

Oakdale West Industrial Estate – SSD7348 MOD 6

Response to Submissions

1 February 2021

Matters Raised	Applicant Response
Penrith Council	
<ul style="list-style-type: none">- 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.	<p>Noted. Diagrams in future SEE documents will be improved.</p>
<ul style="list-style-type: none">- 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 zoned.	<ul style="list-style-type: none">- Council's understanding of the setbacks are incorrect. The setback misunderstanding was clarified by Goodman in previous modifications.- The approved Oakdale West DCP provides <i>building setbacks</i> from Estate Roads (including Road 1) is 7.5m (refer to red dashed line on plans), while the <i>landscape setbacks</i> required are 50% of the building setback width – therefore 3.75m (green dashed line).- The outdoor office amenity area is compliant and located within the building setback area, but does not penetrate within the landscape setback area.- Only the pedestrian path between the office and the site boundary is within the landscape. This is required to provide pedestrian access between the street and the office.

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<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - The bike parking is not located within landscape setback.
<ul style="list-style-type: none"> - Warehouse 1B2: Same issues as above with Warehouse 1B1 with respect to paving in required landscape setback zone and relocation of indicated bike parking 	<ul style="list-style-type: none"> - Setback response as above. - The bicycle parking has been relocated from the pedestrian path to be located outside of the <i>landscape setback</i> (see Attachment A). - The width of the pedestrian path connecting the 1B2 office to the road has been reduced to limit impact on landscaping, but still comply with BCA access requirements.
<ul style="list-style-type: none"> - The architectural drawing package makes reference to Stage / Building 1A in the precinct 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. 	<ul style="list-style-type: none"> - No changes proposed to the Warehouse 1A in MOD6.
<ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> - As discussed, Council have again misinterpreted the approved DCP setback controls. - The <i>building setback</i> for all internal estate roads are 7.5m, and associated landscape setbacks at 50% of this width, or 3.75m. - The proposed setbacks for Stage 1A, B, C; Stage 2B; and Stage 3B all remain consistent with the approved DCP building and landscape setback controls. - To ensure consistency throughout the precinct, uniform setbacks are included in the architecture plans.

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<p>arrangements and loading dock facilities should be internalised and reorientated as is proposed for Warehouse 3A which is a preferred outcome.</p>	
<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - Noted
<ul style="list-style-type: none"> - 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. 	<ul style="list-style-type: none"> - Noted
<ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> - Noted

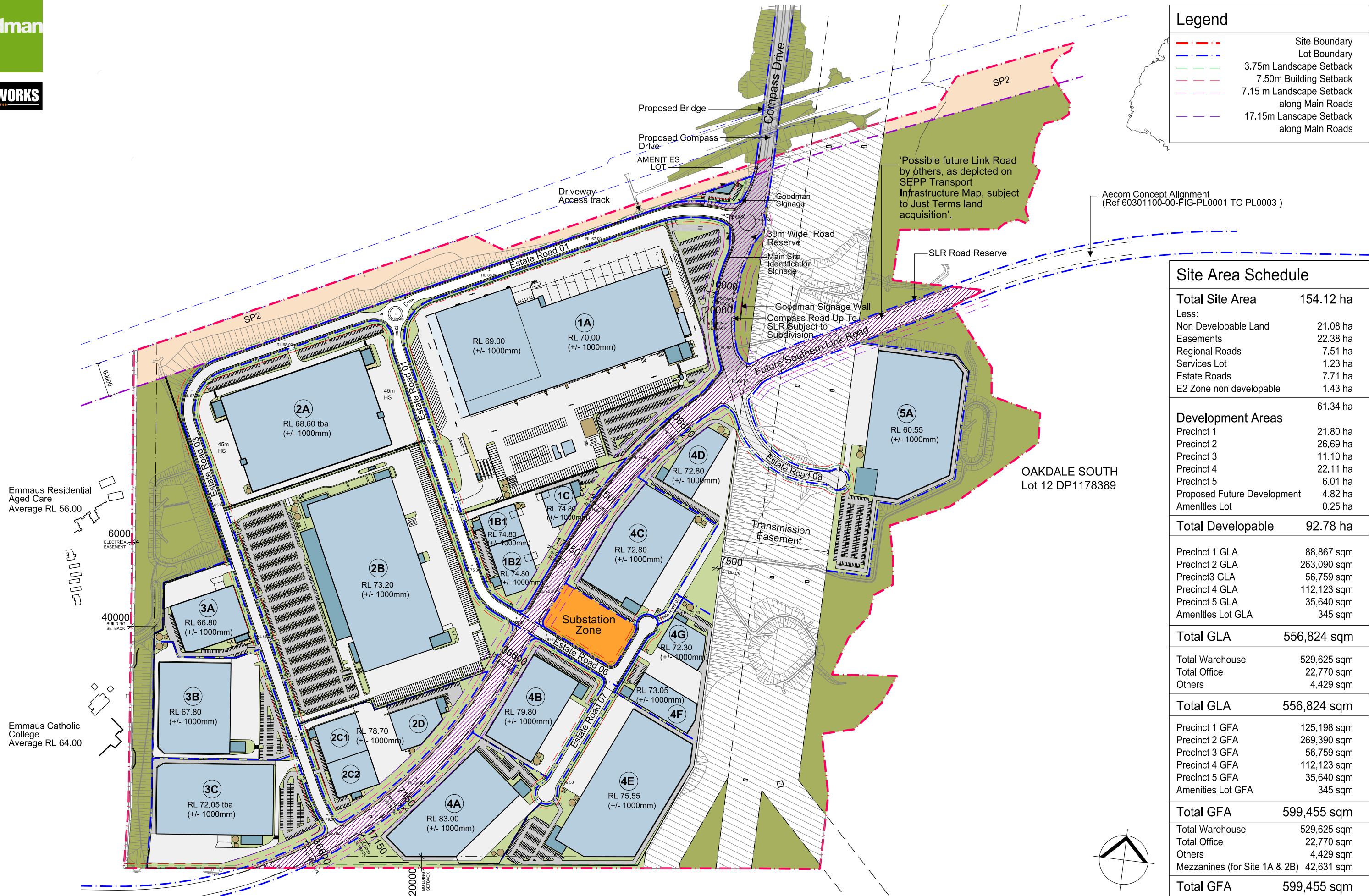
Matters Raised	Applicant Response
<p>location of all vehicular crossovers shall be a minimum of 2m from any stormwater drainage pit, Endeavour Energy poles and electrical boxes in accordance Council's 'Driveway Standards and Specifications'".</p>	
<ul style="list-style-type: none"> - The amendments to 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. 	<ul style="list-style-type: none"> - Noted
TfNSW	
<p><u>Comment</u></p> <ul style="list-style-type: none"> - The lack of clear marking or labelling of the Gazetted Western Sydney Freight Line (WSFL) as SP2 on the maps makes it difficult to identify the impact on the proposed WSFL corridor. <p><u>Recommendation</u></p> <ul style="list-style-type: none"> - TfNSW requests the maps be updated to identify the Gazetted Western Sydney Freight Lines as SP2 for clarity. 	<ul style="list-style-type: none"> - The plans have been updated to indicate the SP2 zone.
<p><u>Comment</u></p> <ul style="list-style-type: none"> - TfNSW notes that changes on the traffic generation from MOD 3 to MOD 6. There is only a minor increase on the daily traffic generation. It should be noted that the trip generation rates adopted from MOD 3 page 11 is low in comparison to the current adopted rates for the Western Sydney Employment Area (WESEA) near the Mamre Precinct. <p><u>Recommendation</u></p>	<ul style="list-style-type: none"> - MOD 6 does not propose any change to GFA already approved for the precinct under MOD5. The trip rates associated with the approved SSD is applicable to MOD 6 and the same as that approved for all other MODs at Oakdale West. - As the GFA is not proposed to change under MOD 6, there is no need to assess the traffic generation any differently to what has already been approved.

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<ul style="list-style-type: none"> - It is recommended a model comparison of the traffic generation from MOD 3 with the current WESEA is undertaken to indicate if the model adopted is sufficiently calibrated to be fit for purpose. Justification and evidence should be provided to substantiate the adopted daily traffic generation. 	

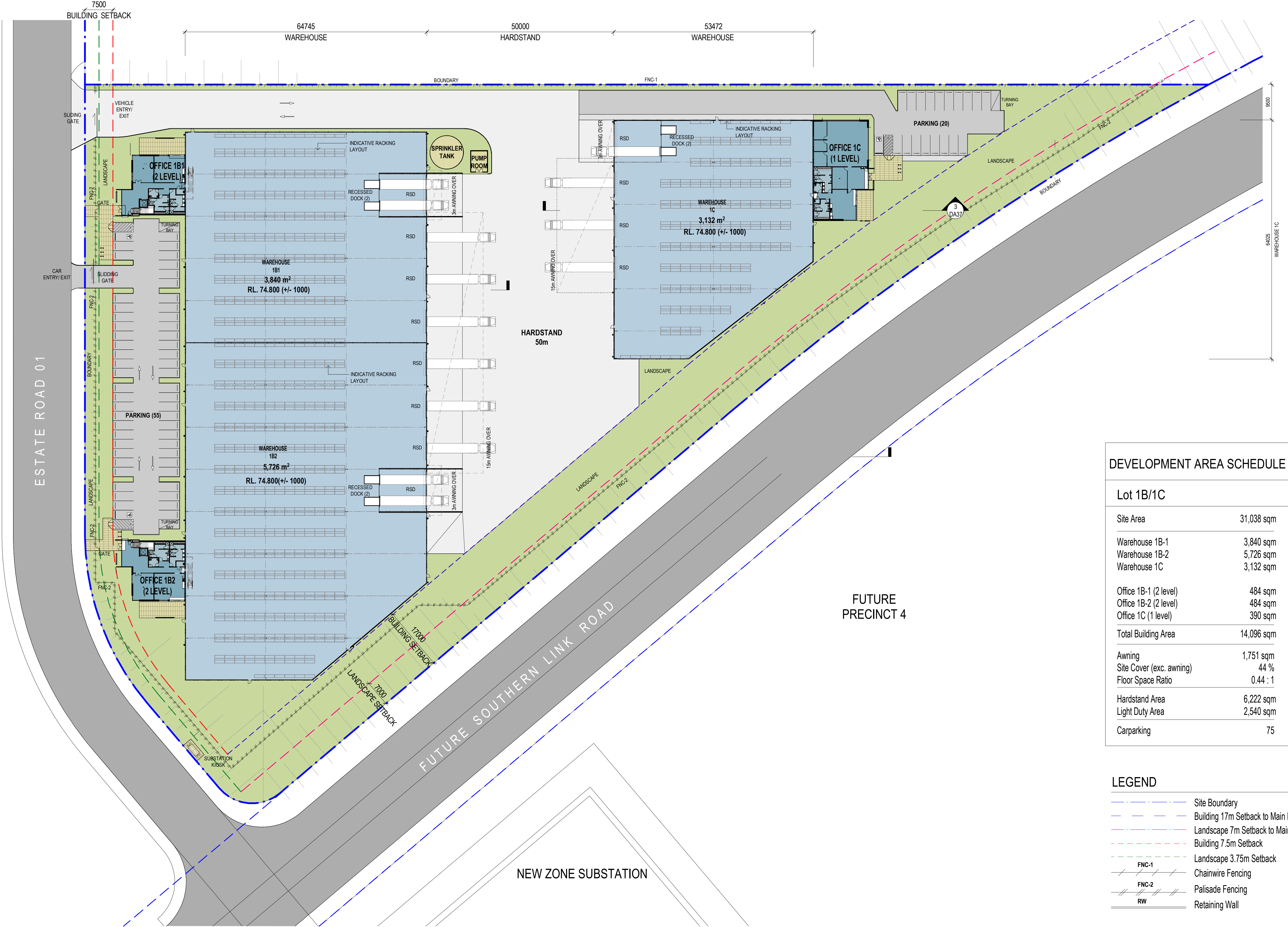
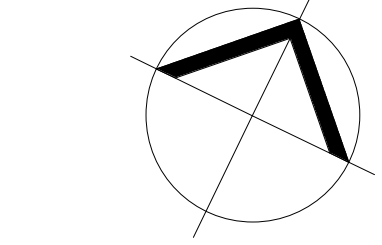
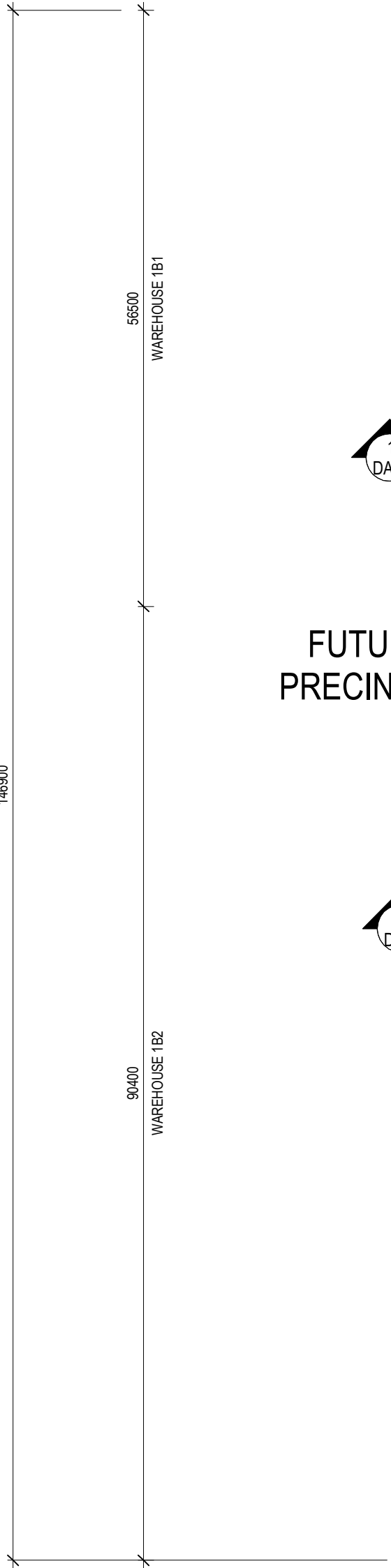
Annexures

Annexure	Document
A	MOD 6 Update Architecture Plans

Annexure A

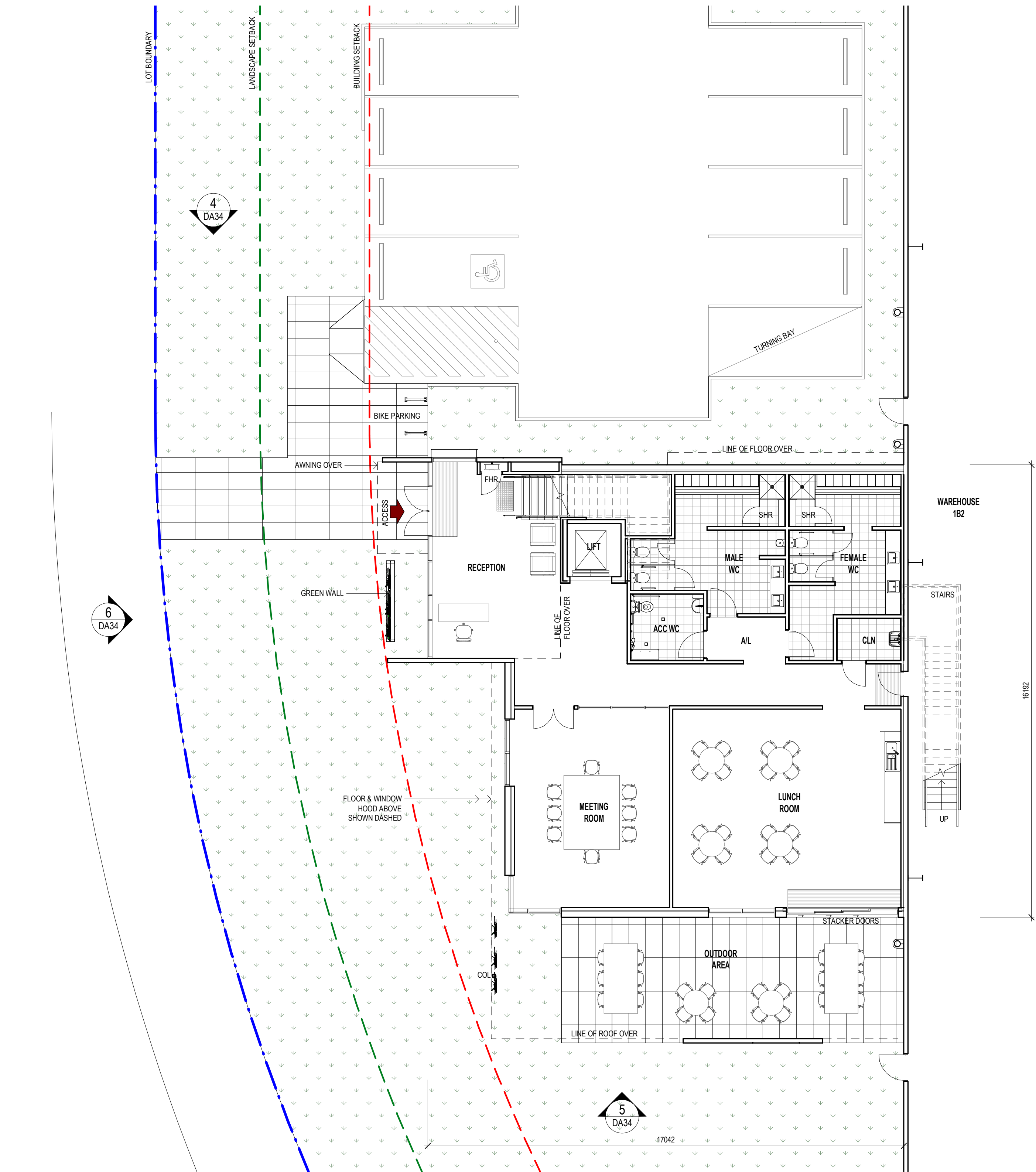


Site Area Schedule	
Total Site Area	154.12 ha
Less:	
Non Developable Land	21.08 ha
Easements	22.38 ha
Regional Roads	7.51 ha
Services Lot	1.23 ha
Estate Roads	7.71 ha
E2 Zone non developable	1.43 ha
	61.34 ha
Development Areas	
Precinct 1	21.80 ha
Precinct 2	26.69 ha
Precinct 3	11.10 ha
Precinct 4	22.11 ha
Precinct 5	6.01 ha
Proposed Future Development	4.82 ha
Amenities Lot	0.25 ha
Total Developable	92.78 ha
Precinct 1 GLA	88,867 sqm
Precinct 2 GLA	263,090 sqm
Precinct3 GLA	56,759 sqm
Precinct 4 GLA	112,123 sqm
Precinct 5 GLA	35,640 sqm
Amenities Lot GLA	345 sqm
Total GLA	556,824 sqm
Total Warehouse	529,625 sqm
Total Office	22,770 sqm
Others	4,429 sqm
Total GLA	556,824 sqm
Precinct 1 GFA	125,198 sqm
Precinct 2 GFA	269,390 sqm
Precinct 3 GFA	56,759 sqm
Precinct 4 GFA	112,123 sqm
Precinct 5 GFA	35,640 sqm
Amenities Lot GFA	345 sqm
Total GFA	599,455 sqm
Total Warehouse	529,625 sqm
Total Office	22,770 sqm
Others	4,429 sqm
Mezzanines (for Site 1A & 2B)	42,631 sqm
Total GFA	599,455 sqm



DEVELOPMENT AREA SCHEDULE	
Lot 1B/1C	
Site Area	31,038 sqm
Warehouse 1B-1	3,840 sqm
Warehouse 1B-2	5,726 sqm
Warehouse 1C	3,132 sqm
Office 1B-1 (2 level)	484 sqm
Office 1B-2 (2 level)	484 sqm
Office 1C (1 level)	390 sqm
Total Building Area	14,096 sqm
Awning	1,751 sqm
Site Cover (exc. awning)	44 %
Floor Space Ratio	0.44 : 1
Hardstand Area	6,222 sqm
Light Duty Area	2,540 sqm
Carparking	75

LEGEND	
	Site Boundary
	Building 17m Setback to Main Road
	Landscape 7m Setback to Main Road
	Building 7.5m Setback
	Landscape 3.75m Setback
	FNC-1 Chainwire Fencing
	FNC-2 Palisade Fencing
	RW Retaining Wall



1 OFFICE 1B2 - GROUND FLOOR PLAN 1 : 100



2 OFFICE 1B2 - FIRST FLOOR PLAN 1 : 100

