



Mr Pascal Bobblier
General Manager Development

Level 5, 2 Grosvenor Street
Bondi Junction NSW 2022

22/12/2021

Dear Mr Bobblier

**Luddenham Resource Recovery Facility (SSD-10446)
Request for additional information**

I refer to Response to Request for Information (RFI) dated 14 December 2021 for the Luddenham Resource Recovery Facility (SSD-10446). After careful consideration, the Department is requesting that you provide additional information.

You are requested to submit additional information that effectively addresses the issues identified in **Attachment 1**. Please note, the Department is awaiting comments from other Government Authorities and will forward these to you once received.

Please provide the information, or notify us that the information will not be provided, by Monday 21 February 2022. If you cannot meet this deadline, please provide and commit to an alternative timeframe for providing this information.

If you have any questions, please contact Jeffrey Peng on (02) 9995 6685 or via email at jeffrey.peng@planning.nsw.gov.au.

Yours sincerely,

A handwritten signature in blue ink that reads 'W Hodgkinson'.

William Hodgkinson
Team Leader
Industry Assessments

Enclosed/Attached: ATTACHMENT 1

ATTACHMENT 1

Department's Comments

Heavy vehicle access and transport options

1. The Response to RFI outlined several transport options for heavy vehicles accessing and exiting the site, including a scenario where upgrades to Adams Road (south of Anton Road) are delayed. The Department notes it is unclear whether the information provided the no left turn sign prohibiting longer heavy vehicles from turning left out of Adams Road onto Elizabeth Drive. It is requested the Applicant provide additional information detailing any current and future heavy vehicle restrictions, viable and updated SIDRA modelling.

2. Transport for NSW noted road design for the junction upgrade between Elizabeth Drive and Adams Road discourages heavy vehicle from turning left into Adams Road Elizabeth Drive. It is requested the Applicant investigate transport options in consultation with key stakeholders to ensure heavy vehicles associated with the proposed development can be accommodated by the surrounding road network.

3. The Response to RFI stated the subject property readily accessible from major transport links including Elizabeth Drive, M4 Motorway, M7 Motorway, the Northern Road and the future M12 motorway. It is requested the Applicant provide a comprehensive evaluation of the current and future road networks to support this justification, including information regarding road freight hierarchy, classification, functional use and heavy vehicle restrictions across the surrounding road network.

Comparison between the proposed ARRC and Agribusiness land uses

Appendix G of the Response to RFI provided a comparative analysis of typical operating hours, traffic generation and pollution emission rates between the proposed ARRC and specific agribusiness uses permitted under the SEPP (Western Sydney Aerotropolis). The analysis compared the traffic generation and pollution emissions from the ARRC (16 metres above ground level) with a proposed multi-level warehouse and distribution centre in Western Sydney (up to 43.5 metres above ground level). It is unclear whether the objectives of the Draft Western Sydney Aerotropolis Development Control Plan 2021 have been considered in the selection of case studies, noting that an objective for agribusiness is to implement the land use and built form strategy of height, FSR, density, land uses, and activation as outlined in the Precinct Plan. Furthermore, only a single permitted use (that is, warehouse and distribution centre) was considered in the analysis. It is requested the Applicant provide additional information identifying which specific agribusiness uses permitted under SEPP (Western Sydney Aerotropolis) may be comparable to the proposed ARRC in terms of height, gross floor area and daily heavy vehicle generation (excluding 2-axle rigid trucks).