

2 February 2022

Team Leader Industry Assessments
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Re: Luddenham Resource Recovery Centre - Response to more information required

Dear Will,

This letter provides a response to the updated request for additional information (RFI-33693674) on the Luddenham Advanced Resource Recovery Centre (ARRC) received via the Major Projects website on the 1 February 2022.

The Department notes the chilled and fresh produce distribution centre considered in the comparative analysis is over 40m in height and is therefore not consistent with the draft Precinct Plan. 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).

The Aerotropolis SEPP does not specify permissible land uses (rather it outlines prohibited uses and uses that do not require consent).

A qualitative comparative analysis of the freight depot was carried out based on a high-level review of example projects on the major projects website. The analysis did not review the specific height of the chilled and fresh produce distribution centre. Notwithstanding, while a distribution centre of 40 m in height would not be consistent with the draft agribusiness precinct, a 20 m in height distribution facility would be (noting a 40 m in height distribution centre would still be permissible).

The objective of the analysis was to demonstrate that the impacts of the ARRC are within the range of other developments that could be approved for the site. The objective was not to assess a development which is not subject to the current application. Accordingly, we feel that further analysis is not warranted.

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.

We have provided information demonstrating that the ARRC is linked to arterial roads via Adams Road north and south. With the exception of Adams Road south, the site is currently linked to current and future road networks via arterial roads that do not carry load restrictions. In relation to arterial roads, it is noted that TfNSW are satisfied with the proposed approach. In relation to Adams Road, it is noted that Adams Road North of the site has been upgraded by the applicants, as part of the reactivation of the quarry, and the Council has lifted load limit. Similarly, the applicants will liaise with Council regarding lifting the load limit on Adams Road south between the site access and Anton Road should the ARRC be approved.

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.

As DPIE is aware, there has been extensive consultation with the road authorities, Liverpool City Council and TfNSW, and a wide range of other stakeholders, on transport matters. It is noted that TfNSW has not raised concerns over the ARRC's impact on the broader arterial road network beyond the Elizabeth Drive/Adams Road intersection and Adams Road/The Northern Road intersections.

Yours sincerely



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