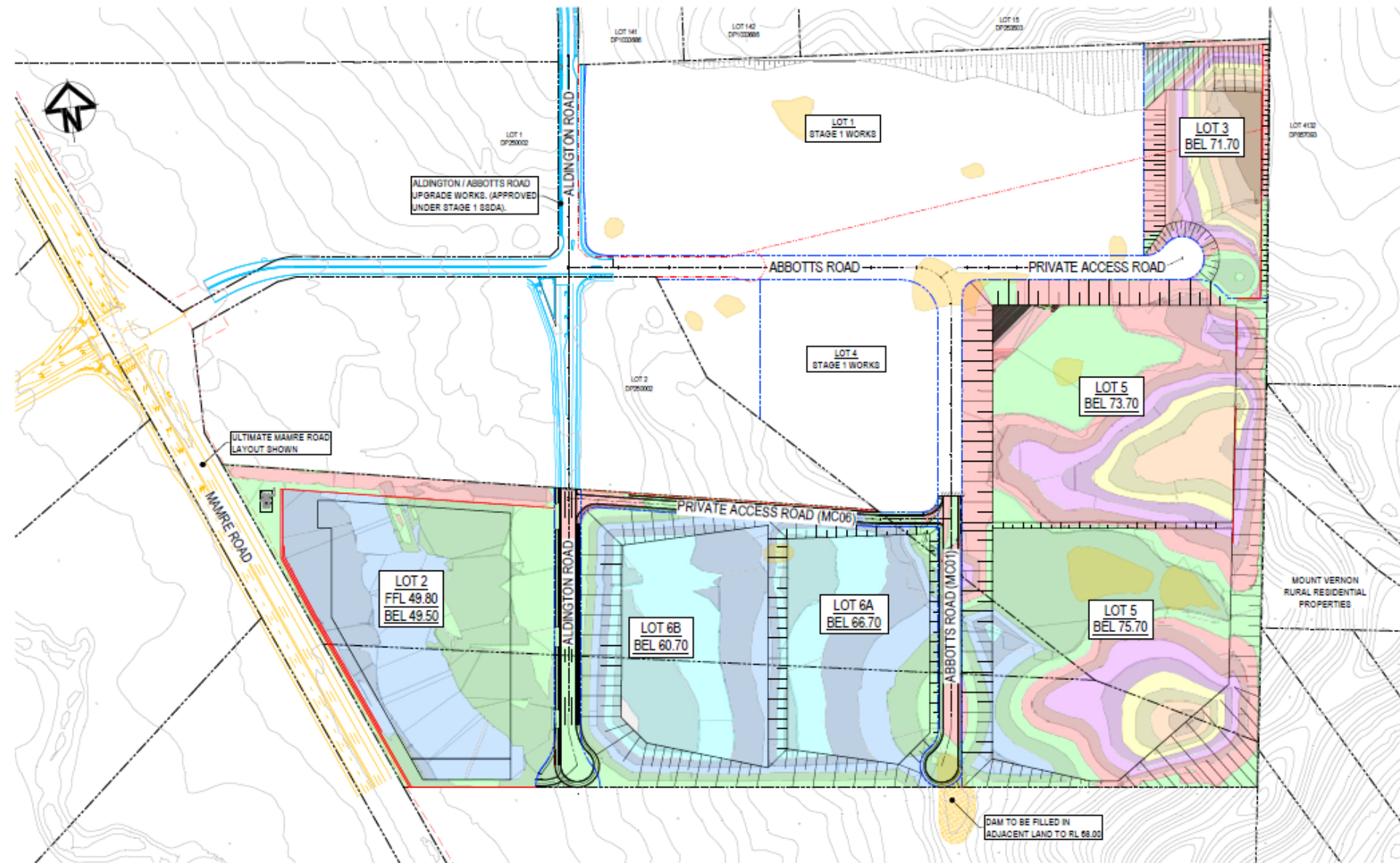


Figure 36 – West Link Stage 2 Cut and Fill Plan

3.8 Design Analysis - Open Space and Outlook

The master plan has been spatially arranged to take advantage of the views towards the Blue Mountains, landscaped Mamre Road & Trunk Drainage area.

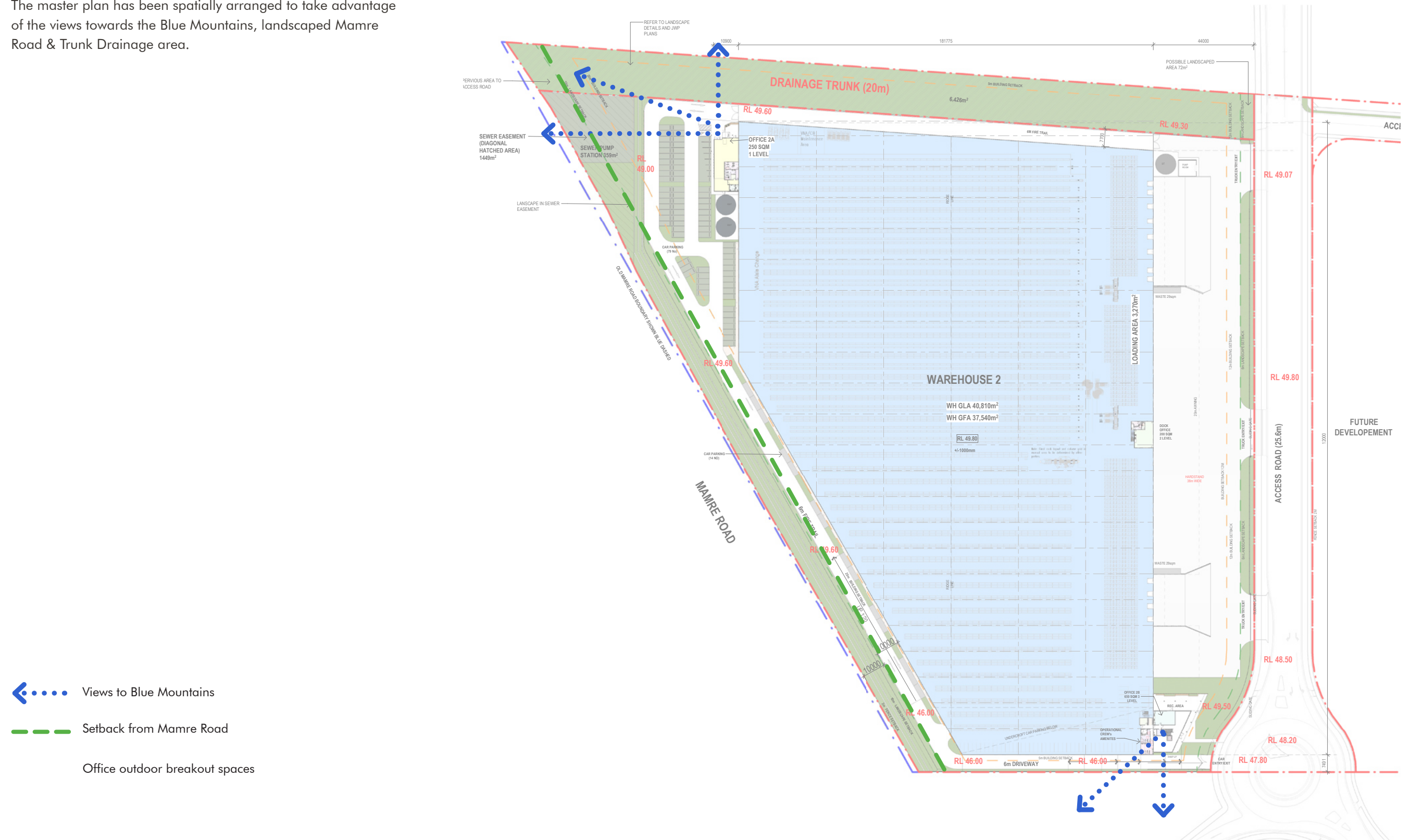


Figure 37 – Westlink Master Plan Open Space and Outlook

3.9 Access & Circulation

To be consistent with the TfNSW Mamre Road Upgrade design, Westlink Stage 2 masterplan provides an extension of local industrial road from Abbots Road in Stage 1 and a collector industrial road links back to Aldington Road further north in future. A common road runs east-west connecting the two main roads together.

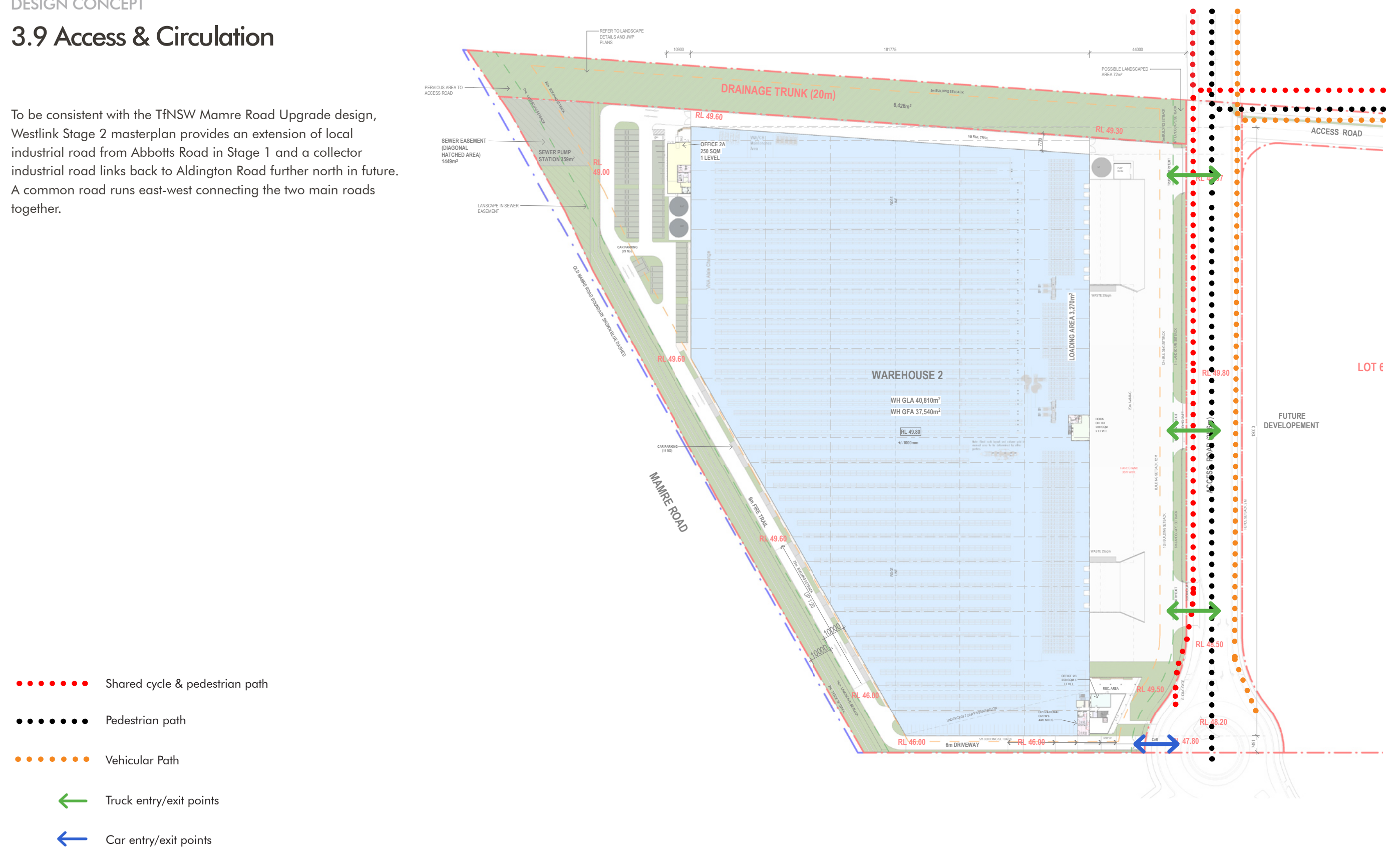


Figure 38 – Westlink Master Plan Cycleways & Vehicular Access

3.10 Landscape Masterplan

The landscape concept masterplan demonstrates the vision for the Kemps Creek Logistics Park Stage 2.

This Masterplan report is to be read with other consultants report including civil, and architectural.



Figure 39 – Landscape Master Plan

3.11 Landscape Sections

Estate Road

The Estate roads will feature street tree planting to both sides. A turf verge between the footpath and kerb allows for groups of trees.

Proposed street tree species are *Corymbia maculata* at 100L pot size.

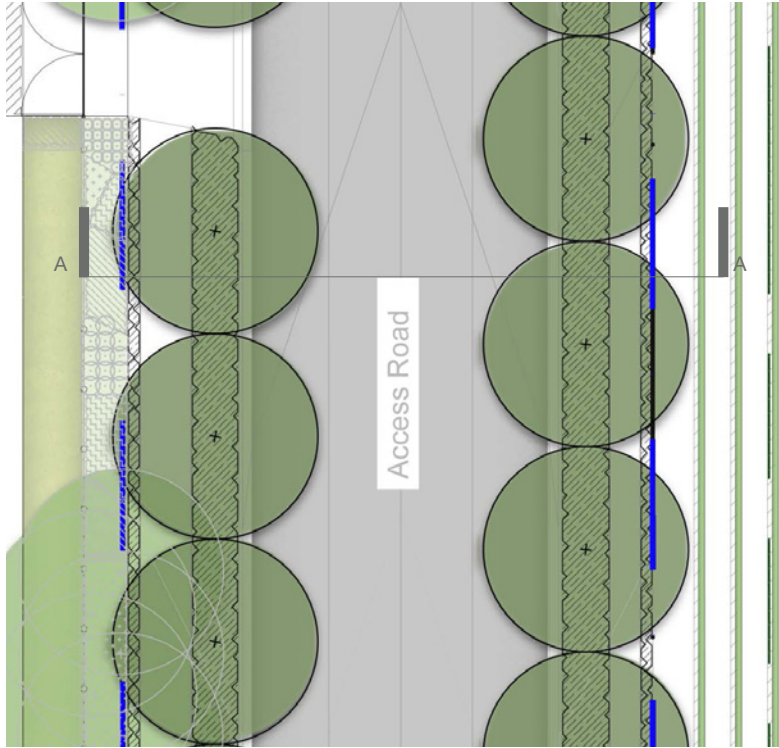
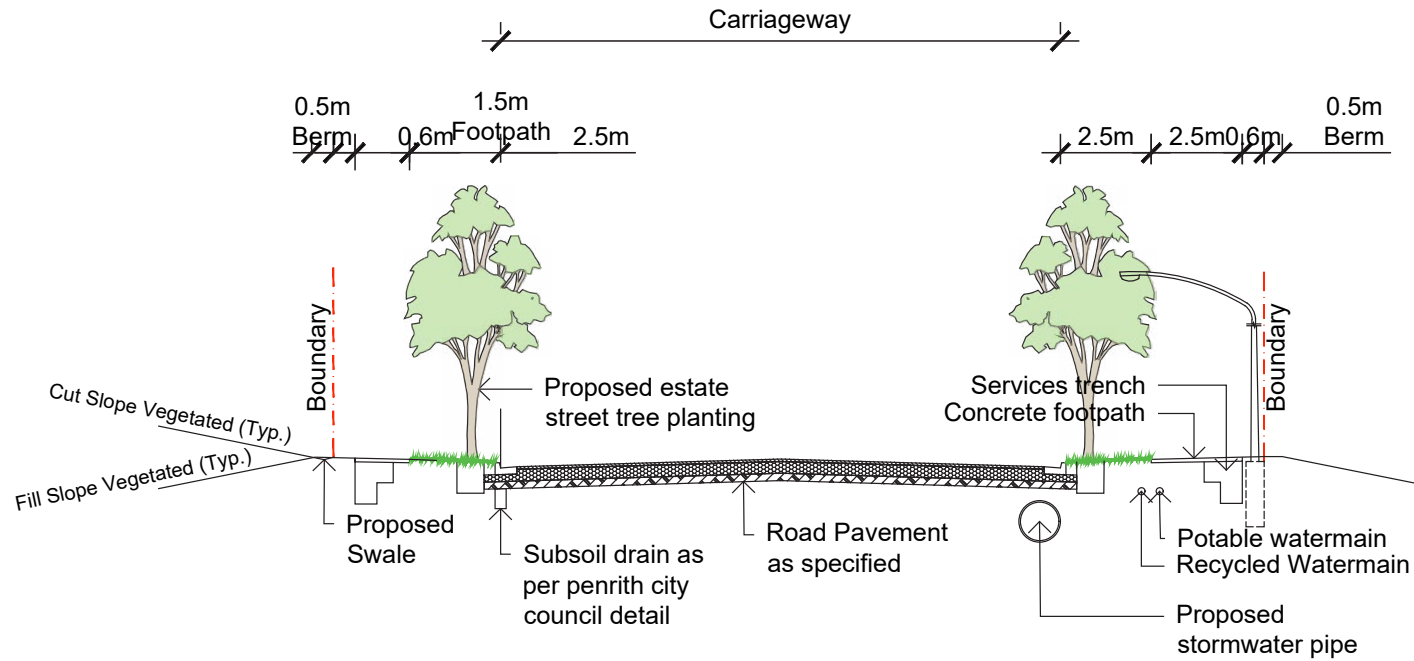


Figure 40 – Estate Road



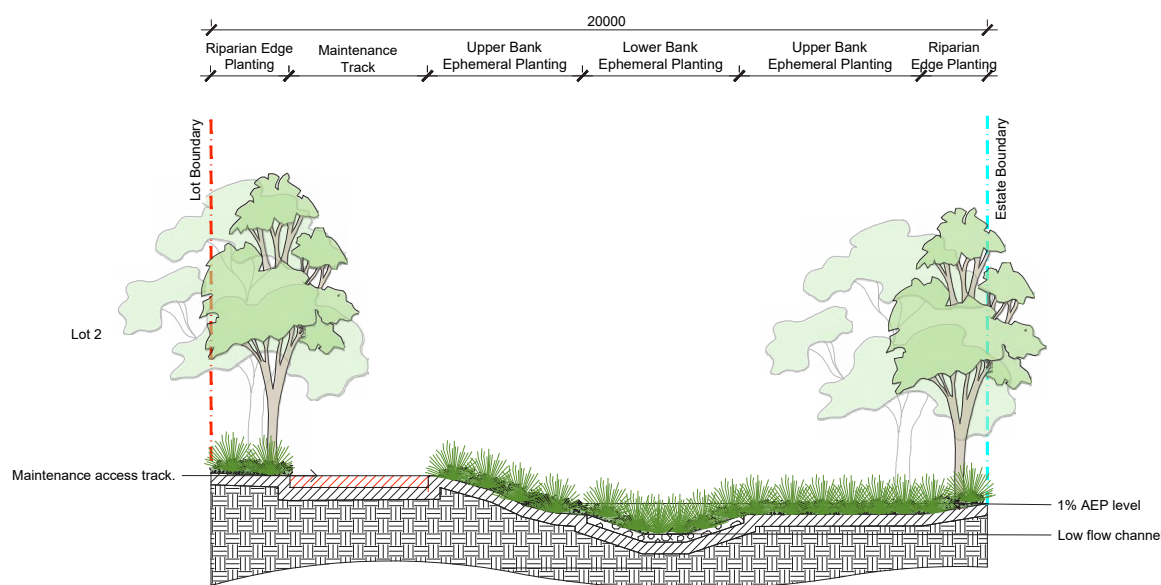
Section AA

Figure 41 – OSD Basin

3.12 Landscape Sections

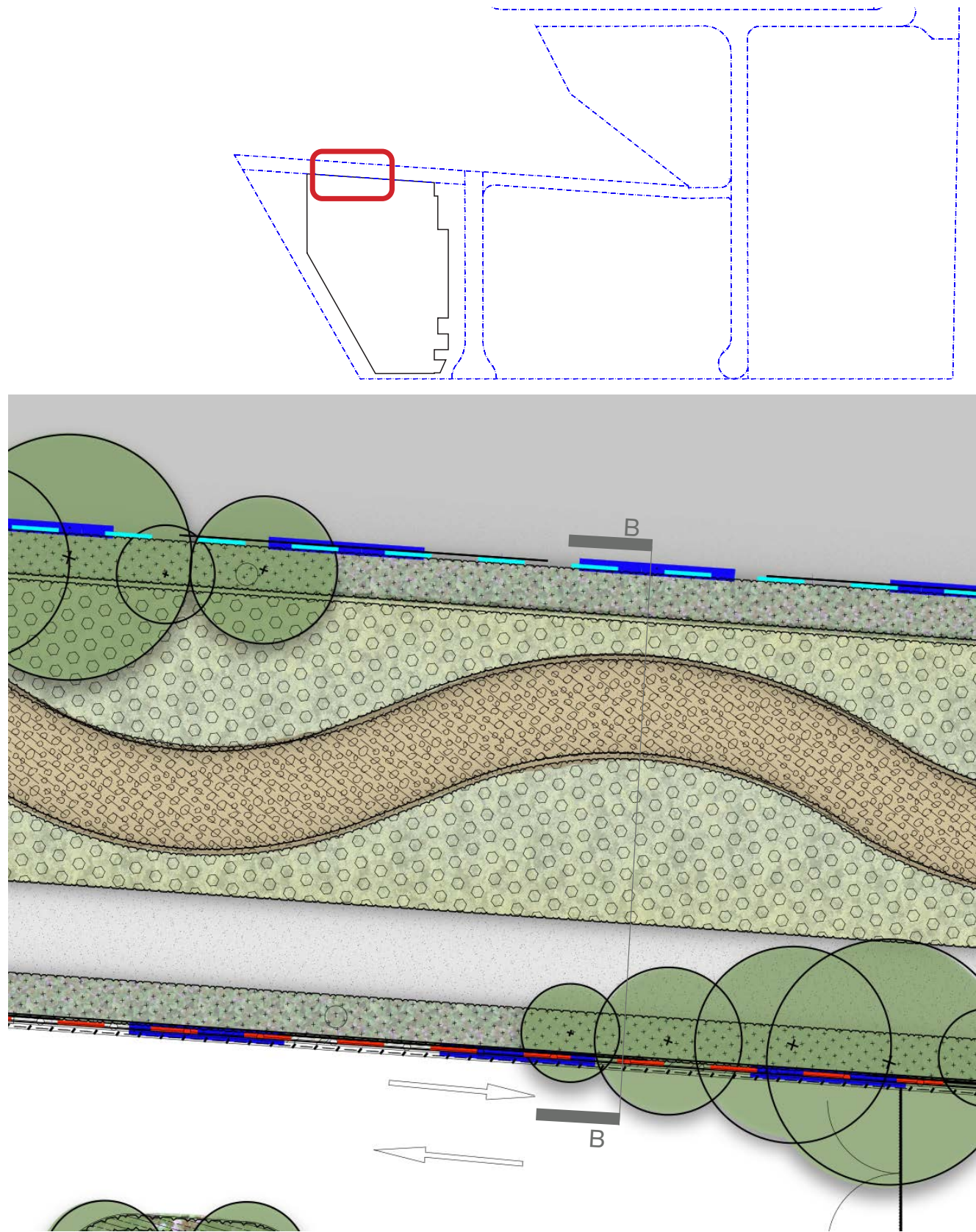
Trunk Drainage

The trunk drainage system to civil design will incorporate complementary landscaping on the base and embankments. The outer embankment canopy trees are proposed throughout.



Section BB

Figure 41 – Trunk Drainage



3.13 Landscape Sections

Access Road

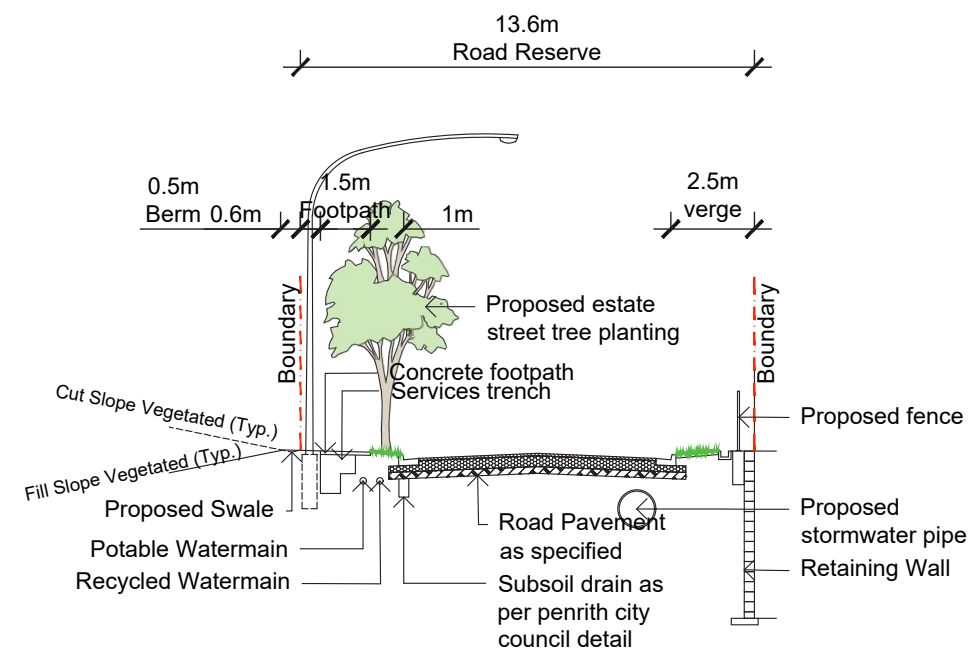
The Access Road will feature street tree planting to both sides. A turf verge between the footpath and kerb allows for groups of trees.

Proposed street tree species are *Corymbia maculata* at 100L pot size.



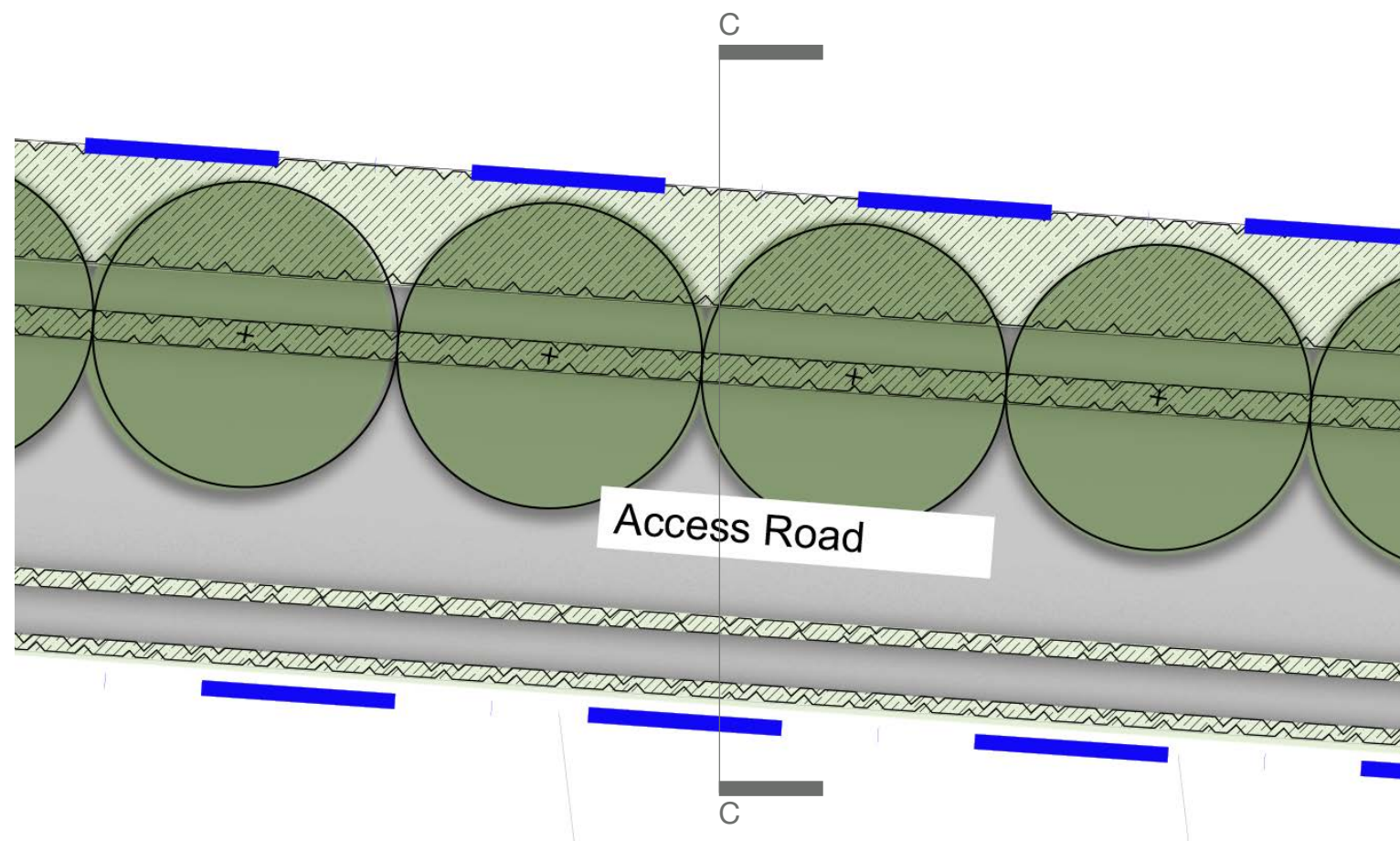
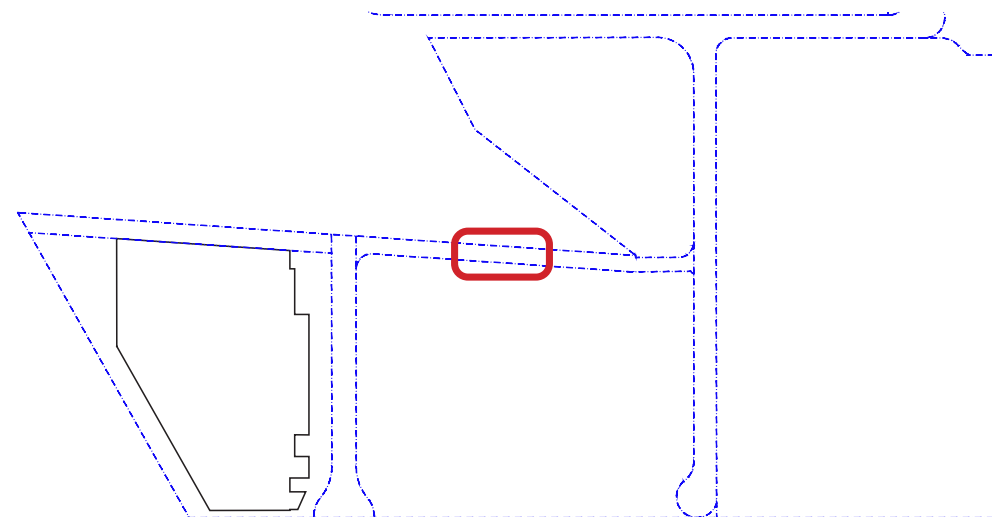
Street tree planting

Street tree planting



Section CC

Figure 42 – Access Road



3.14 Landscape Sections

Mamre Road Frontage

The Mamre Road Frontage features a series of retaining walls to Lot 2. Landscaping is proposed within the terraced retaining wall tiers. A mix of shrubs, grasses and groundcover planting including cascading planting is proposed of screen the faces of the walls.

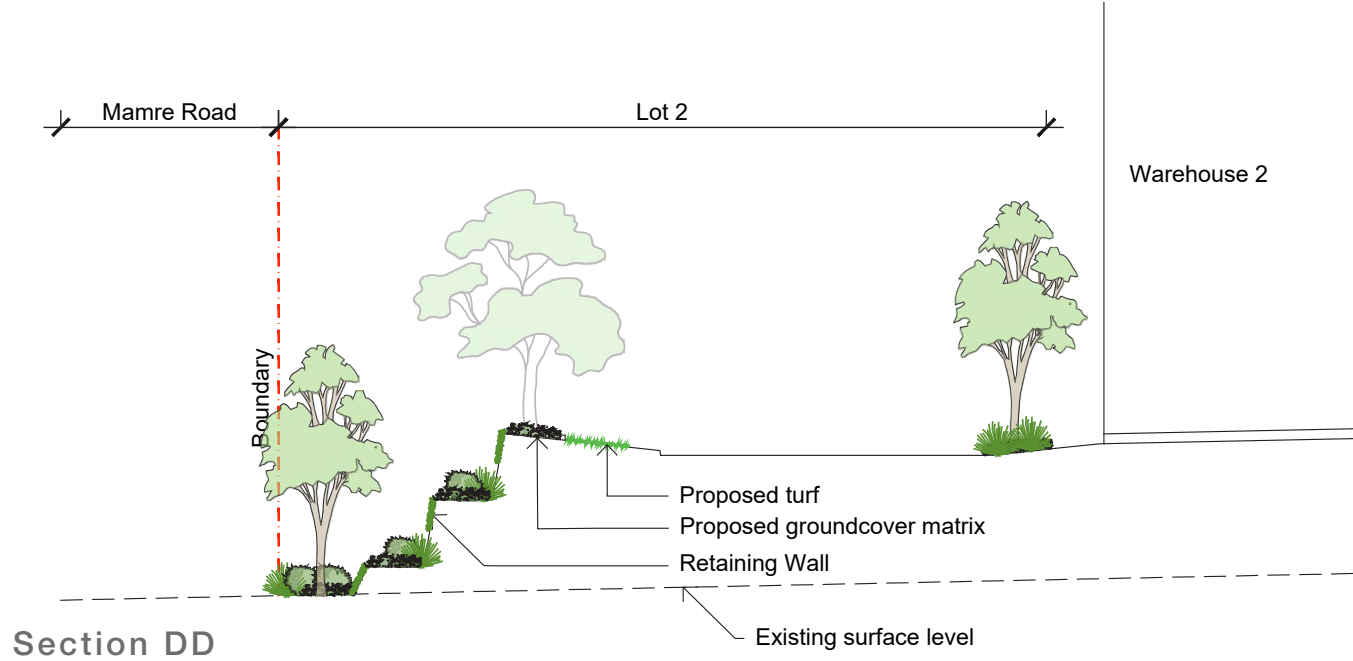
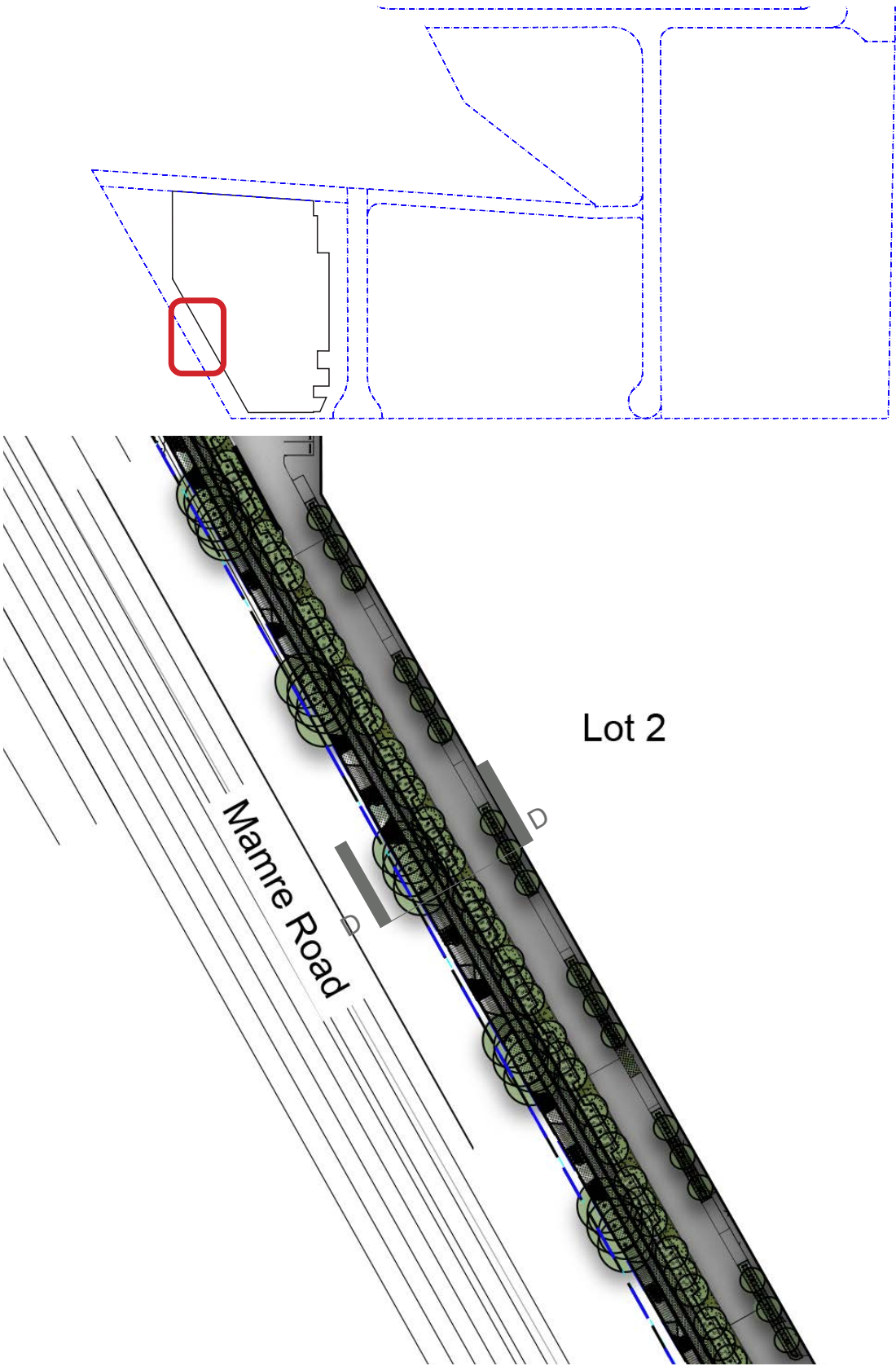


Figure 43 – Mamre Road Frontage



04

APPENDIX

4.1 ARTIST IMPRESSION



Figure 44 – Artist Impression

4.2 ARTIST IMPRESSION



Figure 45 – Artist Impression

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
3. Design Quality		
	Demonstrate how the development will achieve: <ul style="list-style-type: none">– design excellence in accordance with any applicable EPI provisions.– good design in accordance with the seven objectives for good design in Better Placed.	Section 3.1, 3.3 and 3.4
4. Built Form and Urban Design		
	<ul style="list-style-type: none">– Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.– Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.– Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, materials, finishes, colours, any signage and integration of services.	Section 2.6, 3.5 and 3.6

Given the topography of the site and adjoining land, the proposal is to demonstrate due consideration is given to design options seeking to achieve balanced cut and fill and minimising retaining walls where possible (including consideration of existing and proposed levels on adjoining properties). The EIS must demonstrate promotion of good urban design and landscaping and consideration of visual impacts on the public domain and surrounding receivers from proposed buildings, earthworks and retaining walls, in accordance with sections 2.30 and 2.40 of the I&E SEPP and the DCP.

2.30 Design principles		
	In determining a development application that relates to land to which this Chapter applies, the consent authority must take into consideration whether or not: <ul style="list-style-type: none">a. the development is of a high quality design, andb. a variety of materials and external finishes for the external facades are incorporated, andc. high quality landscaping is provided, andd. the scale and character of the development is compatible with	Section 2.6, 3.1, 3.4, 3.5, 3.6 and 3.12
2.40 Earthworks - the main relevant considerations for urban design shown highlighted		
	<ol style="list-style-type: none">1. The objectives of this section are as follows:<ul style="list-style-type: none">a. to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,b. to allow earthworks of a minor nature without separate development consent.2. Development consent is required for earthworks unless:<ul style="list-style-type: none">c. to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,d. to allow earthworks of a minor nature without separate development consent.3. Before granting development consent for earthworks, the consent authority must consider the following matters:<ul style="list-style-type: none">a. the likely disruption of, or detrimental effect on, existing drainage patterns and soil stability in the locality,b. the effect of the proposed development on the likely future use or redevelopment of the land,c. the quality of the fill or the soil to be excavated, or both,d. the effect of the proposed development on the existing and likely amenity of adjoining properties,e. the source of fill material and the destination of excavated material,f. the likelihood of disturbing relics,g. the proximity to and potential for adverse impacts on a waterway, drinking water catchment or environmentally sensitive area,h. appropriate measures proposed to avoid, minimise or mitigate the impacts of the development,i. the proximity to and potential for adverse impacts on a heritage item, an archaeological site, or a heritage conservation area,j. the visual impact of earthworks as viewed from the waterways.	Section 3.8 and 3.10

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