

Our ref: Augusta Street Warehouse and Distribution Centre (SSD-36138263)

Ms Athlene Kyle
Senior Development Manager
The Trustee for Huntingwood Property Trust
18/123 Pitt Street
Sydney NSW 2000

15 April 2024

Subject: Request for Additional Information

Dear Ms Kyle

I refer to your Response to Submissions (RtS) for the Augusta Street Warehouse and Distribution Centre (SSD-36138263). After careful consideration, the Department is requesting that you provide additional information.

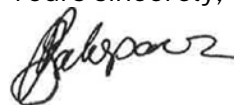
You are requested to respond to all issues raised by public authorities in their review of the RtS. These are available on the Department's website at <https://www.planningportal.nsw.gov.au/major-projects/projects/augusta-street-warehouse-and-distribution-centre>. Please note that the Department is still awaiting advice from some agencies and any further advice will be forwarded to you upon receipt.

In addition, you are requested to address the matters identified by the Department in **Attachment 1**. Further comments may also be providing following review of the outstanding agency advice.

Please provide the information or notify us that the information will not be provided by 2 May 2024. If you cannot meet this deadline, please propose and commit to an alternative timeframe for providing this information.

If you have any questions, please contact Shaun Williams on (02) 8275 1345 or via email at shaun.williams@planning.nsw.gov.au.

Yours sincerely,



Joanna Bakopanos

Team Leader

Industry Assessments

Attachment 1

Traffic Impact Assessment

- Table 7.3 of the updated Traffic Impact Assessment (TIA) prepared by Colston Budd Rodgers & Kafes Pty Ltd provides the predicted two-way traffic generation over a typical weekday for cars and trucks. The Department requests Table 7.3 be updated to provide a breakdown of predicted traffic generation for each heavy vehicle class anticipated to access the site.
- The updated TIA relies upon the traffic report undertaken as part of the Prospect Highway REF to determine cumulative future base peak hour traffic flows. It is not clear the TIA has utilised traffic data and/or predicted traffic generation of surrounding existing, new and future development within proximity to the site including but not limited to the adjacent QLS Logistics and industrial development within Oatley Close, to appropriately consider cumulative traffic generation along the Great Western Highway.
- The Department additionally requests the Villawood Survey Results in Appendix D of the TIA be updated to also include maximum traffic generation over a 15-minute averaging period for each hourly period to verify the modelling inputs and assumptions of the Noise and Vibration Impact Assessment (NVIA) prepared by SLR Consulting Australia.

Noise and Vibration Impact Assessment

- The Department understands that Table 20 of the NVIA provides the typical hardstand and loading dock noise sources. The Department requests confirmation that all noise sources have been appropriately considered such as public address (PA) speakers.
- The Department requests clarification on if the typical duration of noise sources in a worst-case 15-minute period identified in Table 20, are indicative of the total duration of the noise sources during the 15-minute period or represents the duration of the noise source per occurrence.

If the latter, the Department requests further information on the assumptions of noise source duration with consideration to the modelled scenarios in Table 22. The Department does not consider the duration noise sources to be appropriately reflective of a 'worst-case' 15-minute period as it suggests 32 trucks and 32 forklifts reversing in the day-time period and 6 trucks and 3 forklifts reversing in the night-time period occurring for a total of 30 seconds and 90 seconds, respectively.

- The Department requests the NVIA be updated to provide the sound power levels of all heavy vehicle classes proposed to access the site (i.e. medium rigid vehicles and B-doubles) and be distinguished as separate noise sources. Further to the above, the operational noise model should be updated accordingly to consider each heavy vehicle class as separate noise sources.
- The Department does not consider the NVIA to have appropriately considered the height of noise sources in the noise modelling. The NVIA should be updated to specify the relative levels (RL) that noise sources have been modelled from.
- Table 26 of the NVIA states that receivers have been modelled at 1.5 m above floor height. However, it does not demonstrate that both floors of two-storey residential receivers have been appropriately considered in the operational noise model. The Department requests the NVIA to be updated to clearly identify the height of receivers within the operational noise model.
- The NVIA should be updated to assess off-site traffic noise impacts of the Great Western Highway and Warehouse 5 access intersection including the:
 - o altered traffic flow conditions associated with the new signalised intersection and any additional lanes (without development traffic); and
 - o development related heavy vehicles using the new signalised intersection and additional lanes.
- The NVIA should also consider the 'maximum noise level assessment protocol' contained in Appendix A of TfNSW's Road Noise Criteria Guideline. Maximum noise assessment is to be carried out to help prioritise and rank mitigation strategies.