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Department of Planning, Industry and Environment
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RE: SUBMISSION TO DRAFT MAMRE ROAD PRECINCT DEVELOPMENT CONTROL PLAN

Dear Sir/Madam,

This Submission has been prepared by Willowtree Planning on behalf of Frasers Property Australia (Frasers) in relation to the Draft Mamre Road Precinct Development Control Plan (Draft DCP). The Submission considers the overall impact of the Draft DCP in respect of the potential for the future industrial development of land at 99-217 Aldington Road, Kemps Creek (Lots 33-37 DP 258949 and Lots 25-28 DP 255560).

As a major landowner in the Mamre Road Precinct with landholdings across the broader precinct, this Submission is in line with the Mamre Road Precinct Landowner Group's submission, which discusses collective issues to be addressed to unlock the Mamre Road Precinct for development. This Submission specifically focuses on the overall impact of the Draft DCP on the subject site at 99-217 Aldington Road, Kemps Creek.

Frasers intends to develop the subject site for warehousing and distribution purposes, which will promote economic development and create employment opportunities in the Mamre Road Precinct and the wider Western Sydney Employment Area (WSEA).

The Draft DCP is prepared to outline the matters to be considered when undertaking development within the Mamre Road Precinct, and to ensure the Precinct is based on coordinated planning and delivery of infrastructure, land uses, supporting facilities and protection of the environment.

This Submission does not object to the Draft DCP in principle, but raises concern with the application of a number of the Draft DCP provisions to the subject site in relation to biodiversity, stormwater, subdivision design and built form design controls.

The above matters are addressed in the subsequent sections hereunder:

1. SITE IDENTIFICATION

This Submission is made in relation to the following lots:

- 99-111 Aldington Road, Kemps Creek (Lot 37 DP258949)
- 113-127 Aldington Road, Kemps Creek (Lot 36 DP258949)
- 129-139 Aldington Road, Kemps Creek (Lot 35 DP258949)
- 141-153 Aldington Road, Kemps Creek (Lot 34 DP258949)
- 155-167 Aldington Road, Kemps Creek (Lot 33 DP258949)
- 169-181 Aldington Road, Kemps Creek (Lot 28 DP255560)
- 183-197 Aldington Road, Kemps Creek (Lot 27 DP255560)
- 199 Aldington Road, Kemps Creek (Lot 26 DP255560)
- 201-217 Aldington Road, Kemps Creek (Lot 25 DP255560)

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The above lots exhibit a total site area of approximately 83.5 hectares (ha) with a primary frontage of approximately 1.2km to Aldington Road to the east. It should be noted that Lots 34, 35 and 36 are currently not controlled by Frasers however Frasers intend to purchase these lots based on planning and development contributions outcomes.

The site location and existing development are shown in **Figures 1 and 2** below.

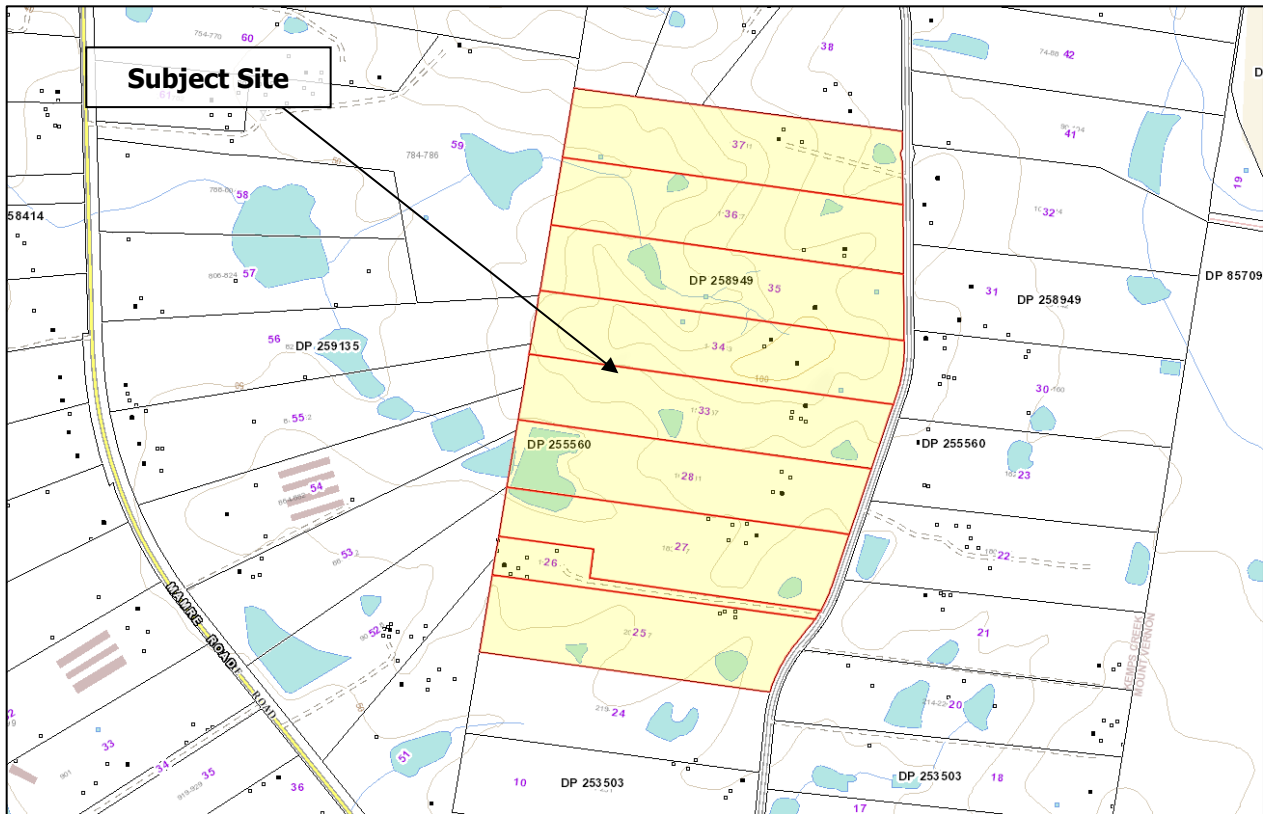


Figure 1 Cadastral Map (SIX Maps 2020)

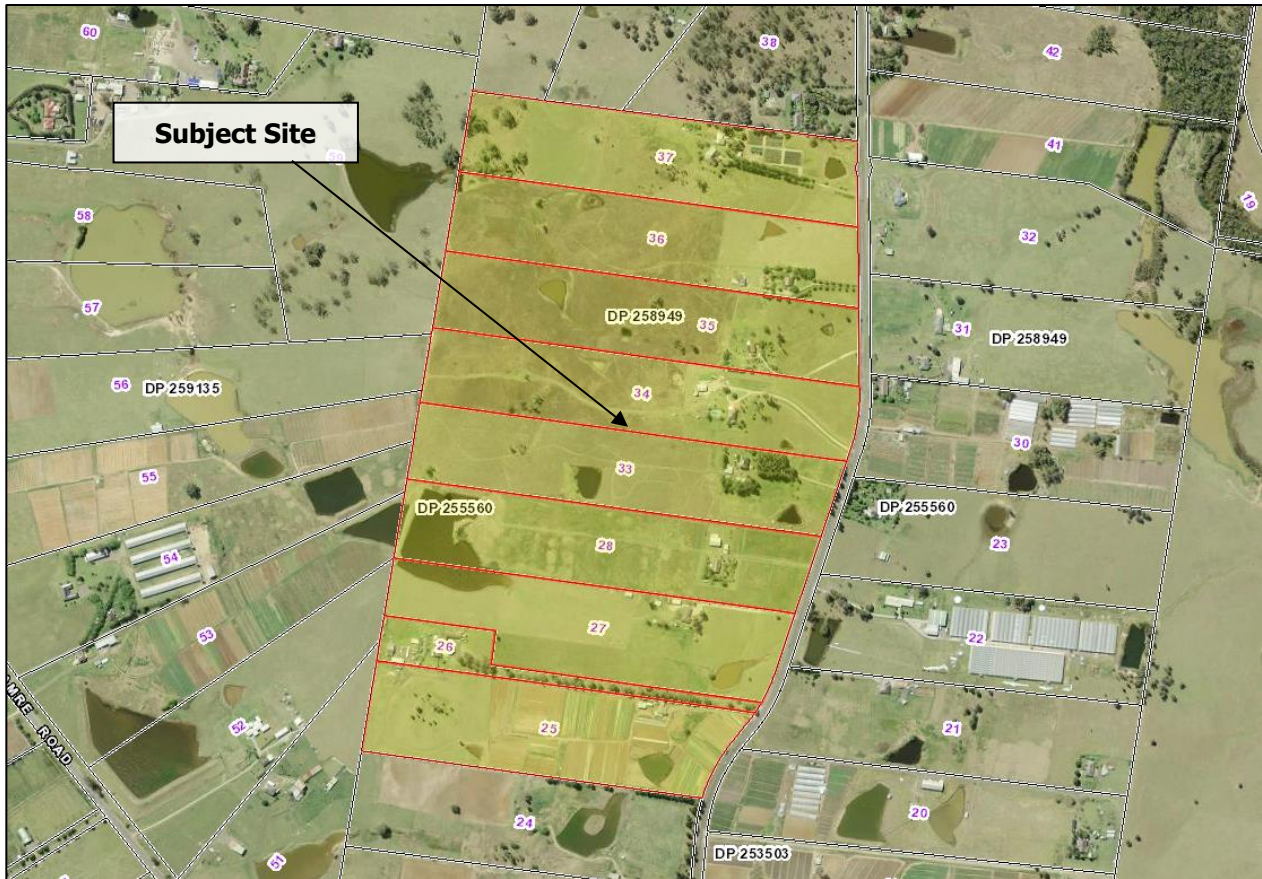


Figure 2 Aerial Map (SIX Maps 2020)

Further, the subject site is predominantly zoned IN1 General Industrial and the riparian corridor in the north western portion of the site is zoned E2 Environmental Conservation under the provisions of the *State Environmental Planning Policy (Western Sydney Employment Area)* (SEPP WSEA). The zoning of the site is illustrated in **Figure 3** below.

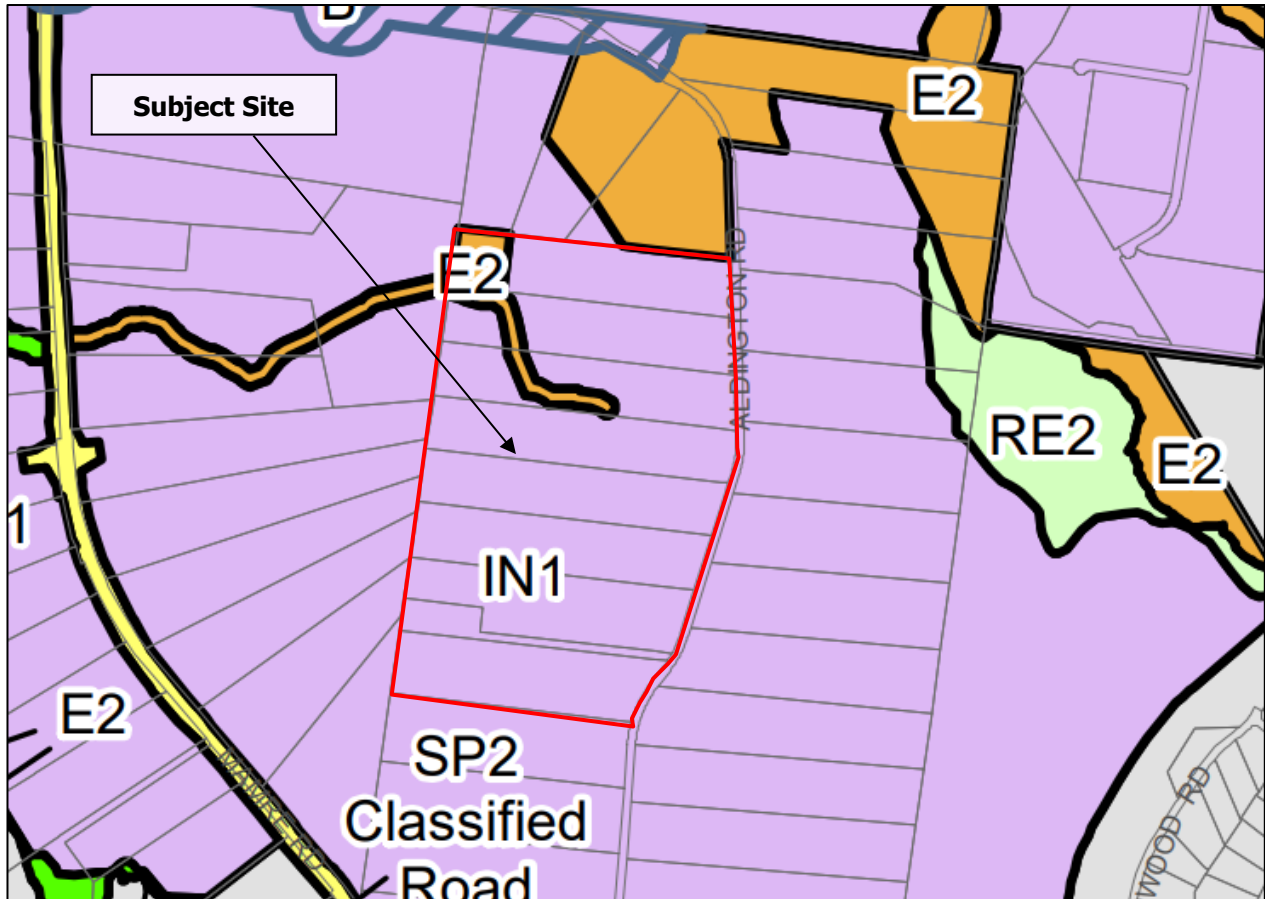


Figure 3 Zoning Map (NSW Legislation 2020)

2. MAMRE ROAD PRECINCT STRUCTURE PLAN

As depicted in **Figure 4**, the site is located within the Mamre Road Precinct and comprises land identified for environmental conservation. The site is also located in proximity to land identified with opportunity for ecological corridor to the north and an indicative employment service hub (with 400m catchment) to the south east.

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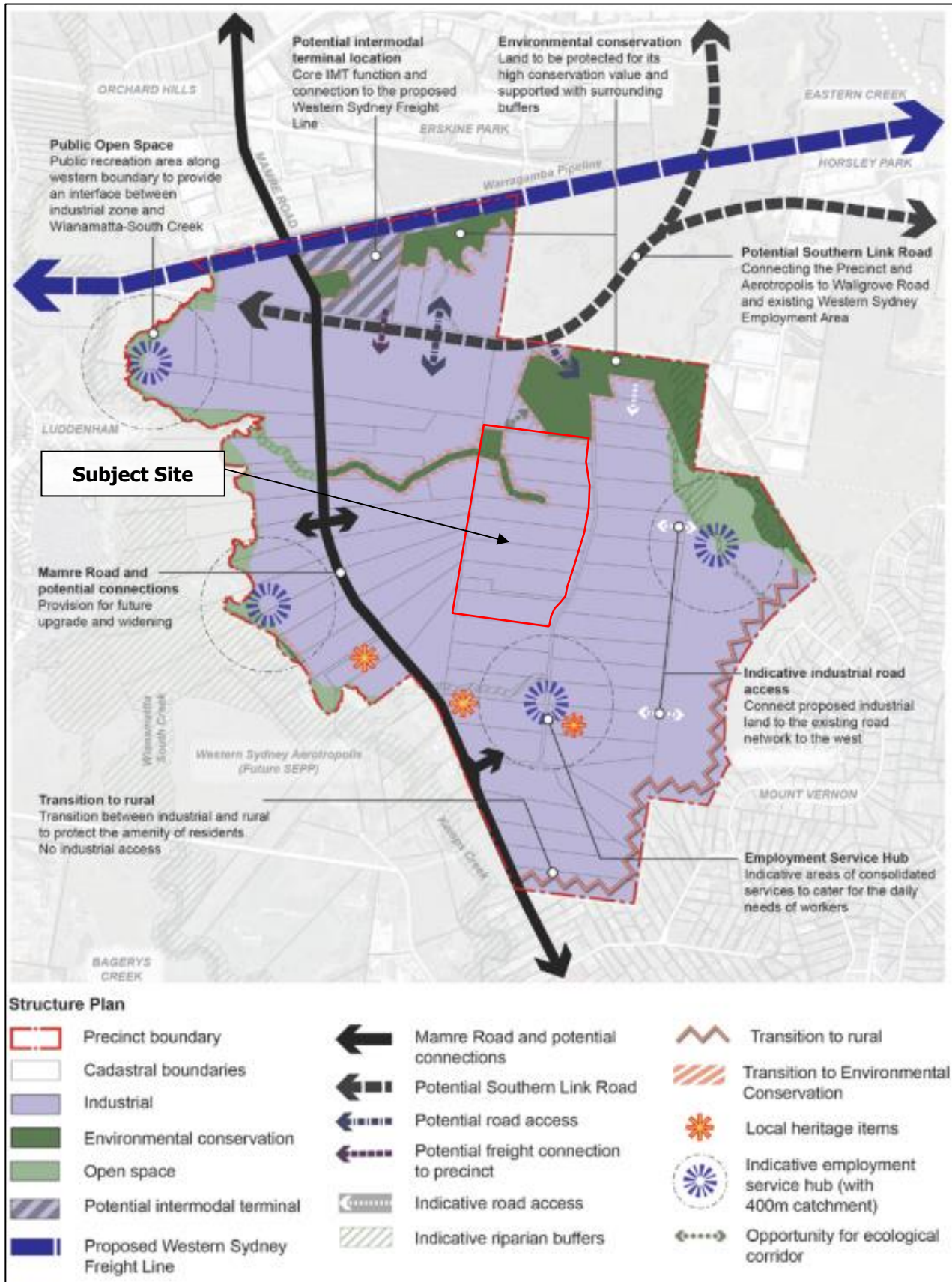


Figure 4 Mamre Road Precinct Structure Plan (NSW Department of Planning, Industry and Environment 2020)

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3. REVIEW OF THE DRAFT DCP

This Submission provides specific commentary on a number of items provided within the Draft DCP. The items are discussed in the ensuing sections.

3.1 Biodiversity

Under Section 2.2 Biodiversity and Section 2.5 Riparian Land, the site is subject to the numerical requirements summarised in **Table 1** below.

Table 1 Numerical requirements under Sections 2.2 Biodiversity and 2.5 Riparian Land	
Control	Requirement
Green vegetated landscape setback to land zoned E2 Environmental Conservation	5m landscape setback from the edge of the E2 zoned land (as extracted from Section 4.3.2)
Vegetated riparian zone width	20m (Unnamed Tributary South Creek 1 as 2 nd order watercourse) *It is understood that the E2 Riparian Corridor and the CPW area are subject to previous submissions and meetings by Frasers and Ecologique on behalf of Frasers with Department of Planning, Industry and Environment's (DPIE) and the Cumberland Plain Conservation Plan (CPCP) team as well as the Natural Resources Access Regulator (NRAR). Frasers are currently awaiting a response to the matter.

In addition, the following development controls in Sections 2.2 and 2.5 are relevant to the site:

- Asset Protection Zones (APZs) for bushfire protection purposes to be located wholly within IN1 General Industrial zoned land
- High intensity lighting to be designed to avoid light spill into adjoining E2 zoned land and natural areas. Minimum requirement: Australian Standard AS 4282
- All riparian corridors should comprise a vegetated riparian zone along each side of the watercourse/channel and should retain or be vegetated with fully structured native vegetation
- A managed buffer zone outside the vegetated riparian zone should be provided (where possible) to provide additional buffer
- Bushfire APZs should be located outside the vegetated riparian zones

Consideration should be given to the impracticality of a continuous E2 riparian zone and CPW area integrated with the dedicated freight route proposed by Transport for NSW (TfNSW) and proposed pad levels (with efficient cut to fill excavation works), all to achieve a standard typical warehouse footprint. Refer to **Figure 5** below.

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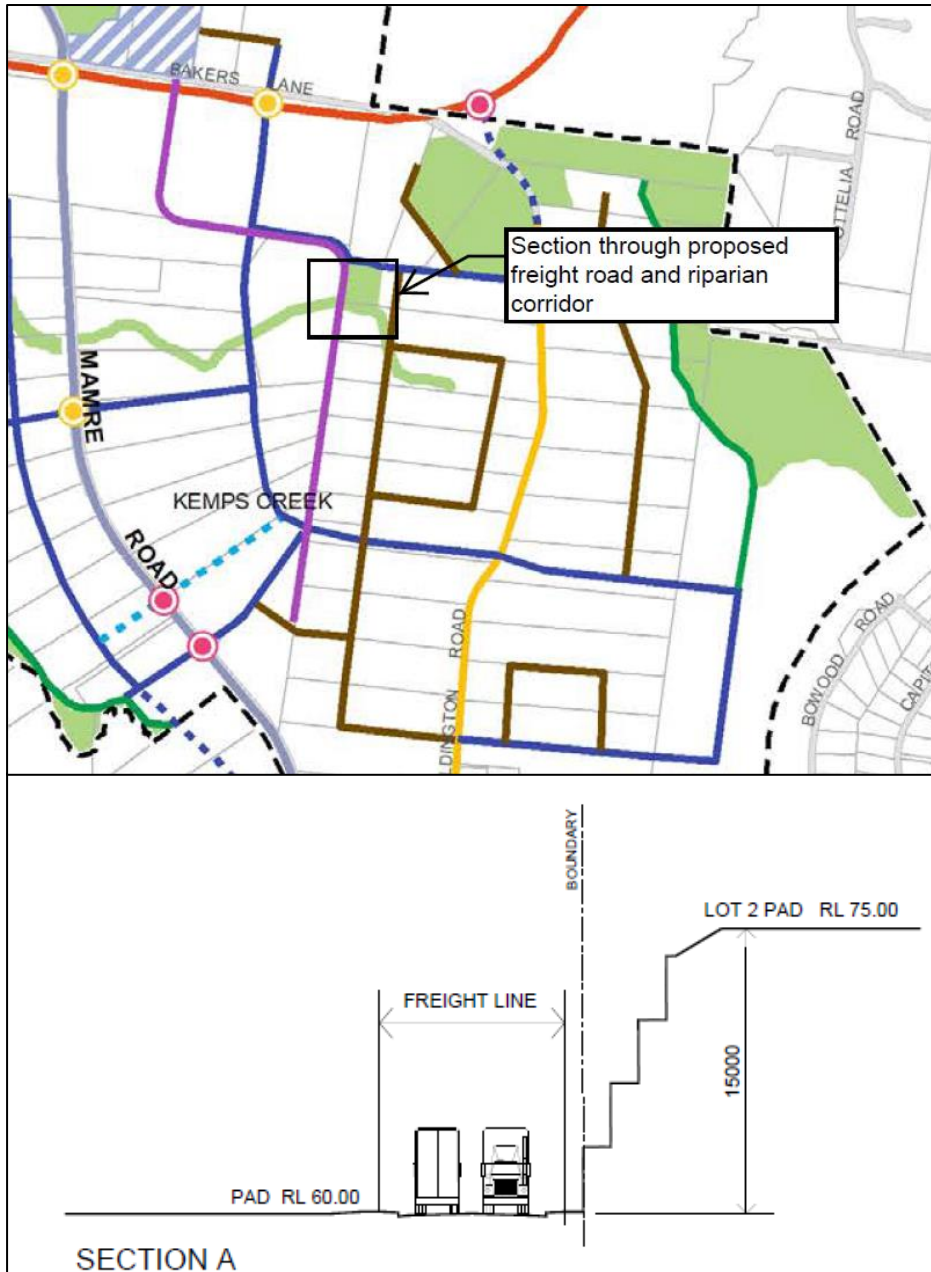


Figure 5 Section of the proposed freight network and riparian corridor

Upon review of the provisions of Sections 2.2 and 2.5, the abovementioned development controls are impractical to industrial and warehouse development. Specifically, future development on the site will be required to provide a 5m landscape setback, a 20m vegetated riparian zone on each side of the riparian corridor, as well as a managed buffer zone and APZ outside the vegetated riparian zones.

While this Submission acknowledges DPIE's intention to preserve and protect the identified riparian corridor and its biodiversity values, it is noted that the aforementioned controls impose stringent setback and buffer requirements on the site, which would significantly inhibit the development potential of the site and thus result in a considerable loss of productive industrial land. Moreover, future development on the site is also restrained by the ridgeline and steep topography of the site, which is further discussed in **Section 3.3** of this letter.

In relation to light spill, while Section 2.2.3 requires development to avoid light spill into adjoining natural areas, it is noted that warehouse development requires high intensity lighting to ensure adequate lighting is provided to facilitate the operation of the site and visibility throughout the site for vehicles. Adequate lighting is also required to facilitate safety and security of the site. Therefore, it is requested that the need for high

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intensity lighting be taken into account for warehouse development. It is noted that lighting for the future warehouse development will be designed to minimise light spill.

Further to the above, the below concerns have been raised from an ecological perspective:

A. 1.7.3 Timing of CPCP and biocertification (if approved).

*"A final determination on development impacts and associated conservation measures may result in further amendments to the WSEA SEPP. **The approved CPCP will inform the final development footprint and the conservation outcomes for the growth areas.**"*

The final CPCP must undergo an environmental impact assessment then be submitted to the State and Federal Environment Ministers for approval. Concern is raised as to the amount of time this could take, causing ultimate delays to development in the Precinct.

The CPCP's objectives must be approved in consultation with landowners and controls as agreed between landowners and authorities included within the final DCP.

B. Biodiversity Conservation and Management Controls

5) Stormwater and road infrastructure, including pipelines and detention basins, are not to be located within land zoned E2 Environmental Conservation.

The E2 Zone under SEPP WSEA states that: artificial waterbodies; environmental facilities; environmental protection works; flood mitigation works; and roads are permitted with consent.

As SEPP WSEA prevails, Control (5) of the Draft DCP's Biodiversity and Management Control should be deleted.

C. General Biodiversity Management (2.2.3 Biodiversity Conservation and Management)

n) To provide a biodiversity corridor system linking remnant native vegetation across the Precinct with the riparian biodiversity system, including along Wianamatta-South Creek, Kemps Creek and Ropes Creek.

o) To outline management arrangements to enable the establishment of a biodiversity corridor and its ongoing maintenance.

Currently all areas shown as E2 are the subject of previous objections submitted to DPIE under the draft CPCP and are again objected to in this Submission.

In particular, the amended extent of E2 zoned land on Lot 39 DP 708347, under the draft Structure Plan was wholly proposed as E2. The final Structure Plan amended this in response to landholder objections (as shown in **Figure 6** below). Notwithstanding, the 'opportunity for ecological corridor' that extends from Lot 37 DP 258949 and dissects the southern end of Lot 39 708347 will be constrained as a result of the proposed high order and internal roads proposed under the DCP (via input from TfNSW and PCC).

Further, the hatched transition zone (shown in **Figure 6** below) coincides with and is in conflict with the proposed high order and internal roads proposed.

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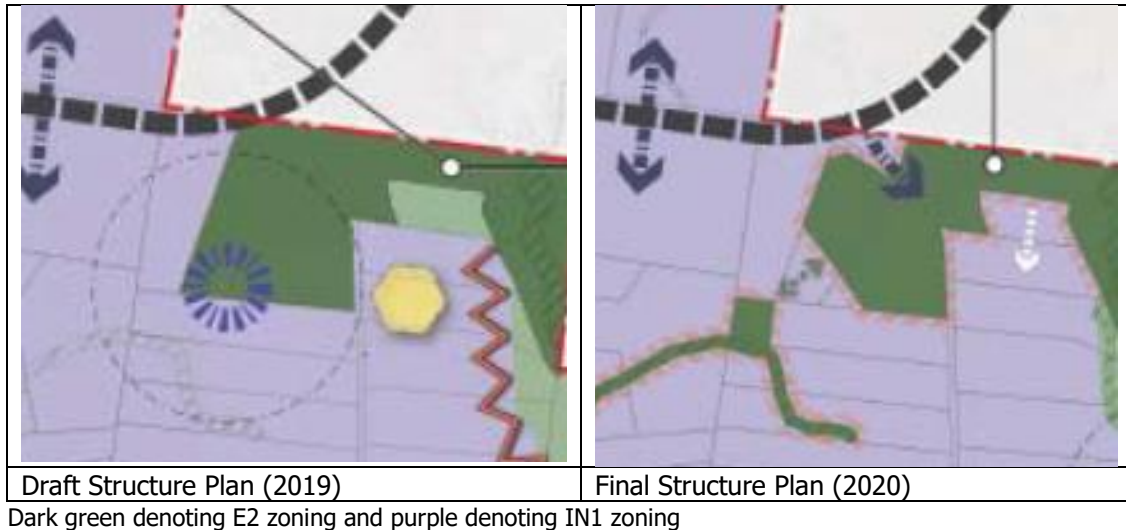


Figure 6 Amended extent of E2 zoned land

The indicative 'opportunity for an ecological corridor' shown as green arrows in **Figure 6** is over 200m in distance from Lot 37 DP 258949 and Lot 38 DP 708347 and greater than 300m from native vegetation on Lot 39 DP 708347. Native vegetation patch size as defined in the Biodiversity Assessment Method (BAM) includes native vegetation that has a gap of less than 100m from the next area of moderate to good condition native vegetation.

A gap of less than 100m is also used as a component of condition thresholds for Threatened Ecological Communities under the Commonwealth EPBC Act. On this basis, the currently mapped 'opportunity for an ecological corridor' is already challenged and will be further isolated by the proposed high order and internal roads proposed under the DCP and by TfNSW/PCC.

The Draft DCP's Figure 3 (Biodiversity areas and riparian network) shows an E2 zone on Lot 37 DP 258949 and a riparian zone from the southwestern corner of Lot 37 DP 258949 traversing Lot 36 and Lot 35 of DP 258949 (see **Figure 7** below).



Figure 7 E2 zone and riparian corridor on Lots 35, 36 and 37 DP258949

Both the E2 and riparian zone as shown in **Figure 7** are the subject of a submission made to the DPIE regarding the final structure plan, and also to the draft CPCP, and the subject of this draft DCP submission.

The riparian zone was objected to on the basis of three separate specialist reports that all agreed that a second order watercourse is not present as currently mapped on the draft DCP's Figure 3.

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In response to a submission made to DPIE regarding the final Structure Plan, DPIE stated that they are willing to consider the removal of the E2 Environmental Conservation zone on the Lots 35 and 36, subject to review and agreement by the NSW Natural Resources Assessment Regulator (NRAR).

NRAR have been provided the findings of the specialist reports and consultation on this matter impending. In the submission made to the DPIE regarding the final Structure Plan, and a further submission regarding the draft CPCP, the E2 zoning on Lot 37 DP 258949 is contested.

D. Inconsistencies within the Draft DCP

A number of conflicting objectives and controls stated in the Draft DCP have been identified as follows:

- Permissible development under SEPP WSEA and the Draft DCP must be consistent to provide certainty. This includes the development for the purpose of roads.
- Lighting requirements need to be investigated to eliminate conflicts with the General Biodiversity Controls. In particular, the need for safe and well-lit areas is essential and this should be recognised accordingly.
- The provision of stormwater and road infrastructure, including pipelines and detention basins not within the E2 zone would cause a substantial loss of employment land. This should be recognised accordingly.
- Provision of a green vegetated landscape setback or public road to all land zoned E2 Environmental Conservation, in accordance with Section 4.2.3 would cause further loss of developable land and is objected to.

3.2 Stormwater

Section 2.6 Integrated Water Cycle Management

Overall, Section 2.6 of the Draft DCP provides an integrated water cycle management framework relating to stormwater management and stormwater quality for future development in the Mamre Road Precinct.

While Section 2.6 is designed to ensure the integration of land use planning and urban development with water cycle management, the stringent development controls prescribed by Section 2.6 are considered to impose significant impact on the efficiency and viability of future industrial development on the land, ultimately hindering the delivery of employment-generating development and economic growth of the Mamre Road Precinct.

In addition, it is understood that the *Mamre Road Precinct Integrated Water Cycle Management Strategy* has been prepared by Sydney Water to outline the overarching water management strategy for the precinct. This Strategy portrays a significant shift in water cycle management from the current controls prescribed by Penrith City Council and raises a series of concerns regarding pervious surfaces targets and the provision of water infrastructure.

As such, it is requested that the integrated water cycle management controls from Penrith City Council as the guiding authority in relation to stormwater infrastructure be adopted for development in the Mamre Road Precinct.

Further, it is requested that a meeting be held with DPIE to discuss the *Mamre Road Precinct Integrated Water Cycle Management Strategy* prepared by Sydney Water and the objectives of Section 2.6 of the Draft DCP to ensure the commercial viability and efficient delivery of industrial land uses whilst facilitating the sustainable development of the Mamre Road Precinct.

Section 2.6.1 (7) Pervious surfaces

Under Section 2.6.1 Stormwater Management, development is required to target 35% pervious surfaces within lots and streets to ensure adequate stormwater management.

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Given that hardstand areas are required for the operation and vehicular movement of the future warehouse development, the target of 35% pervious surfaces is deemed illogical and impractical. It is noted that the achievable amount of pervious surfaces for typical industrial development range between 10% and 12% This being industry standard and evident in the currently established industrial development undertaken by Frasers at the recently completed Eastern Creek developments, Stages 1 to 5 and Horsley Drive Business Park for Western Sydney Parklands.

Notwithstanding, it is noted that Landscaping Section 4.2.3 (5) requires a minimum of 15% of each lot area to be pervious. Industry standard for pervious surfaces on a lot basis is on average 7% with an upper maximum upper range of 10%.

As such, it is requested to amend the pervious surface requirement in Section 4.2.3 (5) to present an achievable target which takes into account the operational requirement of the future industrial development in the Mamre Road Precinct whilst facilitating effective stormwater management.

Section 2.6.1 (10), (11) and (13) Trunk drainage infrastructure

Section 2.6.1 (10) of the Draft DCP requires additional drainage infrastructure will be required to be provided upstream of the identified major trunk drainage elements in conjunction of the development of the site.

Subclause (11) specifies that "*development consent must not be granted on land which is to be serviced by this infrastructure until such time as it has been delivered to the satisfaction of the trunk drainage manager (Council or other)*".

Subclause (13) requires the additional drainage infrastructure to be constructed by the developer of the site.

It is unclear how the abovementioned requirements can be implemented. Based on the wording of above controls, it appears that Frasers will be required to complete the drainage infrastructure prior to the development of land downstream. Clarification is required as to how the above requirements are to be executed and how land downstream is to undertake development prior to the installation of the drainage infrastructure on the land upstream.

Typically, temporary basins are in place so that pre-development flows do not spill over onto the neighbouring boundary until the upstream property is developed. Once the upstream property is developed in time, those flows are then flowing the whole stormwater system with the removal of the temporary basin. Therefore, it is recommended that satisfactory arrangements be accepted by the consent authority or the principal certifying authority (PCA) as an alternative to the required additional drainage infrastructure.

Section 2.6.1 (15) Ownership of trunk drainage infrastructure

Subclause (15) notes that trunk drainage infrastructure is to remain in private ownership unless otherwise agreed by Council. Clarification is required as the control conflicts with the draft Penrith City Council draft 7.11 contributions plan which indicates local infrastructure basins to be owned by council and site level basins to owned by the developer.

Frasers support the DCP in this regard and therefore the removal of drainage basins from the s7.11 Contribution plan is required.

Notwithstanding, clarity on the management of spills from a public road entering the stormwater system located on private landholdings.

Section 2.6.2 Table 7 Pollutant Load Reduction Targets

In relation to pollutant load reduction targets, it is recommended that the target values be changed to 90th percentile which would align with the intent of the control without being onerous to the developer.

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Pollutant	Average Annual Pollutant Load Reduction (%)		Increase/Decrease
	Penrith DCP	Draft Mamre Road DCP	
Total Nitrogen (TN)	45	68	+23
Total Phosphorus (TP)	60	75	+15
Total Suspended Solids (TSS)	85	95	+10
Gross Pollutants	90	100	+10

Figure 8 Draft DCP proposed vs Council/typical pollutant load reduction targets

As shown in **Figure 8**, the proposed pollutant load reduction targets under the Draft DCP are significantly higher than the target values typically adopted by Council. It is noted that achieving these target values will substantially increase the cost of stormwater infrastructure provision per lot, which will pose affordability issues to developers and further impact on the development feasibility.

In light of the above, it is strongly encouraged that the DPIE not to adopt the Sydney Water study without proper consultation with landowners, industry and other authorities, namely Council.

The introduction of new benchmark controls, such as pollutant load reduction targets, must be properly assessed. The DPIE must understand the cumulative impacts, including financial viability impacts on industrial development.

3.3 Subdivision design

Section 3.1 Subdivision – Objective (e)

Objective (e) of Section 3.1 relates to the preservation of the natural topography and physical characteristics of the land. This intent is also referenced in other sections throughout the Draft DCP.

As depicted in Figure 10 in the Draft DCP (refer to **Figure 9** below), the site is located on land with the steepest topography in the Mamre Road Precinct. Given the construction and operational requirements of the future warehouse development, it is estimated that future development at the site will require 20 to 30m cut to fill to provide a suitable platform for future industrial development. Therefore, in order to carry out development at the site, bulk earthworks will be required to be undertaken which will impact on the physical characteristics of the land and remove the existing ridgelines.

While this Submission acknowledges the intention to respect the natural topography of the land, it is also important to recognise that the steep topography and physical characteristics of the land can be a physical constraint for developers to carry out development on the site, which would be unfeasible for industrial development and further inhibit the delivery of industrial land uses and employment-generating development in the Precinct. As such, it is requested that the objectives and controls of the Draft DCP be revised to acknowledge the constraints imposed by the topographic features on the delivery of employment-generating development in the Precinct.

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As an example, developments undertaken with a similar topography located at Eastern Creek, the Western Sydney Parklands (Horsley Drive Business Park), and also Oakdale West and Central would not have been developed if those respective DCPs included the same constraints.

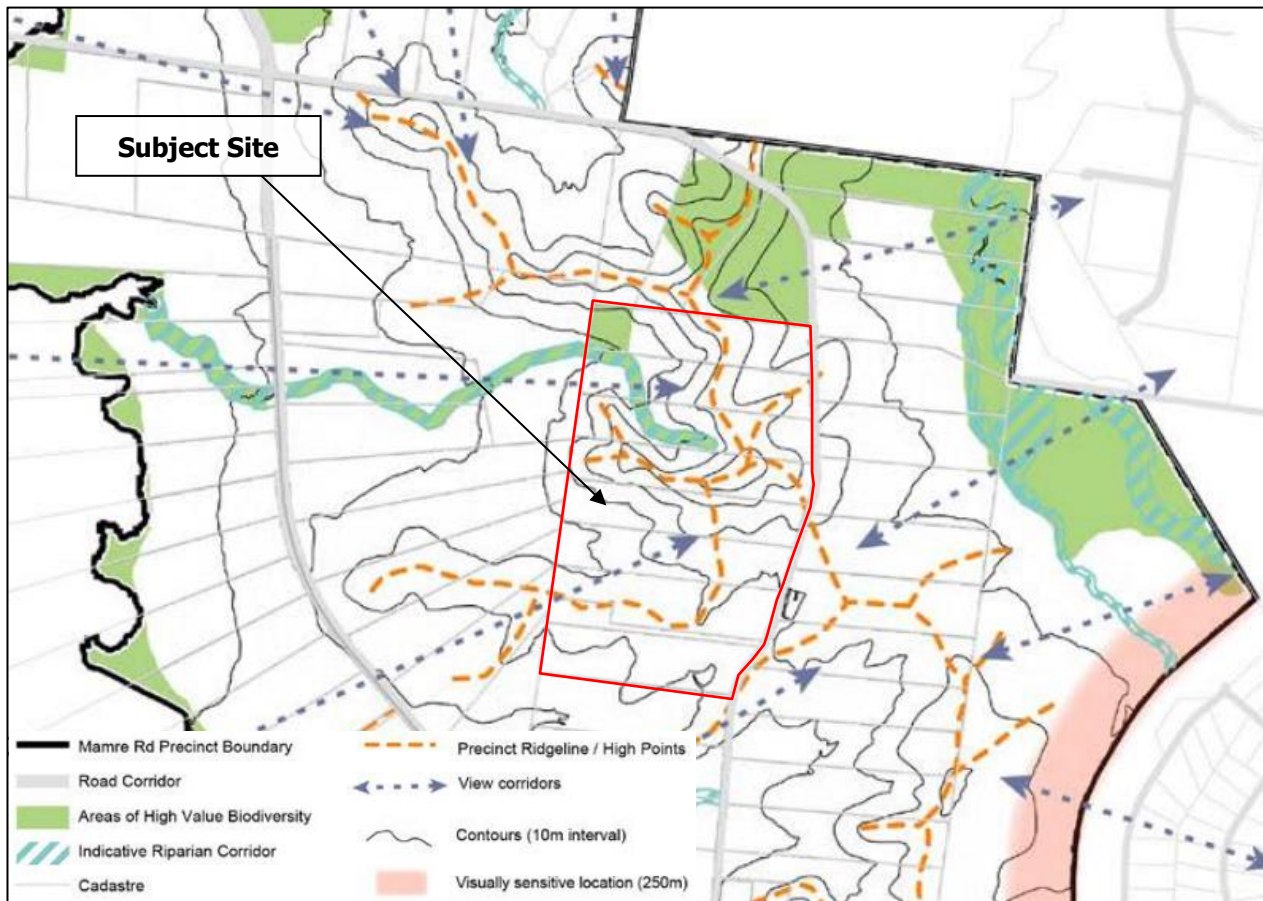


Figure 9 Landscape features and visually sensitive locations (DPIE 2020)

Section 3.2 Views and Visual Impacts (6) and (12)

Section 3.2 (6) requires development to enable physical ground plane connection between the development and natural areas.

Subclause (12) also specifies that in general, buildings should not be sited on ridgelines, with lower building heights around ridgelines.

It is noted that the requirement to enable physical ground plane connection with the natural areas is impractical due to the topographical constraints on the land. In addition, as indicated in Figure 14 of the Draft DCP (refer to **Figure 10** below), the Draft DCP identifies a series of indicative road upgrades surrounding the site, including a dedicated freight network along the western boundary, higher order roads on the northern and southern boundaries and a local industrial road network within the site. Aldington Road is also identified as a distributor road.

Given the indicative road infrastructure requirements and the topographical constraints, it is deemed illogical to provide physical ground plane connections between the development and natural areas. It is considered that physical ground plane connections would be more appropriate to the western portion and other portions of the Mamre Road Precinct that affords an interface with a green open space. Notwithstanding, future development on the site will be designed to facilitate connectivity to the natural areas where appropriate to ensure the amenity of the built environment for workers.

In addition, Subclause (12) fails to consider the existence of ridgelines and natural topography as a

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development constraint, specifically in relation to the subject site where the steepest topography and a number of ridgelines are located within. While the ridgelines span across the site, appropriate setbacks and buffers will be provided to preserve the significant landscape features and view corridors with respect to the ridgelines.

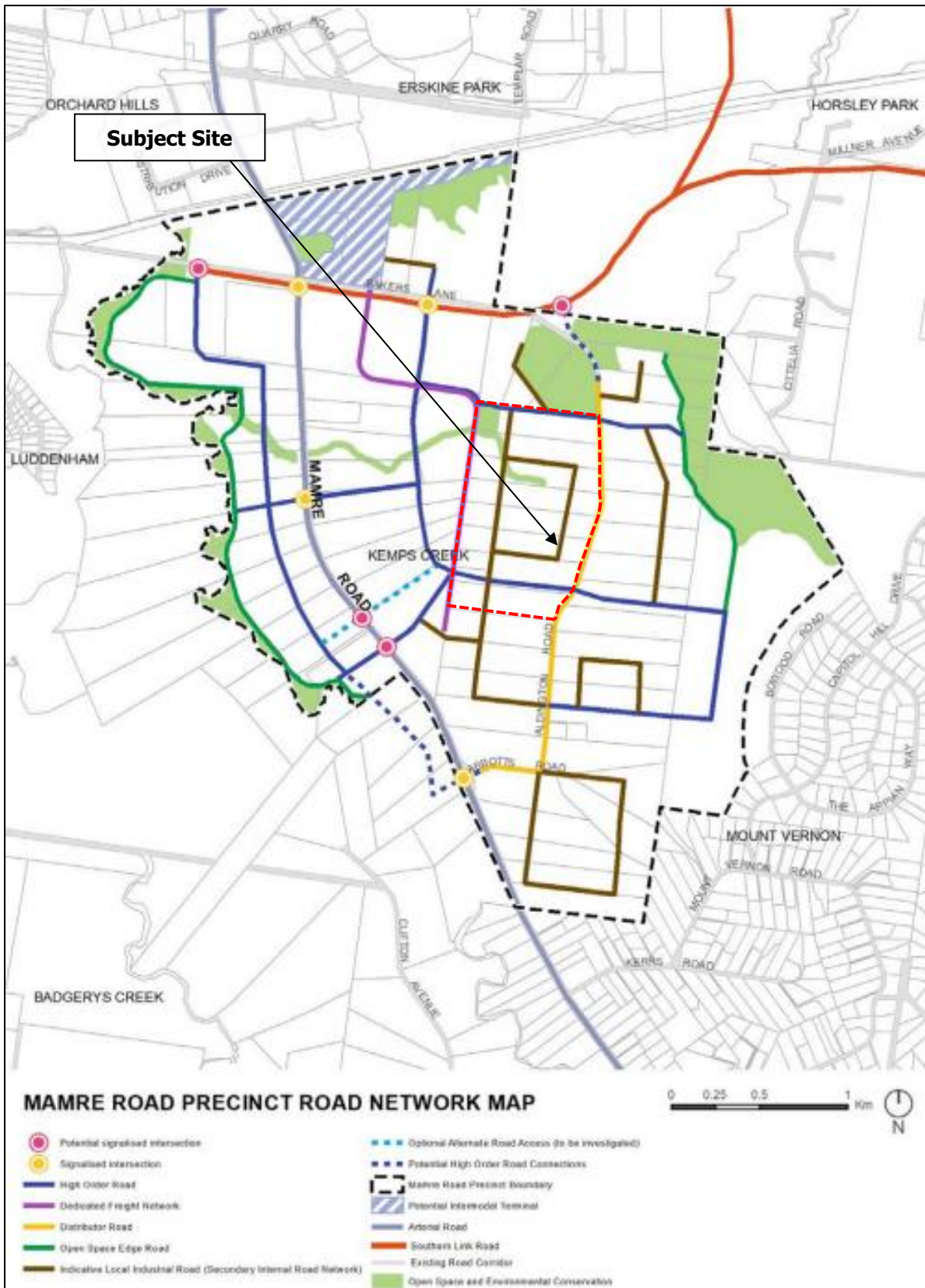


Figure 10 Mamre Road Precinct Road Network Map (DPIE 2020)

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3.4 Road network

Section 3.4.1 Road Network, Hierarchy and Design

Frasers is working with TfNSW and the DPIE to finalise the traffic modelling to understanding the broader road network needs across the Mamre Road Precinct. The traffic modelling is anticipated to be completed in Q1 2021. It is noted that the Draft DCP is to be updated to align with the result of the traffic modelling.

Table 9 in Section 3.4 of the Draft DCP provides a summary of the preferred road typologies for Mamre Road Precinct. It is noted that the table only provides the road configurations for local industrial roads and distributor/collector road however no configurations have been specified for higher order roads.

Further clarification is required to clearly identify the configuration requirements of the indicative road network.

Section 3.4.3 Western Sydney Intermodal Terminal and Freight Network

Section 3.4.3 identifies the indicative access points to the integrated freight network. It is noted that the indicative access points are located in areas with a sloping topography. A Section of the site levels is provided in **Figure 11** below. It is considered that the ramp locations are not practical with respect to the proposed and existing site levels. Given the topography of the site, it is noted that extensive cut and fill works will be required to facilitate access to the integrated freight network. While future development will be designed to support the delivery of the integrated freight network associated with the Western Sydney Intermodal Terminal, it is requested that the location of the indicative access points be revised working with the relevant landowners and with consideration to the topography of the land, as well as existing and proposed site levels of the site.

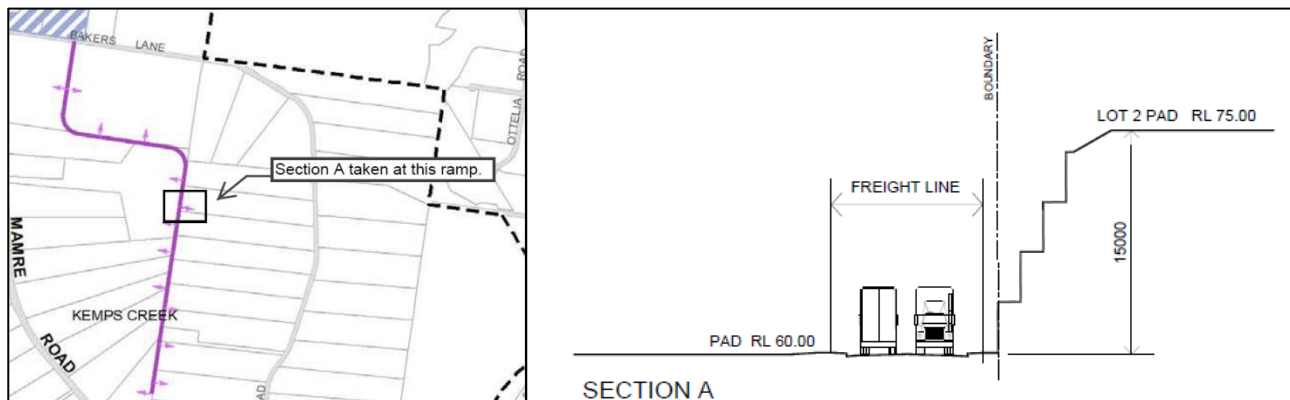


Figure 11 Site level section

In addition, Frasers raises a number of concerns regarding the dedicated freight network and clarifications must be addressed prior to finalisation of the Draft DCP:

- How does the dedicated freight network operate with the surrounding road network throughout the precinct?
- The Road Network Map indicates that the freight network intersects with a high order road. Which road reserve is given priority in this scenario? How will this be considered in the traffic modelling in the overall Mamre Road Precinct road network?
- The economic viability of the dedicated freight network is questioned. Has the dedicated freight network been supported by an economic analysis or business case to ensure the viability of the network?
- Considering both the State and local government have no intention to acquire the dedicated freight network, clarity is required on the funding of the freight network.
- Further analysis on the role and purpose of the dedicated freight network from TfNSW is required. The proposed alignment in its current form is deemed to be redundant as industrial uses are delivered across the wider Precinct, Aerotropolis and Western Sydney. Freight goods will be leaving and entering the intermodal terminal from other areas beyond the Mamre Road Precinct. Until further clarification and rationale are provided by TfNSW, Frasers cannot support the dedicated freight network.

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3.5 Built form controls

Section 4.2.1 Building Height

Subclause (2) specifies a maximum building height of 20m from existing ground level for future buildings in the Precinct.

It is requested that the building height of each development be assessed on its own merit. Considering the evolving technology and emerging operational needs of the end-users, it is noted that future industrial buildings are likely to require a taller built form above 20m. Furthermore, the built form with a greater height is considered to enhance the efficiency of the operation of industrial and warehouse uses. The additional building height will also minimise the need to increase building footprint, which will present a better built form of appropriate bulk and scale, compatible with the surrounding natural land characteristics.

Subclauses (8), (9) and (10) require buildings to be sited on mid-slope to avoid visual impact on ridges and "step" physically up or down on sloping sites to avoid visual impact on ridges. Buildings located around ridgelines are also required to use materials that minimise visual impacts and sensitivity.

The aforementioned building height controls imply that the existing ridgelines are to be maintained. As discussed previously, given the construction and operational requirements of warehouse and industrial buildings, development at the site will require cut and fill works involving 20-30m of excavation to provide a suitable platform with a flat pad for industrial and warehouse development. Additionally, Frasers have undertaken a number of industrial projects of similar scale at Eastern Creek (Stages 1 to 5) and Horsley Drive Business Park for Western Sydney Parklands which involved excavation with a depth of 25m to create a flat pad to facilitate industrial development. Such projects would not have been capable of complying with the aforementioned requirements.

Accordingly, it is requested that the Section 4.2.1 be revised to take into consideration the ridgelines and topography.

Section 4.2.2 Building Setbacks

Clarification on the wording is required to confirm whether Section 4.2.2 (2) prohibits all types of development (including the development specified in the clause) within the defined setback for Mamre Road and potential Southern Link Road.

Section 4.2.3 Landscaping

Subclause (3) The wording 'Contribution towards the Greater Sydney Regional Plan canopy cover "target" of 40% should be removed. Acknowledge it's a statement indicating the regional area as an overall target, however on assessment of individual development applications the assessment officer will not have the background knowledge and may try to enforce this target on each application.

Subclause (5) Minimum 15% of the site is simply unachievable without the developments being further penalised. Tests carried out on typical industrial facilities achieve 7%, with a potential target of 10%.

Section 4.2.4 Building Design

Subclause (15) Facades to main street frontages should not be restricted to 30% glazing constraint which is against current architectural design practices for industrial buildings.

Subclause (22) specifies that the use of a single construction material is to be limited to 50% of a wall surface area.

The construction materials of warehouse buildings predominantly comprise metal wall cladding and concrete. Thus, it is deemed impractical to limit the use to a single construction material to 50% of a building elevation. Further, the design of each industrial development in the Precinct should be based on merit assessment in

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order to allow for flexibility and a more open interpretation of each design. It is noted that the future warehouse buildings will incorporate high quality architectural design utilising external colours and finishes that are compatible with the tones of the surrounding natural landscapes. Further, the site is not located in visually sensitive locations and does not adjoin a residential area. Hence the external appearance of the future warehouse buildings is not anticipated to impose any adverse visual impacts on any residential properties.

Section 4.4 Earthworks Design and Retaining Walls

Subclause 4.4.1 Development on sloping sites

(b) To minimise the extent of earthworks when creating a building site.

A repeated throughout this draft DCP, development will be constrained without extensive earthworks and removal of ridge lines to provide large flat footprints for warehouse facilities.

Subclause (4), (5), (6) and (7) retaining walls located on the front boundary adjacent the public road or domain being only 1.0mtr high is unrealistic. Clarification is required to confirm the intent of this clause retaining walls facing public roads should be no higher than 3.0mtrs tiered with a 1.5mtr terrace to further tier until top of pad level achieved.

Retaining walls out of public view and back of house should be able to be constructed without tiering and limitless height with engineering certifications.

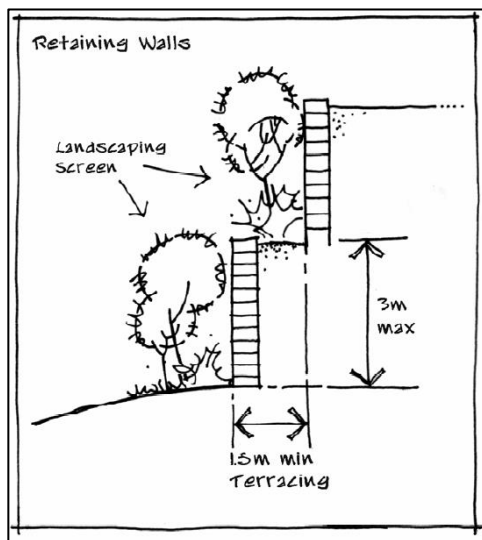


Figure 12 Retaining wall design

Subclause (13) (repeated again with reference to sloping sites) On sloping sites, site disturbance is to be minimised by using split level or pier foundation building designs.

The overall precinct and Frasers site in particular will have extensive cut to fill with removal of existing ridgelines, significant earthworks and retaining wall structures supporting large warehouse footprints. This is the nature of industrial zoned land on challenging steep topography which is common in western Sydney.

Pier foundation or split levels is not conducive to tenant operations with the use of fork lifts on one level and ultra flat concrete floors construction.

4.7.3 Access and Driveways

Subclause (7) driveway designs for 36m B Triple should be on a specific site assessment with a particular operator in mind and not a design control across the board. Frasers will work with the planning authority in this regard.

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Subclause (15) natural contours will not be relevant after the completion of significant cut and fill earthworks are completed. Earthworks design will incorporate design of driveways to the relevant standards.

4.8 Employment Service Hubs

Employment service hubs should be encouraged within the estate and Frasers would consider an amenity to service the workforce providing the DCP is not too onerous whereas commercially the inclusion of amenity is commercially unviable.

4. Conclusion

This Submission has demonstrated that the Draft DCP requires amendments to ensure that an appropriate balance is achieved between the preservation of natural features and the economic development of the Mamre Road Precinct.

Accordingly, Frasers requests that the abovementioned items be addressed prior to the finalisation of the DCP.

Should you wish to discuss the matters addressed in this submission, please contact the undersigned.

Yours faithfully,



Andrew Cowan
Director
Willowtree Planning Pty Ltd