

Department of Planning, Housing and Infrastructure



Our ref: Wentworth Avenue Multi-level Warehouse (SSD-73846459)

Mr Daniel Dickford
Development Manager
ERS Australia & New Zealand
Level 12, 135 King Street
Sydney NSW 2000

15 April 2025

Subject: Wentworth Avenue Multi-level Warehouse (SSD-73846459) further information for the Response to Submissions Report

Dear Mr Dickford

Further to the Department of Planning, Housing and Infrastructure's (the Department) correspondence dated 20 March 2025, the Department has identified concerns relating to the State Significant Development (SSD) application for the Wentworth Avenue Multi-level Warehouse, Banksmeadow (SSD-73845459) that are required to be addressed.

The Department is requesting that you provide additional information that effectively addresses the issues identified in **Attachment 1**, with the key concerns being traffic and access, operational noise and construction hours.

The Department requires that you provide a response to the issues in **Attachment 1** of this letter and those identified in previous correspondence dated 20 March 2025 in your Response to Submissions, in accordance with clause 59(2) of the Environmental Planning and Assessment Regulation 2021.

The Department has also received responses from the Conservation Programs, Heritage and Regulation (CPHR) Group of the Department of Climate Change, Energy, the Environment and Water and from Transport for NSW. All submissions received by the Department, are available [here](#).

If you have any questions, please contact Catriona Shirley, on 9995 6869 or via email at Catriona.shirley@dpie.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Joanna Bakopanos".

Joanna Bakopanos

A/Director

Industry Assessments

as delegate for the Planning Secretary

Attachment 1: The Department's comments on the EIS

The Department requires the following information to finalise its assessment of the application:

Landscaping

1. The tree species must be selected to provide maximum canopy cover for the site, while adequate placement and spacing must be taken into consideration to ensure successful establishment and growth of the new trees that does not impact on the site's proposed infrastructure. For example, canopy areas over vehicle access ramps are not recommended.

Traffic Parking & Access

2. The Traffic Impact Assessment (TIA) identifies increased delays at the Wentworth Avenue/Baker Street signalised intersection as a result of the increase in vehicle movements in the AM and PM peaks. The Applicant is to address the anticipated impact of the development and list what traffic management options are to be implemented to minimise the impact.
3. Swept path analysis for the range of heavy vehicles entering the site via the proposed driveways needs to be revised to show that on-street parking on both sides of Moore Street are not impacted, with the vehicles being able to enter and exit without utilising the whole of Moore Street.

Pedestrian Access

4. The proposed development's pedestrian access arrangements around the site have not been adequately addressed. Further information is required to demonstrate how pedestrian's path of travel if entering the site from Moore Street to the car parking to the dedicated office spaces in the north of the site can be undertaken safely.

Noise

5. Within the Noise and Vibration Impact Assessment (NVIA) limited noise monitoring data at the most-affected residential receiver locations in NCA4 prevents confirmation that the factors driving the proposed change in residential amenity category for NCA4, such as elevated ambient and background noise levels, would consistently apply across the R2 zoned catchment. Any additional assessment to support the change in residential amenity category from suburban to urban must comprehensively address guidance set out on pages 280 to 281 of EPA's publication "Determining the Noise Policy for Industry noise amenity category for residential receivers" in the Acoustics Australia Vol. 50, No. 3, September 2022 issue.
6. Unless otherwise justified, additional noise monitoring must be undertaken at the potentially most-affected residences identified with reference to the predicted operational noise contours. A statement justifying the selection of each monitoring site must be provided, including the procedure used to choose each site, to address requirements outlined in Fact

Sheets A and B of the Noise Policy for Industry. The justification must consider the definition of the “reasonably most affected location(s)”. For instance, noise monitoring location L2 at the courtyard balcony corner of 520/126 Banks Avenue does not appear to represent the potentially most-affected residences within 15 Oscar Place.

7. The Environmental Impact Statement (EIS) and NVIA provide inconsistent information regarding proposed construction hours — for example, the EIS specifies 7:00am to 5:00pm Monday to Saturday, while the NVIA states 7:00am to 6:00pm Monday to Friday and 8:00am to 1:00pm on Saturday. Clarification is required to confirm the construction hours for which approval is being sought under the SSD application.
8. If the application includes out of hours construction as stated in the EIS, the construction noise impact assessment must provide certainty that out of hours construction exceedances can be managed with the aim of achieving the noise management levels set out in the Interim Construction Noise Guideline.
9. Further information on the construction noise assessment of works occurring outside standard construction hours must be provided, including details of the worst-case construction activity during each phase of construction, duration of noise impact, analysed meteorological data, activities that may be particularly annoying to nearby residents, concept of out-of-hours work noise management process demonstrating that exceedances can be managed, and table detailing the potential range of noise reduction values for each mitigation and management measure.