

Attachment 1 Department's Comments

Traffic and access

1. Please provide evidence of consultation with TfNSW regarding the proposed deceleration lane on Access Road 1 leading to Warehouse 1 inbound driveway.
2. The Department notes Warehouse 3 would have a shared heavy and light vehicle driveway on Access Road 2. Provide details of traffic management measures to be implemented to ensure safe movements in Lot 3. The Applicant should consult with Council regarding the driveway in question and make any amendments where necessary to address any concerns raised by Council.
3. The Department concurs with Penrith City Council that Warehouse 3 includes a driveway close to Access Roads 1 and 3 intersection, which has the potential to impact on safe operation of Access Roads 1 and 3. Further, the proposed parking spaces to the east of Warehouse 3 are isolated from the office. Employees need to walk on the shared driveway to the office which gives rise to safety concerns. Please consider relocating the driveway in question away from the roundabout in consultation with Council and consolidate all parking spaces in one place close to the office.

Noise impacts

4. The Department notes the northern quarter of Warehouse 1 is proposed to be temperature controlled with seven rooftop mounted ventilation units proposed. The noise report prepared by SLR states under modification 1, the Stage 1 operation would cause 1.5 dBA exceedance at NML 1, and the entire AIE operation would not exceed the criteria prescribed in the SSD-10448 consent.

The Department notes another temperature-controlled warehouse is being proposed within the estate. The Applicant must ensure:

- noise from operating the estate complies with the relevant criteria in the consent
- Warehouse 1 provides a compliance buffer of 5 dBA, so that it would not compromise the ability for designing other warehouses, particularly another temperature-controlled warehouse, to meet tenants' operational requirements and generate noise.

The Department requires a revised noise assessment be prepared for the modification application. The noise assessment should take a holistic approach in proposing noise attenuation measures for Warehouse 1 whilst addressing the below deficiencies:

- (a) lack of details of attenuation measures proposed at the noise source (i.e., the ventilation units)
 - (b) not taking temperature-controlled trailers/trucks and their noise emissions into account, including their manoeuvring and transport refrigeration units switched on in loading areas
 - (c) lack of details of what types of trucks are used, instead only states large trucks.
5. The Department notes MOD-1 requests to remove the limit of 90 dBA on mechanical plants. The noise report justifies the request as follows:

This condition is based on the mechanical plant cumulative SWL of 90 dBA for each warehouse assumed in the SSDA NIA.

The intention of this assumption in the SSDA NIA was to provide a conservative estimate of mechanical plant noise in a rooftop location for each warehouse. Practically, external mechanical plant for some warehouses will be cumulatively slightly higher than 90 dBA, while some will be significantly lower and located at ground level locations. On an estate basis this would result in a cumulative total which is lower than 90 dBA per warehouse, even though some warehouses would be higher.

The Department does not support the removal of the 90 dBA limit. The Department notes the 90 dBA limit is conservative and reflects the worst-case scenario and should be treated as a cap not a goal. Accordingly, please provide additional noise attenuation measures for Warehouse 1 (per point 4 above) to comply with this limit.