

In addition to responding to DPIE's RFI's in the letter of 08.06.21, this RTS includes a request for a plan swap to provide updated office elevations for warehouses 2A, 2C & 2D.

Appendix A – Updated Architect plans

Appendix B - Photomontage

Appendix C – ASON Traffic Response

### 1. RFI response to DPIE's letter of 08.06.21

A) Response to DPIE's queries of Attachment 1, letter 08.06.21:

#### 1) Building Height

The Department notes that the effective height of Building 2C is approximately 22.2 m, which exceeds the 15 m limit in the Oakdale West Estate Development Control Plan (OWEDCP). Please provide justification for the non-compliance or amend the building design to achieve compliance with the OWE DCP.

#### Response:

- It is confirmed that the warehouse ridge height of Building 2C is 13.7m. This measurement is taken from the The building height is appropriate calculated from the approved pad level, considered the 'natural ground level'. From this calculation the warehouse has an effective height of 13.7m and is therefore below the 15m height limit and compliant with the height control and consistent with how the heights of other warehouses at Oakdale West have been measured.
- It's acknowledged that while warehouse 2C presents as 13.7m from the eastern and southern elevations, from the northern and western elevations there are portions of the façade that present as up to 22m in height. This is primarily due to the sloping nature of the land for Lot 2C between 0 and 8m from east to west.
- It is noted that the proposed design prefers a gentle slope / batter from warehouse 2C to Estate Road 03 rather than an aggressive retaining wall right on the boundary of Estate Road 03. The base of the warehouse 2C below the 13.7m on the northern and western elevations are considered 'retaining walls'. This accounts for the portion of the building that is perceived to be over 13.7m of height, and accounts for the increased perception of building height, bulk and scale.
- The proposed design provides the most efficient civil and structural design and minimises the extent of bulk and scale compared to the alternative design outcome which is for a separate retaining wall to be installed on the boundary of Lot 2C, immediately adjacent to Estate Road 03. This would also add significant cost to the development.
- Any perception of bulk or scale of warehouse 2C beyond the appearance of a 13.7m warehouse building would be of western façade (the warehouse appears at 13.7m from the

east and south, while the northern elevation is only viewable from Lot 2B and not the public domain). Only industrial users of Road 03 would view the western elevation through the thick landscaping within the building setback (refer to photomontage **Appendix B**). From all public domain vantage points other than Estate Road 03, warehouse 2C will appear as a 13.7m warehouse.

- The architecture plans have been updated to articulate the northern and western elevations to reduce the appearance of bulk and scale. The amended design minimises the bulk and scale of the building by carrying the building façade treatment to a lower level to provide an appearance of a reduced height retaining wall.
- A photomontage (See **Appendix B**) has been prepared which demonstrates that the proposed landscaping will provide good visual buffering and will reduce the appearance of bulk and scale from the internal Estate Road 03.
- It is noted that compared to the approved Lot 1A and Lot 2B warehouses, with heights of 36m and 26m respectively (excluding solar), the height range of Warehouse 2C between 13.7m - 22m will appear recessive by comparison.

For the above reasons and proposed mitigation, the proposed building and civil design of warehouse 2C is considered acceptable and worthy of DPIE approval.

## **2) Traffic Safety and Manoeuvrability**

The Department notes that Building 2D would have a shared driveway for light and heavy vehicles, which raises concerns about traffic safety and manoeuvrability. Please provide justification for proposing a shared driveway and details of appropriate mitigation measures including, but not limited to, traffic control devices

Response:

- The site is constrained in nature, limiting the access opportunities for cars at Lot 2D, which is the reason for the proposed shared heavy and car access. This is largely due to the proposed Future Southern Link Road being on the south-east of the site and access from the side of the site would not be permitted from TrfNSW.
- Traffic generation for Lot 2D is estimated to be 9veh/hr (light and heavy vehicle combined), which is considered minimal and therefore not anticipated to result in unacceptable vehicle conflict between these vehicles in the slow speed environment.
- Warehouse 2D will provide only 55 on-site car parking spaces within a dedicated car parking area completely separated from operational loading bays (see below). Staff at Lot 2D including truck drivers and staff using the car park will receive detailed onsite briefing on best practices for car parking prior to the operation of the site, to advise of safe traffic management. Truck drivers will be provided with a 'Code of Conduct' and will be made aware of any possible conflict with the light vehicle movements. Traffic operational measures will be installed to uphold safety requirements. A Traffic Operational Management Plan will be completed.
- For these reasons any risk associated with vehicle conflicts is anticipated to be minimal and acceptable.
- See attached, **Appendix C**, traffic response prepared by ASON.