Attachment 1

Response to Department of Planning Industry & Environment Letter dated 8 November 2019

Development Application No: SSD-7308
Description of Development: St Marys Freight Hub
Property Description: Lot 2 Forrester Road, Lots 3 Lee Holm Road and Lot 196 Christie Street, St Marys

Item:	Subject:	DPIE Comment:	Response:
1	**Route Analysis**	1. The Department requests further information to determine the acceptability of the proposed heavy vehicle access route to and access point at the site, and how you have considered impacts on local amenity in selecting the proposed heavy vehicle routes. The Response to Submissions report adopts a new heavy access route to and from the site, known as 'Option 4', being heavy vehicle access to the site at the entry point on Forrester Road, with traffic movements left-out and right-in to Glossop Street. The Department considers that further information should be provided to demonstrate that the proposal would not create additional road safety impact, primarily as a result of conflict between heavy vehicle movements into the site and road users accessing the St Marys Station precinct and transport interchange via Forrester Road.	A comprehensive route analysis has been completed and is includes in the "St Marys Freight Hub | Heavy Vehicle & Transport Analysis: Summary Report".
2	**Road Safety Audit**	2. The Department requests that you provide a road safety audit conducted by a road safety auditor, which examines any impacts on road safety resulting from your proposed use of Forrester Road south of Glossop Street and access via the proposed heavy vehicle access point. The road safety audit should address impacts on all road user groups, but it should focus on impacts on pedestrians, cyclists, on-road public transport and taxi users, and those road users using parking on and adjacent to the cul-de-sac/roundabout at the southern end of Forrester Road	A road safety analysis has been completed and is includes in the "St Marys Freight Hub | Heavy Vehicle & Transport Analysis: Summary Report".
3	**Acoustics**	3. You should also demonstrate how you have assessed off-site noise impacts associated with heavy vehicle operations on and adjacent the southern boundary of the site, and identify any mitigation and management measures proposed to address changes in impacts from those presented in the EIS.	A 2.4 metre high noise barrier and at-property treatments is proposed to mitigate noise impacts from the heavy vehicle entry road for the residential properties to the south in Kalang Avenue, Camira Street and Carinya Avenue. A combination of a noise barrier and at-property treatments is considered the best approach for attenuating noise impacts on the residential receivers to the south. The 2.4m high noise barrier reduces noise impacts than result in marginal noise impacts with the projected residual exceedances on the residential properties to the south of 3-4 decibels. Exceedances up to 4dB can reasonably and effectively be mitigated through at-property treatments. The establishment of a noise barrier 5-6m in height and over 200 metres in length on the southern boundary of the site adjacent to the St Marys Trains Station has not been considered to be a reasonable outcome due to its proximity to a State Heritage Item and visual impact to sensitive receivers (residential properties and school) to the south and visual impact from the train station. In addition, a large barrier structure of this height is also expected to attract antisocial behaviour in the form graffiti on the southern side of the expansive structure, which would also encourage people in the Sydney Trains land and a significant safety risk. The other concern is the structural constraints to support a barrier over 200 metres in length that is 5-6 metres in height. With a large surface area, the structural support required to sustain a free-standing wall structure in high-wind conditions has been identified as a concern and potential safety risk.