

9 December 2015



S. Falato

Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Department of Planning
Received
17 DEC 2015
Scanning Room

Attn: Chris Ritchie – A/Director Industry Assessments

Dear Sir,

**WAREHOUSE AND DISTRIBUTION CENTRE (NOTICE OF EXHIBITION)
2 HUME HIGHWAY & 12 HUME HIGHWAY, CHULLORA (SSD 7235)**

I refer to the above development application that was referred to Council on 6 November 2015 as part of the exhibition process.

Council Officers have reviewed the application and raise the following matters for your consideration prior to the determination of the application:

1. Description of proposed development: the description of the proposed development is relatively generic and does not clearly describe what the intended use of the building will be. A detailed description of the proposed use is not contained within the written text of the Environmental Impact Statement (EIS), making the true nature of the proposed development unclear.

The operational particulars and characteristics of the proposed development are not detailed and are only described in part in Appendix 8 – Noise Impact & Vibration Assessment. Detailed particulars should be clearly detailed.

2. Traffic impact: the traffic assessment contained in Appendix 6 is somewhat general, having been based on Roads and Maritime Services (RMS) surveys/estimated data. The following points regarding traffic impact are raised:
 - Traffic data that specifically relates to the proposed use is contained in Appendix 8 (refer pg. 21), but not in the Traffic assessment report prepared by Transport and Traffic Planning Associates (Ref 15222, Rev E);
 - The traffic impact assessment should make reference to the predicted number and frequency of truck deliveries which are understood to involve 19m to 25m articulated vehicles (based on the swept path analysis only) to the development site and the impact those movements may have on the peak period movements generally discussed in the traffic assessment report;

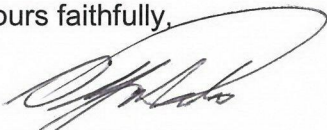
- Details concerning delivery vans are also neglected in the traffic assessment report and only identified in part within the Noise Impact & Vibration Assessment on page 21 where it is explained that "230 delivery vans could arrive at the site within a half hour period". The significant anticipated number of van movements should be identified in the traffic assessment report;
- The EIS should identify not only the existing characteristics of the local road network, but consider the cumulative impact of the proposed use with the knowledge of truck and van numbers, their frequency of delivery and distribution rate, anticipated employee numbers (not just car parking space numbers or expected number of 'jobs' to be generated - 300) and proportion of those employees expected to drive or use public transport to access the facility. The traffic assessment report is not specific in this regard, in circumstances where the operational nature of the proposed use is seemingly available;
- The volume of traffic directly attributable to the proposed use, particularly during peak times across the proposed 24 hour cycle, should be considered. Traffic volumes should include, articulated vehicles and other trucks, delivery vans and employee vehicles;
- The cumulative traffic impact of the proposed use together with the prevailing traffic conditions has not been considered – other than in a general sense. Furthermore, no regard has been given to the nearby Enfield Intermodal Logistics Centre and it's 24 hour operation;
- It is noted that some 352 on site car parking spaces are proposed. However, no comment has been made in relation to truck parking bays or any temporary truck standing areas; and
- While the traffic assessment report (refer pg. 8) goes into some detail to describe the operational nature of the former Fairfax Media newspaper and printing facility, the same type of information has not been provided in relation to the proposed use. The projection data in this instance should be based on the operational nature of the warehouse/distribution centre.

A more detailed review of the traffic implications of the intended use and its operational characteristics should be required.

The proposed warehousing and distribution centre primarily raises concerns in relation to traffic generation, but that may largely be the case because of the lack of detail provided in relation to the operational characteristics of the proposed warehouse and distribution centre. The EIS is somewhat lacking in this regard.

Should you require further information regarding this matter, please contact the undersigned on 9748 9999 during normal business hours.

Yours faithfully,



SILVIO FALATO
GROUP MANAGER PLANNING AND ENVIRONMENT