

MEMORANDUM

Reference: DA19/0348 -
To: Sydney Western City Planning Panel
From: Kathryn Saunders, Senior Development Assessment Planner
Date: 20 August 2020

1. List of Attachments

- Appendix Z1 – 31 July 2020 – Amended Architectural Plans
- Appendix Z2 – 31 July 2020 – Amended Stormwater Plans
- Appendix Z3 – 31 July 2020 – Amended WSUD Plans
- Appendix Z4 - 31 July 2020 – Supplementary Traffic Letter
- Appendix Z5 - 31 July 2020 – Supplementary Letter – Truck Size

- Appendix ZA – Architect Plan – Car Wash – 3013, Revision A
- Appendix ZB – Supplementary Traffic Advice – 18 Aug 2020
- Appendix ZC – Architect Sketch Plan – Car Space Widths
- Appendix ZD – Architect’s Reply Letter – 18 August 2020
- Appendix ZE – Architect Sketch – Residential Territories
- Appendix ZF – Woolworths Loading Dock Letter
- Appendix ZG – Revised Acoustic Report
- Appendix ZH – **Revised Conditions Set** – 20 August 2020 (Excel Spreadsheet)

2. Introduction

The following information is provided in addition to Council’s Development Assessment Report prepared for the public meeting of the Sydney Western City Planning Panel on 17 August 2020, and is related to the above development application at 90-98 Glenmore Ridge Drive, Glenmore Park for a 4 storey mixed use development including new shopping village and shop top housing.

The applicant and Council have reviewed and discussed the recommended conditions set including the recommended deferred commencement conditions and have had regard also, to the matters discussed in the public meeting of the Sydney Western City Planning Panel held 17 August 2020 (via Skype).

The applicant has provided amended and additional plans and documents and a spreadsheet of amended recommended Conditions has been produced as a result.

A table of amended recommended conditions is provided at Appendix ZH. Amended and additional plans and documents are provided at Appendix Z1 through Z5 and ZA through ZH.

MEMORANDUM

1. Various minor architectural design amendments

Council's assessment report identified a number of small design related matters which were to be addressed through the recommended Conditions. The applicant has provided amended plans which resolve these matters and consequently any related conditions are recommended to be deleted or amended as they may relate. Refer to the Amended Recommended Conditions Set at Appendix ZH.

2. Central architectural design issues

In addition to the above-mentioned minor design matters, the central issues discussed in the public meeting of the Regional Panel which require additional information to be provided, are identified to be the matters detailed below, to which a response has been provided.

(a) Satisfactory building separation between apartments at the 'elbow' junction for 'Block A'.

Whilst the applicant has not directly addressed this matter in the response material provided, the architect has advised Council that compliance with the ADG building separation requirements can be achieved without significant alteration to the development and to this effect, a Deferred Commencement Condition remains recommended.

It is also assessed that compliance with this requirement is achievable without significant alteration to the building, such that compliance with solar access, cross flow ventilation or amenity would be diminished.

(b) The requirement to respond to the long length of the hallway for 'Block A' through the provision of wider areas or 'residential territories' that are more likely to encourage social interaction between residents.

The applicant has provided a sketch plan (Appendix ZE) and architect's statement (Appendix ZD) which indicate that three 'residential territories' can be provided along the length of 'Block A'.

The 'residential territories' are co-located with lift lobbies, will support casual social interactions and will not impact apartment amenities and are acceptable. Notwithstanding, it has been discussed with the applicant and is agreed, that the location of the entry door to unit A204 (typical all levels) is to be relocated to the southern apartment hallway, away from the 'residential territory' and bin chutes, to increase amenity and security.

MEMORANDUM

This matter can be addressed through final design detailing. A Deferred Commencement Condition remains recommended.

(c) Confirmation from the major tenant regarding maximum truck size for the loading dock.

The applicant has provided a letter from Woolworths Group Limited, confirming that a 15.5m long truck is acceptable to service the store. The letter is acceptable, subject to a condition being imposed on the consent limiting service and delivery vehicles to a maximum of 15.5m (refer to Revised Conditions Set at Appendix ZH).

(d) Construction Staging

The applicant has identified verbally in the public meeting of the SWCPP that an amended Construction Staging Plan can be provided which is supported in principle, noting that it has not been formally submitted. A Deferred Commencement Condition remains recommended.

(e) Requirement for additional information related to the carwash proposed at the north-eastern corner of the site (noting Council's recommendation that this component use be deleted).

In response to this matter, the applicant has provided:

- (i) Architectural plan no. 3013 Revision A (Appendix ZA), and
- (ii) Architect's statement, prepared by CD Architects (Appendix ZD),
- (iii) A letter from McLaren Traffic Engineering (Appendix ZB), and
- (iv) Noise Impact Assessment, dated June 2020, prepared by Reverb Acoustics (Appendix ZG).

The additional information has been reviewed and it is not assessed that amenity or traffic circulation and parking impacts resulting from the location of the car wash are satisfactorily resolved, for the following reasoning:

- The bin storage cupboard presents to Glenmore Ridge Drive, and the amenities face the car park entry/exit driveway. The presentation of these elements to the surrounding streets is not ideal. Further, it is unclear who will have access to these amenities and it is noted that users (staff and/or patrons) will be required to access these amenities either from the street, or from the car washing zone.
- Rubbish cleared from vehicles will require secondary bins (general waste and recycling) located close to the cleaning point – which are not

MEMORANDUM

nominated. The location of hose, hose cocks, handwashing and drying equipment and vacuums is not noted on plans. No equipment storage area is noted. Further, no location for the café and office air conditioning unit is noted on plans.

- The rendering on plan no. 3013 is not understood to accurately depict the potential of landscape screening or the likelihood of successful planting in the setbacks to the street provided.
- The car washing zone can accommodate 4 vehicles, and a further 4 car spaces are identified as drying bays, to be used for the car wash business. It is assessed that more than 4 waiting bays will be utilised by the car wash business at any one time and that additional use of the centres car parking spaces by the car wash business will likely impact on car parking availability and circulation issues. Noting that it is possible that some carwash users may not be patrons of the shopping village, noting its proximity to local sports fields, mixed use developments and a future school.
- The submitted Supplementary Traffic and Parking Advice document prepared by McLaren Traffic Engineers, dated 18 August 2020 outlines the operations of the car wash as follows:

2 Operation of Proposed Carwash

Car wash facilities are a typical and complimentary land use for shopping centres and provide the facility for visitors to have their car washed whilst they shop. The proposed operation of the car wash is outlined below:

1. Visitors to the centre park their car in the car park in any space available and provide the keys to car wash staff with an estimated time of their return;
2. When there is capacity in one of the four car washing bays, the car is retrieved from the car park by a car wash staff member;
3. The car is washed and then returned to a drying bay or, if full, a car space close to the car wash facility to dry;
4. After completing their other activities at the centre, the visitor collects their keys from car wash staff and returns to their vehicle.

By operating in this manner, the car wash staff will be able to manage the scheduling and queuing of cars through the car wash facility to ensure that there are no impacts to the function of the car park.

Above image: Excerpt from Supplementary Traffic and Parking Advice document.

and confirms the likely utilisation of general surface car parking spaces in addition to the 4 drying spaces nominated.

- Although it is accepted that it will be unlikely that the car wash will result in queues occurring, as staff will be driving cars, and patrons will likely park their car, then approach the car wash staff, the issue of the car wash

MEMORANDUM

relying on additional surface car parking spaces is not fully addressed and expected numbers of car wash customers is not addressed.

- It is acknowledged that sight lines are provided for car wash drivers, although the issue of congestion in the locality is not addressed.
- The layout of the car wash requires the operators to exit the car wash area into a main entry driveway of the car park, then circulate around the car parking area to access the drying bays on the eastern side of the car park – which will add to vehicle circulation movements in the surface car parking area and will add to congestion at the main entry point – noting also that the Noise Impact Assessment identifies 60 car movements every 15 minutes at each of the Glenmore Ridge Drive and Glenholme Drive exits.
- The originally submitted Plan of Operation for the car wash indicates the car wash will operate 7am – 6pm Weekdays and 8am – 5pm Weekends, 52 weeks per year. The Plan does not confirm how many staff are proposed, does not detail the number of cars likely to be washed, and does not detail any of the activities to be undertaken, or any equipment proposed to be used.
- The Noise Impact Assessment identifies operation hours for the car wash as 7am – 9pm Monday to Saturday and 8am – 9pm Sundays, this conflicts with the operational plan of management submitted for the car wash. The Noise Impact Assessment also references calculations to determine received traffic noise levels at typical residential receivers along 'Figtree Boulevard', which is assumed to be an error.
- During the public meeting of the SWCPP on 17 August 2020, the applicant identified the car wash as being a 'hand car wash' although it is noted in Section 3.3.6 (p.19 of 36) of the Noise Impact Assessment, that two vacuum cleaners, a pressure washer, kitchen exhaust, and roof top mounted air conditioning and refrigeration are accounted for. The roof top plant is not indicated on architectural plans and will be highly visible in the locality and the pressure washer will impact on residential amenity in the location.
- Table 14 of the Noise Impact Assessment identifies 2 pressure washer events at 3min duration being 25m from a receiver. It is not understood this accurately accommodates the proposal.
- The following recommendations of the Noise Impact Assessment are not provided for in the submitted plans:

MEMORANDUM

4.3 Carwash/Cafe

4.3.1 All pumps, compressors, must be located in a service yard plant room or enclosure. A total louvre or vent area up to 0.6m² into a shielded area and up to 0.2m² towards residences can be included without specific acoustic design.

4.3.2 All vacuums and pressure washers should be used in the designated location.

4.3.3 Staff should periodically monitor alfresco areas associated with food outlets and cafes, and if required, remind customers to be quiet and consider the amenity of nearby residents. This can be reinforced by erection of appropriate signage.

Above image: Excerpt from applicant's Nosie Impact Assessment dated June 2020.

3. Other matters

(a) Basement car parking

Council's assessment report found that an additional 97 basement car parking spaces were to be provided and a condition was recommended in this regard – based a calculation of required car parking spaces under the Penrith DCP. The applicant has since provided Council with additional information related to the methodology utilised to calculate the proposed car parking spaces and confirms that the commercial car parking provided, is compliant and exceeds the TfNSW (Previously known as RMS) parking rates.

The additional information was discussed with Council's Traffic Engineer and although the preference is for more car parking spaces, the non-compliance with Council's DCP parking rate was agreed as being acceptable noting that many trips will be dual use, in that the occupant(s) of a car making a trip to the centre will visit multiple stores or uses, thereby reducing the trip generation rates.

(b) Liquor Store Location

Council's assessment report recommended that the liquor store be located away from the child's play area and away from the street frontage. The applicant has relocated the child's play area and confirmed that the liquor store will not directly front the street and a direct view from the south and south west will be partially blocked due to the location of the raised planter in the central pedestrian walkway. Having regard to the above, the condition requiring its relocation is now recommended to be deleted (refer to Revised Conditions set at Appendix ZH).

MEMORANDUM

(c) Frontage of Medical Centre

Council's assessment report recommended that the future medical centre be reduced in scale to allow for more active uses along Deerubbin Drive. The applicant has provided additional information stating that the frontage will be activated and that breaking up the tenancy will result in untenable areas. It was agreed to break up the expanse of the medical centre with an expanded green wall being a minimum of 5m in width.

It is noted that the scale of the future medical centre tenancy will allow for it to be broken up into smaller tenancies at a later date, and that its use and fit-out will be subject to a future Development Application, whereby signage and window stickering or frosting can be addressed or assessed. Having regard to the above, the originally recommended condition is recommended to be amended.

(d) Loading Dock Hours of Operation

Council's assessment report recommended that the loading dock activities be limited to operating hours between 7.00am and 7.00pm seven days. The applicant has since advised that they require 6.00am to 10.00pm seven days. The applicant's Noise Assessment Report has addressed the delivery dock hours and operations and Council's Environmental Health officers have not raised objection to the proposal. It is thus recommended that Condition 3 be amended to allow for the requested 6.00am to 10.00pm delivery hours.

It is also raised for the Panel's consideration that Condition 11 of the Council's Assessment Report requires that, prior to the issue of any Occupation Certificate for the relevant stage, the Principal Certifying Authority is to ensure that the recommendations of the endorsed Noise Impact Assessment are implemented in the construction of the development.

4. Summary of Deferred Commencement Conditions to be deleted

Deferred Commencement Condition 116	
Urban Design & Landscape Matters	
Part	Officer Comment
C	Stair has been deleted and replaced with ramp.
D	Direct access to residential lobby from street is now provided.
O	Secure access point and roller door location nominated.
Traffic and Engineering matters	
Part	Officer Comment
B	Woolworths confirm in writing that 19m vehicle is not required.



MEMORANDUM

D	Amended plans identify which parking spaces can achieve 2.5m width.
E	Top of basement entry crest and adjacent kerb now shown.
G	Additional information provided confirming proposed basement parking is satisfactory.

Kathryn Saunders
Senior Development Assessment Planner