

In reply please quote: SSD-54822478

Council ref: 23/26570

25 October 2023

Industry Assessments
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Advice on SSD-54822478 – Warehouse and Distribution Centre on Lot 14A of Gazcorp Industrial Estate (813-913 Wallgrove Rd, Horsley Park)

Fairfield City Council is in receipt of the request for advice on the proposed warehouse and distribution centre in relation to the above mentioned state significant development (SSD) that is currently on exhibition.

It is understood the proposal is for the following:

- Construction and operation of a warehouse and distribution centre with a total Gross Floor Area of 10,216sqm,
- An under-croft parking area comprising of 97 on-site car parking spaces,
- Associated landscaping,
- Business identification and wayfinding signage, and
- Operation from 6am to 10:30pm, 7 days a week with deliveries limited to 7am to 5:30pm.

Council officers have reviewed the Environmental Impact Statement and understand that the proposal is associated with SSD-5248 (Mod 5) application that is currently under assessment. All comments raised by Council as part of SSD-5248 (Mod 5) apply to this submission and a copy of Council's letter is attached for your reference.

A. Consistency with the SSD-5248

The proposal shall ensure consistency with the conditions set out within the consolidated consent approved under SSD-5248 and the approved Urban Design Guidelines having regard to the environmental management measures, site coverage, setbacks, GFA and landscaping requirements.

B. Height of building

The height of building and layout shall be consistent with the SSD modification currently being assessed under SSD-5248 (Mod 5).

C. Planting species

Liriope spp. ([Liriope, Lily turf | Sydney Weeds Network](#)) and Rhipidolopis spp. ([NSW WeedWise](#)) within the landscape plan shall be removed and replaced with other species listed within the plant schedule.

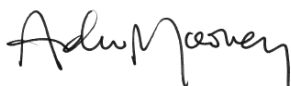
D. Construction Traffic Management Plan (CTMP)

The following items shall be further addressed within the provided CTMP;

- i. The applicant is to clarify the SIDRA modelling assessment for the proposed interaction during the AM & PM peak hours for the scenario prior to the operation of the signalised intersection. Whilst the CTMP mentions the scenario for prior-operations of the signalised intersection, the SIDRA modelling assessment has been carried out as a signalised intersection with the assumptions of Isolated Cycle Time (120 sections assuming that traffic signals are in operation).
- ii. The applicant shall come up with strategies and measures to minimise the traffic impacts on the adjoining road network. Specific traffic and access mitigation measures through the risk assessment processes are to be included within the CTMP. The risk assessment/ audit process shall be undertaken by the applicant to pro-actively manage road safety by identifying and addressing the risks associated with the road safety deficiencies.
- iii. The applicant is to submit swept path diagrams to demonstrate the largest vehicle can satisfactorily traverse the construction vehicle route and can turn into and out of the site whilst not adversely impacting other road users.
- iv. The relocation of the existing bus stop shall be consulted with the affected stakeholders. Any issues raised by affected businesses, TfNSW and the bus company need to be satisfactorily addressed.
- v. The CTMP shall be referred to TfNSW given that there will be a significant number of vehicles using the state road for an extended period of time during construction. Any issues raised by TfNSW shall be satisfactorily addressed.

If you would like more information regarding this, please contact Ms K Ven on 9725 0878. Thank you for providing Council the opportunity to comment on the proposal.

Yours sincerely



Andrew Mooney
EXECUTIVE PLANNER, STRATEGIC LAND USE PLANNING

Attachment: Council's submission on SSD-5248 (Mod 5) dated 08 September 2023

In reply please quote: SSD-5248
8 September 2023

Contact: Ms K Ven on 02 9725 0878

Industry Assessments
Department of Planning and Environment
GPO Box 38
SYDNEY NSW 2001

Gazcorp Industrial Estate – 813-913 Wallgrove Road, Horsley Park – SSD 5248 Mod 5 changes to Lot 20 site layout

Dear Sir/ Madam.

I refer to your request for advice dated 24 August 2023 on the proposed amendments to the site layout of Lot 13 and 14 to the approved Gazcorp Industrial Estate Masterplan.

It is noted that in its submission (dated 23 June 2023), to public exhibition of Mod 5, Council requested additional information in relation to traffic generation, landscaping, and visual impacts relating to the proposal. The applicant has included information in the response to submissions, with Council's further comments as follows;

A. Proposed height

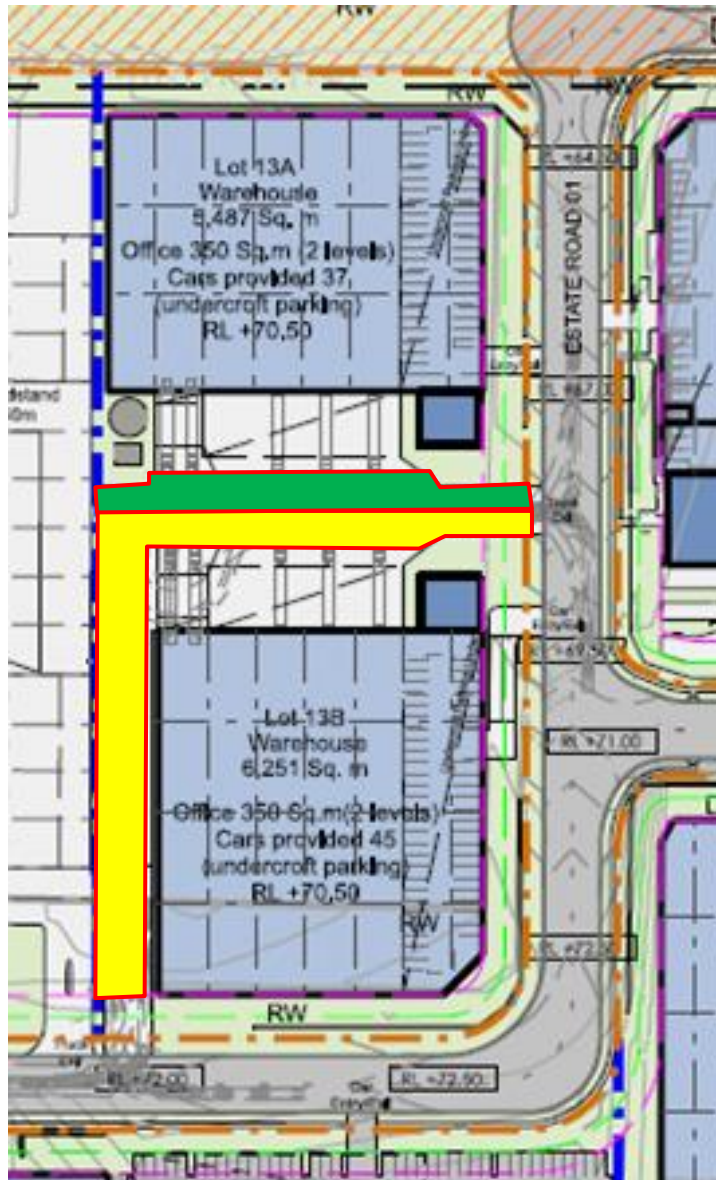
A review of the concept building envelopes and additional height (associated with plant & equipment) for lots 14A & 14B and Lots 13A & 13B as shown in Appendix C is considered acceptable. It is recommended that any plant equipment be located as central as possible on these buildings to mitigate visual impacts on adjoining rural-residential development in Horsley Park. This matter is also relevant to the existing conditions outlined in C94-C98 of the original approval relating to visual amenity.

B. Easements for Lots 13A and 13B

There will need to be a 'Right of Carriageway' easements created that benefits proposed Lot 13A, giving legal access over proposed Lot 13B. The trucks will need to manoeuvre over Lot 13A when parking or exiting the premises.

Terms of Easement must be in accordance with Schedule 4A, Part 1 of the Conveyancing Act 1919: ['Right of Carriageway' Easement Terms'](#)

As per the following figure (over page), the area highlighted in 'Yellow' allows Lot 13A to enter Lot 13B via 'Estate Road 1', manoeuvre over Lot 13B to Lot 13A, and then exit onto 'Estate Road 1'. The area highlighted in 'Green' also requires a 'Right of Carriageway' easement that benefits proposed Lot 13B, giving legal access over proposed Lot 13A.



C. Traffic generation and site servicing

Based on the review of the concept plan and traffic assessment provided by ASON Group, the following comments are made to reduce the impact in relation to its site servicing arrangements:

- i. The site plan shows that the site does not make provisions for designated loading bays to accommodate 26m B-double or 30m super- B-double vehicles.

Clarification is required about where vehicles that exceed 25m in length would park on site to carry out un/loading activities from the designated loading areas. Designated area must not obstruct the flow of traffic within the site.

- ii. The applicant's swept path diagrams indicate that 26m B-Double vehicles turning in and out of the sites would need the entire driveway to undertake the manoeuvres, which would create conflict with the path of oncoming traffic.

The exit driveway of Lot 13B warehouse needs to be widened to accommodate 26m B-Double vehicle swept path.

In this respect, the applicant shall submit to Council an Operational Traffic Management Plan (OTMP) for assessment upon lodgement of the future DA for the use of the warehouses. The OTMP must include details of the breakdown of the types of heavy vehicles assessing the site (12.5m HRVs, 19m semi-trailers, 26m B-double vehicles, 30m super B-double vehicles etc.) and the expected daily and weekly movements of each warehouse.

- iii. Before operation of the Estate Road, the applicant shall submit plans to indicate where "No Stopping" restrictions would be along the Estate Roads to ensure that traffic flows would not be impacted. The "No Stopping" restrictions shall be installed along the new roads to facilitate heavy vehicle movements into and out of each site to ensure the safety of road users.
- iv. All vehicles awaiting loading and unloading shall be parked within the site and not onto the adjacent/ nearby public roads. Service vehicles shall only carry out loading and unloading activities from the designated loading areas and shall not obstruct the flow of traffic within the site.
- v. Restricted access vehicles must not travel on local roads unless the applicant has obtained permits from the National Heavy Vehicle Regulator (NHVR). Requests to use these vehicles on public roads must be submitted to the NHVR at least 28 days prior to the vehicles scheduled travel dates.

If you would like more information, please contact me on 9725 0878 or via email at kven@fairfieldcity.nsw.gov.au.

Yours sincerely



Andrew Mooney
Executive Planner, Strategic Land Use Planning