



In reply please quote: 20/05386

Contact: Kerren Ven on (02) 9725 0878

08 December 2020

Industry Assessments  
Department of Planning, Industry and Environment  
GPO Box 39  
SYDNEY NSW 2001

**APPLICANTS RESPONSE TO SUBMISSION – 6 JOHNSTON CRESCENT, HORSLEY PARK – ESR HORSLEY LOGISTICS PARK (SSD-10436)**

Dear Mr Zhang,

Reference is made to the above matter and Council's previous submission dated 07 September 2020.

The applicant has amended the proposed development from the construction and fit-out of six (6), to now eight (8) buildings for the purpose of warehousing and distribution. The proposed total GFA of the overall development is now 112,819sqm (representing a reduction of 1,673sqm GFA) with a reduction of 50 car parking spaces and provision of 70 bicycle spaces.

Council officers have reviewed the applicant's response to submission and concerns are still raised regarding the on-going maintenance of the landscaped area. The applicant's response states the existing southern landscaped bund complies with the subdivision approval under DA 893/2013 and the release of the subdivision certificate has been issued for Lot 201.

It is noted and recommended that condition 22 as specified in Council previous letter be adopted as part of any development conditions of consent for the subject site. This is to ensure the potential impacts on the amenity of rural residential properties adjoining the site are protected throughout the life of the proposed development and ensure the relevant landowner(s) of the subject site are aware of their responsibility for the maintenance of the landscape buffer along the southern boundary of the site.

In addition to the above, Council officers request the following matters in relation to traffic generation and stormwater management be addressed under any approval for the proposal.



## **Traffic Branch comments**

The following matters shall be addressed by the applicant.

- Traffic modelling assessment shall be undertaken to analyse traffic impacts of the development proposal on the adjoining road network. The results of the SIDRA analysis and an electronic copy of the SIDRA files shall be provided to Council for validation. The traffic generation of 271 vehicle trips during the peak hour is expected to have significant impacts on the adjoining road network. Traffic generation associated with the development shall be referred to Transport for NSW as this trip generation could potentially impact the Southern Link Road project at/near Burley Road and Johnston Crescent
- The applicant's turning path diagrams demonstrate that 30m long super B-Double vehicle entering the sites require to use the entire driveway to undertake the manoeuvre. This will potentially conflict with vehicles exiting the site. In addition, turning path analysis shows that 30m long B-Double vehicle requires to use most part of the access road when turning into and out of the sites. Additional information shall be provided to address these concerns;
- The proposed access driveways for the site shall comply with the requirements of AS 2890.2:2018 and shall be determined based on the turning path assessment undertaken in accordance with Austroads Guidelines. Two-way simultaneous movements at driveways whichever is the worst-case scenario shall be shown on the swept path diagrams to justify the adequacy of the driveway design;
- Parking provision must be made to accommodate future peak parking demand generated by the development and shall be consistent with what was previously approved by Council. It is noted that proposed provision of car parking on the site is at 1 space/300m<sup>2</sup> however, Council considers that additional car parking should be provided on the site at a rate required under Council's City Wide DCP for this form of development of 1 space/177m<sup>2</sup>;
- The site plans have shown that the loading bays within the sites are designed to cater for articulated vehicles. No designated loading bays are proposed to accommodate larger vehicle such as 30m long superb B-Double vehicles. Service vehicles shall undertake loading and unloading activities within the designated loading areas without impacting traffic flow into, within and out of the site. Additional information shall be submitted to demonstrate how vehicles larger than articulated vehicles will be accommodated on-site without impacting other vehicles;
- Turning path analysis shows that 30m long vehicles require to occupy most part of the access road when turning into and out of the sites. The applicant shall consider the option to widen the driveways to facilitate heavy vehicle movements into and out of the sites;

- The applicant has not submitted swept path diagrams/assessment for 25m/26m long B-Double vehicles to manoeuvre into, within and out of the site. Clarification is required regarding this matter. The type and the number of heavy vehicles using the site on daily basis shall be specified in the loading management plan;
- Access driveways for trucks entering and exiting warehouses (Lot 201 and 204) are located at/near the bends of the access road where sight distance could be impacted. There is also a number of closely spaced driveways (two entry and exit driveways for trucks and one new fire access road) located at the south-eastern corner of the Access Road where potential conflicts between vehicles entering and exiting the site are high.

The locations of the access driveways shall be reviewed to ensure the safety of road users. In addition, swept path analysis undertaken by Council officers in accordance with the Austroads Guidelines indicate that it would be difficult for 26m B-Double vehicles to exit the sites via the access driveways located at/near the bends of the access road. Based on the turning path analysis, 26m B-Double vehicles turning left out of the sites were observed encroaching onto the path of oncoming traffic in the access road;

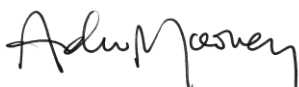
- A loading management plan indicating the frequency and the number of heavy vehicles using the proposed warehouses (Lots 201, 202, 203 and 204) shall be submitted to Council for assessment. Additional measure shall be in place to deter trucks from entering the site when all of the loading/service bays are occupied; and
- A copy of the plans showing the dimensions of the proposed bicycle parking spaces and where they are proposed within the development shall be submitted to Council for assessment.

### **Stormwater Engineers comments**

As previously requested, the existing pipe details including the invert levels of the pipes within the access road at all stormwater connection points shall be shown on the stormwater plans. The obvert level of the pipe in the access road shall be taken as the tail water level for the design of the OSD system.

Please contact Kerren Ven on 9725 0878 if you require any further clarification regarding the above.

Yours faithfully,



Andrew Mooney  
**ACTING MANAGER, STRATEGIC LAND USE PLANNING**