



19 November 2013

TNT WAREHOUSE AND DISTRIBUTION CENTRE (SSD 6040)

RESPONSE TO SUBMISSIONS

Issues

Responses

Penrith City Council	
<p>Architectural merit of the proposed building Consideration should be given to the design elements of the northern elevation of the building including:</p> <ul style="list-style-type: none">• Breaking up the roof form;• Greater use of articulation and colour; and• Utilising exposed frames and oversized elements such as downpipes to create visual interest.	<p>The northern elevation of the building has been improved by adding:</p> <ul style="list-style-type: none">• Precast panels extending to the eaves line to breakup the roof form and geometry;• Additional colour to intersperse the corporate colour and help punctuate the wall panels; and• Oversized downpipes painted in contrasting colours to provide more contrast and visual interest. <p>Attachment 1(a) is revised drawing DA-002(B); Attachment 1(b) revised drawing DA 200(B); and Attachment 1(c) is a new drawing to the original DA set. This drawing DA 201(A) was added as the scale of the overall elevation was a little difficult to read at A3 size.</p>
<p>Awning on the northern elevation Council considers the depth of the awning inappropriate to provide all-weather protection.</p>	<p>The awning has been specifically designed to meet TNT's requirements and is appropriate for their use.</p>
<p>Additional facilities Provision of sleep quarters/washing facilities within the building should be considered.</p>	<p>TNT considered the additional facilities Council suggests but decided to include a dedicated yard area for prime-mover parking instead. This will allow interstate drivers to sleep in their sleeper cabins where necessary. These drivers will be able to access amenities (shower, toilet and lunch room) at the site.</p>
<p>Landscaping and fencing The applicant is to use black, open style fencing to all boundaries with a high quality at the street frontage setback behind landscaping.</p>	<p>The development will incorporate black, open-style fencing to all boundaries behind the landscaping.</p>

NSW Department of Primary Industries	
<p>NSW Office of Water recommends that detailed assessment demonstrated that groundwater is below the proposed earthworks.</p>	<p>Development pads have been established as part of the estate works approved in the concept plan. The earthworks proposed as part of this development are relatively minor and will not impact the groundwater. The maximum proposed cut over the site is 1m below current ground level on the higher eastern pad. Section 3.2 of the geotechnical report completed by JK Geotechnics dated 27 September 2013 (refer to Attachment 2) shows that ground water is not present on the site. 13 borehole test pits were performed at depths between 3-6m over the site and all were reported to be dry on completion of drilling/ excavation.</p> <p>The design of all the retaining walls is free-draining. All retaining walls have appropriate rear wall subsoil drainage to prevent build up of groundwater behind walls and to mitigate any concentration of salinity (if present) within soils. Detail of the intended wall construction which shows the drainage components is included on drawing Co12156.00-DA65 (refer to Attachment 3).</p>
<p>NSW Fisheries, Agriculture NSW and Crown Lands do not have any comments.</p>	<p>Note.</p>

NSW Environment Protection Authority	
<p>Questioned whether an environment protection licence (EPL) is required for the development.</p>	<p>An EPL is not required for the development as the proposed quantity of chemicals is less than 10% of the threshold level detailed in the POEO Act (1997). Refer to Attachment 4.</p>

NSW Roads & Maritime Services	
<p>RMS has no objection to the proposed development.</p>	<p>Note.</p>

Local Resident	
<p>Requested additional information on the volume of heavy trucks on Erskine Park Road, between Lenore Lane and the M4, during 11pm and 6am. Concerned about the potential noise impacts from trucks late at night.</p>	<p>TNT estimates the following truck movements, associated with the proposed development, will occur between the hours of 11.00pm and 6.00am:</p> <ul style="list-style-type: none"> • four line-haul movements, which can be B-doubles – a prime mover towing two trailers with a maximum total length of 25m; • up to 12 trailers (ie. prime-mover with a 45-foot trailer) or B-double trucks moving each way, to and from the site; and • no rigid trucks (ie. with a 3 to 8 tonne capacity). <p>However 80% of these vehicles will travel between the hours of 11.00pm and 12.00pm as well as 5.00am and 6.00am. Noise from these vehicles will be minimal as there is only one set of traffic lights between Erskine Park Industrial Estate and the M4 connection at the intersection of Erskine Park Road and Swallow Drive. As a result, there should be minimal acceleration and deceleration by trucks along Erskine Park Road. There are also signs at Erskine Park Road indicating to drivers to reduce noise by limiting compression braking in residential areas, and TNT drivers comply with this.</p> <p>The Noise Impact Assessment by EMM, dated 23 August 2013, assessed the potential impacts of traffic noise resulting from both construction and operational traffic on public roads against criteria defined in the NSW Government's Road Noise Policy. Operational noise predictions indicate that sensitive receivers will not be exposed to noise above relevant criteria. Refer to Attachment 5 for the Noise Impact Assessment.</p>

Department of Planning & Infrastructure	
<p>The current version of the Concept Plan should be in the EIS.</p>	<p>Please refer to the additional information from SJB Planning in Attachment 6.</p>
<p>Application numbers of each subsequent Project Approval is required.</p>	<p>Please refer to Attachment 6.</p>