

Thomas Piovesan

From: Jim Baldwin <jim.baldwin@campbelltown.nsw.gov.au>
Sent: Tuesday, 16 August 2016 7:50 AM
To: Thomas Piovesan
Cc: Karen Robinson; Luke Joseph
Subject: SSD 7500 5 and Culverston Road, Minto - State Significant Development

Importance: High

Dear Thomas,

I refer to your correspondence regarding the State Significant Development application at Culverston Road, Minto.

Apologies' for the delayed reply, but I can advise that Council has reviewed the subject SSD application, and as a consequence of that review, raises the following concerns:

Planning Issues

1. The proposed outdoor storage areas will not be adequately screened from public places (Culverston Road, Rose Payten Drive and the Main South Rail Line). This matter was raised with the applicant at the pre lodgment stage and it is evident that this matter, and the importance of this matter to the Council, has not been given the anticipated attention. Council strongly objects to any outdoor storage area that is not adequately screened. The relevant clauses of Part 7 of the Campbelltown Sustainable City DCP 2015 are listed below:
 - a) Outdoor storage areas shall not be located between the primary or secondary street boundary and any building on the allotment.
 - b) Outdoor storage areas shall be adequately screened from public view.
 - c) Goods and materials stored shall not be stacked higher than an approved screening structure.
 - d) Screen fencing and structures shall be constructed of high quality materials that complement the buildings located on site.
 - e) All outdoor storage areas shall be sealed and drained to the storm water system in accordance with any environmental management requirements.

All screening structures shall be located behind the required landscaped areas. Specifically, landscaping fronting the Main South Rail Line and Rose Payten Drive shall be of significant height so as to obscure views of the site.

Council also requests clarification as to whether the outdoor storage area would be used to store containers, and if so, the height of such container storage. Council would not support more than two containers in height from natural ground level. Council also requests clarification of whether any loading and unloading of goods, or any other industrial activities would take place within these storage areas. All industrial activities should take place within the proposed buildings and not in outdoor / exposed areas.

2. The front fencing to the development fails to comply with Part 7 of the Campbelltown Sustainable City DCP 2015:

"All fencing in industrial developments shall be setback a minimum of 3.0 metres from property boundaries addressing a primary and/or secondary street."

Council requests that the front fencing to the development be setback 3 metres and the area between the fencing and the property boundary landscaped, in accordance with Council's policy.

3. In the case that the development is approved, Council requests that a condition be imposed on the development consent, allowing Council to instruct the applicant to institute the "future" car parking shown on the plans, if a demonstrated car parking problem within the vicinity of the site becomes apparent. Failure to comply with such an instruction would be deemed a breach of the development consent.
4. Compliance with some of Council's landscaping standards could not be determined, as the landscape plan supplied lacks detail. Council requests a full landscape plan showing species, heights and pot sizes of all plants and trees. It is requested that compliance with the following landscaping standard be ensured:

"The first three (3) metres of all required street front landscaped area (as measured from the street boundary) shall be planted of advanced canopy trees that are:
i) a minimum of two (2) metres in height with a minimum 400 litre pot size at the time of planting;
ii) of native species; and
iii) planted /placed every 10 metres."
5. Each proposed warehouse requires a 100,000 litre rainwater tank (based on the size of the buildings' roof areas) in accordance with Part 2 of the Campbelltown Sustainable City DCP 2015.
6. Clarification is requested as to whether the approved rail siding at the subject site will be constructed.
7. Please note, a development contribution for the proposed development is payable to Council. Council requests that a condition of consent be included, requiring the applicant receive written confirmation from Council that the applicable development contribution has been paid prior to the issue of any Construction Certificate.
8. Separate approval is required for any signage, unless it is exempt under state legislation.

Traffic Issues

1. The rate of future traffic generation should be estimated in accordance with RMS Traffic Generation Guideline and its supplements. The traffic generation rate that has been assumed in the Traffic Impact Assessment (TIA) largely varies from the "RMS Traffic Generation Guidelines".
2. It has been observed that a significant number of commercial and industrial premises are located in Swaffham Road. The traffic impact assessment (TIA) should consider the existing traffic generated from Swaffham Road.
3. The current Degree Of Saturation (DOS) for Campbelltown Road/Rose Payten Drive is 0.922 which already exceeds the recommended DOS (0.9) in clause 4.4.10 of AustRoads Guide to Traffic Management Part 12. Additional traffic to be generated as a result of the subject development would worsen the scenario. This is an issue that must be adequately addressed prior to any approval.
4. The directional analysis is to be representative of the estimated future generated trips from the subject development.
5. The Traffic Impact Assessment (TIA) must address the proportion of heavy vehicles in peak hour traffic volume.
6. Any software model prepared for the Traffic Impact Assessment shall be submitted to Council for review.
7. According to Figure 5 of the Traffic Impact Assessment Report, each of the left turns and northbound traffic in the roundabout of Airds Road and Culverston Road would give way to more than 3 vehicles

during afternoon peak hour. On the other hand the proposed driveway of stage 2 car parking has a clearance of 120 metres from the adjacent roundabout. The queue length if extended up to the driveway would cause a hazard to the car parking. Council recommends undertaking a study to assess the Traffic Queue and the implications of the queue lengths in this area and the impact those queue lengths will have on the movement of traffic in the area.

8. All vehicle swept path analysis shall be undertaken using the longest design vehicle to access the site. All truck entries shall be designed in order to accommodate the opposing swept paths of the longest vehicle turning safely at the same time. In this regard, it is considered that for warehouses of the size proposed, B-double vehicles would be highly likely to use the site. Accordingly, a swept path analysis for full size B-doubles is required to be submitted to Council, to demonstrate that B-double combination vehicles will be able to access the site, manoeuvre satisfactorily, and safely leave the site in a forward direction.

Flooding Issues

1. Any development of this site will require drainage to be accommodated in accordance with the Campbelltown City Council Engineering Design Guide for Development.
2. The existing stormwater infrastructure adjacent to the site needs to be assessed for capacity for the future connection of stormwater drainage coming from the site.
3. All drainage software modeling undertaken for the subject subdivision shall be submitted to Council for assessment.
4. The proposed site is affected by 1% AEP flood event based on Council's recent flood advice. A stormwater management plan shall be submitted to Council for the proposed development detailing management of major and minor flood events.

I trust the above is sufficient for your consideration, but if you require any clarification on the matters raised above, please contact Luke Joseph - Council's Senior Development Planner – on 4645 4409 in the first instance.

Regards

Jim

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