



Our reference: P-703860-B3Z3
Contact: Sandra Fagan
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13 June 2024

Attn: David Schwebel
Email: david.schwebel@planning.nsw.gov.au

Dear David,

Council Response to Modification Report for SSD-9138102 MOD-2, Westlink Industrial Estate (ESR) Stage 1 at 1030-1048 and 1050-1064 Mamre Road, 59-62 and 63 Abbots Road, and 290-308 Aldington Road, Kemps Creek

Thank you for providing Penrith City Council the opportunity to comment on the abovementioned modification report.

Council staff have reviewed the information referred for comment on 27 May 2024, and provides the following advice for the Department's consideration.

1. Planning Considerations

- a) The proposed shifts to Warehouse 4 (to the south and east), and changes to the hardstand areas, should not adversely impact the quantum, width, and design of the landscaped setbacks and the width of the fire trail on the southern side of Warehouse 4.
- b) DPHI should ensure that the proposed reduction to the awnings over the roller shutter doors does not affect the acoustic compliance / mitigation measures required for the approved use. The submitted Technical Memorandum from SLR does not specifically reference the proposed reduction to the awnings and this may need to be clarified by the proponent from an acoustic perspective.
- c) The warehouse finishes include profiled metal sheeting in a colour to match 'Colorbond Monument.' This is shown as number 3 on drawing 12587_DA124/P12. The number 3 metal sheeting will be used on extensive parts of the warehouse facades. The applicant is requested to consider a lighter tone (light-medium grey) to

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assist with urban heat as the Monument colour is quite dark. The Monument colour for the painted precast panels, noted as number 1 in the referenced drawing, is acceptable as this element forms the base of the warehouse and is not as extensively used as the profiled metal sheeting on the walls.

- d) The proposed amended landscape design should be reconciled with the proposed / approved signage, to ensure that the signage does not conflict with the proposed landscaping. If a potential conflict is found, it is preferable that the signage is amended to accommodate the landscaping.
- e) The tree canopy cover shown for Lot 4 (including the detention basin) is 9%, which does not comply with clause 4.2.3 of the Mamre Road Precinct DCP, which requires 10% canopy cover per industrial lot. Noting that the canopy cover for Lot 1 is shown as 12%, and if the applicant is using the entire estate to measure percentage of canopy cover, then DPHI should require an audit (running sheet) with each SSD application. This will ensure that the final canopy cover across the entire estate can comply.

2. Development Engineering Considerations

Council's Development Engineering Department have reviewed the proposal and have raised the following considerations:

- a) The application includes the reduction of the trunk drainage channel width from 25m to 20m. This is noted as inconsistent with the Sydney Water's Scheme Plan dated May 2024 which require a 25m channel. As such, DPHI should obtain comments from Sydney Water on this aspect.
- b) The application includes changes to the private access road cul-de-sac design. Following review of the civil drawings and traffic swept paths, Council has no objection to the proposed changes.
- c) The interface between the ultimate Abbots Road design and the naturalised drainage channel requires the verge of the road (i.e. the area behind the kerb) to be graded towards the drainage channel rather than grading towards the road (as typically designed). Council has no objections to this modification as the

verge will drain to a drainage channel structure without any adverse impacts on occupied properties.

- d) Council has no objections to the proposed changes made to the OSD system.

3. Traffic Considerations

Council's Traffic Engineer has reviewed the proposal and has raised the following considerations:

- a) The proposed modification is unlikely to have any additional impact on the surrounding road network above and beyond that previously assessed under SSD-9138102.
- b) The revised swept path assessment for the ground floor shows that due to the proposed decrease in hardstand length, access to one recessed dock is to be restricted to heavy rigid vehicles when the B-Double uncoupling area is in use. DPHI should ensure there are suitable conditions to address this.

4. Environmental Management Considerations

Council's Environmental Management Department have reviewed the modification report and raise no concerns with the proposed modifications from an environmental management perspective.

5. Waterways Officer Considerations

Council's Waterways Department has reviewed the proposal and have raised the following considerations:

- a) Council notes that the approved development comprised of a 25m wide trunk drainage. The report states that as part of the detailed design of the trunk drainage channel, it has been determined that the design criteria can be satisfied by a 20m wide trunk drainage channel.
- b) The proposed reduction in width to 20m is not consistent with Sydney Water's Scheme Plan dated May 2024 which required a 25m channel (and was the approved with in the consent). The letter submitted in support from Sydney Water dated 17 July 2023 (Appendix H) does not seem to indicate that they support the



change to a reduced width but rather indicates they would work with the developer on the design of the trunk drainage. This needs to be clarified.

- c) The Department needs to ensure that the design of the trunk drainage is prepared in accordance with Sydney Water's latest scheme plan and that the changes drainage infrastructure have not compromised the ability to meet the water quality / flow requirements until they can connect to the regional scheme.

Should you wish to discuss this matter further, please don't hesitate to contact me on (02) 4732 7992.

Yours sincerely,

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