

Our reference: ECM: 9970691  
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13 April 2022

Department of Planning, Industry and Environment  
Attn: Christopher Fraser

Email: [christopher.fraser@planning.nsw.gov.au](mailto:christopher.fraser@planning.nsw.gov.au)

Dear Christopher,

**Modification Application for Oakdale West Estate Precinct - Mod 10 (SSD-7348-Mod-10)**

Thank you for providing Council with the opportunity to comment on the proposed State Significant Development (SSD) modification application. The following advice is provided for consideration by the Department of Planning and Environment in their assessment.

**1. Planning Considerations**

(a) General

The OWE is subject to State Significant Development consent no. SSD 7348 which was consented to on 13 September 2019 and approved:

- A concept layout of 22 warehouses and ancillary offices, 476,000sqm of gross lettable area built over 5 stages,
- A concept layout of development lots, roads, drainage, landscape, noise walls, basins and biodiversity offsets,
- Development controls, and

A Stage 1 Development which included:

- Bulk earthworks for all stages including noise walls and retaining walls,
- Lead in services including drainage, power, wastewater and telecommunications,
- Service infrastructure to Precinct 1,
- Construction and operation of 3 warehouses in Precinct 1 (1A, 1B and 1C),
- Western North-South Link Road and associated basins, subdivision and drainage,
- Estate Roads 1, 2 and 6 and the eastern part of Road 7,
- landscaping of Stage 1, the western boundary, Western North-South Link Road, Estate roads 1, 2 and 6 and the eastern part of road 7, detention basins and the amenity lot,
- Subdivision of Stage 1 lots and road infrastructure including the services (substation) lot,

- Stormwater drainage infrastructure for Lots 2A and 2B and all basins,
- Temporary works to facilitate construction including but not limited to swales, haul road (construction access), landscaping and basins; and
- Works including construction of traffic signals at Lenore Drive/Grady Crescent/WNSLR intersection.

(b) SSD Modifications

The consent has been the subject of nine Modification Applications (MODs), the last being determined on 8 December 2021.

MOD 10 has been lodged with the Department of Planning and Environment and is the subject of this advice.

(c) Arrangement of Lot 5

As was raised in Council's Pre-lodgement advice issued to the applicant under cover letter dated 21 March 2022:

*... 'Council raises one primary and high priority objection to the proposal, that being the layout of access driveways and staff parking/visitor proposed for Lot 5A.*

*The current arrangement will not be supported and as was raised in the pre lodgement meeting, boom gates and/or line marking as an alternative safety measure (to separating staff and visitor parking, and heavy vehicle manoeuvring areas) will not be considered and a design amendment is to be sought...'*

(d) Lot 5 - Traffic, Safety and Access

Council objects to the site layout proposed for Warehouses 5A and 5B.

Council strongly recommends that the Department request that the site layout be amended to provide safe and separated access from the staff and visitor parking to each office and warehouse. Future development applications for warehousing in this arrangement will not be supported by Council.

Approval for the current layout will set an undesirable and unsafe precedence which has been avoided in the Precinct thus far.

Staff and visitors must not be required to cross heavy vehicle driveways and manoeuvring areas. Secondary measures such as line-marking and boom gates should not be considered. Secondary measures are subject to user error and Council cannot manage compliance with consent conditions surrounding use and management of such systems.

The applicant is to be advised that Penrith City Council will not accept boom gates, light systems or crossings as an alternative measure to providing safe pedestrian access and the future development application may not be supported on this issue.

The access driveways and crossovers within the cul-de-sac of Tundra Close are not perpendicular to the roadway (see access for warehouse 5A2) which should not be supported.

Due to the number of access points provided to each building from Tundra Close, competing, and unsupportable heavy and light vehicle manoeuvres will likely occur. Staff and visitor parking access is to be separated and located furthest from the heavy vehicle access/egress points.

Tundra Close could be extended toward east to provide sufficient and safe separated heavy vehicle access.

Strong consideration shall be given to requiring shared truck entry and exit point for the two warehouses. Warehouse 5A1 could also be rotated 90 degrees clockwise to separate access.

Warehouse 5A2 is not provided with separated entry and exit points for heavy vehicles. It has not been made clear from plans provided, that a conflict will not arise when entering and exiting heavy vehicles meet on this same driveway. Separate entry and access points for heavy vehicles are to be provided for 5A2.

The current arrangement of entry and exit points in the cul-de-sac and location and design of truck manoeuvring/driveways and staff parking and access points should not be supported and must be re-designed.

Further to the above, the design and layout of the warehouse on Lot 5A appears to facilitate more than one operator.

Should this warehouse be split into two and operated by separate tenants, the rear (northern) portion of the warehouse will need to be provided with staff and visitor parking which does not require pedestrians to traverse areas of hardstand which are utilised by heavy vehicles and which does not require excessively long paths of travel.

The layout would need to be amended to provide separated heavy vehicle, and staff and visitor access points.

Warehouse buildings including gatehouse structures are to be provided with easily accessible and convenient amenities and staff areas. It is noted that the second gatehouse and dock office (north elevation of Warehouse 5A) is relatively isolated from the office amenities and that any additional warehouse amenities are not indicated.

(e) Signage

No objections are raised to the reduction in scale of building identification signs "D" and "E" or to the requisite signage zones.

Section 2.1.3 and Section 3.2 of the applicant's statement do not clarify the proposed final height of the approved pole sign and it is assumed that the proposal is to increase the height of the pole sign by 4m.

Pole signage shall not be raised in height. The additional height is not required to assist in brand advertising or wayfinding. An increase in height to match the bulk or scale of the building is not adequate justification and will set an undesirable precedence.

The proposal to increase signage height does not comply with the DCP requirements for signs in the Estate (Section C9 and E6 of the Penrith DCP) which require the height of pole signs to be no greater than 7m.

The proposal to raise the height of the pole sign is contrary to the objectives and matters for consideration under SEPP (Industry and Employment) 2021 – Chapter 3, Schedule 5 as the signage is:

- not compatible with the desired future character of the area (as is set by the limiting of pole signs to 7m under the DCP) and,
- will detract from the amenity and visual quality of the area, will have a dominating effect, and
- the scale is not appropriate for the streetscape, setting and landscape, and
- will not contribute positively to the streetscape,
- does not reduce clutter, screen unsightliness, or provide visual interest, and
- will protrude above nearby canopy.

(f) Gross floor area (GFA)

No objection is raised in relation to Precinct gross floor area increase, noting that the overall OWE GFA remains as approved.

## 2. Development Engineering Considerations

The proposed Modification to Stage 5 is not supported on traffic safety grounds due to the following:

- (g) The proposed modification seeks a total of five (5) driveways accessing the site from the cul-de-sac. Heavy vehicle movements will conflict with staff and visitor car parking movements within the cul-de-sac, which is not supported.
- (h) Safety concerns are raised for the location of the staff car park for Warehouse 5A1 as pedestrians will be required to cross the heavy vehicle driveway to access the building which is not supported.

The previously approved Masterplan for Precinct 5 had separated the heavy vehicle areas from the staff car parking areas. The use of a boom gate and traffic signal system is not supported.

The application shall be supported by turning paths for the largest vehicle expected to access the site in accordance with AS 2890 clearly demonstrating satisfactory vehicle manoeuvring on-site and forward entry



and exit to and from the public road. Turn paths for all driveway access points from the cul-de-sac of Road 8 are also to be provided.

Should you require any further information regarding the comments, please contact me on (02) 4732 8567.

Yours Sincerely,

Kathryn Saunders  
**Principal Planner**