

SUBMITTOR	MATTERS OF CONCERN	REQUESTS/COMMENTS	APPLICANT RESPONSE
Public			
Name Withheld	Traffic safety and parking	I object to this project as there would be problems with safety, navigation on site and parking. There are already current issues with big vehicles and trucks visiting the property area when loading and unloading. They are blocking the way and have cause problems with entering/exiting the site. There has also been a number of car accidents in relation to this as well. With the warehouse coming in, there would be more trucks and heavily vehicles visiting the premises regularly and will cause more problems with the currently existing ones. The Woolworths vehicles seem to be a big trucks and there would also be problems with parking on site and can cause problems for parking for the other properties. There would also be a number of safety issues involved. Please stop this project in moving forward.	<p>This matter has been considered in detail and the following response provided to demonstrate that the proposed development is commensurate for the subject site.</p> <p>In terms of vehicle servicing the proposed development, it is noted that some vehicle will be articulated ('heavy') vehicles, however most site vehicles will be typical vans.</p> <p>The proposed development will only generate some 10 to 15 articulated vehicles per day. These vehicles will be semi-trailers up to 19 metres in length. The balance of the service vehicles will be delivery vans and small rigid trucks up to 6.4 metres in length. The proposed development will not generate B-Doubles.</p> <p>Large service vehicles accessing the site, including articulated vehicles, will be restricted to the designated heavy vehicle truck routes. The truck routes will restrict articulated vehicles to the main road network and ensure that large service vehicles do not access residential streets in the vicinity of the site.</p> <p>Truck drivers will be advised of the designated truck route to and from the site and in particular they will not be permitted to access residential streets to the west of St. Hilliers Road.</p> <p>Reference should be made to the transport planning response, prepared by Colston Budd Rogers & Kafes, included in Attachment H of this RTS, which provides a further thorough assessment of transport related matters.</p> <p>In addition, further information on this matter can be found within the following supporting reports:</p> <ul style="list-style-type: none"> Traffic Impact Assessment, prepared by Colston Budd Rogers & Kafes (Attachment M) Acoustic Assessment, prepared by Acoustic Logic (Attachment I)
Name Withheld	Traffic and noise	The main concerns and issues I have with the proposal is how much vehicle (including heavy vehicle) traffic and noise this will mean for nearby properties and during what times (during construction and during ongoing operation of the warehouse)? I do not want heavy vehicle noise (or any loud noises from the warehouse) during the night/early morning times when people are sleeping. I am very concerned if the warehouse is going to be operating 24 hours/7 days a week. What safeguards will there be to avoid this? I am also concerned with the extra pollution this will bring to households with the extra traffic to and from the site. Does the warehouse have to be opened 24/7? I'll appreciate answers and solutions to my concerns when you have considered them.	<p>This matter has been considered in detail and the following response provided to demonstrate that the proposed development is commensurate for the subject site.</p> <p>Whilst the proposed development seeks to operate 24 hours / 7 days per week, it is noted that night time operations will be typically limited to internal automated operations, with only 'skeleton' staff during these periods.</p> <p>In terms of vehicle servicing the proposed development, it is noted that some vehicle will be articulated ('heavy') vehicles, however most site vehicles will be typical vans.</p> <p>The proposed development will only generate some 10 to 15 articulated vehicles per day. These vehicles will be semi-trailers up to 19 metres in length. The balance of the service vehicles will be delivery vans and small rigid trucks up to 6.4 metres in length. The proposed development will not generate B-Doubles.</p> <p>Large service vehicles accessing the site, including articulated vehicles, will be restricted to the designated heavy vehicle truck routes. The truck routes will restrict articulated vehicles to the main road network and ensure that large service vehicles do not access residential streets in the vicinity of the site.</p> <p>Truck drivers will be advised of the designated truck route to and from the site and in particular they will not be permitted to access residential streets to the west of St. Hilliers Road.</p> <p>Reference should be made to the transport planning response, prepared by Colston Budd Rogers & Kafes, included in Attachment H of this RTS, which provides a further thorough assessment of transport related matters.</p> <p>In addition, further information on this matter can be found within the following supporting reports:</p> <ul style="list-style-type: none"> Traffic Impact Assessment, prepared by Colston Budd Rogers & Kafes (Attachment M)

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Name Withheld	Noise and air pollution (emissions)	<p>I live St Hilliers Road and my house fronts this major road and sandwich between Rawson road and Hall Street Junction. When the project is completed, the operation will 24/7 and I will be subjected to noise and air pollution especially now include weekends. The vehicles will be trailers and with traffic lights in Rawson Road and Hall Street, the noise will be louder and increase in pollution due to vehicle braking and accelerating.</p> <p>Developers cannot have everything in their favour. It is not a same status quote. They will operate during weekends and 7 days every night and will disturb the sleep of residential house facing the main road. I strongly object as they will infringe the peace during my sleep unless they can demonstrate that they have not increase the noise, its level and pollution onto the residents or they will not be using St Hilliers Road in their distribution runs or put noise and pollution mitigation measures</p>	<p>This matter has been considered in detail and the following response provided to demonstrate that the proposed development is commensurate for the subject site.</p> <p>Whilst the proposed development seeks to operate 24 hours / 7 days per week, it is noted that night time operations will be typically limited to internal automated operations, with only 'skeleton' staff during these periods.</p> <p>In terms of vehicle servicing the proposed development, it is noted that some vehicle will be articulated ('heavy') vehicles, however most site vehicles will be typical vans. The proposed development will only generate some 10 to 15 articulated vehicles per day. These vehicles will be semi-trailers up to 19 metres in length. The balance of the service vehicles will be delivery vans and small rigid trucks up to 6.4 metres in length.</p> <p>Large service vehicles accessing the site, including articulated vehicles, will be restricted to the designated heavy vehicle truck routes. The truck routes will restrict articulated vehicles to the main road network and ensure that large service vehicles do not access residential streets in the vicinity of the site.</p> <p>Truck drivers will be advised of the designated truck route to and from the site and in particular they will not be permitted to access residential streets to the west of St. Hilliers Road.</p> <p>The potential emissions (noise and air quality) of the proposed development have been assessed by suitably qualified experts, of which the following conclusions have been made:</p> <ul style="list-style-type: none"> Noise emissions readily comply with the requirements of the NSW EPA Noise Policy for Industry, when assessed to the surrounding sensitive noise receivers at all time periods when the proposed development is operational. It is demonstrated that the operation of the proposal does not cause any exceedances of the air quality criteria. <p>It is noted that a Plan of Management will generally be required as a condition of consent for this development.</p> <p>Further information on this matter can be found within the following supporting reports:</p> <ul style="list-style-type: none"> Traffic Impact Assessment, prepared by Colston Budd Rogers & Kafes (Attachment M) Acoustic Assessment, prepared by Acoustic Logic (Attachment I) Air Quality Impact Assessment, prepared by Northstar Air Quality (Attachment N)
Name Withheld	Construction access	<p>We are running a mechanic repair workshop opposite to this development site. As trucks and vehicles will be driving through Hall and Percy Street at all time. Please kindly ensure full access for Hall and Percy Street while under construction of the warehouse.</p>	<p>Noted – a Construction Environmental Management Plan will be prepared as a condition of consent, which will need to be approved by the NSW Department of Planning, Industry and Environment (DPIE) prior to the commencement of works under SSD 10470.</p>

* end of public submissions *