

23 March 2023

Mr Robert Walker  
Senior Development Assessment Officer  
Penrith City Council  
601 High Street  
Penrith, NSW, 2751

Dear Robert,

**RE: DA22/01080 – RFI dated 15 March 2023**

Further to our meeting to discuss the matters raised, we provide below a table itemising the questions and our responses. We have also provided a list of the documents either submitted with this response or to be submitted when completed. We look forward to working with you to achieve an approval as soon as practicable.

Yours sincerely,



Jamie Stewart

**Project Director**  
**Fitzpatrick Investments Pty Ltd**

| Matter Raised                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <b>1. Planning Matters</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p>a) It is understood that a third party logistics operator has signed a lease agreement for the building, requiring the development to be completed as quickly as possible and that this has resulted in the commencement of associated proceedings in the Land and Environment Court. Confirmation is to be provided as to which warehouse the aforementioned operator is to occupy and that such only relates to one (1) of the two (2) proposed occupancies.</p>                                                                                                                                                                          | <p>At the time the application was lodged, no tenants had committed to the facility. Only recently has a third party logistic operator indicated an intention to potentially lease both tenancies. The application seeks (2) warehouse tenancies so that it can be used as such. Should a tenant propose to use both tenancies for a single operation, then a modification for that use would be required. An Operational Management Plan has been prepared (Annexure D) to better describe the “Use” approval for the two tenancies being sought.</p>                                                         |
| <p>b) The layout is inconsistent with the applicable building setback requirements (as outlined within Part E6.3.3 of the Penrith Development Control Plan 2014) to all three (3) street frontages, and overall it is considered that the scale of the development is excessive. It is requested that a revised layout be provided, which incorporates substantial reductions to the footprint of the warehouse building and the loading dock awning, and which provides for compliance with the minimum setback requirements of Part E6.3.3 of the Penrith DCP, being of 20m to Lenore Drive, and 15m to Lockwood Road and Compass Drive.</p> | <p>We have revised the layout of the Site Plan, to increase the setbacks provided to Lenore Drive and Lockwood Road, by reducing the hardstand depth to 36m and seek concession from Council for the encroachments given the area provided substantially exceeds the requirement on balance. The scale of the building is in line with the last 4 approvals provided by Penrith City Council in our estate. We are providing more setback area and landscaping area on balance than is required. Please refer to the annexed table (Annexure A) and Nettleton Tribe plans (Annexure B) demonstrating this.</p> |
| <p>c) The submitted Site Plan does not indicate dimensioned building setback distances. It is requested that a revised Site Plan be provided, which includes dimensioned building setbacks.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>We have added setback dimensions to the revised Site Plan (Annexure B).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p>d) The proposal provides street facing elevations, which include expansive elements that are not adequately articulated or varied, and do not provide a suitable variety of finishes. Furthermore the overall relationship of the proposed development to the intersection of Lenore Drive and Compass Drive, is considered to be unsatisfactory from an urban design perspective and to not make a positive contribution to the urban environment. It is requested that amendments be made to the overall design which provide increased building articulation and / or variation, revisions to elements of the facade finishes and the introduction of features to the north western portion of the building (being adjacent to the intersection of Lenore Drive and Compass Drive).</p> | <p>While we disagree that the current design is not adequately articulated or varied with a suitable variety of finishes and we believe it already is consistent with all the high quality industrial facilities in the Erskine Business Park, we will look to modify the designed elevations to increase the variation in the façade finishes with a particular focus on the north west portion.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>e) The overall layout provides inadequate setbacks, and does not provide sufficient landscaping to screen the built form and integrate the development into the existing streetscape. The proposed landscaping scheme fails to provide any shade trees within the proposed car parking areas, which is inconsistent with Part C6.1.3 (C3) of the Penrith DCP, whereby one (1) large shade tree is to be provided for every six (6) car spaces. It is requested that amendments be made to the overall layout to provide shade trees within the car parking areas, in accordance with the requirements of Part C6.1.3 of the Penrith DCP.</p>                                                                                                                                               | <p>The landscape setback is exceeded on balance as demonstrated in the annexed Nettleton Tribe drawing SK12 (B) (Annexure B) and will provide sufficient landscaping to screen the building as demonstrated by the photos of other buildings within our Estate, the Auto Nexus facility and the Flower Power facility, from Lenore Drive (Annexure F). We have modified the drawings to include blister islands in the carpark at a rate of 1 for every 10 spaces as approved in our last application. The cost of engineered vaults is excessive and we looked to exclude them because we had already met the 40% canopy cover requirement, however, we have now incorporated the blister islands in the annexed Cabbage Tree drawing L607 DA_02A of the JAN 2023 (Annexure C). The carparking area is 1,386sqm and the canopy provided is 712sqm or 51%.</p> |
| <p>(f) The Landscape Plan does not indicate existing street trees, and does not provide common species names, mature heights or foliage spread, as required by Part F3.4.4.2 of the Penrith DCP. Furthermore, the Landscape Plan is not supported by cross sections, which indicate level changes, retaining walls and other structural supports, and depth of planting media, as required by Part F3.4.4.2 of the Penrith DCP. In the absence of detailed</p>                                                                                                                                                                                                                                                                                                                                | <p>We will modify the landscaping plan to clearly indicate the existing street trees and those that are proposed to be planted. We will also include cross sections to satisfy the requirement of Part F3.4.4.2 of the Penrith DCP. Annexure E shows an aerial photo of the existing street trees in Lockwood and</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| cross sections the relationship of proposed landscape plantings, to retaining walls, the proposed awning and the proposed palisade fencing is unclear. It is requested that an amended Landscape Plan be provided which satisfies the associated requirements of Part F3.4.4.2 of the Penrith DCP.                                                                                                                                                                                                                                                                                                                                                                                                                                        | Compass. There are currently no street trees on Lenore other than in the median. We will look to include street trees along the three road frontages.                                                                                                                                                                                                                                                                                                                                      |
| g) The overall layout includes pedestrian pathways around the northern and western perimeter of the building, which appears to not provide for any meaningful purpose and restricts the provision of landscape screening. Justification is to be provided for the need of such or associated amendments made to the overall layout.                                                                                                                                                                                                                                                                                                                                                                                                       | The pedestrian pathways are provided for fire egress and easy safe access to the office from the carpark. As previously demonstrated, the landscaping provided on the site exceeds the required area and will provide adequate screening.                                                                                                                                                                                                                                                  |
| h) The submitted Cut and Fill Plan does not indicate the alignment of the 9m wide easement (burdening the site), along the northern edge of the site (adjacent to Lenore Drive) and it is noted that the prior written permission of Endeavor Energy is required prior to the altering of any surface level within this area. It is requested that an amended Cut and Fill Plan be provided which indicates the aforementioned easement. Furthermore, should the proposal involve earthworks within the easement area, then written endorsement of the proposed level changes from Endeavor Energy is to be provided.                                                                                                                     | The cut and fill plan will be modified to include the 9m easement similar to the other engineering drawings. We have already discussed our plans with Endeavour Energy and would request the requirement for their consent to be conditioned in your consent. I note the terms of the easement are general and make provision for overhead power lines. The two 132KV lines in this easement are underground and our landscaping is not expected to be maintained by Endeavour in any way. |
| i) The proposed landscaping scheme is inconsistent with Part C14.2.1.4 of the Penrith DCP, which requires open car parking areas to be provided with a minimum 40% tree canopy cover. It is requested that amendments be made to the proposed landscaping scheme which provides tree canopy cover over associated car parking areas, in accordance with the requirements of Part C14.2.1.4 of the Penrith DCP. Furthermore, the application does not demonstrate the provision of adequate soil volumes for tree planting areas, as required by Part C14.2.1.3 of the Penrith DCP. Accordingly, it is requested that details be provided demonstrating compliance with the soil volume requirements of Part C14.2.1.3 of the Penrith DCP. | As demonstrated in Annexure C, 51% tree canopy cover is provided with blister islands. We have modified the plans to include blister islands as requested at significant expense. Landscaping plans will be modified to demonstrate soil volume requirements.                                                                                                                                                                                                                              |

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| <b>2. Car Parking</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>a) The overall layout provides a total of 146 car parking spaces, which is insufficient for the use and less than half the amount required by Part C10.5.1 of the Penrith DCP and the application is not supported by comprehensive operating details of the use of the premises to justify the significant car parking non-compliance. It is requested that additional car parking be provided or comprehensive operating details be provided in relation to the use of the premises.</p>                  | <p>Please refer to the table provided in Annexure A. As demonstrated in the table we are providing 1 space for every 204sqm of GLA over both tenancies and this is in line with the recommendation of the Traffic consultant and the four previous approvals.</p>                                                                                                                                                                        |
| <p>b) The configuration of the car parking areas provides a substantial number of spaces where users are required to walk a significant distance to enter the proposed building. The travel path, which is uncovered and along driveway areas, is unsatisfactory from a worker amenity and a pedestrian safety perspective. It is requested that the configuration of the car parking areas be reconsidered, or design features introduced which ameliorate worker amenity and a pedestrian safety issues.</p> | <p>We have provided a footpath to provide safe access to the office and warehouse on the exposed western side of the building. It is not clear why the travel paths provided are unsatisfactory from a worker amenity or safety perspective. The carparking provided to the eastern side is under cover for all but the 7 spaces provided adjacent to the office which also have a pedestrian path provided.</p>                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>3. Operational Details</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>a) The overall layout provides a total of 146 car parking spaces, which is insufficient for the use and less than half the amount required by Part C10.5.1 of the Penrith DCP and the application is not supported by comprehensive operating details of the use of the premises to justify the significant car parking non-compliance. It is requested that additional car parking be provided or comprehensive operating details be provided in relation to the use of the premises.</p>                  | <p>As highlighted in the Traffic report provided and the annexed table in Annexure A, the parking provision made is between than the Transport for NSW requirement of 1 space per 300sqm and Council's DCP requirement of 1 space for 100sqm. Further details of a typical Warehouse and Distribution operation "USE" being sought is provided in Annexure D. This is consistent with previous approvals in the industrial precinct.</p> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>4. Bushfire Prone Land</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p>a) The site is identified as being 'bushfire prone land'. However, a Bush Fire Assessment Report, which addresses and demonstrates compliance with the relevant criteria of Planning for Bush Fire Protection 2019, has not been provided.</p>                                                                                                                                                                                                                                                              | <p>As the proposal does not include any Class 1, 2, 3 or a class 10 that is associated with a class 1 building, AS 3959 2009 does not apply to this development.<br/>The Rural Fire Service document Planning for Bushfire Protection 2018 states:</p>                                                                                                                                                                                   |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|  | <p>8.3.1 Buildings of Class 5 to 8 under the National Construction Code (NCC)</p> <p>Under the building classification system within the NCC, Class 5 to 8 buildings include offices, shops, factories, warehouses, public car parks and other commercial and industrial facilities. Class 10 includes non-habitable buildings and structures such as garages, carports, swimming pools and fences.</p> <p>The NCC does not provide for any bush fire specific performance requirements for these particular classes of building. As such AS 3959 and the NASH Standard are not considered as a set of 'deemed to satisfy' provisions, however compliance with AS 3959 and NASH should be considered when meeting the aims and objectives of PBP.</p> <p>Whilst bush fire is not captured in the NCC for Class 5-8 buildings, the following objectives will be applied in relation to access, water and services, and emergency and evacuation planning:</p> <ul style="list-style-type: none"> <li>➤ to provide safe access to/from the public road system for firefighters providing property protection during a bush fire and for occupant egress for evacuation; <b>Provided</b></li> <li>➤ to provide adequate services of water for the protection of buildings during and after the passage of bush fire, and to locate gas and electricity so as not to contribute to the risk of fire to a building; <b>Provided</b></li> <li>➤ to provide suitable emergency and evacuation (and relocation) arrangements for occupants of the development; and <b>Provided</b></li> <li>➤ consideration of storage of hazardous materials away from the hazard wherever possible. <b>Not Applicable</b></li> </ul> |
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|                                                                                                                                                                                                                                     | It is considered that this proposal does comply with the intent of the relevant aims and objectives of Planning for Bushfire Protection and the relevant specific objectives for infill.                                                                                                                                                                                                                                                                          |
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| <b>5. Engineering Matters</b>                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| a) Invert levels for the proposed internal pit and pipe network have not been provided.                                                                                                                                             | Amended plans will be submitted. Proposed invert levels will be added to drawings 220011-DA-C05.01 to C05.06.                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| b) Inadequate details have been provided in relation to the connection to the proposed stormwater system to the existing trunk drainage network.                                                                                    | Amended plans will be submitted. A detail of the proposed connection will be added to drawing 220011-DA-C14.01.                                                                                                                                                                                                                                                                                                                                                   |
|                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| c) A Hydraulic Grade Line (HGL) analysis has not been provided.                                                                                                                                                                     | The trunk stormwater line in the northeast corner has already been designed and approved as part of a preceding development approval and this application does not propose significant changes to assumed catchments. This line was designed with 1% AEP capacity. A HGL analysis for the whole on-site network is not necessary given the critical junction (the northeast connection point) has already been proven to meet Council's engineering requirements. |
|                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| d) A longitudinal section of the relocated drainage line, has not been provided, which demonstrates that such is adequately sized for stormwater flows to be generated by the proposed development.                                 | Similar response to item c). The realignment has negligible impact on the site discharge point hydraulics.                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| e) It appears that a trapped low point may be created immediately to the north of the proposed building and it is unclear how the area will be drained, including in a major design storm event (1% annual exceedance probability). | Amended plans will be submitted. The setback along the northern edge between the proposed building and retaining wall is to be set at least 200mm below FFL and saw-toothed. This is to serve as an emergency overland flow path noting the trunk stormwater line has capability to accommodate stormwater flows between the design storm and major storm.                                                                                                        |

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| f) A MUSIC Model (i.e., an electronic copy, in sqz format) has not been provided, in accordance with Section 3.1 of Penrith City Council's WSUD Technical Guidelines, which demonstrates that the development will achieve an 80% non-potable water reuse demand, as required by Part C3.2 of the Penrith DCP.                                               | A MUSIC model will be provided. Drawings have been amended to incorporate rainwater harvesting for reuse in landscaping irrigation and toilets.                                                                                            |
| g) It is considered that the 1 in 2.5 gradients of battered areas within the northern setback area, may provide structural integrity issues.                                                                                                                                                                                                                 | Amended plans will be submitted. We propose to increase retaining wall heights to achieve 1 in 4 batters from existing top of berm to back of wall where applicable.                                                                       |
| h) Dimensions of the car parking module and driveway access points are not provided on the architectural plans, and therefore it cannot not be confirmed whether the layout provides for compliance with the relevant standards of AS 2890.                                                                                                                  | An amended site plan is provided in Annexure A showing typical carpark dimensions (2.5m by 5.5m) and the driveway widths with AS2890 compliance already addressed in the Traffic Report.                                                   |
| i) The accompanying schedule of finishes does not include details of the pavement and hardstand areas, or of the retaining walls.                                                                                                                                                                                                                            | Carparks will be asphalt and the hardstand areas will be concrete. Pavement types are identified on drawings 220011-DA-C11.01 and C14.01. Retaining walls are to be Keystone or masonry blockwork as detailed on drawing 220011-DA-C12.11. |
| <b>6. Ecological Sustainable Development</b>                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                            |
| a) The architectural plans do not provide detail of all ecological sustainable development associated commitments made within the accompanying Ecological Sustainable Development Statement. Furthermore in this regard, it is unclear whether the proposal involves the provision for (future) electric vehicle charging stations within car parking areas. | Amended plans showing the ESG measures including solar, solar hot water, rainwater reuse and future EV parking provision will be provided.                                                                                                 |

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| <b>7. Fencing</b>                                                                    |                                                                                                                                                                                                                                                          |
| a) Details in elevations or specifications of the proposed fencing are not provided. | Please refer to the site plan to identify the proposed fencing. Black Palisade type fencing to 2.1m high is to be provided to all road frontages and black chain wire with 3 rows of barb over to 2.1m high is to be provided to the neighbouring block. |
|                                                                                      |                                                                                                                                                                                                                                                          |

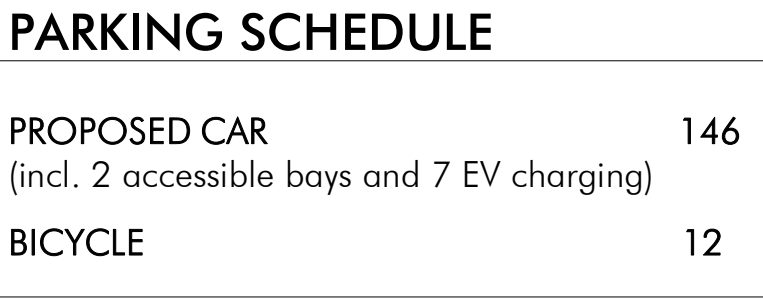
We intend to upload the referenced supporting documents when completed which will include:

- Revised Architectural drawing set
- Revised Landscaping drawing set
- Revised Civil Engineering drawing set
- Revised Civil Engineering Report
- Updated MUSIC Model (will have to be emailed because the portal will not accept this version of file)

## Annexure A – Planning Approval Summary

| Planning Summary |                                                                          |                                                                   |                                           |                                  |                                       |
|------------------|--------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------|----------------------------------|---------------------------------------|
|                  | Lockwood North                                                           | Lot 1A&1B                                                         | Lots 2-5                                  | Grady Sth                        | Grady Nth                             |
| DA Reference     | DA22/1080                                                                | DA21/0801                                                         | DA22/0131                                 | MOD22/0206                       | DA18/0446                             |
| Site Area        | 48846                                                                    | 31052                                                             | 78666                                     | 36627                            | 28810                                 |
| Building Area    | 29839                                                                    | 18175                                                             | 48555                                     | 22622                            | 21400                                 |
| Site Cover Ratio | 61%                                                                      | 59%                                                               | 62%                                       | 62%                              | 74%                                   |
| Carparking       | 146                                                                      | 121                                                               | 245                                       | 83                               | 88                                    |
| Parking Ratio    | 204                                                                      | 150                                                               | 198                                       | 273                              | 243                                   |
| Front Set Back   | 27.59m to 12.53m to Lenore                                               | 7m hardstand to driveway                                          | 15m Compass with carparking encroachment  | 20m to Lenore with encroachments | 7.5m hardstand to Grady               |
| Side Set Back    | 25.45m to 10.82m to Compass and 7.74m to 4.09m to the awning in Lockwood | 11.5-32.4 south to Conservation Zone and 18m to ACCO to the North | 15m Lockwood 6m road and 9m landscape     | 12-7.2m to Grady                 | 12m to Auto Nexus and 12 m to Tyremax |
| Rear Set Back    | 8.66m includes 6m fire trail                                             | 7m to west including fire trail with nil landscaping              | 23m awning to private road (7m landscape) | 5m to Grady from hardstand       | 0 to electrical easement              |

## **Annexure B – Nettleton Tribe Site, Setback Comparison & Landscape Comparison Plans**



nettleton tribe partnership Pty Ltd ABN 58 161 683 122  
117 Willoughby Road, Crows Nest, NSW 2065  
t +61 2 9431 6431  
e: [sydney@nettletontribe.com.au](mailto:sydney@nettletontribe.com.au) w: [nettletontribe.com.au](http://nettletontribe.com.au)





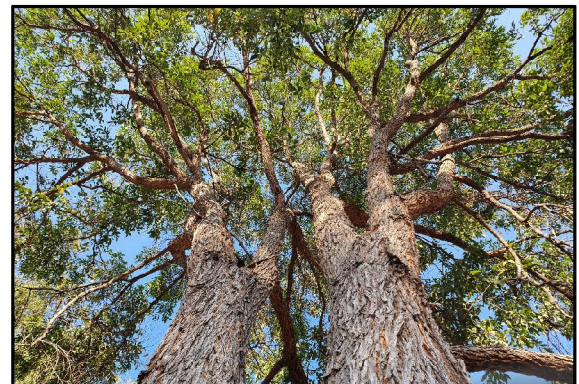
## **Annexure C – Cabbage Tree Carpark Canopy Assessment Plan**



Eucalyptus moluccana Gum-topped Box



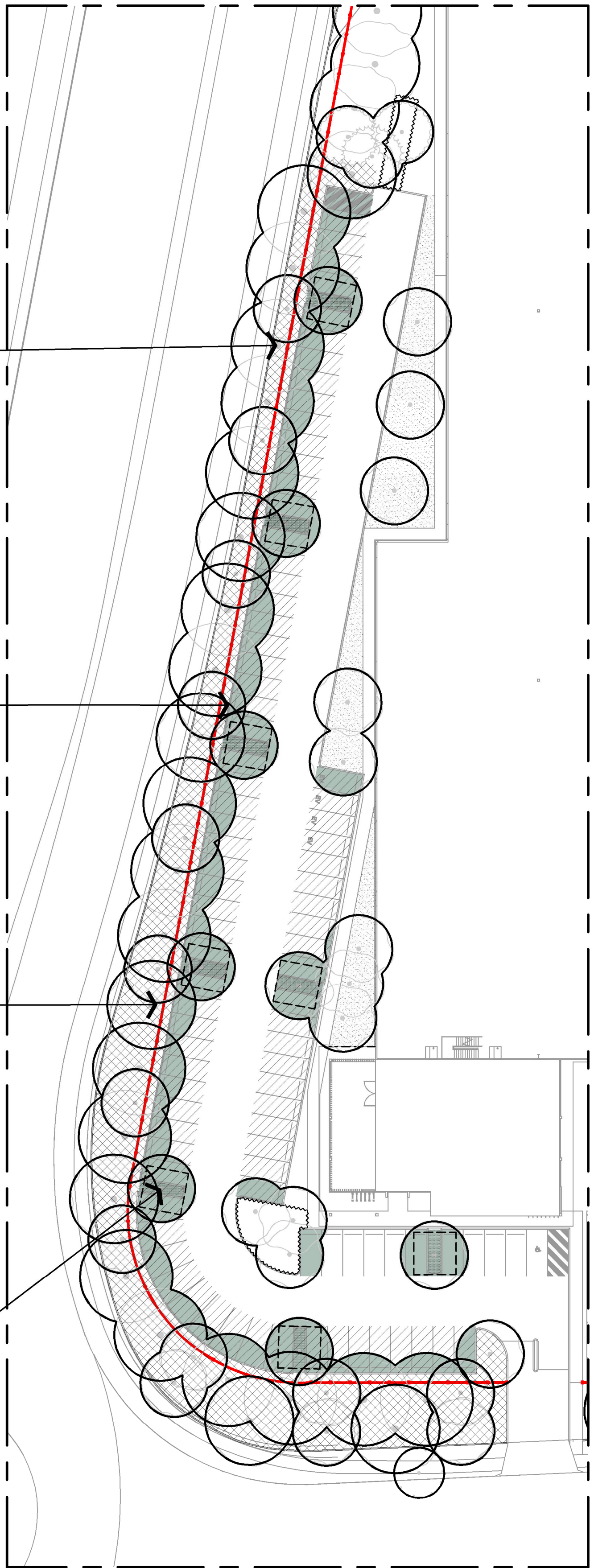
Waterhousea floribunda



Angophora floribunda Rough-barked Apple



Cupaniopsis anacardioides



SCHEDULE CANOPY CALCULATIONS

| SYMBOL | DESCRIPTION                                                                                                                                                                             | QTY      |                                   |
|--------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------|
|        | TOTAL CARPARK AREA                                                                                                                                                                      | 1,386 m² |                                   |
|        | TREE CANOPY OVER CARPARK                                                                                                                                                                | 711.7 m² | Canpy Coverage of Carprark 51.3 % |
|        | TREE PLANTNG SOIL AREA<br>Soil area available for tree planting to provide canopy across carparking along western ans South western boundary.<br>(refer to Table 1 for further details) | 1,030 m² |                                   |

| CARPARK BOUNDARY TREE PLANTING                                         |                                               |          |                   |                  |                                                                       |
|------------------------------------------------------------------------|-----------------------------------------------|----------|-------------------|------------------|-----------------------------------------------------------------------|
| TREES                                                                  | Botanical                                     | Quantity | Mature Height (m) | Mature Width (m) | Planting Site Area Required (refer to Table 1 from council C14.2.1.3) |
| AF                                                                     | Angophora floribunda<br>Rough-barked Apple    | 7        | up to 30m         | 17m              | 18.5m <sup>2</sup> +                                                  |
| EM                                                                     | Eucalyptus moluccana<br>Gum-topped Box        | 18       | up to 25m         | 18m              | 18.5m <sup>2</sup> +                                                  |
| WF                                                                     | Waterhousea floribunda<br>Weeping Lilly Pilly | 14       | 12m               | 8                | 9.5m <sup>2</sup> +                                                   |
| REFER TO L601 An L603 for further details of individual tree locations |                                               |          |                   |                  |                                                                       |
|                                                                        |                                               |          |                   |                  | <b>Total Minimum Area Required</b>                                    |
|                                                                        |                                               |          |                   |                  | <b>596 sqm</b>                                                        |
|                                                                        |                                               |          |                   |                  |                                                                       |
|                                                                        |                                               |          |                   |                  | <b>Area Available</b>                                                 |
|                                                                        |                                               |          |                   |                  | <b>1030 sqm</b>                                                       |
| CARPARK ISLAND TREES                                                   |                                               |          |                   |                  |                                                                       |
| TREES                                                                  | Botanical                                     | Quantity | Mature Height (m) | Mature Width (m) | SOIL VAULT AREA                                                       |
| CA                                                                     | Cupaniopsis anacardioides<br>Carrot Wood      | 20       | 8-10m             | 8m               | 25m²                                                                  |

| TABLE 1: Tree size and planting site area     |                             |                              |                      |
|-----------------------------------------------|-----------------------------|------------------------------|----------------------|
| Maximum tree size at maturity                 | Planting site area required | Planting site depth required | Soil Volume per tree |
| Small<br>(less than 8m tall or under 4m wide) | Less than 9.5m²             | 1.0 to 1.3m                  | 30m³                 |
| Medium (9-12m tall or under 4- 8m wide)       | 9.5m² to 18.5m²             | 1.3m to 2.5m                 | 35m³                 |
| Large (Taller than 13m or wider than 8m)      | More than 18.5m²            | >2.5m                        | 80m³                 |

## **Annexure D – Operational Management Plan**



## **93 Lockwood Road Erskine Park Warehouse and Distribution Centre**

### **Operational Management Plan**

#### ***Proposed Use***

The building, and each tenancy within the building, is to be used as a warehouse or distribution centre which means *a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, but does not include local distribution premises.*

The warehouse building comprises two tenancies with a GFA of 15,419m<sup>2</sup> (Warehouse 1) and 13,350m<sup>2</sup> (Warehouse 2) and ancillary two storey offices are 770m<sup>2</sup> and 300m<sup>2</sup> respectively. The car parking areas for staff and visitors on site has two entry/exit points and provides 92 spaces for Warehouse 1 and 54 for Warehouse 2 for total of 146 car parking spaces in two separate parking areas.

The hardstand area will be shared and used for loading/unloading goods, has two entry/exit points and can accommodate up to 18 large vehicles at any one time. The hardstand area will be covered by a projecting awning which will provide weatherproof conditions for the safe and dry handling/storage of goods, reduce the effects of urban heat and designing for the impact of climate change by removing the box gutter typical in canter levered awnings.

#### ***Nature of Use***

The warehouse or distribution centre will store finished goods on pallets, block stacked and racking or shelving (the racking/shelving and the office Fitout will be the subject of a further application). Trucks serving the facility will vary and will include rigid vehicles with tail gates, semi-trailers (some with shipping containers) and B-doubles. Trucks will unload and load by reversing into the recessed docks or by reversing or parking parallel to the building for side loading as required by the vehicle type and goods. Loading and unloading activity will take place under the proposed awning which:

- provides shade and keeps staff out of the sun to reduce sunburn risk a when loading and unloading trucks.
- provides shelter from the rain to keep staff and customer products dry and reduces water entering the warehouse from forklift tyres reducing the risk of slips on wet concrete;
- reduces reflection from the concrete which reduces heat and brightness on staff eyes.

Staff will park on either side of the building close to the respective tenancy and associated offices.

### **Hours of Operation**

Approval is sought for operation of the facility 24 hours a day, seven days a week in peak periods. This means that the site would be available for use over this period. It is expected that normal shifts would be 06:00 – 22:00 Monday to Friday and 06:00 to 14:00 Saturday.

### **Staff**

Up to 100 people across both Warehouses (approximately 60 people in Warehouse 1 and 40 people in Warehouse 2) are expected on site at any one time including staff, contractors and visitors.

### **Traffic Generation**

Traffic generation is expected to not exceed that outlined in the RMS Technical Direction TDT 2013/04a (Guide to Traffic Generating Developments - Updated traffic surveys) as described in *Proposed Industrial Warehouse Development, Lockwood Road North, Erskine Park Traffic Report* Revision 2 dated 27 October 2022 prepared by InRoads Group and submitted with DA22/1080.

### **Parking Provision**

146 car parking spaces are provided in total, 92 for Warehouse 1 and 54 in Warehouse 2. This level of on-site parking provision of approximately 1 space per 204m<sup>2</sup> in total (1 space for every 175sqm for Warehouse 1 and 1 space for every 254 sqm for Warehouse 2 reflecting the different Office sizes) substantially exceeds the minimum requirement for a warehouse development stipulated in the *RTA Guide to Traffic Generating Developments* (i.e., 1 space per 300m<sup>2</sup>). Furthermore, the proposed parking provision is consistent with the level of provision at other similar recently approved development within proximity to the subject site, within the Erskine Park Employment Lands.

### **Public and Active Transport**

The 835 bus service (operated by Transit Systems) travels along Lenore Drive, with bus stops located downstream of the Lenore Drive / Compass Drive / Grady Crescent Intersection (i.e., eastbound and westbound stops). This transit bus route travels between UWS Penrith and the Prairiewood T-way Station, with services at 15 – 30 minute headways during the morning and afternoon peak hours.

An off-road cycle path is provided along Lenore Lane. 12 bicycle parking spaces are provided.

### **Noise Management**

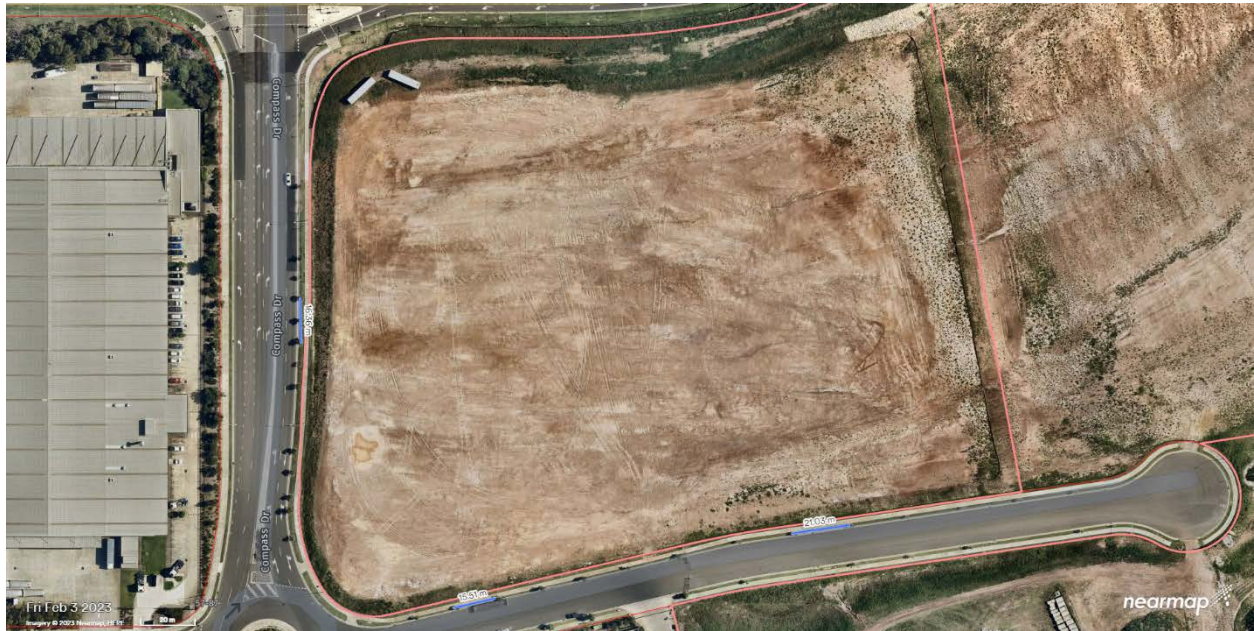
*Erskine Park South of Lenore Drive DA Acoustic Assessment* dated 21/11/2022 prepared by Acoustic Logic finds that noise impacts from the general operation of the warehouse facility are expected to meet all relevant noise emission criteria.

Acoustic Logic recommended noise controls are summarised below to ensure that the overall noise emissions comply with the project noise criteria detailed in the report.

- In any one-hour period during the day, evening and night time, the maximum allowable vehicle movements are as indicated below.

- o Day time and evening periods:
  - 15 semi-trailer (inbound or outbound)
  - 10 medium rigid truck (outbound)
  - 20 cars/Utes/vans (inbound or outbound)
  - Forklifts operating
- o Night time periods:
  - 5 semi-trailer or medium rigid truck (inbound or outbound)
  - 1 medium rigid truck (outbound)
  - 5 cars/Utes/vans (inbound or outbound)
  - Forklifts operating
- Prominent notice should be placed on site to remind staff to minimise the noise at all times.
- External doors should be closed during night-time except for trucks in/out.

## Annexure E – Aerial showing existing Street Trees



## **Annexure F – Street View of Flower Power & Auto Nexus to Lenore Drive**

