

Pascal Van De Walle

From: Borg Belinda <bborg@penrithcity.nsw.gov.au>
Sent: Tuesday, 1 July 2014 9:06 AM
To: Pascal Van De Walle
Subject: Re: Email from Department of Planning in relation to TNT Section 96 (MOD2) - SSD-6040 at Lot 201 DP 1133...

Dear Pascal.

We have reviewed the information and note the following amendments to the approved architectural plans:

1. Truck wash has increased in size from (11m x 6m) to (27.5m x 8.5m) and has been relocated north of the warehouse between grids 23 to 26;
2. A pump room (8.5m x 3.0m) has been added to the truck wash between grids 25 to 26;
3. Full height screening has been added to the northern side of the truck wash pump room;
4. Parking for 5T pick-up and delivery (PUD) trucks has been rearranged around the new location of the truck wash, 3 x 5T PUD spaces and 8 x prime mover parking spaces were moved west of the proposed truck wash. There has been no change to the quantity of the truck parking spaces in this area;
5. Truck maintenance building has increased in size from (11m x 6m) to (25m x 17m + 2m awning) and been relocated from grids 2 to 5 on the north-west of the site to the south-west corner of the site;
6. Waste storage was relocated from the south-western corner of the site to the north-west of the warehouse between grids A to C;
7. Fuel tank has been relocated south between grids 21 to 25 and partially covered by two 8m x 17.6m awnings;
8. Full height screening to the fuel tank was added to the southern side of the fuel tank between grids 21 to 25;
9. The dangerous goods in transit area has increased in size from 125m² to 230 m²;
10. The LPG Bullet and awning (5 x 5m) was relocated from grids A to B to the north-west of the warehouse between grids 14 to 15; and
11. Bicycle parking increased from 24 to 34 spaces.

We note that the location of the truck wash and truck maintenance rooms will impacts on the useability on a number of truck parking spaces, however it is likely that the truck parking spaces will be utilised outside of the operations hours of these two buildings.

We also note that the location of the truck wash would impact on the useability of the loading docks within grids 23 – 26, however smaller trucks could be used within the

The architectural features included within the main building, such as the use of oversize rainwater pipes, orange panels etc have not been replicated within the truck wash or truck maintenance buildings. The use of one colour is a poor design option.

Council raises no other objection, subject to a little more architectural detail to the truck wash and maintenance buildings.

Regards,

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