

28 May 2024

Chris Ritchie  
Director Industry Assessments  
NSW Department of Planning, Housing and Infrastructure  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

*Issued by e-mail*

Dear Chris,

## **ASPECT INDUSTRIAL ESTATE STAGE 3 DEVELOPMENT (SSD-58257960) - RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION WAREHOUSE 2**

This response letter has been prepared by Urbis on behalf of Mirvac Industrial Developments Pty Ltd (Mircac) (**the Applicant**) in response to various requests for additional information (**RFI**) on 20<sup>th</sup> March, 25<sup>th</sup> March and 12<sup>th</sup> April 2024 from the Department of Planning, Housing and Infrastructure (**DPHI**) in connection with the above SSD Application for Warehouse 2 at the Aspect Industrial Estate (**AIE**).

This letter is accompanied by the following attachments:

- Attachment A – Updated Architectural Plans
- Attachment B – CGI Renders
- Attachment C – Swept Path Assessment
- Attachment D – Incremental Flooding Plot Diagrams
- Attachment E – Traffic Consultant Advice (23<sup>rd</sup> May 2024)

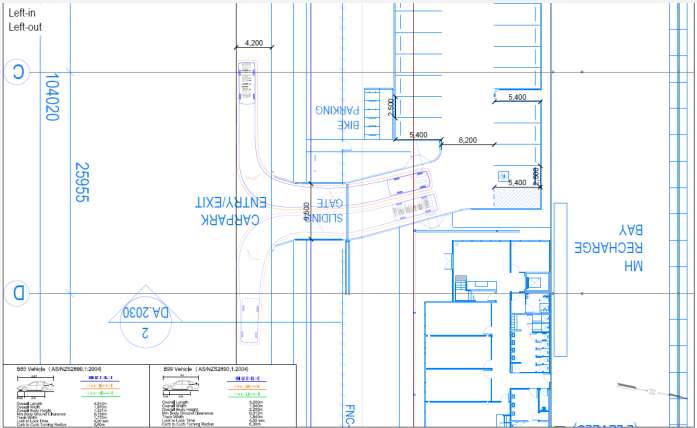
Table 1 below contains the relevant responses to the matters raised in the RFI request.

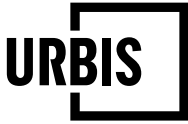
Table 1 Response to RFI

<b>Comment from DPHI</b>	<b>Response</b>
The Department notes (20 <sup>th</sup> March 2024) that Warehouse 2 building maintains the two offices, two loading docks, and two separate car parks design. The RtS report states that 'removal of the office and/or	The proposed design of Warehouse 2 is based on accommodating a single site operation for a future single tenant. The design accommodates two offices / dock offices and associated parking, allowing flexibility to pursue of a wider range of tenants, including those who have separate functioning business units requiring split office

Comment from DPHI	Response
<p>dock office from the proposal would mean the scheme would be inconsistent with approved Concept Masterplan which contained this layout and design'. The Department reiterates its comments that 'to satisfy the SSD trigger in Schedule 1 of the Planning Systems SEPP, the warehouse must be one operation'. In addition, the concept approval does not approve any detailed design layout for the Warehouse 2 building, nor does a concept approval give an applicant the legal right to build. The Department prefers the development design clearly reflect a single operation and further justification is provided for keeping dual offices, dock offices and parking.</p>	<p>operations. There have been examples of existing facilities comprising dual offices utilised by a single operator.</p> <p>The offering also provides further flexibility for the second and third generation leasing for single and potential dual users in the ever-evolving operational requirements of warehousing and distribution in Western Sydney.</p> <p>In the event a change to operations that are not considered in this application arise (i.e. more than one user) then this would require additional assessment against the planning provisions relevant at that time.</p> <p>It is also noted that other warehouse and distribution developments in Western Sydney accommodate split offices / car parks, but are tenanted by one user, such as:</p> <ul style="list-style-type: none"> <li>▪ Warehouse 2B5, Chelodina Street, Kemps Creek (Oakdale South).</li> <li>▪ Warehouse 4, 8-12 Johnston Cr, Horsley Park (ESR Horsley Logistics Park)</li> <li>▪ 13 Interchange Dr, Eastern Creek (CEVA Interchange Park)</li> <li>▪ Grady Cr, Erskine Park (Fitzpatrick Industrial Estate)</li> <li>▪ 68 Lockwood Dr, Erskine Park (DHL)</li> </ul>
<p>Rendered images of the Warehouse 2 building are provided in the RtS report only but have not been included in the architectural drawings. Only roof and signage plans have been provided. Please provide a full set of the updated architectural drawings including site plans, floor plans, and rendered images of the Warehouse 2 building. It appears the rendered images are inconsistent with the EIS</p>	<p>See Attachment A – Updated Architectural Plans and Attachment B – CGI Renders</p> <p>See extract of CGI Renders below.</p>

Comment from DPHI	Response
<p>drawings in relation to the patterned finish on the northern warehouse facade. The Secretary's Environmental Assessment Requirements specified the EIS include 'diagrams, illustrations and drawings with reference to the built form'. Any decision needs to consider the architectural design and potential visual impacts of a proposal, and how a building aesthetically sits within its landscape. As such, the 'diagrams, illustrations and drawings'... need to be as accurate and realistic as possible</p>	 <p>It can be seen from the above and below that that façade trimmings have also been added to the northern elevation of the warehouse building to further enhance the aesthetic intent of the proposed building.</p> 
<p>Provide design details of how the access driveway to the Office 1 parking area would be restricted to left-in, left-out. Provide further justification and analysis of the swept path diagrams from a qualified traffic consultant, to verify that adequate space is provided for concurrent turning movements and the design complies with</p>	<p>As part of the initial Response to Submissions, Ason Group provided an assessment of the Office 1 car park access which concluded that an all-movements access was feasible based on only moderate midblock volumes on Access Road 1 and satisfactory sight distances.</p> <p>Should DPHI wish to impose a Condition of Consent for this access to operate for left-in and left-out movements only, it is proposed that this could be implemented by way of signage to be shown on the detail drawings for</p>

Comment from DPHI	Response
<p>relevant Australian Standards and guidelines.</p>	<p>construction and to the satisfaction of the relevant authority (being Penrith Council).</p> <p>We also note that the Aspect Industrial Estate is subject to an Operational Traffic Monitoring Program (Condition A13 of SSD10448). In this regard, a site specific condition could be imposed for the Warehouse 2 development, where movements of the Office 1 car park access can be specifically monitored over a 12 month period and reported to authorities.</p> <p>With respect to providing adequate space for concurrent movements, a swept path analysis was undertaken of the Office 1 car park access and which accompanied the Transport Assessment Report. The relevant extract is shown below, which demonstrates the concurrent movement with satisfactory clearances. The width of the access (6.68m) also complies with the off-street parking standard AS2890.1 (2004), and furthermore permits vehicles to exit onto the kerbside lane which minimises impacts for traffic on the frontage road.</p>  <p>The Swept Path Plan is also contained at Attachment C to this letter.</p>
<p>Address the comments from the Environment and Heritage Group regarding flooding impacts, specifically how the impacts of flood depth increase</p>	<p>In addition to the response provided on EHC comments on 23 February 2024, Stantec have undertaken a further review of the development proposal of Warehouse 2 against the approved MOD 3 flooding levels to determine what the flood impacts of this new development are using</p>



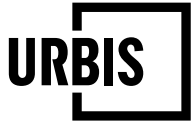
Comment from DPHI	Response
<p>on Mamre Road would be minimised</p>	<p>MOD 3 as the approved baseline. The review demonstrates the following:</p> <p>On 27 July 2022 Stantec now Cardno prepared a Flood Risk Assessment and Flood Impact Assessment of Modification 3 of the approved Stage 1 development for the Aspect Industrial Estate as well as Modification 3 of the approved Final Masterplan. Modification 3 was approved on 2 March 2023.</p> <p>The additional impact on flood levels of the development proposed under the Warehouse 2 (SSD-58257960) State Significant Development Application (SSDA) in comparison to the approved Modification 3 Masterplan development is identified in the attached incremental plots of flood level differences for the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI, 500 yr ARI and PMF.</p> <p>It is concluded that on adjacent properties downstream of Mamre Road that in comparison with the already approved flood levels:</p> <p>(i) There is no increase in flood levels while in the southern side of the flood extents there is a local reduction in the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI flood levels;</p> <p>(ii) There are local reductions on the southern side of the 500 yr ARI flood extent and a small zone of minor increase on the northern side of the 500 yr ARI flood extent; and</p> <p>(iii) There are zones of local increase and decrease in PMF levels with the areas subject to decrease being far greater than the areas of local increase.</p> <p>It is also concluded that on Mamre Road that in comparison with the already approved flood levels:</p> <p>(iv) there are minimal changes in the 2 yr ARI, 5 yr ARI, 100 yr ARI, 200 yr ARI events;</p> <p>(v) there are slightly greater impacts on Mamre Road in the 500 yr ARI event;</p>

Comment from DPHI	Response
	<p>(vi) there are zones of local increase and decrease in the PMF events in the primary (northern) zone of overtopping of Mamre Road; while</p> <p>(vii) the secondary (southern) zone of overtopping of Mamre Road has been eliminated.</p> <p>Attachment D includes the Flood Risk Incremental Plot Diagrams prepared by Stantec as referenced above.</p>
<p>Additional Comment from DPE – 25<sup>th</sup> March 2024 - Transport for NSW (TfNSW) would not object to carpark access from Access Road 1 subject to the following:</p> <ol style="list-style-type: none"> <li>1. The access should be restricted to left-in and left-out by means of a median designed and constructed to the current standards. The median should be extended past the access to the hardstand for Warehouse 3.</li> <li>2. The fire access for Warehouse 3 should not be impacted by the median.</li> <li>3. The driveway needs to be re-design to ensure it is at right angle to the road from the kerb to a point at least 6 m from the property boundary into the site.</li> <li>4. Updated plans showing the median and modified driveway need to be submitted for review prior the determination of the</li> </ol>	<p>Mirvac confirms that traffic movements will be restricted to left-in and left-out only with the implementation (signage) to be shown on the detail drawings for construction and to the satisfaction of the relevant authority (Penrith Council).</p> <p>This would allow Mirvac to resolve this design arrangement with Council in the background who have raised no issues with the driveway to date and is consistent with the approach Ason were proposing.</p> <p>We also note that the Aspect Industrial Estate is subject to an Operational Traffic Monitoring Program (Condition A13 of SSD10448). In this regard, a site specific condition could be imposed for the Warehouse 2 development, where movements of the Office 1 car park access can be specifically monitored over a 12 month period and reported to authorities.</p> <p>The revised access is assessed to fully comply with all requirements of AS2890.1 (2004) with the following noteworthy:</p> <ul style="list-style-type: none"> <li>▪ The access measures 6.5m wide (Category 2 access) and is maintained for a minimum distance of 6m inside the property boundary as required under the Standard.</li> <li>▪ The left-in and left-out access will support simultaneous entry and exit movements as shown by the accompanying swept path analysis.</li> <li>▪ As shown in the figure illustrated above and at Appendix C, the geometry of the access will allow for</li> </ul>

Comment from DPHI	Response
<p>application. Swept paths, showing the road layout median and line markings, for simultaneous movements from the carpark and from Access Road 1 should also be submitted for review.</p>	<p>exiting vehicles to be in a straight position to allow for satisfactory sightlines for the driver, whilst the driveway extends to 9m in length at a right angle direction into the site from Access Road 1.</p> <p>Whilst there is no strict requirement for the roadway leading from an access to be perpendicular, the above demonstrates that the access performs with a high level of amenity and complies with the relevant provisions of the Standard.</p>
<p>Additional DPHI comment on Transport Assessment 12<sup>th</sup> April 2024 –</p> <p>The Department’s review of the Transport Assessment for SSD-58257960 has found it does not address the assessment requirements of the Concept Plan. Specifically, the Transport Assessment does not address:</p> <p><u>Condition A14</u> – Future Infrastructure Requirements</p> <ul style="list-style-type: none"> <li>▪ To demonstrate the surrounding road infrastructure can accommodate the relevant stage and other approved developments in the MRP</li> <li>▪ Demonstrate the road network has sufficient capacity to accommodate the proposed stage of the Concept Proposal, and if the proposed stage would trigger the need for any road upgrades, including those</li> </ul>	<p>Refer to Attachment E – Traffic Consultant Advice (23 May 2024). Updated modelling and assessments had been conducted in accordance with the additional comments received from DPHI, the relevant conclusions provided within the Traffic Consultant Advice are summarised below:</p> <p><u>Item 1: Cumulative Analysis</u></p> <p>Updated SIDRA modelling has been conducted with up-to-date review of the approved developments across the MRP. With consideration to the proposed Warehouse 2 and Warehouse 8 development, in addition to the approved warehouse and industrial developments across the MRP, the updated SIDRA modelling found that the Mamre Road / Access Road 01 intersection is anticipated to operate with satisfactory level of performance.</p> <p><u>Item 2: Midblock Capacity</u></p> <p>The assessment of Warehouse 2 and Warehouse 8 has been undertaken on the basis of the existing Mamre Road configuration. Nevertheless, as a committed project, it is deemed appropriate to consider the upgrade in appreciation of any new development within the MRP.</p> <p>As it relates to midblock capacity thresholds, we note that the analysis below, is predicated on a single lane assessment of Mamre Road. In relation to the Mamre Road Stage 2 project, we anticipate this analysis is temporary in its nature and would only apply in advance of completion of the Stage 2 upgrade works.</p>

Comment from DPHI	Response
<p>identified in the traffic modelling for the MRP</p> <p><u>Condition B1</u> – Traffic Impact Assessment</p> <ul style="list-style-type: none"> <li>Assess the impacts on the safety and capacity of the surrounding road network and access points during construction and operation of the relevant stage in accordance with relevant TfNSW guidelines.</li> </ul> <p>The Transport Assessment by ASON does not consider the traffic volumes from industrial developments approved to the immediate north and south of the Aspect Industrial Estate.</p> <p>Importantly, the assessment also does not consider mid-block capacity on Mamre Road, with the analysis limited only to intersection performance at Mamre Road and Access Road 1 It is not clear from the Transport Assessment whether traffic from the development can be safely and efficiently accommodated on Mamre Road, with other approved developments in the precinct.</p>	<p>The midblock operation of Mamre Road, will operate at a LoS D and below the 1,400veh/hr LoS E threshold with consideration of the cumulative, approved developments across the MRP and the proposed Warehouse 2 and 8. Notwithstanding, it is noted that:</p> <ul style="list-style-type: none"> <li>There are multiple examples of midblock flows within Western Sydney and Sydney more generally with flows above the midblock thresholds nominated in the RTA Guide.</li> <li>Transport planning principles are predicated on route choice of road users, that take into account prevailing road network conditions and adapt driving behaviour and route choice assumptions in response to these conditions. Therefore, it is wholly reasonable to expect that there will be some redistribution of background traffic due to the delays associated with the Stage 1 roadworks, regardless of what is occurring in the Precinct itself.</li> <li>With consideration to the Mamre Road Stage 2 project, the timing for delivery is also unable to be reasonably affected by a proponent. However, it is expected that should all the developments currently approved actually be realised in advance of the upgrade, that it would not be for an extended period. With the alternative routes available for redistribution of through traffic, it is not anticipated that the midblock capacity of Mamre Road would operate above the thresholds acceptable for this location.</li> </ul> <p>The Concept Masterplan approval included the delivery of a critical component of infrastructure that supports the Precinct in the form of the signalised intersection. Any further upgrades to support the Mamre Road Precinct more generally, relies on upgrades that fall outside the responsibility and commercial realities of a single developer.</p> <p>On this basis, it is concluded that the requirements of the conditions have been adequately addressed. That is, the</p>





Comment from DPHI	Response
	proposed stage would not directly trigger the need for upgrades, and the mechanisms in which the required Precinct-wide upgrades will be delivered has been identified.

We trust that this appropriately addresses the matters raised by the Department.

If you wish to discuss the above further, please feel to contact me as per my details below or a member of the Mirvac Project Team.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Nik Wheeler", with a long, sweeping horizontal line extending to the right.

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