



Our reference: ECM: 9409826
Contact: Gavin Cherry
Telephone: 02 4732 8125

22 December 2020

Bruce Zhang
Email: Bruce.zhang@planning.nsw.gov.au

Dear Mr Zhang,

Response to Proposed Modification No. 6 to Oakdale West Estate – SSD - 7348 MOD - 6 at No. 2 Aldington Road, Kemps Creek

I refer to the notification of the above modification application. Thank you for providing Council with the opportunity to comment on the proposed development.

A review of the SSD Modification application has been undertaken and comments for consideration are provided below:-

- The supporting statement has identified the scope of changes sought through this application. The dimension detail on the inserted diagrams within the SEE are at times unreadable (refer to Figure 1 and Figure 2 as examples) and as such an appreciation for what is approved vs what is now proposed is difficult to ascertain. It is requested that the applicant ensure that any future SEE reports have diagrams within it that are readable in electronic format to avoid the need to cross check between different plan sets.
- Warehouse 1B1: While the setback from the front property boundary (Estate Road 1) to the car parking is 7.5m as approved previously, there is an indication of hard stand paving which erodes the landscaping design required for this setback zone. While a footpath from the kerb line to the office entry may be reasonable (if a footpath is being constructed in the road reserve), the extension of this paved area in front of parking spaces should be deleted and the landscaping reinstated in this location. The suggestion of a pram ramp from the shared zone to the paved area should be removed and redesigned so that access is from the end of the aisle extension of the car park, to the office entry and not out into the front setback zone which should be planted out as a continuous 7.5m landscaped zone.
- Warehouse 1B1 – The indication of bike parking on the above paved area is also unsupportable and should be removed and relocated within the site and not in a location that erodes necessary setback planting between the car park and property boundary.
- Warehouse 1B2: Same issues as above with Warehouse 1B1 with respect to paving in required landscape setback zone and relocation of indicated bike parking.
- The architectural drawing package makes reference to Stage / Building 1A in the precis on the Major Projects website however the architectural plans only seem to relate to 1B and 1C. It is requested that it be confirmed no

changes are proposed to Building / Stage 1A and its surrounding parking and landscaping design (which is believed to have been approved under Mod 5) and that the Precis for these documents be revised to avoid confusion.

- The amended master plan provides a diminished landscape setback for Precinct /Stage 3 when compared to what has been required in Stages 1 and 2. As evident within the approved developments within Stage 1A, B & C, as well as Stage 2B, a 7.5m landscaped setback zone has been insisted upon between the property boundary of the public road network and car parking that is situated forward of the building line. To continue this established character as approved, the spatial arrangement of Warehouse Building 3B and 3C should be amended so that a 7.5m landscape setback is maintained to the western side of the eastern road, to reflect the same landscape character as set up via Stage 2B as approved, and what is proposed for 2A, 2C1 and 2C2 via this amendment. Alternatively, car parking arrangements and loading dock facilities should be internalised and reorientated as is proposed for Warehouse 3A which is a preferred outcome.
- It is understood that speed limit conditions were included as part of the assessment of MOD3. It is also understood that the condition was not recommended by Council or TfNSW. Council has since obtained written advice from TfNSW advising that the speed limits as imposed by the consent cannot be enforced as TfNSW is the only regulatory authority for the setting of speed limits. As such, no concerns are raised with the removal of consent condition B9 (f) provided that the intention of the condition restriction is otherwise addressed to the satisfaction of DPIE.
- Section 5.3.2 of the Civil Report by AT&L analyses the hydraulic catchments. Catchment 3 remains unchanged however it is noted that Catchment 5 has increased due to Road No 8. The report states *'The total area has increased from 7.09Ha to 11.87Ha, including the additional existing overland water not previously considered'*. It is also noted that although post developed flows have increased from MOD2 to MOD6, the post developed flows from MOD6 are below the pre-developed flows (Table 1 – Page 10 of the Civil Report). No concerns are raised with this aspect.
- It is noted that driveways / crossovers to some of the lots are proposed as part of the development. No objections are raised to this however the location of the crossovers must be a minimum of 2m from any stormwater drainage pits, Endeavour Energy poles and electrical boxes in accordance Council's 'Driveway Standards and Specifications'. This must be reflected within the conditions of the consent if this aspect is included in the determination of the modification application. The condition is recommended to state:- *"The location of all vehicular crossovers shall be a minimum of 2m from any stormwater drainage pit, Endeavour Energy poles and electrical boxes in accordance Council's 'Driveway Standards and Specifications'"*.
- The amendments to road arrangements and implications on the link road corridor (such as the relocation of temporary turning head into the link road

corridor) should be reviewed and endorsed by TfNSW to ensure that the proposed works do not fetter the delivery requirements of the link road.

Should you wish to discuss any matters further and allow for further dialogue as requested between officers, please do not hesitate to contact me on 4732 8125.

Yours sincerely,



Gavin Cherry
Acting Development Services Manager