



Our reference: ECM: 9476817  
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19 March 2021

Department of Planning, Industry and Environment  
Attn: Bruce Zhang  
Email: [bruce.zhang@planning.nsw.gov.au](mailto:bruce.zhang@planning.nsw.gov.au)

Dear Mr Zhang

**Response to Request for Advice on Oakdale West Estate Stage 3 Development  
SSD 9794683**

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

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

**Planning Considerations**

- Warehouse Lot 2A: Overall the building arrangement, car parking setbacks and building form is generally supported. Of particular note are the setbacks to car parking areas forward of the building line which respect that of preceding stages and provide a setback width which is critical in the achievement of the DCP objectives, irrespective of the minimum allowances afforded by the DCP. While minor encroaches into the established setback line at the north western and north eastern corners of Building Lot 2A are evident, the embellishment around these encroachments is considered sufficient to ameliorate the minor protrusions subject to address of landscape comments further within this advice. There are no concerns or design changes requested for this lot and building form.
- Warehouse Lot 2C: The proposed arrangement and building form is not supportable as the design has not been sufficiently addressed visual prominence. The Statement suggests that the building is less than 15m in height to the ridge however the effective height of the building must be measured from existing ground level which when taken from the kerb line in the road presents visually as a 22.2m building. Elevation West – Warehouse 2C and Elevation North – Warehouse 2C best reflect the extent of exposed fill, retaining walls and height above the road level and above the adjacent development to the north being Amazon. This is an unsympathetic response to a challenging topographic fall through the site, which appears to be a cross fall of approximately 11m. The topography requires a stepped building form, with finished floor levels that are far more responsive to the ground level and development interface at the northern boundary of the lot. The exposed bulk and presentation of walls resulting from fill is emphasised due to inadequate landscape setbacks between the driveway and northern boundary which will not be able to ameliorate the visual impact of this wall from the roadway or from the adjacent development to the north. The issue arises from the adoption of the same finished slab level (RL78.70) between Warehouse 2C2 and 2C3.

It is considered imperative that the building form provide a split slab, lowering the finished floor level and building height above ground level of Warehouse 2C-1 to respect the topographic fall of the site. This will require changes to floor plan arrangements, internal manoeuvring, parking arrangements and driveway ramping.. If the stepped slab and revised manoeuvring cannot be achieved, then

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it is suggested that the allotment should only accommodate 2 x buildings (not 3 x buildings) and the spatial arrangement of that built form would require significant redesign.

### **Development Engineering Considerations**

- Vehicular access for the internal car park servicing Building 2D is shared with the heavy vehicle access and manoeuvring areas for Buildings 2C1, 2C2 and 2D which is not supported on safety grounds.

### **Environmental Management Considerations**

- It is noted that the Noise and Vibration Assessment prepared by Wilkinson Murray recommends that 'site operation' for affected buildings are to adhere to the mechanical and loading activity assumptions as outlined in Section 4.2 and 4.3 to ensure noise compliance is achieved'. It is requested that this be addressed as conditions of consent.

### **Landscape Considerations**

- As has been requested in preceding stages, continuous canopy street tree plantings in organic mulch is required for maximum shade and cooling to satisfy Council's Cooling the Cities Strategy. The spatial arrangement of street tree planting is inadequate, as continues to be indicated in the concept plans submitted within each stage. Additional infill planting between excessively spaced street tree groupings is required to ensure continuous canopy or layering of canopy planting within the verge as well as within the street setback zones.
- The landscape plans suggest that corner treatments will feature small trees however tall canopy trees are recommended to minimise the visual appearance of bulk and scale of built forms from key vantage points. This will also assist to reinforce the spatial qualities of the road network. For example, the proposed mature tree height in the north west corner of Lot 2A is particularly important as the finished floor level if the built form is approximately 9m above natural ground presenting a poor interface to the public domain which is viewed from the roadway on the site approach but also further north through the Amazon car park. The visual impact of built forms in this area requires additional consideration and refinement as the existing side boundary setback, finished levels and visual bulk of the built form is currently inadequately addressed.
- Documentation submitted indicates discrepancies between sections and plans (ie. retaining walls on Southern Link Rd). The plans require verification to ensure that the landscape plan, landscape sections and architectural drawings are reflecting a consistent built form and streetscape outcome.
- The extent of canopy and density of planting within the setback to the South Link Road is inconsistent with verge treatments along this road corridor. Density and diversity of tree and shrub (medium and tall) species should be increased and retaining walls fully screened so the effect is dense and informal and biodiversity maximised. Tree species are shown as two, yet the number of tree species should be minimum of six. It should also be noted that hedges at this location are not supported by Council's Landscape Architecture Team.
- Tree plantings in the pavement at Lot 2D and carpark areas are supported provided a suitably qualified and experienced arborist specifies the engineered tree pit details including structural soil volumes and materials, based on proposed species. This is to ensure the best possible growing conditions for long term tree health and viability (refer sheet LSK.200)

- Section 03/LSK.202 is misleading in terms of retaining wall height. Spot levels indicate a change in level of approx. 8m. The section shows a wall height of approx. 2m. All retaining walls and fences on top of walls, seen from the public domain, should be densely screened to reduce visual impact and create microclimates suitable for plant growth e.g. not radiated heat from wall materials
- With respect to Estate Road 1, increased shrub and screening is required to maximise streetscape amenity and reduce visual access to roadways and vehicles /trucks
- Organic mulches should be used for soil improvement and plant health, not inorganic mulches such as basalt. This could be addressed via conditions of consent.
- With respect to the raised feature treatments with gabion walls, an arborist must inform and determine suitable dimensions of soil volumes and other treatments to ensure the best possible growing conditions for long term tree and plant health and viability (refer sheet LSK.201)
- The proposed extent of cut and fill requires a reconstruction of soil profiles to enable planting to establish and thrive in the long term. Details have not been provided. Planting into fill and sub-soils without amelioration and reconstruction will result in stunted, unhealthy and compromised vegetation.

Should you require any further information regarding the comments, please contact me on (02) 4732 8125.

Yours Sincerely,



Gavin Cherry  
**Development Assessment Coordinator**