

Penrith City Council

15 February 2017

Att: Lauren Van Etten

Penrith Civic Centre
601 High Street,
Penrith, NSW, 2750

RE: Development Application No.: DA16/1217

Subject: Response to preliminary assessment advice and document resubmission

Dear Lauren,

Thank you for your preliminary assessment advice dated 23 December 2016, and subsequent meeting and email correspondence providing further clarity.

I would like to submit the appropriate documents to address the items of concern raised in our correspondence, and I submit the following documents;

- Written response to each of the items raised;
- Revised Architectural Drawings,
- Revised Civil Drawings,
- Civil Report Addendum,
- Generator and Fuel Tank Concept Drawing,
- Revised Landscaping Drawing,
- Reply from Traffic Engineer,
- Updated Statement of Environmental Effects,

I trust that the above mentioned documents will address the items raised and you have sufficient information to complete your assessment.

Should you require any further clarification, do not hesitate to contact me direct and I will endeavor to respond as promptly as possible.

Kind Regards

Daniel Howard
Director of Construction, APAC

**Item 1**

Clarification of the purpose of the switching stations was requested and whether any alternative location is possible given their prominence within the front setback.

Response

The Medium Voltage Switching Stations at the front of the site provide power to the Data Centre facility, in addition to this we require redundant power supplies; hence the two sets of switching stations.

To maintain redundancy, we keep the two sets of incoming power supplies at opposite ends of the street frontage, so that should an incident occur in one location, it is unlikely to impact on the other location and we can still maintain power to the site without the use of generators.

In addition to this; Fire Hydrant and Sprinkler Booster services must be kept at least 10 meters from the switching stations to meet Australian Standards and to address safety concerns of the Fire Department. Due to the above requirements, there are three locations across the site where the site services are located.

The Switching stations are located at the front of the site because the power authority, Endeavor Energy, requires an easement and 24 hours access to the land that the switching stations is located. Due to the security requirements, this must be outside of the front fence.

Due to the concerns raised by Penrith City Council, we have removed the fence from around the switching stations, and they will now sit simply within the landscaped zone, like a typical kiosk substation found on many buildings in the area.

It is also noted that the original drawings submitted were confusing to the size and scale of these switching stations. I clarify that each switching station is approximately 1,350mm (w) x 950mm (d) x 1,800mm (h). A photo of the switching station is provided for reference.



The revised architectural drawings better show the size of the switching station and I trust that the revised documents and the above clarifies the issue.

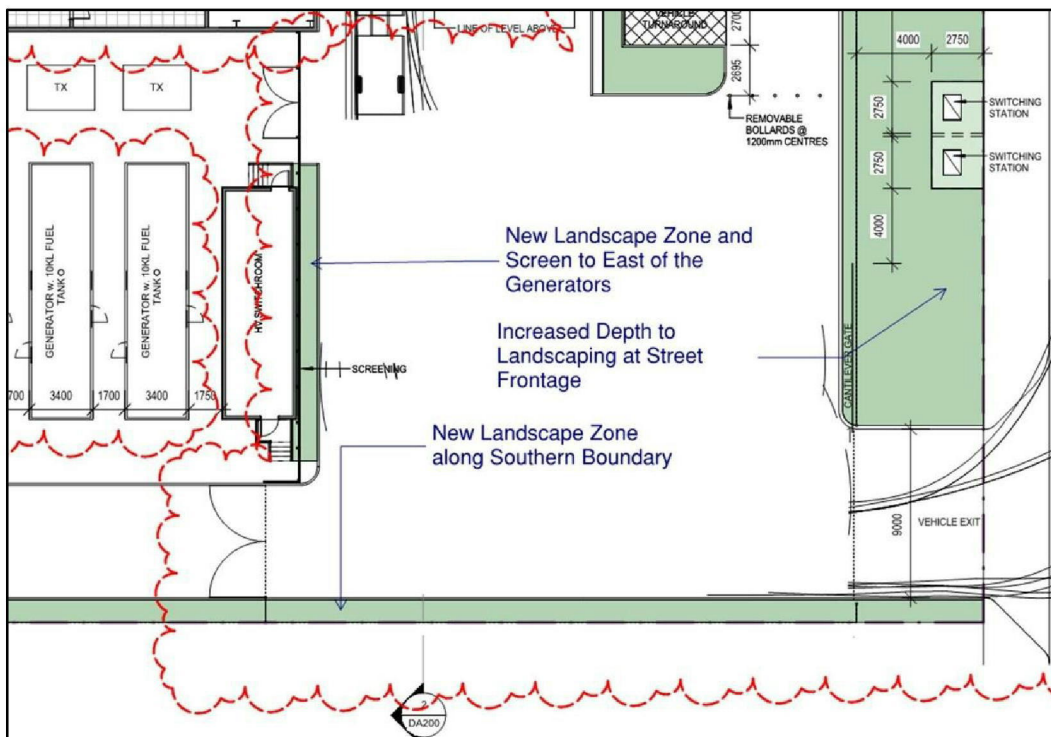
**Item 2**

You are requested to add screening to the southern side of the generators to reduce their visibility as viewed from the street.

Response

A Landscaped zone has been added along the complete length of the Southern boundary, and a hedge added to this zone to screen the generators from the street.

In addition to this, a new landscaped zone and screen has been added to the East of the generators to screen them from view of the street. This in conjunction with the additional landscaping provided on the street frontage will significantly reduce the visibility when viewed from the street.

**Item 3**

The discussion relating to SEPP 33 refers to diesel storage and identifies that underground tanks will be installed. Provide the specifications for these tanks and their location

Response

The original SEE was in correct in its assertion that bulk tanks would be used. This document has been updated in accordance with the actual fuel storage, which is the use of multiple 10,000L above ground tanks located under each generator. This has been clarified in the SEE on page 18, and on the Architectural drawings.

**Item 4**

Insufficient information was provided in relation to rainwater harvesting to demonstrate compliance with Council's water conservation requirements.

Response

Details of rainwater harvesting provided in Civil Report Addendum. The civil drawings have also been updated to align with the revised architectural / carpark layout.

Item 5

Item 5 request the below items be addressed;

- A Heavy Vehicle driveway of at least 12.5m wide,
- Separation of Car park from heavy vehicle driveways, and;
- Additional details of driveway, aisle and car space dimensions to comply with AS 1428 and AS 2890.

Response

A detailed letter from the Traffic Engineer has been provided identifying reasons why the reduced driveway width should be acceptable for this facility, as well as providing additional sweep path details as requested.

The Car park has been separated from the heavy vehicle loading dock utilising bollards, and by providing a turning bay for cars within the carpark. These bollards are to be removable, as to maintain perimeter building access for emergency vehicles within 18 meters of the building as required by the Large Isolated building provisions of the National Construction Code.

It is noted that the access road on the northern end of the site may result in Heavy Ridged vehicles using the carpark exit, yet this would be a rare occurrence. The intent of this perimeter access road is to provide access for Emergency vehicles, in particular, the fire brigade. The only other scenario would be an emergency diesel delivery if the other access point was blocked by an incident.

Additional details of the carparking dimensions have been provided on the updated Architectural drawings.

You will also note that some of the car parking has been relocated to the Northern side of the building as to facilitate additional landscaping along the street frontage. There are now 40 regular parking spaces and 2 accessible parking spaces. This matches the previous submission in respect to the number of parking spaces available.



Item 6 – Landscape email.

Item 6 requested the below items be addressed;

- provide a wider landscaped area in the front setback that is consistent with the precinct, contributes to the overall character of the locality and is appropriate to the scale and nature of the development;
- landscaping shall include tree species that are in keeping with the locality and help reduce the scale and bulk of the development, whilst also contributing to the streetscape. Crepe Myrtles are not acceptable;
- provide shrub planting for screening or parking areas and an improved contribution to the streetscape in the locality;
- indicate fencing location and type on landscape plan; consider a shared driveway access solution with the adjacent property to the north to minimise hardstand areas and provide more landscaping; and

Response

A revised set of Architectural Drawings and a revised landscape plan have been provided to address the above items generally including;

- Additional landscaping area in the front setback; extending this landscaping zone from 4m to 7.6m wide,
- Removal of fencing around switching station allowing for closer planting around these items,
- Inclusion of a landscaped zone and hedge along the southern boundary,
- Update of the plant schedule to include appropriate species as recommended by council,
- Landscape screening to the carpark areas via deeper landscape setback on the front boundary,
- Fence location nominated on the Landscaping plan.

Unfortunately, we are unable to accommodate a shared driveway with the adjacent property due to the separate operation of the sites.

Item 7 - Additional Stair

This item was not raised by council, yet it has been determined that we require an additional stair on the North elevation and on the south elevation. These have been screened as appropriate.

The additional stair has been added to provide for proper emergency egress and ingress for firefighting. We found it appropriate to make these amendments at this stage.

The Architectural drawings have been updated accordingly.



The Statement of Environmental Effects has been amended in the following way;

Page 7

Building Component; maximum height clarified at 15.6 meters high; this was previously stated as 12.2 meters high which was incorrect. The height of the building as shown on the drawings has not changed since the original submission.

Page 7

Updated description of the landscaping strip at 7.6m strip of landscaping in lieu of previously referenced 4-meter strip.

Page 8

Car Parking has been updated to clarify that there is a total of 42 car spaces including 2 disabled spaces,

Page 18

Updated to include details of fuel storage in belly tanks.