

Dear Sir/ Madam

We like to object to the modification for two reasons: it appears that the local community is not considered as fully as one might expect.

Here are our objections:

### **Signage**

Figure 2 shows Type 1 Street signage – four locations are internal to the site.

- Why should these signs not be Type 2 or more logically type 3?

It is easy to think that this done on purpose to infuriate the local residents.

These signs are 6 m tall = almost the height of 1 ½ storey building – brightly light all night!

Why do the Type 1 signs face the residents' back yards when there is little traffic on an internal road?

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"Buildings are restricted to 21 m height and integrated building signage will typically be positioned around the 13 m height above ground level. Such signage would not be visible to residents to the east of the MPE site given topography, distance and existing natural vegetation and proposed perimeter landscaping vegetation. Illuminated signage would aid night-time visibility from the internal road along the eastern boundary".

Has this fact been dependently verified?

If so, can that document be reviewed by the public?

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"This outcome is already achieved through compliance with B141(b), as indicated above and through the interception of radiant light by topography and existing natural vegetation and proposed perimeter landscaping vegetation".

Has this fact been dependently verified?

If so, can that document be reviewed by the public?

### **Section 4.2 Modification to Condition of Consent B13**

I strongly suspect that these modifications relating to road upgrades are drifting into the wrong side of professional standards and ethics in the fields of transportation planning and traffic engineering.

How is it possible that warehousing traffic is allowed to flow, when we have no idea how the traffic will move once the warehousing is operational?

We do know that the MICL EIS predicted 1.1 km long queues for the background traffic alone – without the operation of the Intermodal.

Where is the transport modelling documentation that would confirm the traffic impacts of these modifications?

Why are there no documents available for the public to review of the anticipated traffic impacts?  
How can the local community be confident that their taxes are spent appropriately, and our welfare considered?

Kind regards

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