

Council Internal Referrals

Traffic and Transport Services

MEMO

To: Hannah Painter
From: Preetha Kumar
DA No: SSDA
Subject: 92-116 Gow Street, Padstow
Date: 9 October 2023

Hi Hannah,

Proposal

The proposed development from the Department of Planning and Environment for the construction of a multi-level warehouse as follows:

Specifically, the Proposal seeks approval for:

- Site preparation works, including: – Demolition of existing structures and surfaces;
 - Removal of 76 trees;
 - Remediation works;
 - Bulk earthworks; and
 - Construction of retaining walls.
- Site servicing and utilities, including stormwater infrastructure;
- Construction and operation of a multi-level warehouse and distribution centre with a total Gross Floor Area (GFA) of 78,381m², comprising: – Fourteen (14) warehouse tenancies totalling 73,759m² of warehouse GFA;
 - Ancillary office space for each warehouse tenancy totalling 3,943m² across the Site;
 - EOT facilities comprising a total GFA of 348m² with 52 bicycle storage spaces;
 - Two (2) food and beverage offerings comprising a total GFA of 280m²; and
 - Truck Stop Facility at the truck entrance comprising a total GFA of 51m².
- On-site car parking located on the Lower and Upper Ground Floor, comprising 302 car spaces as well as 21 motorcycle spaces;
- Loading docks, hardstand area and truck forecourt and stop facility, including ramps connecting the Lower Ground Floor, Upper Ground Floor to Level 1 hardstand areas;
- Six (6) vehicular access points to Gow Street, including a general truck entry, two (2) car park entries/exits, Warehouse 1 truck entry, Warehouse 1 truck exit and car park exit, and general truck exit;

- Associated landscaping, including the planting of 409 replacement trees, landscaped outdoor communal areas;
- Business identification and wayfinding signage, including signage zones;
- Ecologically sustainable development infrastructure, including rooftop solar panels;
- Consolidation of the existing lots into one title; and
- Operation hours of 24 hours, 7 days a week.

Referenced Documents

[Appendix+B+--Architectural+Drawings_.pdf \(adobe.com\)](#)

[Appendix+S+--Transport+Impact+Assessment_.pdf \(adobe.com\)](#)

1. Traffic Generation

- Traffic Unit is not satisfied with the traffic generation assessment and the assumptions.
- The Applicant is to provide a diagrammatic traffic distribution for each scenario (base case, opening year, horizon year etc) similar to existing traffic counts shown in Figures 3 and 4.
- The Applicant is to consider the traffic generation rate specified in the TDT 2013/04a which is 0.52 and 0.56 v/100m² during AM and PM peak respectively.
- Page 18 under section 5.1 - *Noting the site is currently underutilised, the TDT rates have been used to estimate the traffic generation for the existing site assuming full capacity. The application of the rates results in an estimated 105 vehicle trips in any peak hour assuming full capacity.* – Traffic Unit cannot support this assumption.
- The Applicant is to undertake a survey of the vehicles entering and exiting in its current form. Work out a trip generation rate from the existing traffic volumes and apply the same rate to the proposed development.
- Traffic Unit would also like to see comparison of similar land-use existing sites preferably within the LGA or else within Sydney.
- Gow Street and Gibson Avenue intersection is expected to cater for development traffic both inbound and outbound. Traffic Unit believes there will be more than 9 vehicles per hour interacting at the intersection considering the size of the development.
- The applicant is to consider signalling the intersection as it is currently operating at capacity.

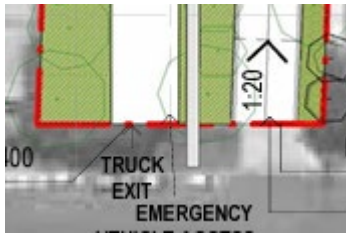
2. Pedestrian facility

- Page 12 under section 2.6 of the report states: *Pedestrian paths on Gow Street in the immediate vicinity of the site are limited, however there is a short pedestrian path on the southern side.*

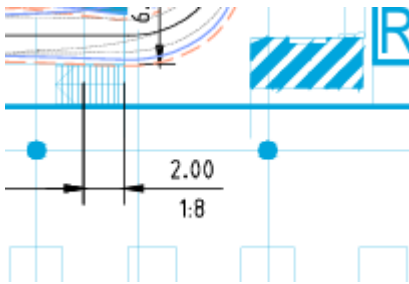
The Applicant is to fund the installation of a minimum 1.5m wide footpath all along the frontage of the site in Gow Street.

To be conditioned.

- b) Location of pedestrian access between two heavy vehicular access is not a safe location. Consider relocating pedestrian access towards the western boundary.

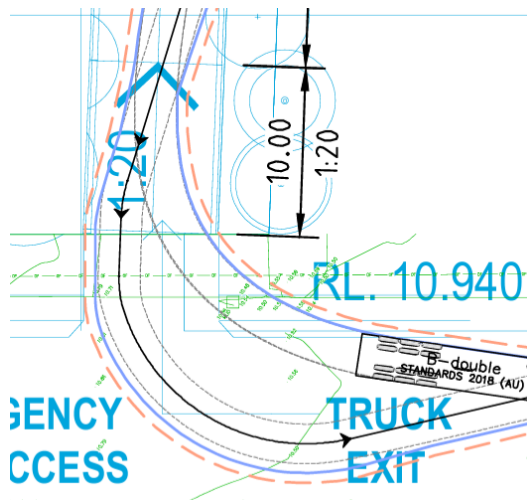


- c) Bollards need to be installed to prevent encroachment of vehicles where pedestrians will be accessing areas such as staircase etc. More clearance will be required.

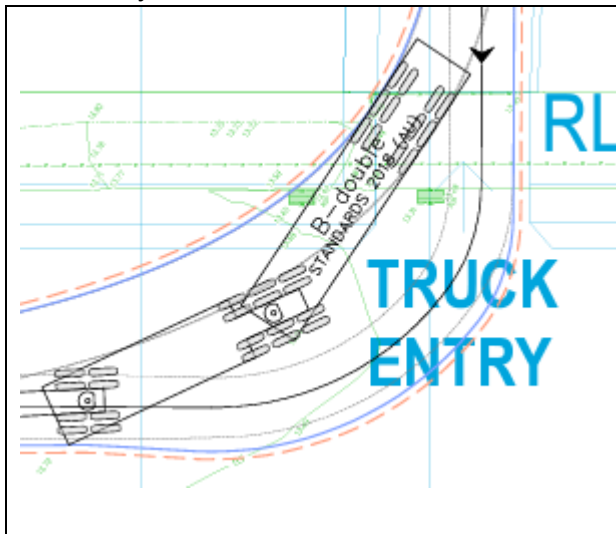
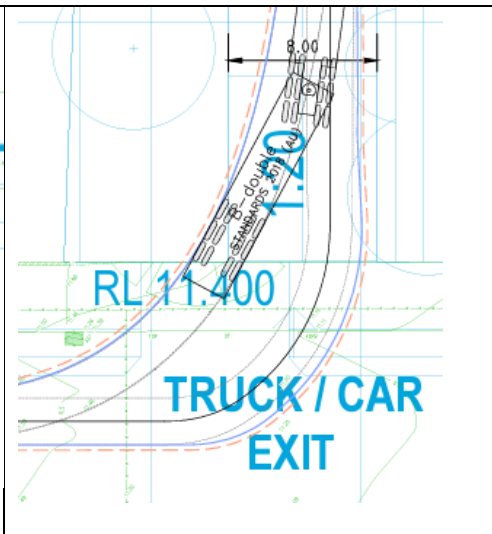
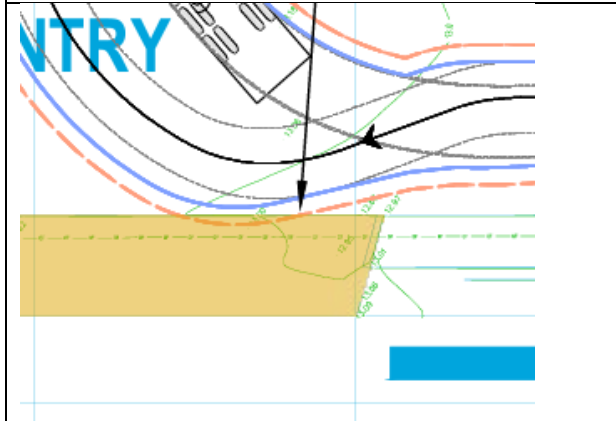
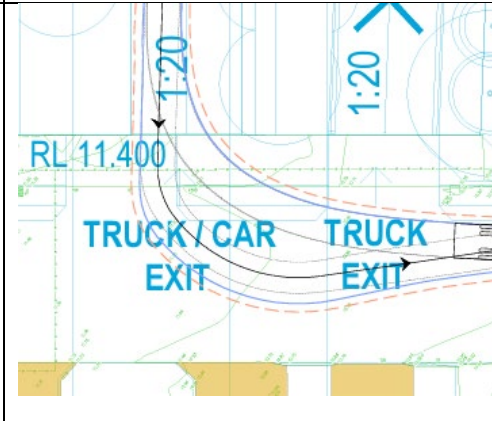


3. Vehicular Access

- All VFCs are to be dimensioned.
 - The extent of the carriageway needs to be shown while presenting turning paths
 - Assume on-street parking is occupied on both sides of Gow Street
 - The existing VFCs on the opposite side and adjoining properties are to be shown
 - To minimise damage on to the kerb and gutter the 600mm clearance needs to be clear
 - A shared access between trucks and cars is not acceptable. Separate VFCs are to be provided.
- a) Eastern most VFC
- The VFC will need to be widened to minimise impact on kerb and gutter and loss of on-street parking.



b) Truck entry and exit to/from Warehouse 4 VFC

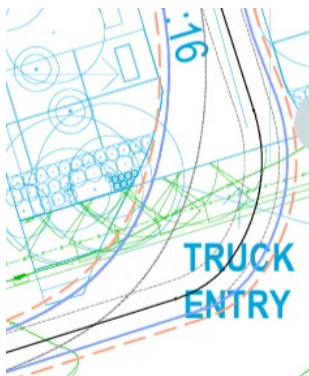
	
<p>Too tight and needs to be widened</p>	<p>Shared access not acceptable</p>
	

On-street parking is affected. Not acceptable. Driveway is to be either widened or smaller truck to be considered.

Assume on-street parking is occupied. Shared access not acceptable.

c) Western most Exit Driveway

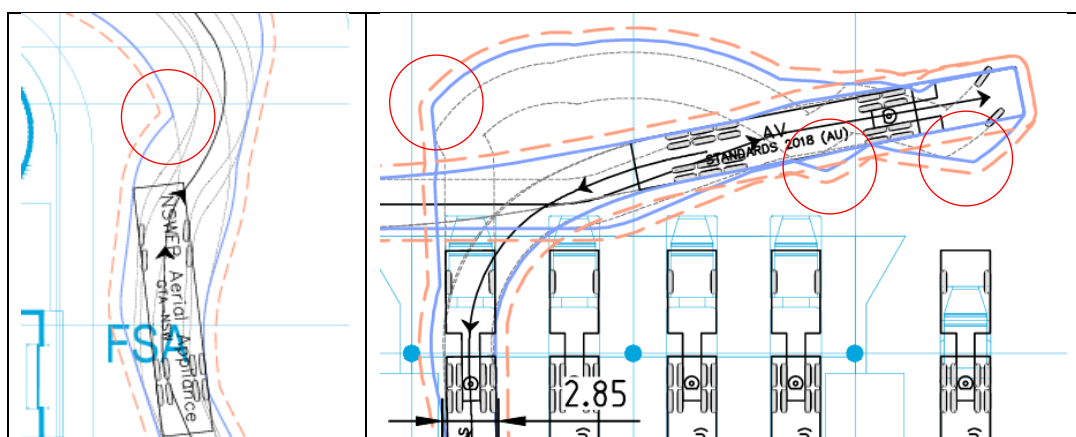
VFC needs to be clearly shown on the drawing in order to assess and comment on turning path



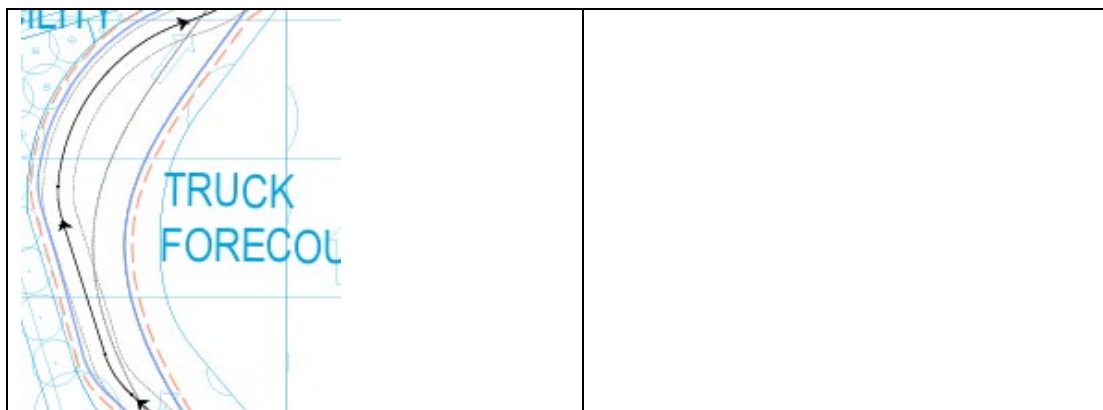
4. Internal Manoeuvre

a) Heavy vehicles

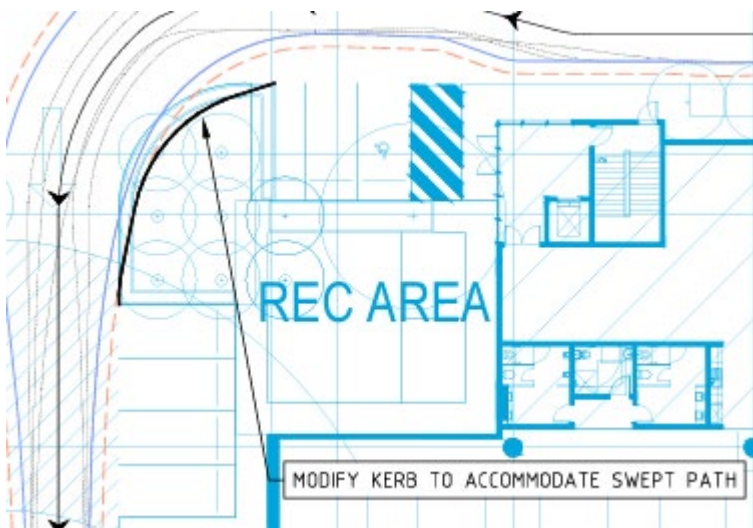
The vehicle swept paths indicate that the 'turn wheel from stop' was used, which requires the vehicle to stop and turn its wheels before proceeding, which is not a realistic driver's behaviour and could often have an impact on traffic flow efficiency or cause congestion or even a rear end collision in some situations. Please ensure that the turning paths provided are smooth and the "turn wheel from stop" is not switched on. See screenshots below. This turning paths is not acceptable.



b) Heavy vehicles



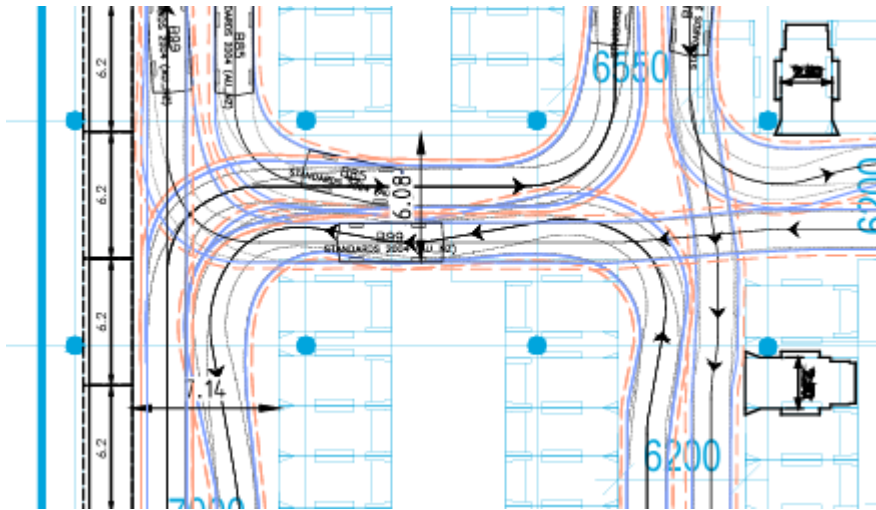
Too tight



Modified kerb to be shown on the revised drawing that will be next sent to Council.

c) Normal cars

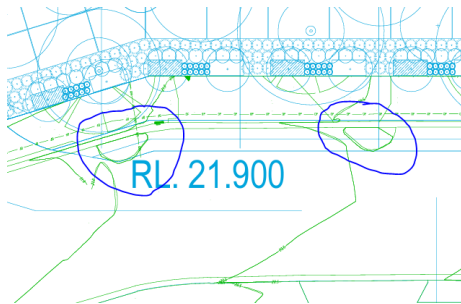
For these turning paths to be assessed they need to be clear, legible and shown in separate drawing. The below is not acceptable.



5. Services / utilities

Existing power pole in the way of the VFC. The Applicant is to fund the relocation of the power pole.

Traffic islands that will not be required are to be removed at the Applicant's cost.



To be conditioned.

Conclusion

All items to be addressed and returned to Traffic Unit.

Preetha Kumar

Senior Traffic Engineer

Environmental Health

Hi Hannah,

I have reviewed the following supporting documents for the subject State Significant Development:

- Detailed Site Investigation
[Prepared by Douglas Partners, Project No. 210540.02, Document No. R.001.Rev0, Dated 27 July 2023]
- Noise and Vibration Impact Assessment
[Prepared by Pulse White Noise Acoustics, Report Reference 220486 – Padstow Multi-Level Industrial Development – Noise and Vibration Impact Assessment – R2, Dated 13 September 2023]
Air Quality Impact Assessment
- [Prepared by RWDI Australia Pty Ltd (RWDI), Document No. RWDI#2300762, Version C, Dated 21 July 23]
- Destructive Hazardous Building Materials Assessment
[Prepared by Prensa Pty Ltd (RWDI), Job No. 113292S, Version 4, Dated July 23.]

Comments:

• Detailed Site Investigation (DSI)

The DSI states a Remedial Action Plan (RAP) is required.

The Environmental Health Team recommends that an NSW Environment Protection Authority accredited site auditor be appointed to audit reports compiled as part of the contaminated land assessment, remediation, and validation process.

Prior to consideration of development consent, a site audit statement and site audit report are to be provided to the Principal Certifier from the site auditor that clearly states that the site is, or can be, made suitable for the intended use. The site audit statement and site audit report must include any restrictions or management requirements for the site.

• Noise and Vibration Impact Assessment

The Environmental Health Team recommends that the management and mitigation measure listed in the report form part of the development consent.

The Environmental Health Team also recommends that prior to occupation the Principal Certifier shall obtain a report from an appropriately qualified acoustic consultant, not previously involved with the development, stating that any operational noise management and mitigation measures outlined in the noise and vibration impact statement have been implemented and that the relevant noise criteria have been satisfied.

• Air Quality Assessment

The Environmental Health Team recommends that the mitigation measures listed in the report form part of the development consent.

• Destructive Hazardous Building Materials Assessment

The Environmental Health Team recommends that the site-specific recommendations listed in the report form part of the development consent.

Regards,

Michael



Michael Saunders - Senior Environmental Health Officer

www.cbcity.nsw.gov.au



Waste Management

Morning Hannah,

No comments for waste, they have provided a detailed WMP which works well.

The only note would be for them to reference and continue to meet CANTERBURY-BANKSTOWN DEVELOPMENT CONTROL PLAN 2023 [Chapter 3.3 - Waste Management](#)

James



James Ellinson - Project Officer Waste Planner

www.cbcity.nsw.gov.au

Urban Planning and Policy

Hi Hannah,

I just have one comment as per below.

The landscape plan should provide the number of individuals of each species proposed to be planted and favour species consistent with the Cooks River/Castlereagh Ironbark Forest, as per the Prescribed Ecological Actions Report.

Kind regards,



Cameron Crawford - Environmental Planner

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Urban Design

To: Hannah Painter, Strategic Planner
From: Rui Liu, Urban Designer
File Ref: SSD-52861709
Address: 92-116 Gow Street, Padstow
Date: 23 October 2023

Documents reviewed:

- Landscape Architecture: *Landscape Plan (Appendix K) - SS22-5065 – August 2023*
- Architectural Plans: *Architectural Plans (Appendix B) – July 2023*

Summary of the Recommendations: [Address comments and re-submit](#)

It is acknowledged that the applicant has amended the submitted drawings to address the previously raised issues. While some of the concerns have been effectively addressed, the majority of issues remain unresolved and have even given rise to new areas of concern. As part of Council LEP Clause 6.15, section 2 (J), the proposal must also demonstrate design excellence to Council satisfaction.

Remaining Issues (Previously provided 23/05/2023 and 17/08/2023):

1- Bulk and Scale

The proposal suggests a multi-level warehouse development that sits significantly higher than the surrounding buildings.

- The hardstands should also have an appropriate setback from the existing building at 88-90 Gow Street to avoid any impact on the maintenance of itself and the adjoining existing building. Please refer to Council Structural Engineer to advise on this matter.
- The proposal has nominated a consistent roof height along the extent of the development. It's highly recommended that the proposal introduces variations in roof height to reduce the visual bulk of the development and create an interesting skyline.

2- Pedestrian Access and Circulation

- The proposal should provide adequate information on the proposed pedestrian connections/pathways, demonstrating compliant width and grades to DDA Standards
- The proposal should provide for drop-off and pick up areas in proximity to the primary pedestrian entry.
- The existing plan shows the pedestrian ramp joining directly onto the pedestrian path along Gow Street. An additional landing should be provided between the ramp and the footpath denoting the start of the ramp. Crossfall transition from the footpath onto the ramp should not exceed 1:40 in the direction of travel as per Australian Standard.
- The existing plan shows conflict between the proposed fence and pedestrian access ramp along Gow Street. The proposal should provide clear demonstration of the extent of fencing along Gow Street and any potential access gate location.

3- Vehicle Access, Parking and Safety

- The proposal should provide accessible parking spaces within close proximity to all building entry points for employee and visitors.
- Please refer to Council Traffic Engineer to advise on the proposed configuration and circulation of the western and southern parking areas with notable dead ends.

4- Landscape

- Considering the large size of the subject site, the proposal should allocate a minimum 15% of the site area as deep soil with at least 20% canopy coverage to positively contribute to the tree canopy target.

- Deep soil zones along the side and rear boundary should have a minimum width of 3m to facilitate proper tree planting.
- The proposed trees should be located away from vehicle ramps to allow for the development of healthy canopies without impeding the clearance requirement for vehicles and trucks at all stages of the tree's life cycle.
- The proposed trees should be sufficiently set back from the proposed and existing buildings proportionate to its mature size to allow for healthy canopy development.
- The proposal should demonstrate solar access to the landscaped areas to ensure the proposed species are appropriate for the conditions.
- The proposal should demonstrate the validity of the proposed tree density along Gow Street with the retention of the existing trees. Sufficient offsets should be provided between trees to allow for healthy development of the canopy and minimise overshadowing.
- The proposal should utilise a varied and diverse planting palette and incorporate water sensitive urban design elements where possible.
- Well vegetated rooftop gardens/amenity spaces are supported if proposed.

5- Other Clarifications

- The plans should indicate the indicative locations of proposed columns for vehicle ramps and overhanging parts of the building to address potential conflicts with pedestrians' spaces, vehicle circulation and parking.
- The drawings should show the locations of existing power poles and lines along Gow Street to demonstrate consideration and resolution of any conflict with existing service infrastructure.

Additional Issues:

1- Façade Treatment

- The proposal should provide additional articulation to the eastern and northern façade, similar to the southern façade, as the proposed building sits significantly taller than its surrounding context and is clearly visible from these aspects.
- The proposal should seek to incorporate indentations or provide variations of plane in the building façade. This will reduce the perceived bulk and maintain harmony with the local context. The indentations should be provided every (maximum) 80m, and have a width to depth ratio of at least 2:1 or 3:1 to reinforce the architectural form and create visual interest.

2- Pedestrian Access and Circulation

- The proposal should connect the western pedestrian path along the central entry to the pedestrian path on the Gow Street to improve accessibility to the amenities and facilities by removing the need to cross the driveway.

- The proposal should remove the eastern pedestrian path along the central entry as the western pedestrian path provides better connection to the amenities and facilities.
- The proposal should remove the pedestrian path along the northern boundary of the development as it is not connecting any use areas.
- The proposal should provide a secondary from warehouse 1 to the primary car park and central pedestrian entry from Gow Street to allow for a more direct connection. The current pedestrian connection from warehouse 1 to Gow Street adjacent to the truck exit is not supported.

3- Vehicle Access, Parking and Safety

- The proposal should provide demonstrate no private vehicle entry from western truck entry, and identify the access gate for use by emergency vehicles only.

4- Amenity

- It is highly recommended that a shelter structure be installed over the level one working podium between the warehouses to providing shading for workers and reduce the effect of urban heat island

5- Landscape

- The proposal should remove the dedicated separate truck forecourt lane and create a recessed truck parking zone along the driveway at the western entry next to the truck stop facility to maximise continuous deep soil area.
- The proposal should allow for sufficient offsets between proposed trees and existing trees to be retained.

Infrastructure Services

Morning Hannah,

I have received comments from our Asset Planning Team from both the road team and drainage as follow:

Comments regarding road

The proposed civil works in Gow St are well specified and look OK.

There is a need to check turning paths in and out of the vehicular crossings.

Additional splays on the vehicle crossings may be required to prevent damage to verge edges

Comments regarding drainage

- If there is a need to relocate stormwater pits, Council can consider pit relocation while ensuring that the existing stormwater network's hydraulic capacity (pit inlet capacity) and functionality is maintained.

- Pre- and post-development CCTV inspections for pipes on the northern side of Gow Street, adjacent to the construction site (from HN 118 to 64), must be submitted to the Council. This is to ensure that no damage has occurred to Council assets and to confirm the quality of the private connections to the Council pipe (no blockages).
- Prior to the construction phase, photos should be taken to compare the condition of the pits, adjacent to the construction site (from HN 118 to 64), before and after construction.

I guess they can be combined into one area under the heading Council's infrastructure.

Regards

Monir Korkis - Senior Infrastructure Services Officer

Engineering Services

Hi Hannah,

I have no further comments to add for this proposal.

Kind Regards,