

In reply please quote: 20/05386

Contact: Kerren Ven on (02) 9725 0878

10 January 2022

Industry Assessments
NSW Department of Planning, Industry and Environment
GPO Box 39,
SYDNEY NSW 2000

Dear Ms Groth,

SSD-10436 (MOD 4) – REQUEST FOR ADVICE TO PROPOSED AMENDMENT TO LOT 204 TO THE HORSLEY LOGISTICS PARK AT JOHNSTON CRESCENT

I refer to the Department's request for advice on the applicant's Response to Submissions, dated 3 December 2021 for the abovementioned modification application. It is noted that the initial SSD was approved by DPIE in March 2021 for the construction, fit-out and operation of eight warehouse and distribution facilities. The proposed amendments to Lot 204 as part of this modification application are for the following:

- Minor reconfiguration of the warehouse footprint and building form.
- Division of the single warehouse space into two separate tenancies.
- Lowering of the resulting building pad by 2m for vehicular ingress and egress.
- Creation of additional lot ingress/egress points and reconfiguration of car parking facilities to accommodate two tenancies.
- Relocation of two recessed docs for Warehouse B, and
- Changes to the landscaping.

Council officers have reviewed the Modification Report and supporting technical studies, and provide the following comments to the Department:

Landscape Plans

The proponent has consulted with Council officers of the proposed Landscape Plan for the overall development as per condition B1 of the consent. Concern was raised regarding the species list that should be reconsidered. It is advised that the Landscape Plan should avoid native hybrids, invasive species, non-endemic natives as they can spread into the neighbouring stewardship site which will increase the maintenance requirements, or species will directly compromise the Biosecurity Duty of the owner and occupier of the land. It is recommended that the plant species list should be identified within Appendix F of the Fairfield Citywide DCP 2013 and included within the conditions of the consent.

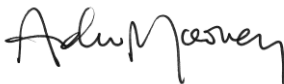
Traffic comments

- The site does not make provision for a loading bay to accommodate 26m B-Double vehicles; Swept path diagrams (file names AG1839-03-v03.dwg sheets AG06 and AG07) indicate that a 26m B-Double vehicle manoeuvring within the site will be impacted by heavy vehicles parking at the recessed docks. 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. Additional information shall be submitted to address this concern;

- Swept path diagram (file name AG1839-03-v03.dwg sheet AG06) indicates that 26m B-Double vehicle turn right into the site via the truck entry/exit driveway. It is anticipated that heavy vehicles would generally head south on Johnston Crescent to turn left into the site rather than making the right turn into the site. Clarification is required about this right-turn movement which is required to use the opposing traffic lane in order to turn into the driveway. Based on the applicant's swept path diagram (AG1839-03-v03.dwg sheet AG07), there is insufficient width at the entry/exit driveway to accommodate two-way simultaneous traffic movements i.e. left turn movement undertaken by a southbound 26m B-Double vehicle into the site and another vehicle waiting to exit the site. Concern is raised regarding 26m B-Double vehicle turning left from Johnston Crescent into the site via the entry/exit driveway which will conflict with other users;
- Swept path diagrams (file name AG1839-03-v03.dwg sheets AG04, AG05 and AG06) show the proposed uncoupling zone adjacent to the recessed loading docks would impact heavy vehicles turning into and out of the loading docks. Additional shall be submitted to Council to address this concern;
- Swept path diagram (file name AG1839-03-v03.dwg sheet AG11) shows that heavy rigid vehicles entering the southernmost and northernmost driveways of the site will potentially conflict with other road users. The width of the driveways is not sufficient to cater for the simultaneous movements of a HRV and another vehicle. Additional information shall be submitted to Council to address this concern; and
- A loading management plan providing a summary of the types and the frequency of vehicles servicing the site on a daily basis throughout the day shall be submitted to Council for assessment.

Please contact Kerren Ven on (02) 9725 0878 if you require any further clarification regarding the above.

Yours faithfully,



Andrew Mooney
EXECUTIVE STRATEGIC PLANNER