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30 June 2023

Ms Kate McKinnon
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Planning Panels, Local & Regional Planning
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BY EMAIL kate.mckinnon@dpie.nsw.gov.au

Dear Kate

PPSSWC-289 - DA22/1080 - 68 Lockwood Road, Erskine Park

We refer to the final determination briefing held on 26 June 2023 with respect to the above development application. We have prepared this correspondence on behalf of the Applicant to address the following matters:

- (a) The memorandum authored by Robert Walker, dated 28 June 2023.
- (b) Your email dated 27 June 2023 in relation to the Panel's request for further information as to the feasible extent of a cantilevered awning on Lockwood Road.

Attached to this correspondence are the following documents for the Panel's consideration in determining the DA:

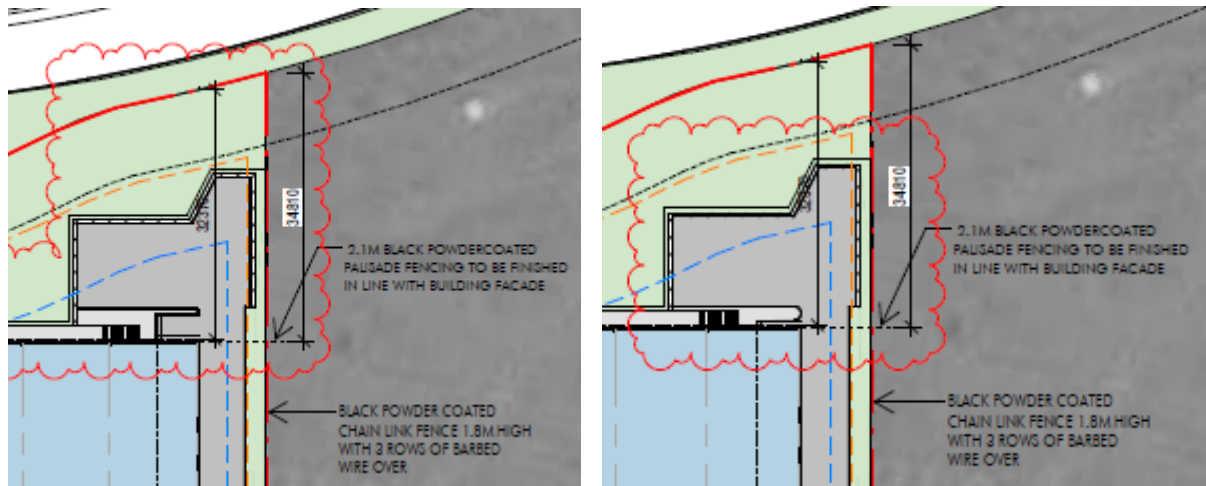
- (i) Revised landscape plans, Rev DA_02F (Attachment 1).
- (ii) Revised architectural plans, 29 June 2023 (Attachment 2).
- (iii) Council's draft conditions of consent as marked-up by the Applicant (Attachment 3).
- (iv) Letter from FDC Construction, 28 June 2023 (Attachment 4).

1 Landscaping and fire brigade turning area

The Applicant has made further amendments to the warehouse design to 'pull in' the fire brigade truck manoeuvring area at the north-eastern part of the site as far as possible to provide additional landscape screening to this element and to the building: see below image comparison from the architectural plans. The landscaping plans have been further amended to reflect this change and provide additional landscape screening to the north and east of the relocated fire brigade truck manoeuvring area: see below image comparison from the landscaping plans. We trust that this aspect of Council's memorandum is no longer in issue.

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Extract of Site Plan, Rev BB (23 June 2023) (left); Extract of Site Plan, Rev CC (27 June 2023) (right)



Extract of Landscape Layout, Rev DA_02E (left); Extract of Landscape Layout, Rev DA_02F (right)

2 Super awning

The Applicant's position as communicated during the final determination meeting on 26 June 2023 and in previous documentation/submissions is that the current awning design should be approved.

The Applicant does not accept that the presence/appearance of posts to support the awning compromises the amenity and landscape outcomes of the Lockwood Road streetscape. The Applicant would add the following in support of its position:

- (a) Whilst the posts will be initially more prominent in appearance, once the landscaping and trees fronting Lockwood Road reach maturity, any prominence of the structures will be very significantly reduced, which is evident from the Applicant's submitted architectural perspectives.
- (b) The awning can be treated differently on a merits basis to a building facade in that it adds interest to the design (as required by the DCP), allows views beneath the awning to the building located approximately 43m from Lockwood Road and is well removed from the boundary landscaping. The support structures also add to the interest of the design and the appearance of the building, and the awning roofing which is now set back 6m from the edge of the hardstand does not inhibit landscaping in any way.

- (c) The provision of an awning over 30m of the 36m deep hardstand will allow the user greater flexibility for all weather loading and unloading of goods which involves forklifts side loading and unloading from trucks outside the building.

3 Design of the awning

The Panel has asked that the parties include in their further documentary responses discussion of the extent of an awning that is feasible from an engineering perspective that does not rely on columns for support, i.e. the feasible extent of a cantilevered awning. Attachment 4 is a letter from the Applicant's design and construct builder (FDC Construction) dated 28 June 2023, which confirms that the largest extent viable for the awning to be cantilevered is 20 metres. This would be setback from Lockwood Road approximately 20-25m.

4 Building setback to the intersection of Lenore Drive and Compass Drive

As the Panel is aware, the Applicant has made multiple rounds of significant revisions to the design of this intersection to ensure that the relationship of the warehouse to the intersection is satisfactory from an urban design and streetscape perspective. The evolution of the design is set out in the figures below. The Applicant notes that the current design incorporates a selection of species recommended by Council and a more free-flowing/informal design to mirror the landscaping design of the development on the opposite intersection corner (across Compass Drive), again at the Council's recommendation. Additional layering of vegetation was developed in consultation with Council's landscape architect.

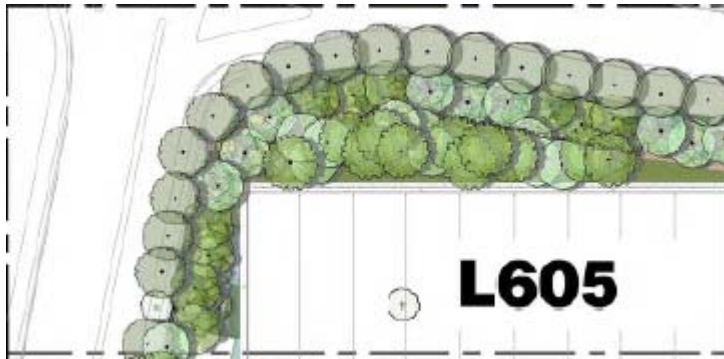
The Applicant disagrees with Council's contention that the relationship remains unsatisfactory.



Landscape drawing L605 as originally proposed.

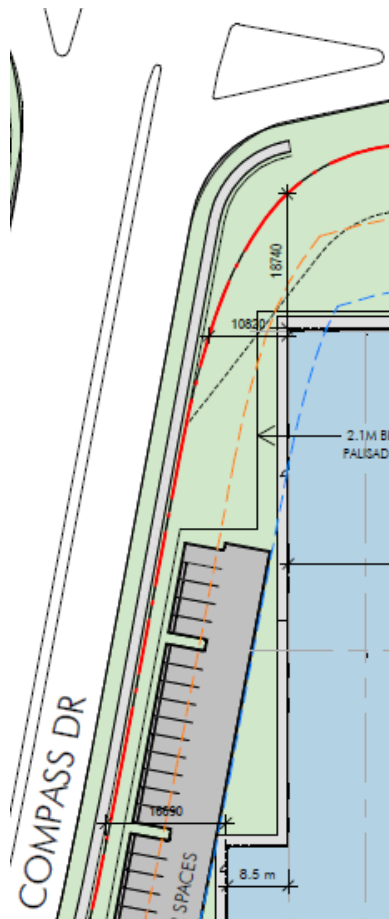


Landscape drawing L605 as at date of section 34 conciliation conference.



Current iteration of landscape drawing L605 (Rev DA_02F).

Council has made a recommendation that the point encroachment of the minimum 15m building setback to Compass Drive be removed by either chamfering or stepping-in the north-western corner of Warehouse 1. The present extent of that point encroachment is very minor, as shown in the figure below, with the blue-dotted line indicating the DCP 15m building setback on Compass Drive (noting that the orange-dotted line indicates the DCP 7.5m landscape setback on that frontage).



Extract of Site Plan, Rev CC (27 June 2023)

As previously submitted by the Applicant, the minor point encroachment shown above is offset/accommodated by significant landscaping at this intersection, such that it would be of no concern to the Panel. The setback of the building corner from the Lenore Drive roadway is generally well in excess of the required building setback. In relation to the suggestion of splaying Warehouse 1, the Applicant submits:

- (a) The setback from Compass and Lenore Drive is comparable with the setback on the opposite (south-west) corner of Compass Drive and Lenore Drive, providing

consistency in building form and landscape quality. The setback provided is fully landscaped.

- (b) Splaying would reflect a dramatic change in building footprint that is counter-productive to the use envisaged, which relies on straight line movements and relationships to work with the racking and automated nature of the building use for warehouse logistics.
- (c) The built form comprises simple volumetric forms that relate to the building use and has been designed in a consistent manner with buildings within the surrounding estate and in particular its relationship to the Followmont tenanted building opposite on Compass Drive.
- (d) Adding a splayed building form in this location is out character with the building design to date and the majority of buildings in the estate. The corner has been articulated with a translucent façade to enhance the activation of the corner of the building as well as adding interest to the building at varying times of the day. It also offers the opportunity to bring the external environment into the workplace and enable workers to gain a sense of the day transitions from night and day. The proposed rectilinear design compliments a similar architectural language used on the Followmont building opposite, where translucent sheet has been incorporated to enhance and activate the corner presentation to the intersection.



5 Draft conditions of consent

Appendix A to Council's memorandum dated 28 June 2023 is a set of proposed conditions of consent. Schedule 1 of the proposed conditions includes two deferred commencement conditions in relation to the awning on Lockwood Road and the north-western corner of Warehouse 1, both of which are dealt with above in Sections 2-4 of this correspondence.

Included as Attachment 3 to this correspondence is the draft conditions of consent proposed by Council, along with tracked changes introduced by the Applicant. A number of comments are also included in the body of the conditions (in green highlight) explaining certain deletions.

Please contact Will Dwyer and Angus Hannam of our office if you require any clarification in relation to the matters discussed above.

Yours faithfully,



Johnson Winter Slattery