



Our reference: ECM: 9062940
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Mr Bruce Zhang
NSW Department of Planning Industry & Environment
By Email: Bruce.Zhang@planning.nsw.gov.au

**Re: Response to SSD 10436 – Request for Advice on SEARs – ESR
Horsley Logistics Park**

I refer to the above request for advice on SEARs in relation to the ESR Horsley Logistics Park.

Please find below comments from Penrith City Council for consideration in the preparation and issue of advice to the applicant:-

1. Environmental Management Considerations

The EIS prepared to support the state significant development application should provide a detailed and comprehensive description of the proposal. All environmental impacts of the proposal will need to be identified in the EIS and supported by technical assessment reports prepared by appropriately qualified persons and in accordance with applicable legislation, guidelines and standards.

The document submitted commits to a 'Construction and Operational Noise Report', and this should address the noise and vibration of the construction and operational phases of the development on nearby sensitive receivers. However, this assessment also needs to consider the location of future residential receivers, with Penrith City Council currently assessing a development application (DA19/0785) for a rural residential subdivision to the south of the ESR site. In addition Fairfield Council is assessing a similar application as the subdivision traverses 2 x local government areas.

In relation to land contamination, and given the historic use of the site, it needs to be ensured that all remediation work is carried out prior to the development of the site. Whilst the documents provided outline that consent for remediation works have already been obtained, the land needs to be appropriately remediated and validated so that there will be no ongoing impacts on the residential lands to the south.

2. Traffic Management Considerations

A Traffic Impact Assessment Report should be undertaken that includes daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required). Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e. turn paths, sight distance requirements, aisle



width, etc.). The transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the development (and any other known proposed developments in the area). Proposed number of car parking spaces and compliance with the appropriate parking codes. Details of light and heavy vehicle movements (including vehicle type, e.g. B-doubles, and likely arrival and departure times), including service movements during the operation of the development and the impacts of vehicles on nearby intersections. Preparation of a draft Construction Management Plan which includes details of vehicle routes, number of trucks, hours of operation, access management and traffic control measures for all stages of construction.

The report submitted in support of the SEAR's generally addressed all the above key matters, however further detail should be addressed as follows:-

- Further detail on operational traffic generation, including staff and perational vehicles, as well as details of heavy vehicle volumes specifically, and intended travel routes for heavy vehicles.
- The Construction Traffic Management Plan should also address the volume and travel routes of all construction traffic, provides adequately prepared traffic control plans (TCPs) and specific timeframes (days/hours of week) that heavy vehicles (and in what volumes) are anticipated on nominated travel routes within the surrounding road network.

If you require any further information, please do not hesitate to contact me on (02) 4732 8125.

Yours sincerely,

Gavin Cherry
Development Assessment Coordinator