

AUBURN CITY COUNCIL

MANY CULTURES ONE COMMUNITY

Department of Planning
Received

26 MAY 2010

Scanning Room

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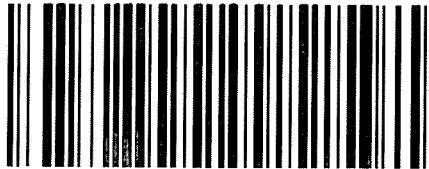
Andrew Hartcher
Department of Planning
GPO Box 39
SYDNEY NSW 2001

In reply quote:

09_2010

c: M Brisby

24 May 2010



PCU005804

Dear Andrew,

SUBJECT: SMARTSKIP WASTE RECOVERY PROJECT (09_0025)

Reference is made to the above development proposal, the Smartskip response to submissions prepared by BBC Consulting Planners and your e-mail to Council dated 5 May 2010 seeking comment in relation to the Smartskip response.

The initial points raised and identified by BBC Consulting Planners as being pertinent to the proposal are acknowledged. In response, Council raises the following matters as being similarly relevant to the consideration of the development proposal:

1. Auburn Council approved Development Application DA45/95 on 19 May 1995 for sorting of demolition and building waste on the subject site. This approval authorised the processing of not more than 21000 tonnes of waste material per annum, incorporated a very limited sorting area and required all trucks associated with the operation to enter and leave the site in a forwards direction (by way of a through access arrangement within the premises).
2. Despite the limitations of development consent DA45/95, the operation has been significantly expanded and intensified since the date of the original approval and without the consent of Council.
3. The unauthorised expansion has substantially increased the area approved within the site for materials processing and as a consequence, through access for vehicles has been completely obstructed. Council notes that delivery and collection trucks currently manoeuvre within the roadway and reverse into the premises.
4. Council has received numerous complaints regarding the operation of the premises and has issued a number of infringements as a result.

The correspondence prepared by BBC Consulting Planners suggests that the key outstanding issue for the development is the proposed reversing movement for articulated vehicles. Council does not accept that this matter remains as the only outstanding matter of concern. Council's full list of concerns have been identified by letter dated 8 March 2010 to the Department of Planning and were further discussed at the meeting held at the Department of Planning on 22 March 2010.

Council considers that the proposed expansion of the site operations constitutes an over development of the site, would adversely impact on the amenity of the locality, would have notable

traffic safety implications and would set an undesirable precedent for the approval of similar industrial activities within the Auburn Local Government Area.

Vehicle Plan of Management

The following comments are provided in relation to the recently prepared Plan of Vehicle Management:

1. The requirement for articulated vehicles to reverse into the site is considered unacceptable. Council considers that each development site should be capable of accommodating the relevant service vehicles so as to allow for entry and exit in a forwards direction. This design requirement is incorporated within Council's Development Control Plans and has been consistently applied by Council for both new building constructions as well as for any new or intensified use of existing premises. Concern is also held that permitting hourly stoppage of traffic on a public road for the purpose of allowing manoeuvring of private commercial service trucks would set an undesirable precedent for similar industrial developments within the area.
2. The use of a Vehicle Management Plan to coordinate the reversing of articulated vehicles into the site is not considered to be a satisfactory outcome in the circumstances of the case. The expanded operation would involve articulated vehicles arriving every hour of the day to the site and necessitating regular and on-going traffic stoppage along Fariola Street. Council contends that this would cause on-going inconvenience to the road users including local residents and adjoining industrial operations and would have adverse pedestrian and traffic safety implications.
3. The proposed "time-slotting" of skip trucks (medium rigid vehicles) is considered unacceptable. It is noted that there is expected to be an estimated ten (10) truck movements per hour (at peak). Council considers that this is too great a volume of skips trucks to be coordinated in the manner being proposed. Concern is again raised that the Vehicle Management Plan does not allow for any unexpected delays such as the delivery of waste containing asbestos to the site, mechanical failure of plant, staff absences and the like. In such events, delays would result in substantial vehicle queuing (if not at the site, elsewhere within the LGA).

Council considers that the scale of the development approved under DA45/95 represented the maximum practical processing capacity for the development given the size and access constraints of the subject site.

Should you require any further information, please contact Karl Okorn in Council's Planning and Environment department on (02) 9725 1248.

Yours faithfully,

Mark Brisby

DIRECTOR PLANNING AND ENVIRONMENT

CC: BBC Consulting Planners