Colston Budd Hunt & Kafes Pty Ltd
as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/7923/jj

23 November, 2010

Transport Planning
Town Planning
Retail Studies

Goodman
Level 10
60 Castlereagh Street
SYDNEY NSW 2000

Attention: Will Dwyer
Email: Will.Dwyer@goodman.com

Dear Sir,

RE: PROPOSED PREFORM INJECTION MOULDING PLANT
COCA COLA AMATIL SITE, EASTERN CREEK

1. As requested, we are writing regarding traffic and parking matters raised by the Department of Planning in relation to the above development. We have previously prepared a report(1) which was submitted with the Part 3A application.

2. The traffic and parking matters raised in submissions, and our responses to these matters, are set out below.

Traffic

- ***The assessment determined that the car park has capacity now. What about when the site is fully developed?***

3. On the 30 June 2005 the Department of Planning approved a development application (DA 308-12-2004-i) for the construction and operation of a Coca-Cola Amatil distribution centre on the site. The approved development included a warehouse and distribution centre of some 47,565m^2 and car parking for 250 vehicles. A subsequent modified development was approved

(1) *"Traffic Report for Proposed Preform Injection Moulding Plant at Coca Cola Amatil Site, Roussell Road, Eastern Creek", September 2010,* Colston Budd Hunt & Kafes Pty Ltd.

for a revised warehouse and distribution centre of 58,872m^2 and car parking for 300 vehicles.

4. The first stage of the development of some 31,287m^2 has been constructed and is operational. In association with the Stage 1 development, the total car parking requirement for the total development approval, of some 300 parking spaces, has been constructed.

5. The current application seeks to include a preform injection moulding plant incorporating a building area of some 10,000m^2, which will provide technical facilities, production and manufacturing area and associated storage and staging of the finished product. The development will be integrated with the existing facility with access available from Roussell Road.

6. In order to establish parking demands of the existing facility, surveys were undertaken during a weekday period between 5.00am and 6.00pm. The parking surveys observed the number of vehicles parked within the car park every hour. Results of the parking survey are set out in Table 1.

Table 1: Car Parking Demand

Time	Parking Accumulation
5:00	60
6:00	100
7:00	110
8:00	125
9:00	140
10:00	145
11:00	140
12:00	135
13:00	130
14:00	125
15:00	90
16:00	75
17:00	55
18:00	35
Supply	**300**

7. It can be seen from Table 1 that the peak parking demand for the existing facility was observed to be some 145 vehicles at 10.00 am. This corresponds to a peak parking utilisation of 48% and a peak parking demand for the existing facility of 0.46 spaces per 100m^2.

8. Application of this rate to the proposed total approved development of 58,872m^2 results in a parking demand of 270 vehicles.

9. As set out in our traffic report which supported the current development application, the proposed new facility will operate 24 hours per day (two 12 hour shifts) with up to 16 personnel during the day shift and four personnel during the evening shift.

10. Adding the additional parking demand of up to some 16 vehicles to the parking demand for the total approved expanded distribution facility results in a total parking demand of 286 vehicles. The existing 300 space car park will therefore cater for the additional parking demand of the approved expanded facility plus the proposed preform injection moulding plant.

    - ***The truck movements assessed are for which operational year?***

11. The traffic generation of the proposed preform injection moulding plant of 15 to 20 vehicles per hour two-way during peak periods, as set out in the traffic report, is the traffic generation of the ultimate development at full operation. The peak hour traffic generation comprises up to 5 truck movements two-way and some 10 to 15 car movements two-way at peak times.

    - ***Has the traffic assessment encompassed both stages? Provide further details on capacity of facility in each stage.***

12. The traffic report assessed both stages of the proposed preform injection moulding plant. As set out above, the proposed new facility will have a peak traffic generation for ultimate development at full operation, of up to 15 to 20 vehicles per hour two-way during peak periods.

    - ***P14 of the traffic assessment states 'the site access arrangements remain unchanged' yet p12 of the EA states there will be 'minor reconfiguration of vehicle access arrangements at the southern end of truck entry'; p2 of the waste assessment also states that there will be a reconfiguration of the existing access arrangements. Please clarify.***

13. The minor reconfiguration of the vehicle access arrangements, as described on p12 of the EA report, refers to changes to traffic circulation at the southern end of the internal access road, located adjacent to the eastern boundary of the site, as shown on Figure 1. The proposed changes include a shortening of the central median/vehicle separation, in order to provide for vehicle swept paths and access to future loading docks. Access arrangements at the access driveway onto Roussell Road will remain unchanged.

    - ***P15 of the traffic assessment states the 'Our assessment found that the proposed modified truck circulation and manoeuvring zone for the existing distribution centre and for the proposed preform injection moulding plant is considered appropriate to comfortably cater for the expected service vehicle activity, of up to five trucks per hour two-way at peak times.' Please provide a more detailed discussion, including figures, of the modified truck circulation paths.***

14. Service vehicles generated by the existing distribution centre and vehicles transporting raw material and finished preforms to/from the proposed development will range from rigid trucks, articulated vehicles and B-doubles. These service vehicles will access the site via the existing truck access onto the eastern internal access road.

15. Truck access and circulation within the distribution centre and to/from the proposed development has been assessed using AUTOTURN computer program. The internal truck circulation for use by 19 metre articulated vehicles and 26 metre B-doubles has been assessed. Swept paths for the various design vehicles are shown on Figures 2 to 27.

16. Figures 2 to 19 indicate the swept paths of trucks accessing existing loading docks and proposed pantech/trailer parking areas associated with the existing warehouse distribution facility. Truck circulation within the distribution centre, as shown on the attached figures, is provided by a two-way circulation and manoeuvring zone located adjacent to the southern boundary of the site. This circulation and manoeuvring zone provides access to the existing receiving and dispatch docks for the distribution centre.

17. The pantech/trailer parking area is located at the south-western corner of the site. It will provide 20 trailer parking bays and a truck wash facility. The parking bays have dimensions of 3.5 metres wide by 26 metres long. These dimensions provide for B-doubles and are in accordance with the Australian Standard AS2890.2-2002.

18. The attached swept paths (Figures 2 to 19) show that all existing loading docks and proposed trailer parking bays are accessible by 26 metres B-doubles, and are considered appropriate.

19. Figures 20 to 25 show the swept paths of trucks accessing the proposed new preform injection moulding plant. The loading docks located at the western end of the facility have been designed to cater for articulated vehicles and B-doubles. The loading docks located at the north-eastern corner of the new facility have been designed to cater for large rigid trucks.

20. As shown on the attached swept paths (Figures 20 to 25) the proposed loading dock arrangements from the new facility are considered appropriate and have been provided in accordance with the Australian Standard AS2890.2-2002.

21. A new fire access road will be provided around the perimeter of the proposed new facility. As shown on Figures 26 and 27 the new fire access road has been designed to cater for a Type 4 Fire Fighting vehicle and large rigid trucks. The proposed arrangements are considered appropriate.

- ***The traffic assessment should be revised to assess cumulative impacts.***

22. The site forms part of the overall M7 Business Hub, located within the Eastern Creek industrial land. The traffic assessment of the overall M7 Business Hub has been undertaken through previous studies, with particular reference to the Transport Management and Accessibility Plan (TMAP) Study dated November 2003, prepared by SKM. That study used a traffic generation rate for the industrial land of 8.9 trips per hectare per hour during the morning and 10.22 trips per hectare per hour during the afternoon peak periods. When applied to the 15.15 hectare site area of the Coca Cola Amatil site, this equates to a traffic generation of 135 vehicles per hour two-way during the morning and 155 vehicles per hour two-way during the afternoon.

23. As set out in our traffic report which supported the current application, the existing facility has a traffic generation of some 45 vehicles per hour two-way during the morning peak period (comprising some 25 truck movements two-way and some 20 car movements two-way). During the afternoon peak period the site generated some 50 vehicles per hour two-way (comprising some 15 truck movements two-way and some 35 car movements two-way). This corresponds to a traffic generation rate of 0.15 vehicles per hour per $100m^2$ of the Stage 1 ($31,287m^2$) building area during the morning and 0.16

vehicles per hour per 100m^2 of Stage 1 building area during the afternoon peak period.

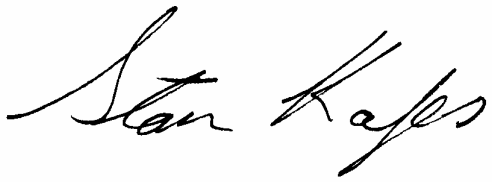
24. Application of these rates to the proposed total approved development area of 58,872m^2 results in a traffic generation of 80 vehicles per hour two-way during the morning and 86 vehicles per hour two-way during the afternoon.

25. Adding the peak hour traffic generation of 15 to 20 vehicles per hour two-way for the proposed new facility to the traffic generation of the total approved expanded development results in a total traffic generation of 95 to 106 vehicles per hour two-way during peak periods. The proposed expanded development plus the preform injection moulding plant will therefore generate less traffic during the morning and afternoon peak periods than that which was previously assessed. As a result, the proposed development and its cumulative impact is in accordance with the overall traffic assessment for the M7 Business Hub.

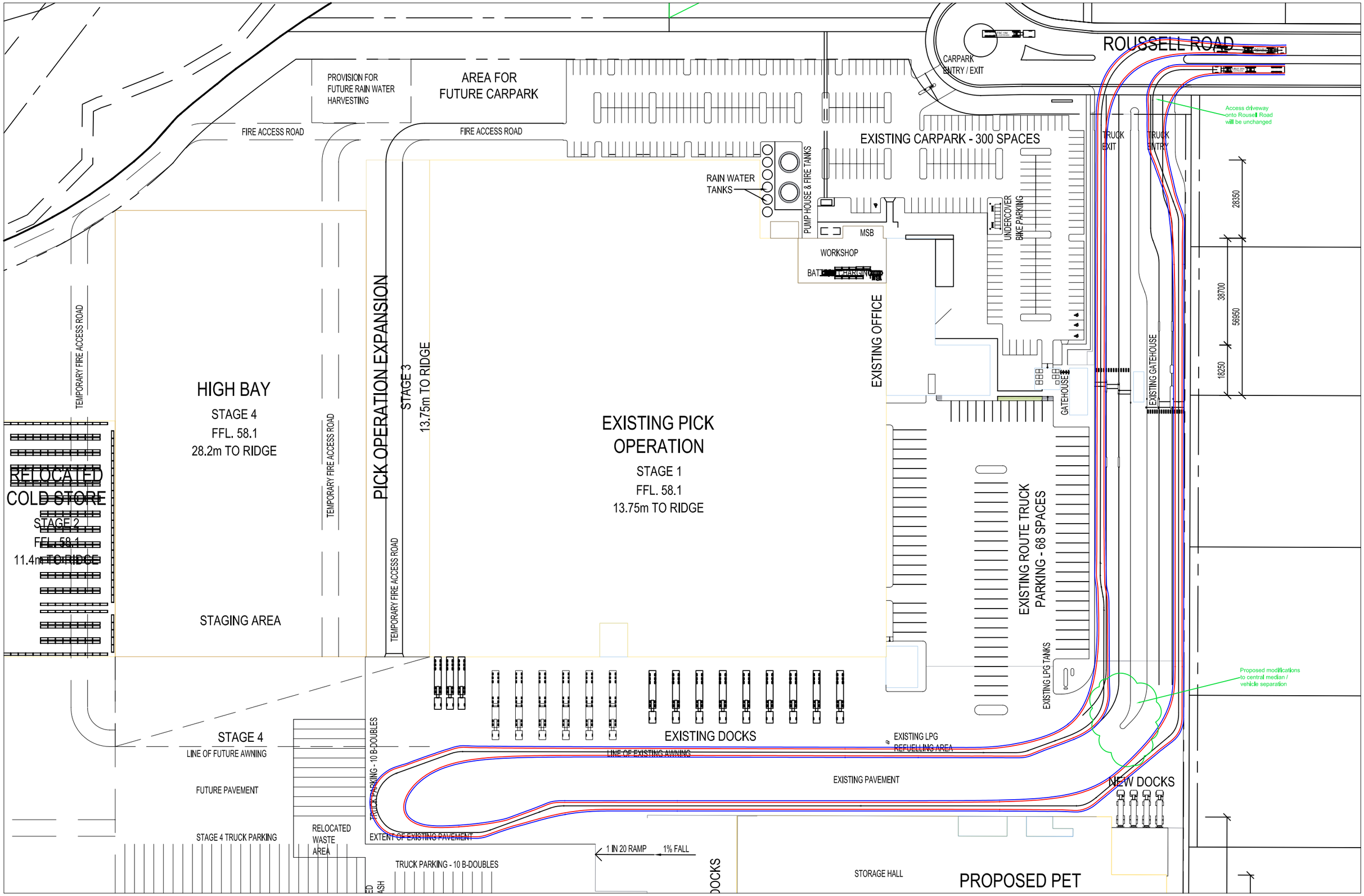
26. Hence, the surrounding road network and intersection controls will be able to cater for the traffic generated by the proposed development.

27. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD HUNT & KAFES



S. Kafes
Director



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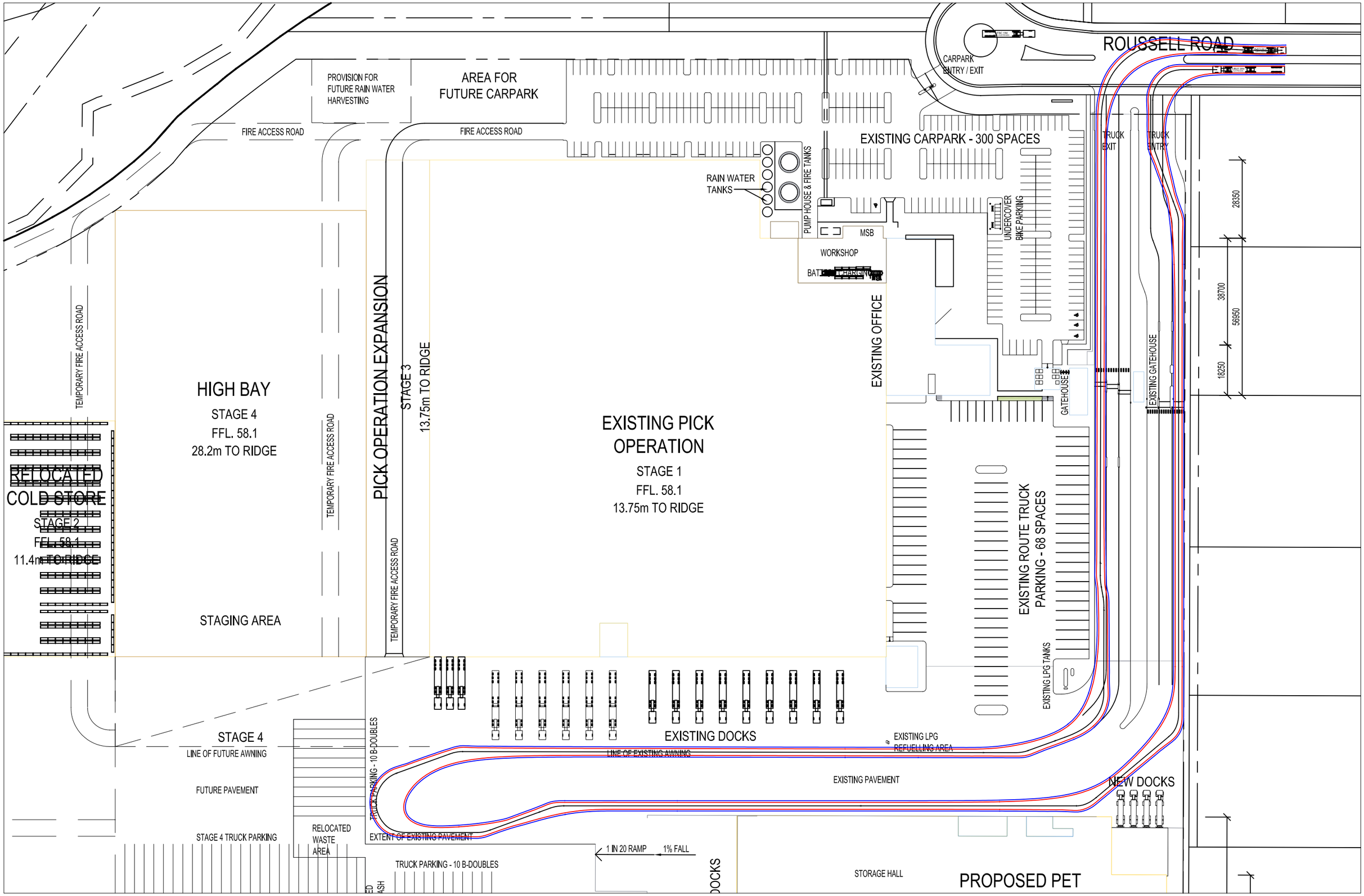
26.0m B-DOUBLE VEHICLE SWEPT PATHS

DRAWN BY CBHK Pty Ltd_ho Ref: 7923 2 SEPTEMBER 2010



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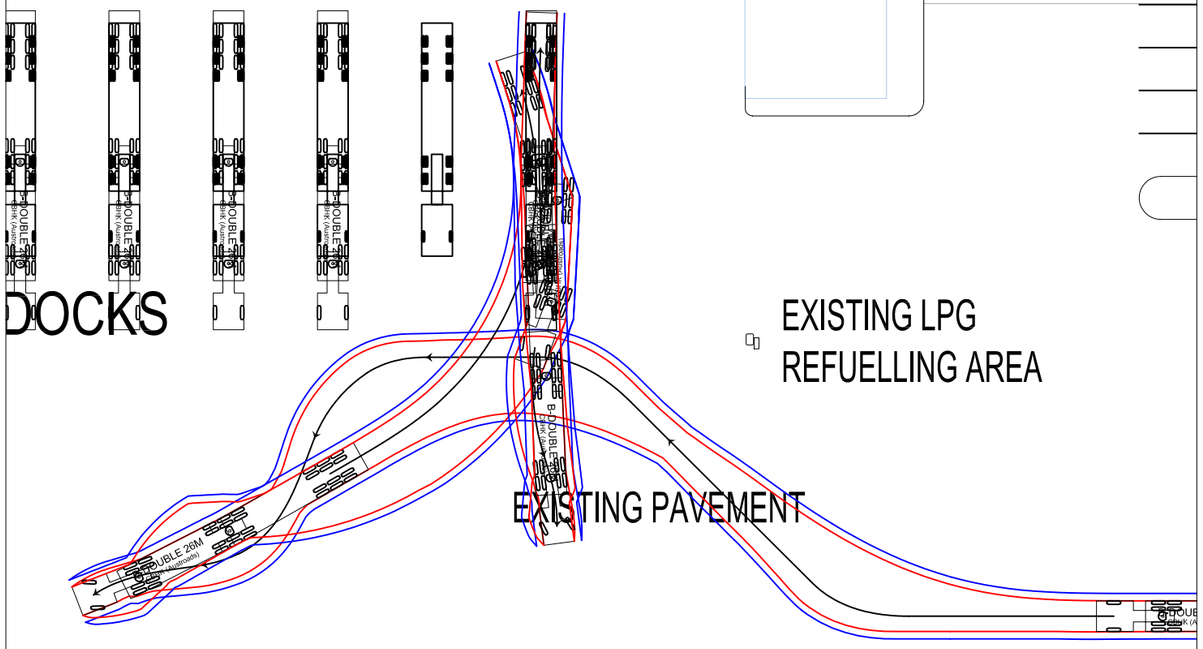

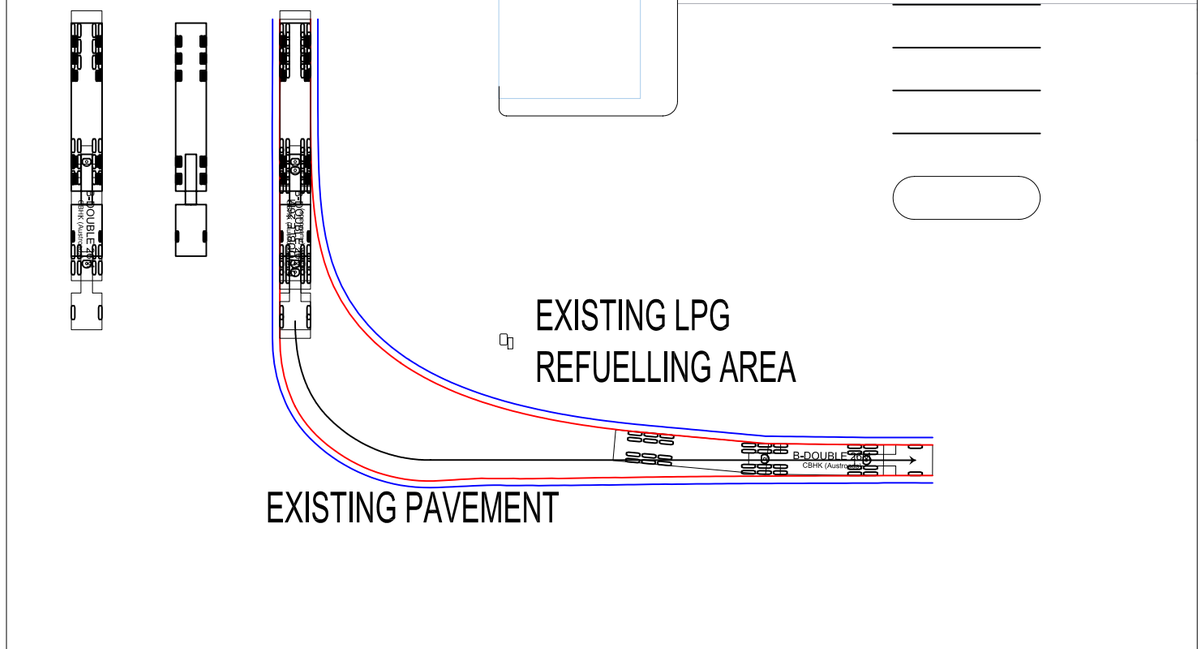

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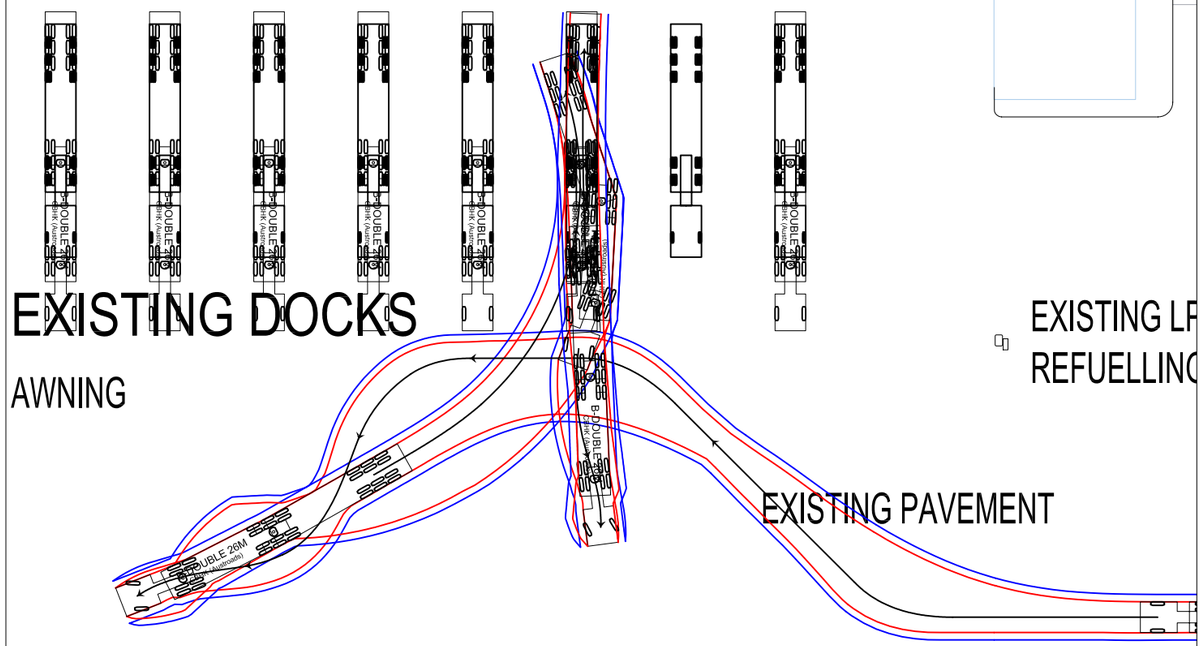

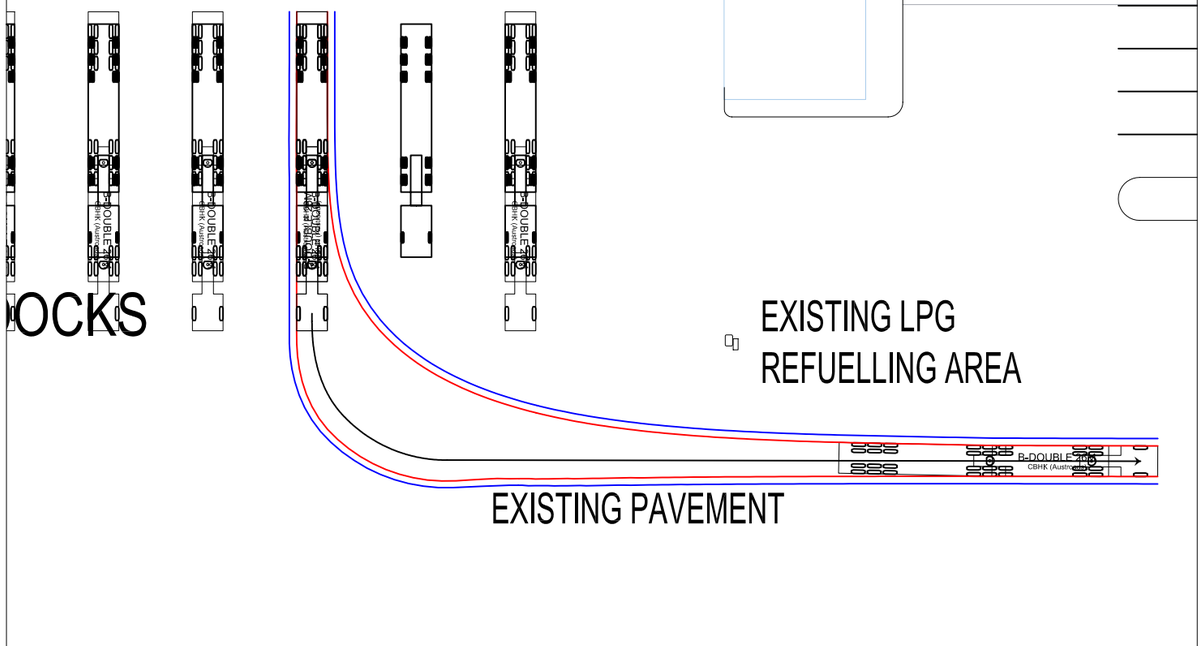

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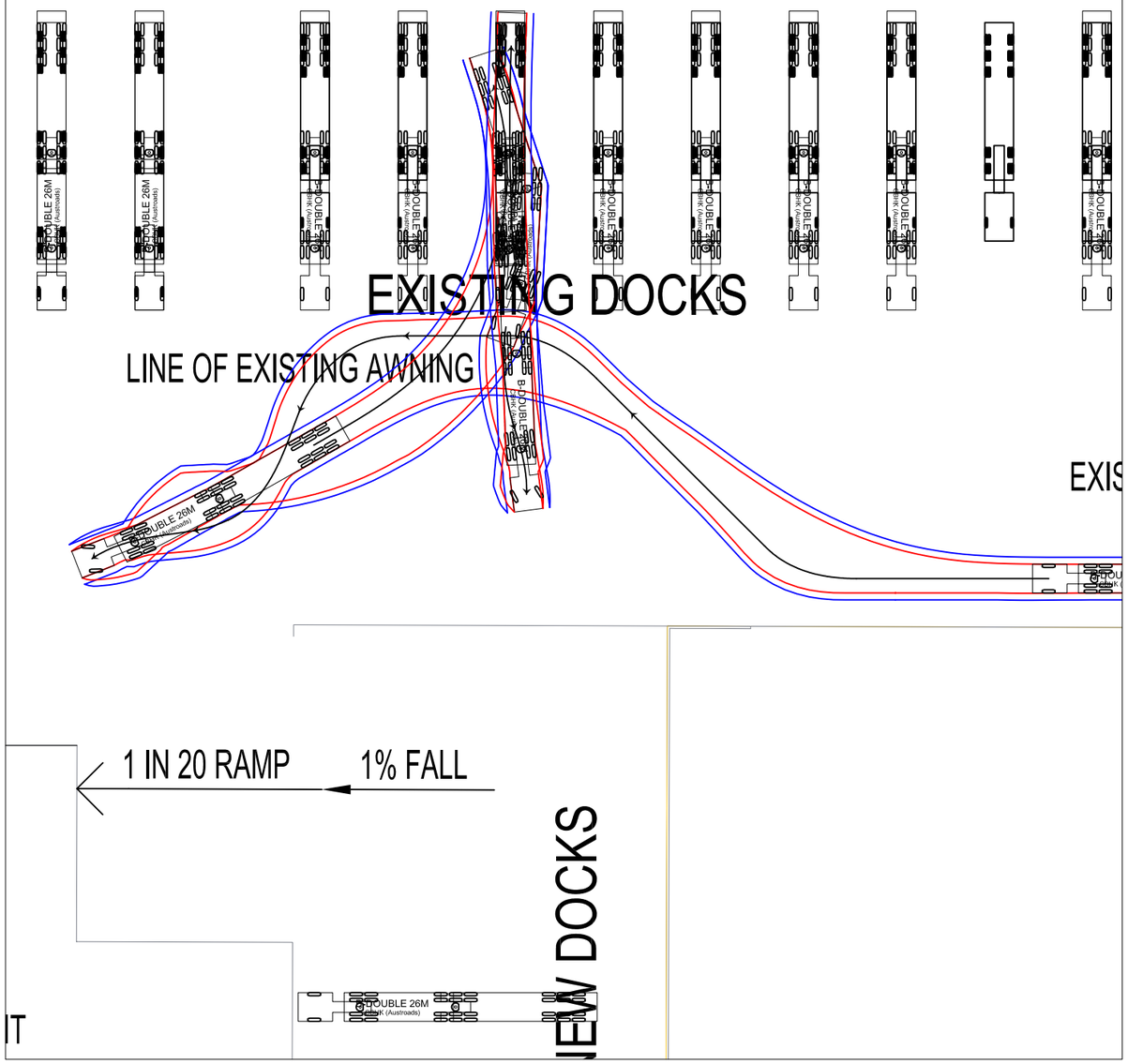

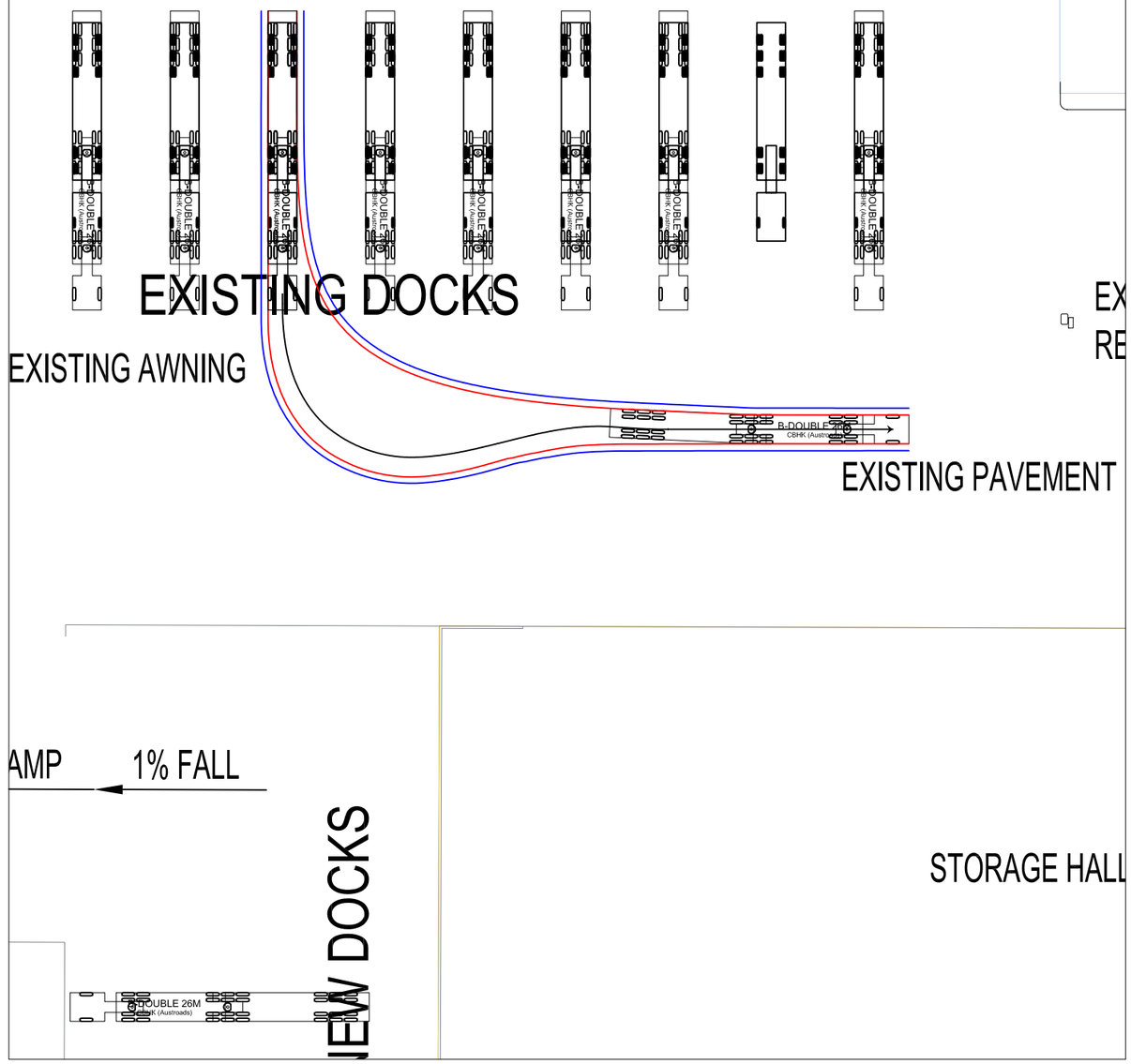

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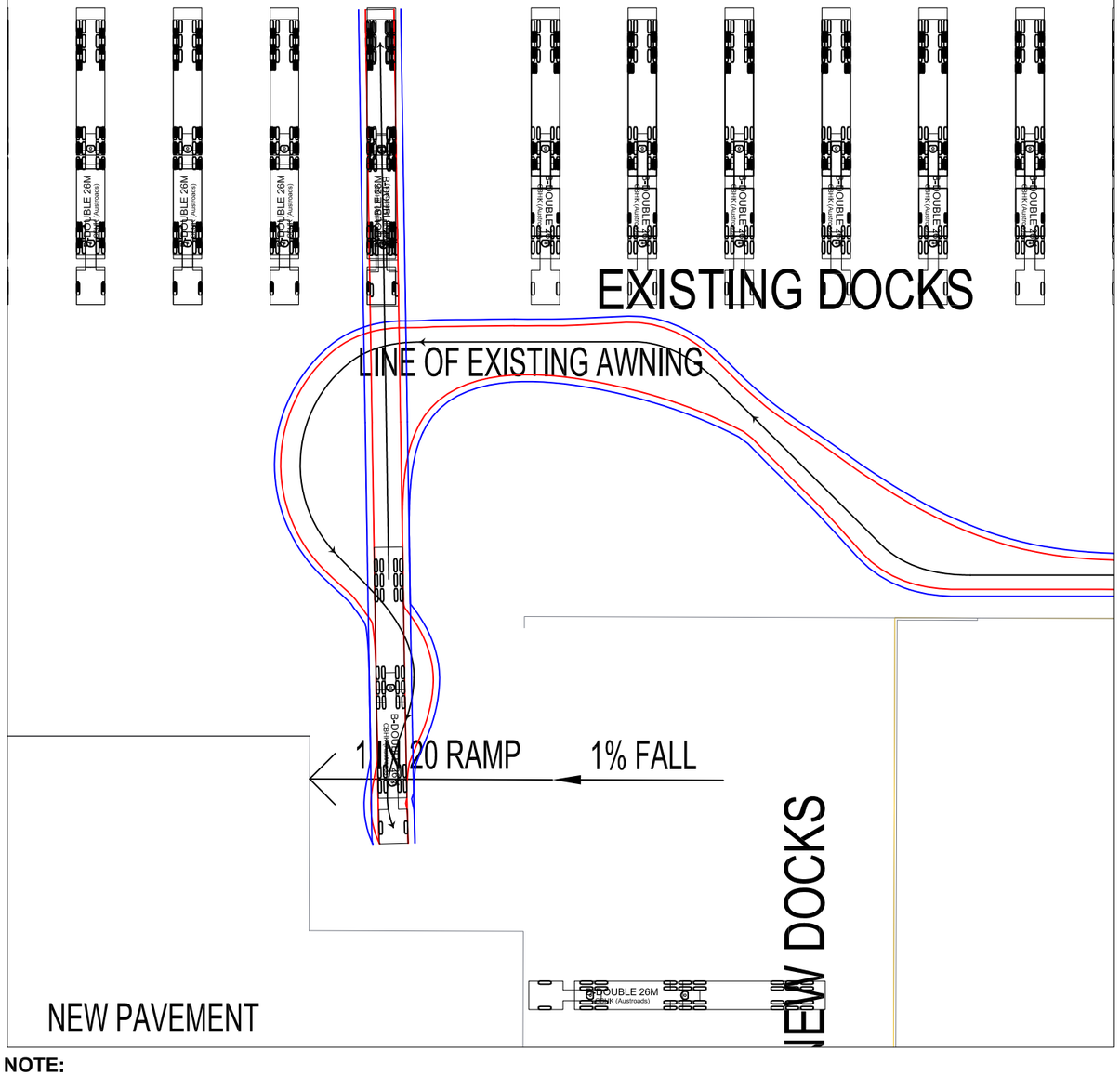

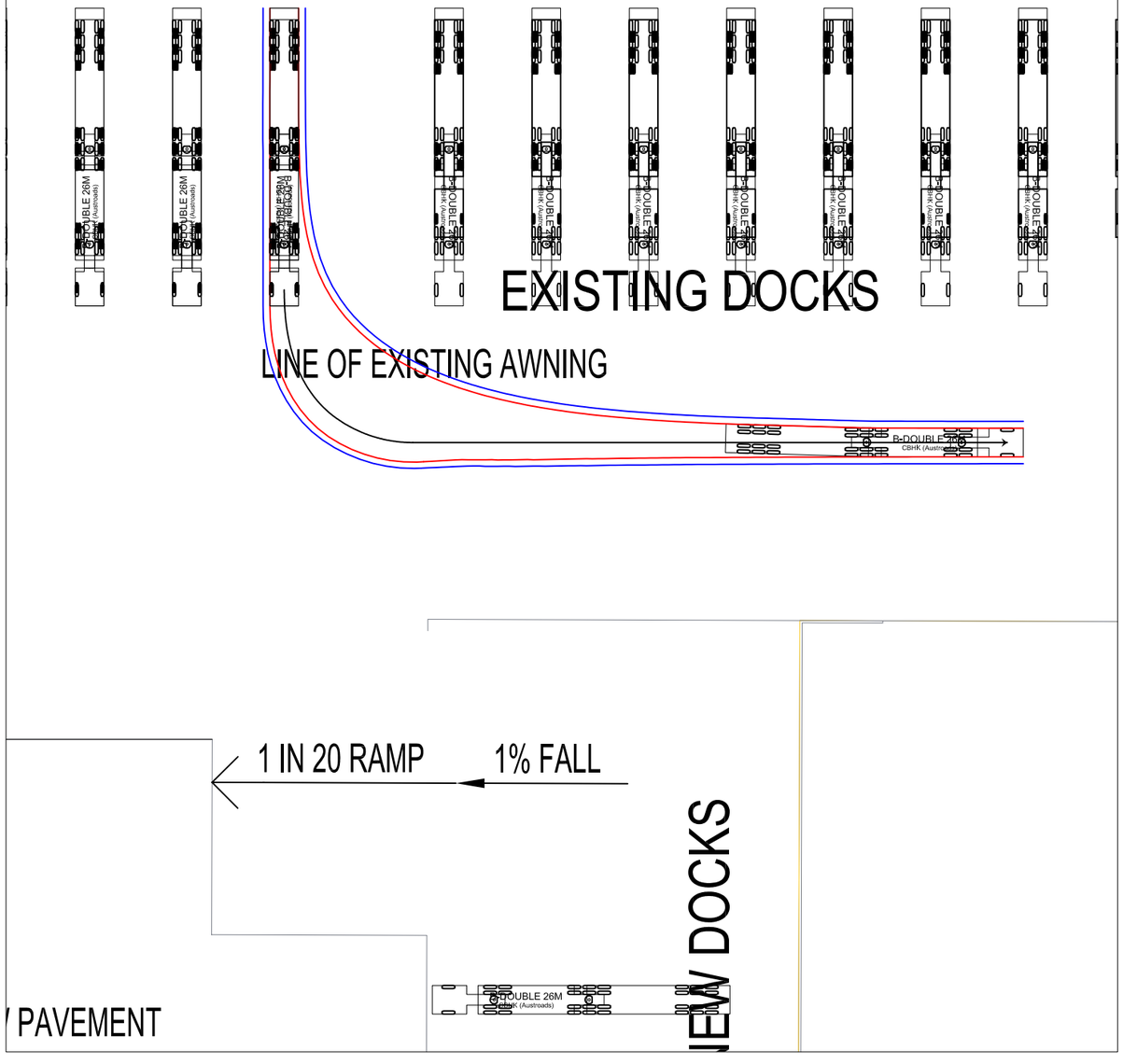

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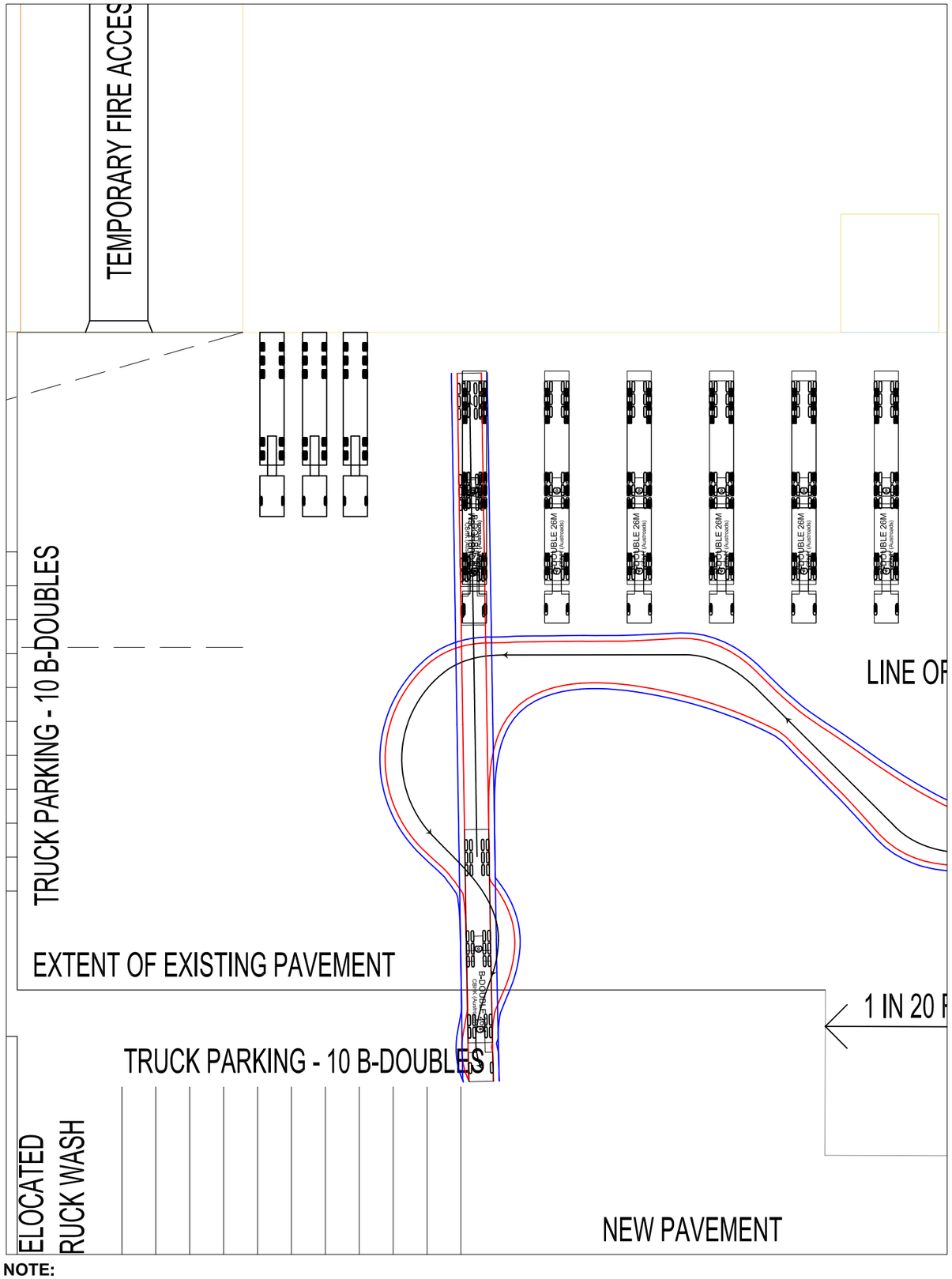

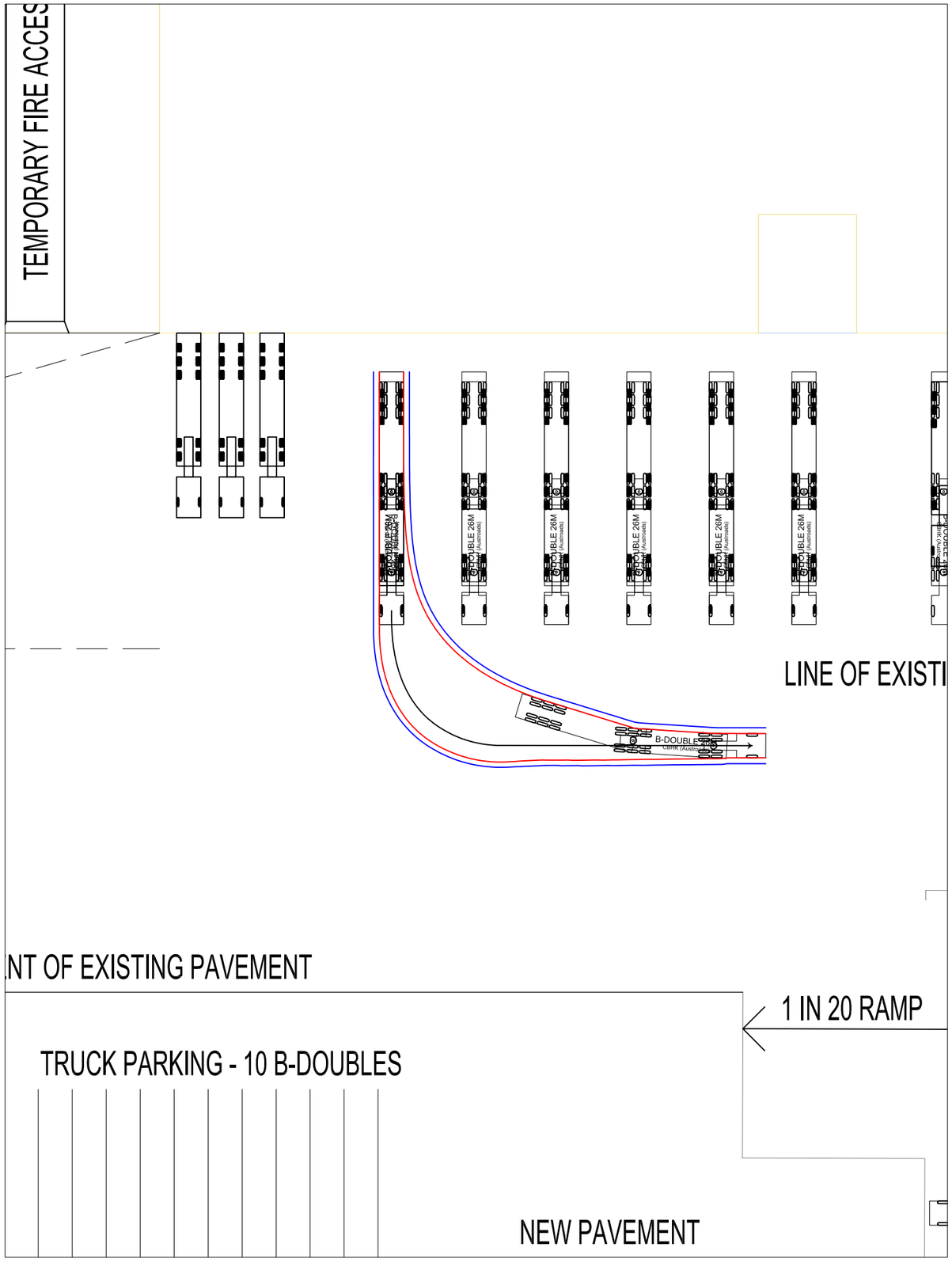

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26.0m B-DOUBLE VEHICLE SWEPT PATHS

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ROUSSELL ROAD

CARPARK ENTRY / EXIT

PROVISION FOR FUTURE RAIN WATER HARVESTING

AREA FOR FUTURE CARPARK

FIRE ACCESS ROAD

FIRE ACCESS ROAD

EXISTING CARPARK - 300 SPACES

TRUCK EXIT

TRUCK ENTRY

RAIN WATER TANKS

PUMP HOUSE & FIRE TANKS

MSB

WORKSHOP

BATTERY CHARGING

UNDERCOVER BIKE PARKING

EXISTING OFFICE

GATEHOUSE

EXISTING GATEHOUSE

28350

38700

56950

18250

TEMPORARY FIRE ACCESS ROAD

HIGH BAY

STAGE 4

FFL. 58.1

28.2m TO RIDGE

PICK OPERATION EXPANSION

STAGE 3

13.75m TO RIDGE

EXISTING PICK OPERATION

STAGE 1

FFL. 58.1

13.75m TO RIDGE

RELOCATED COLD STORE

STAGE 2

FFL. 58.1

11.4m TO RIDGE

TEMPORARY FIRE ACCESS ROAD

TEMPORARY FIRE ACCESS ROAD

STAGING AREA

EXISTING ROUTE TRUCK PARKING - 68 SPACES

EXISTING LPG TANKS

STAGE 4

LINE OF FUTURE AWNING

FUTURE PAVEMENT

TRUCK PARKING - 10 B-DOUBLES

EXISTING DOCKS

EXISTING LPG REFUELLING AREA

LINE OF EXISTING AWNING

EXISTING PAVEMENT

NEW DOCKS

STAGE 4 TRUCK PARKING

RELOCATED WASTE AREA

EXTENT OF EXISTING PAVEMENT

1 IN 20 RAMP

1% FALL

TRUCK PARKING - 10 B-DOUBLES

STORAGE HALL

PROPOSED PET

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19.0m ARTICULATED VEHICLE SWEPT PATHS

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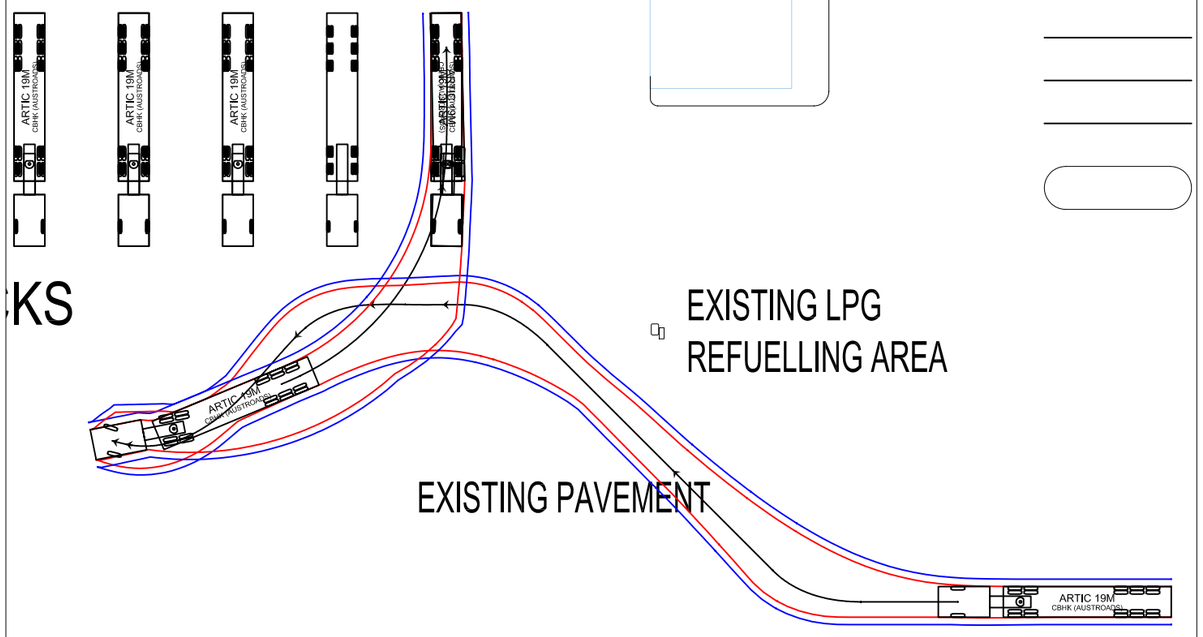

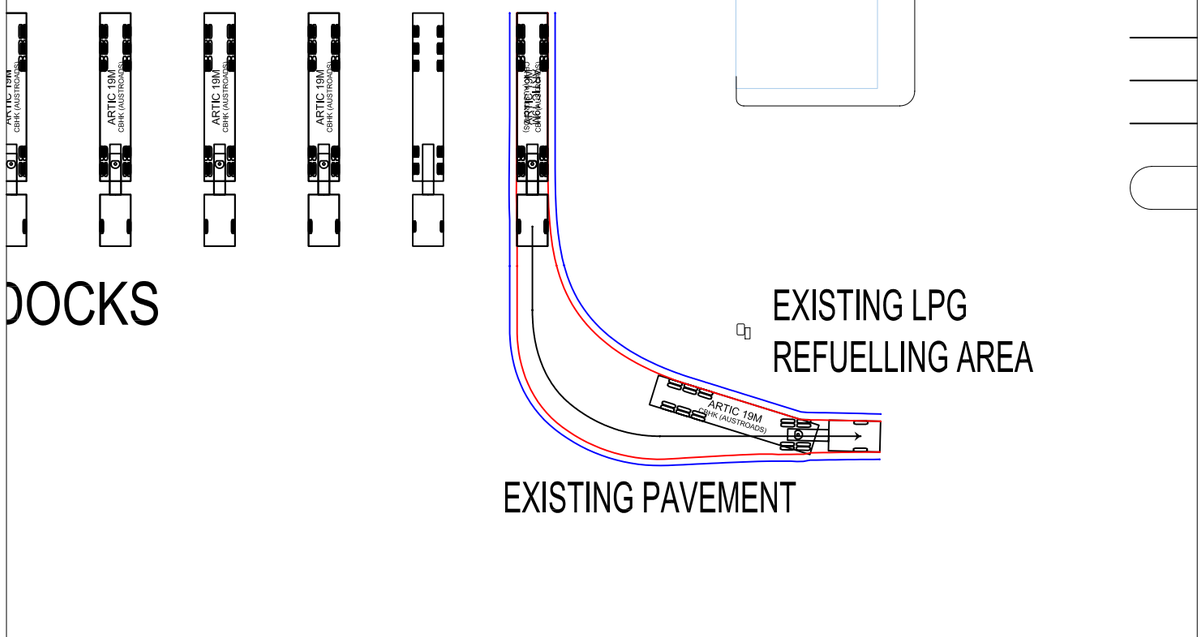

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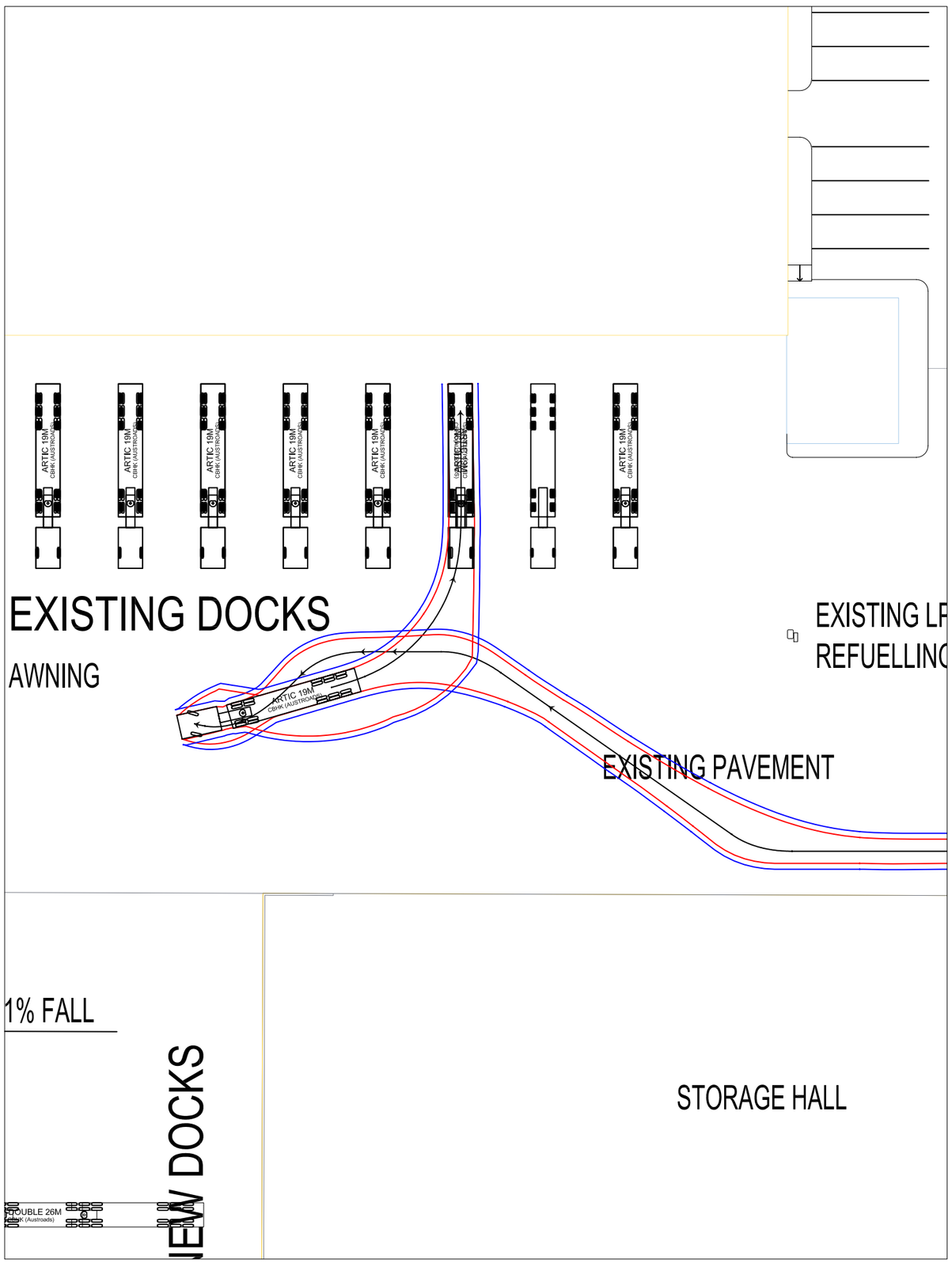

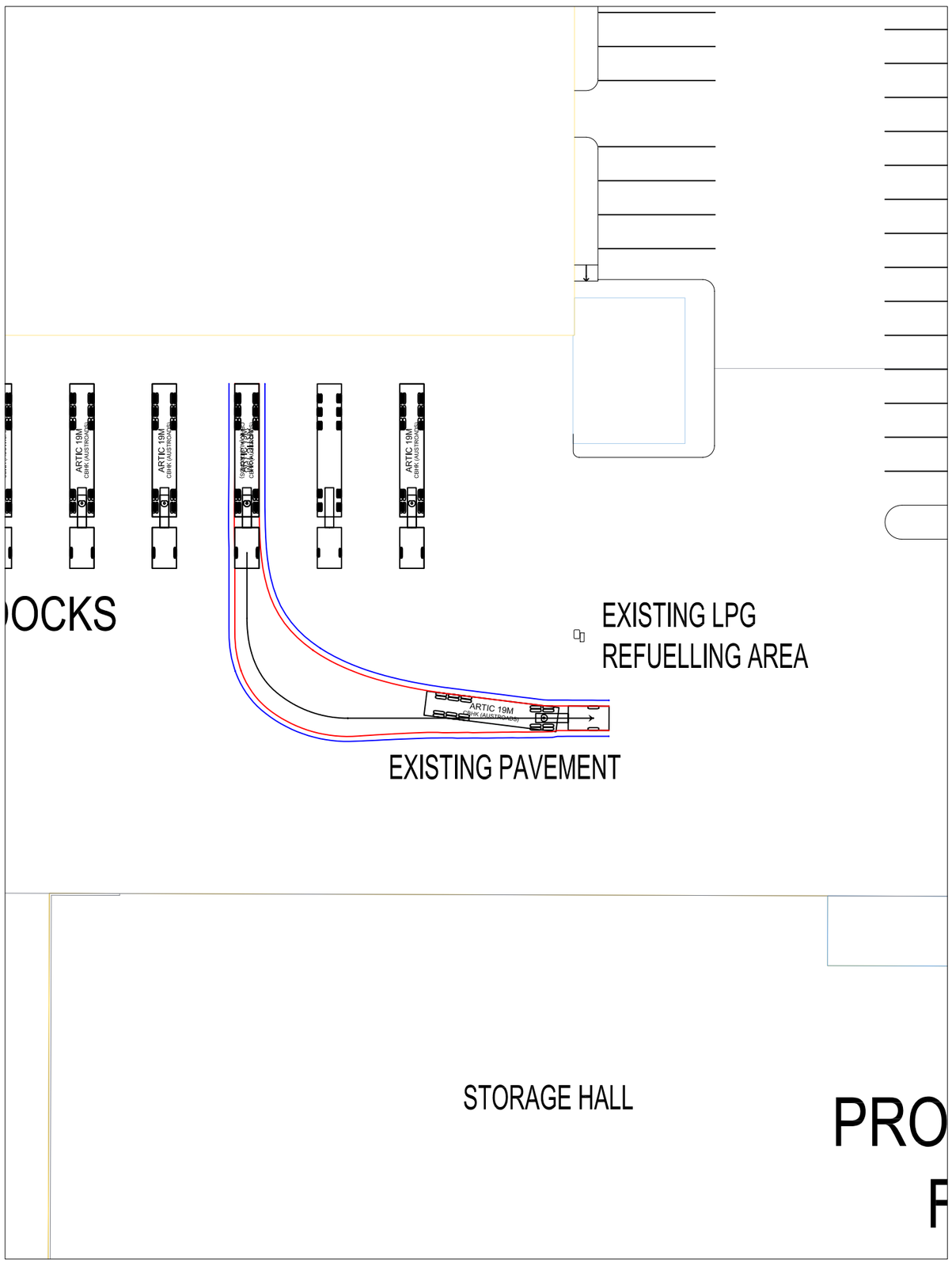

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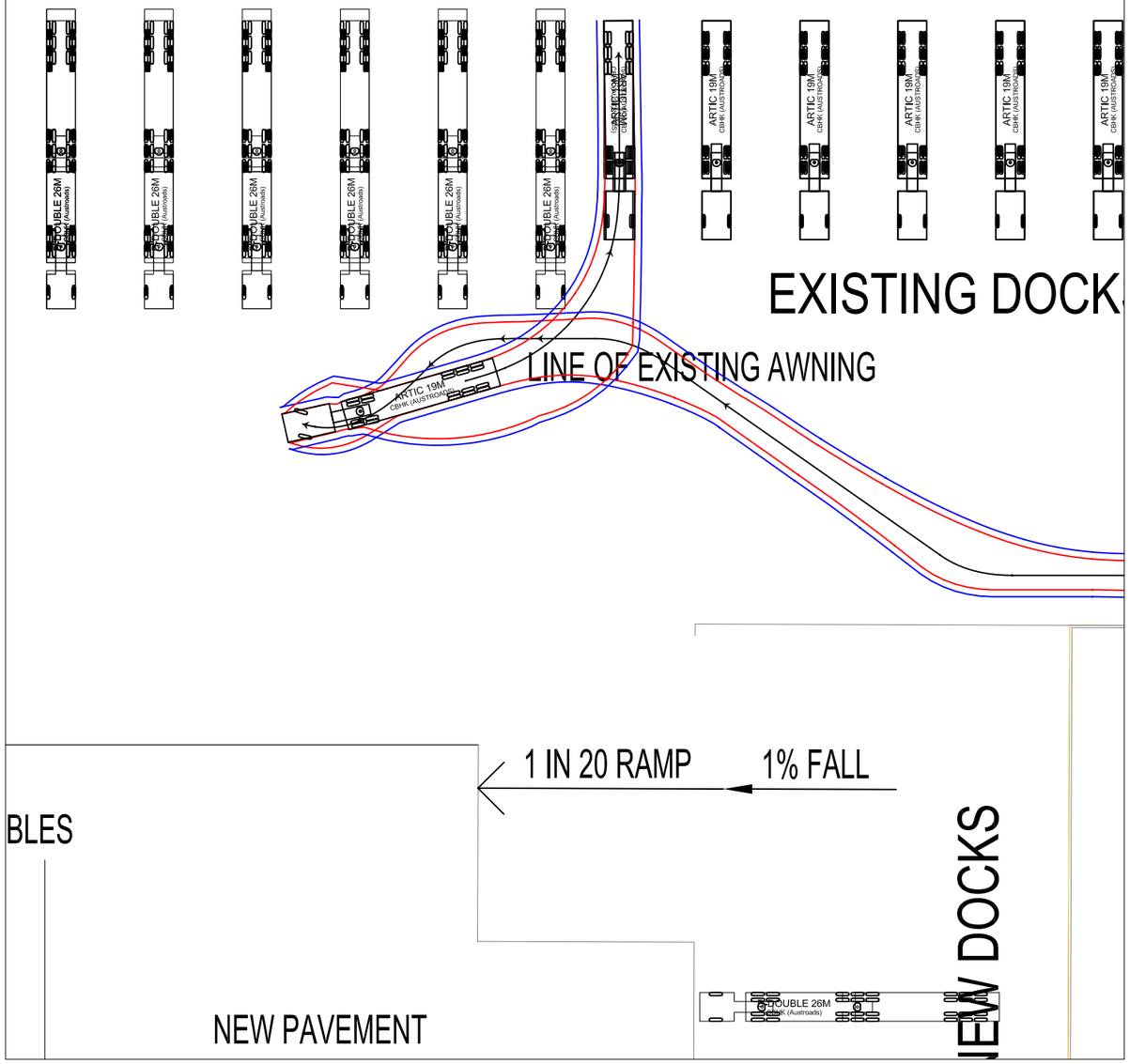

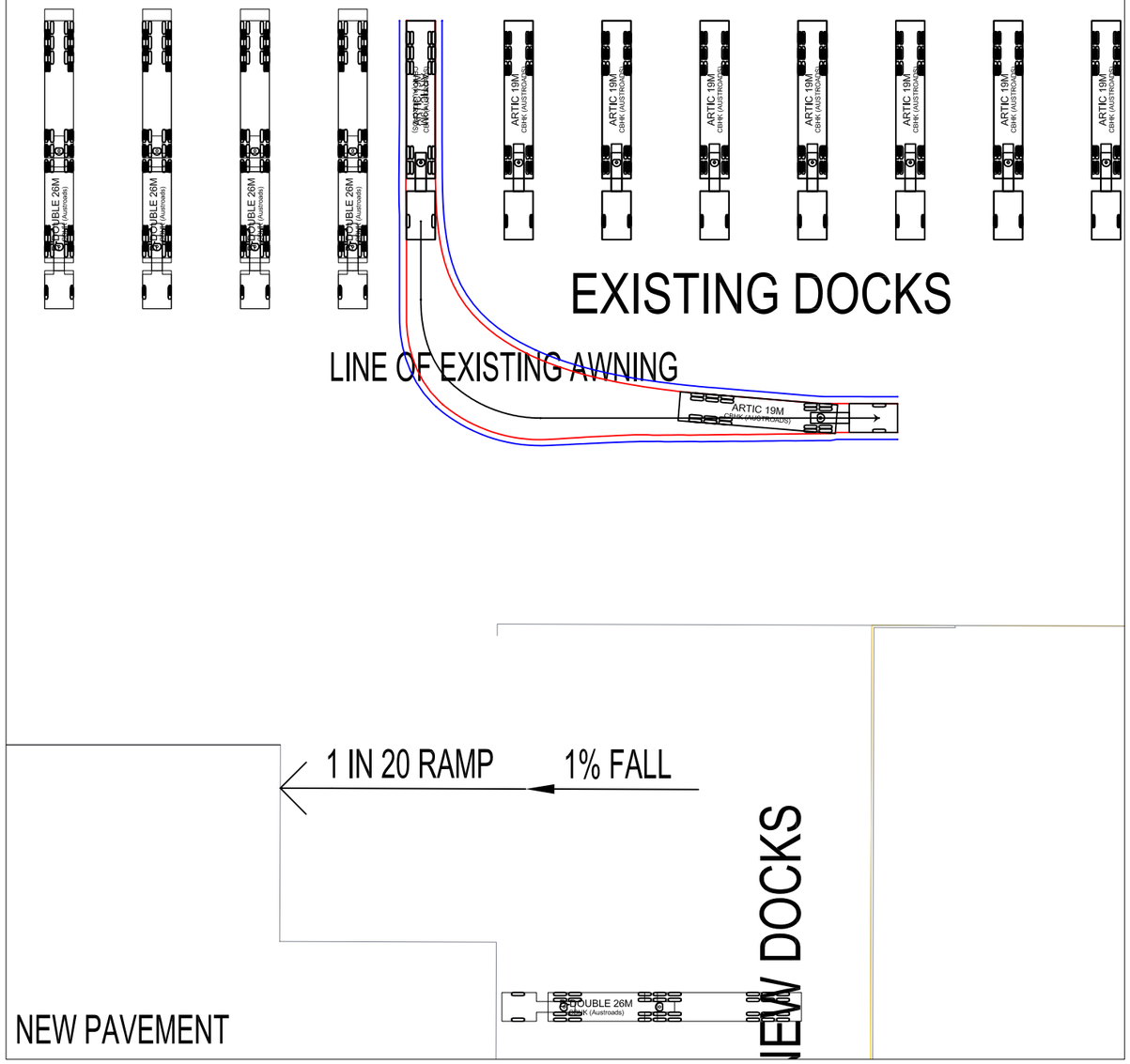

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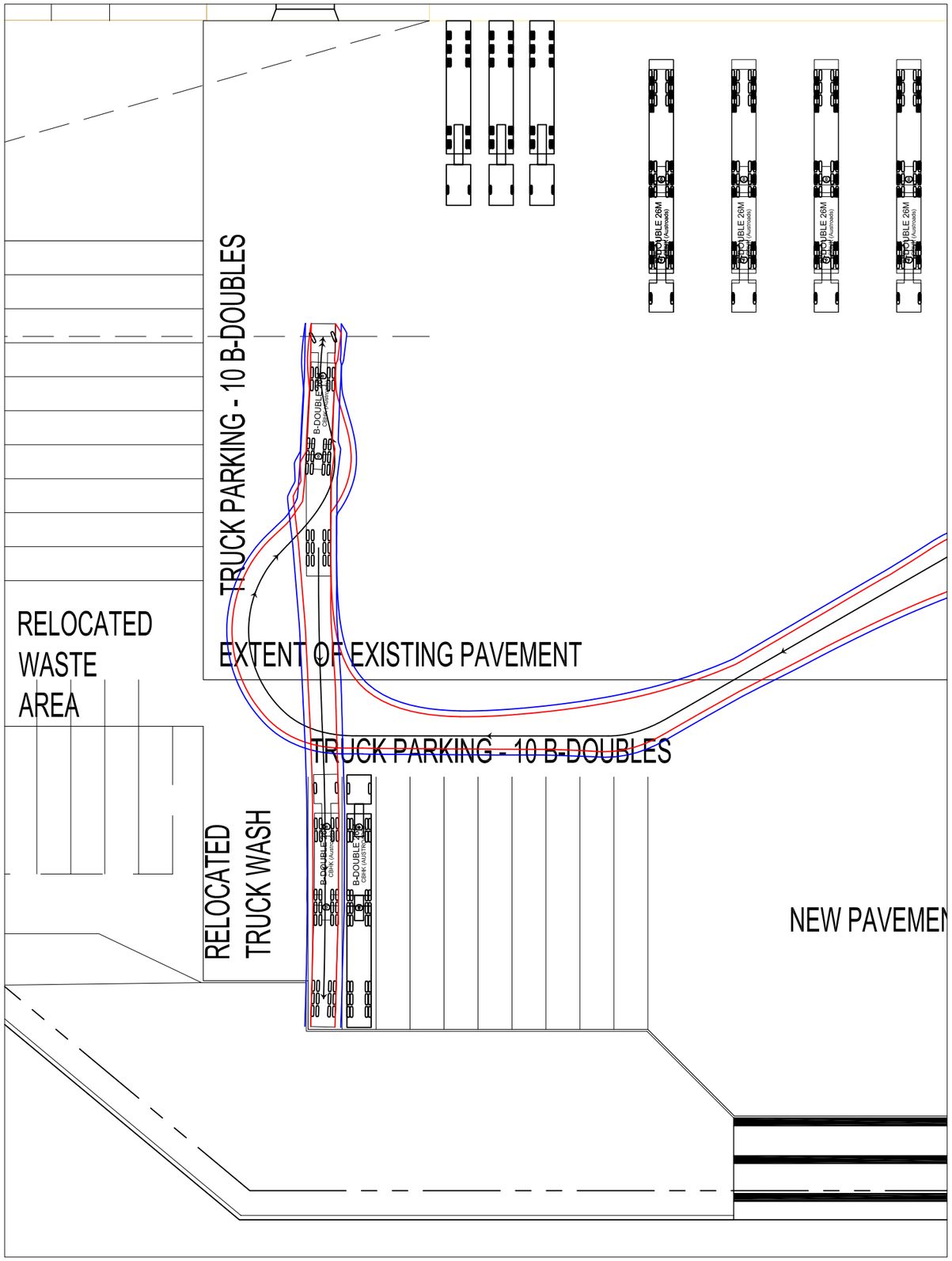

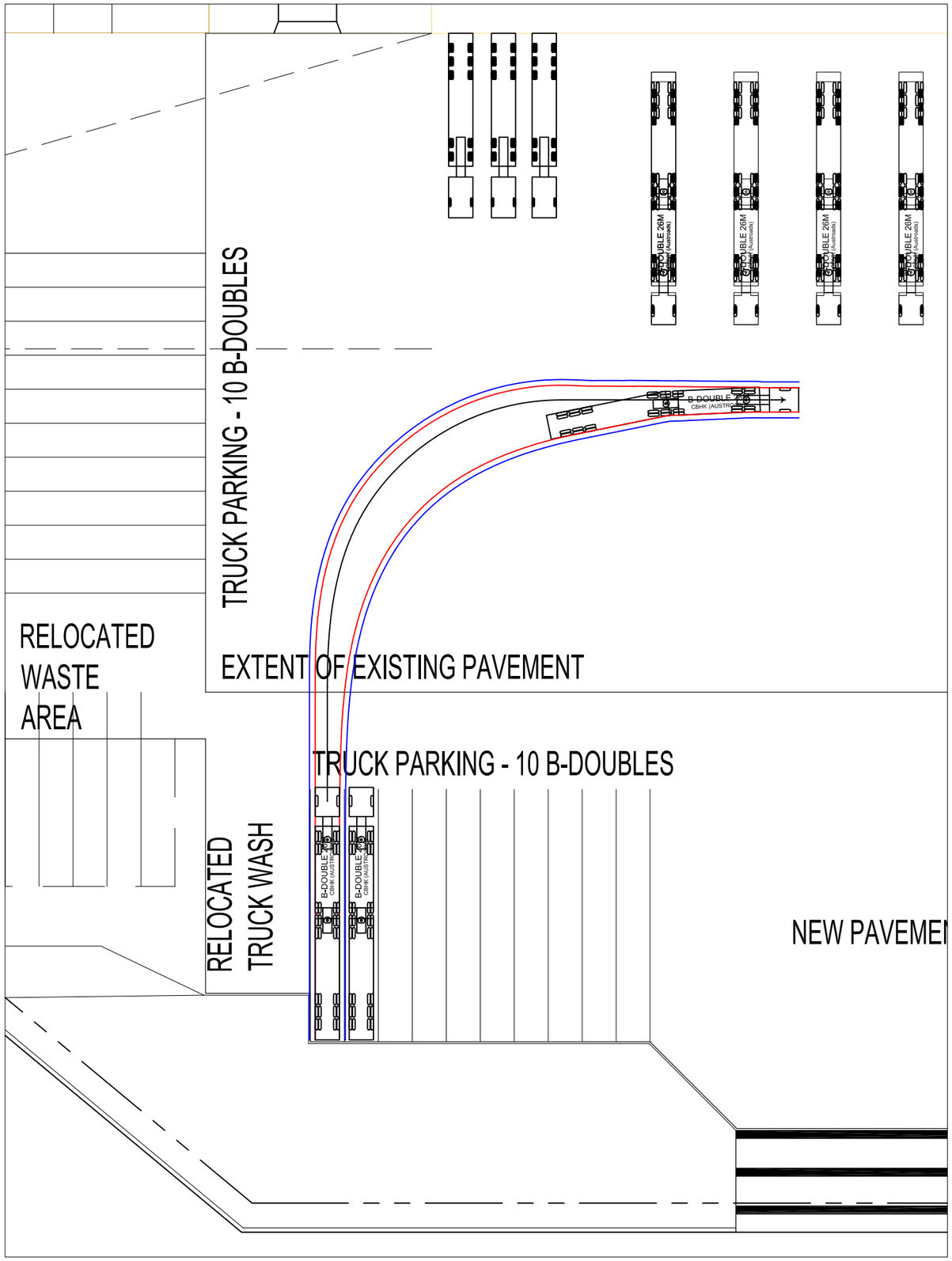

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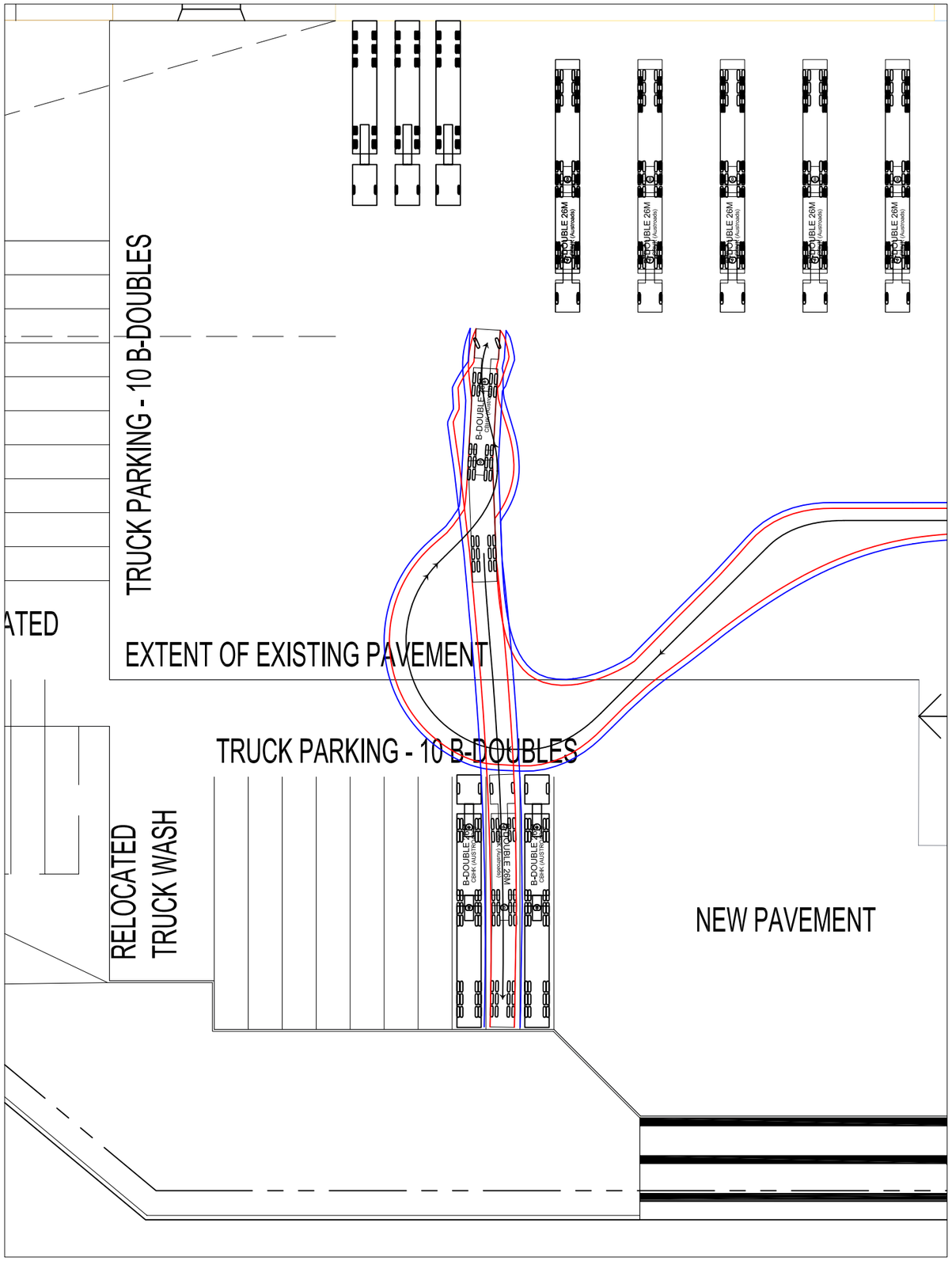
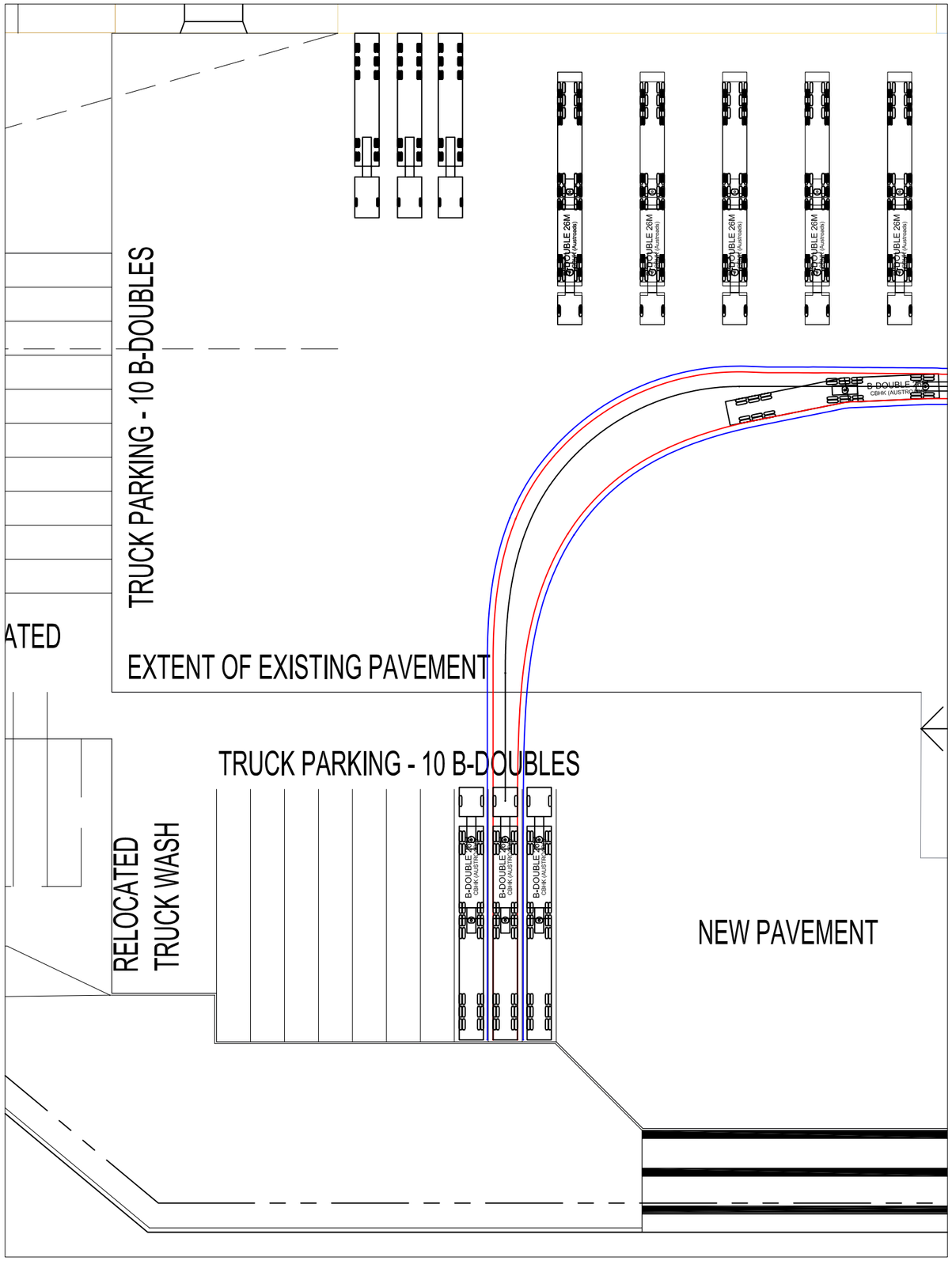
26.0m B-DOUBLE VEHICLE SWEPT PATHS





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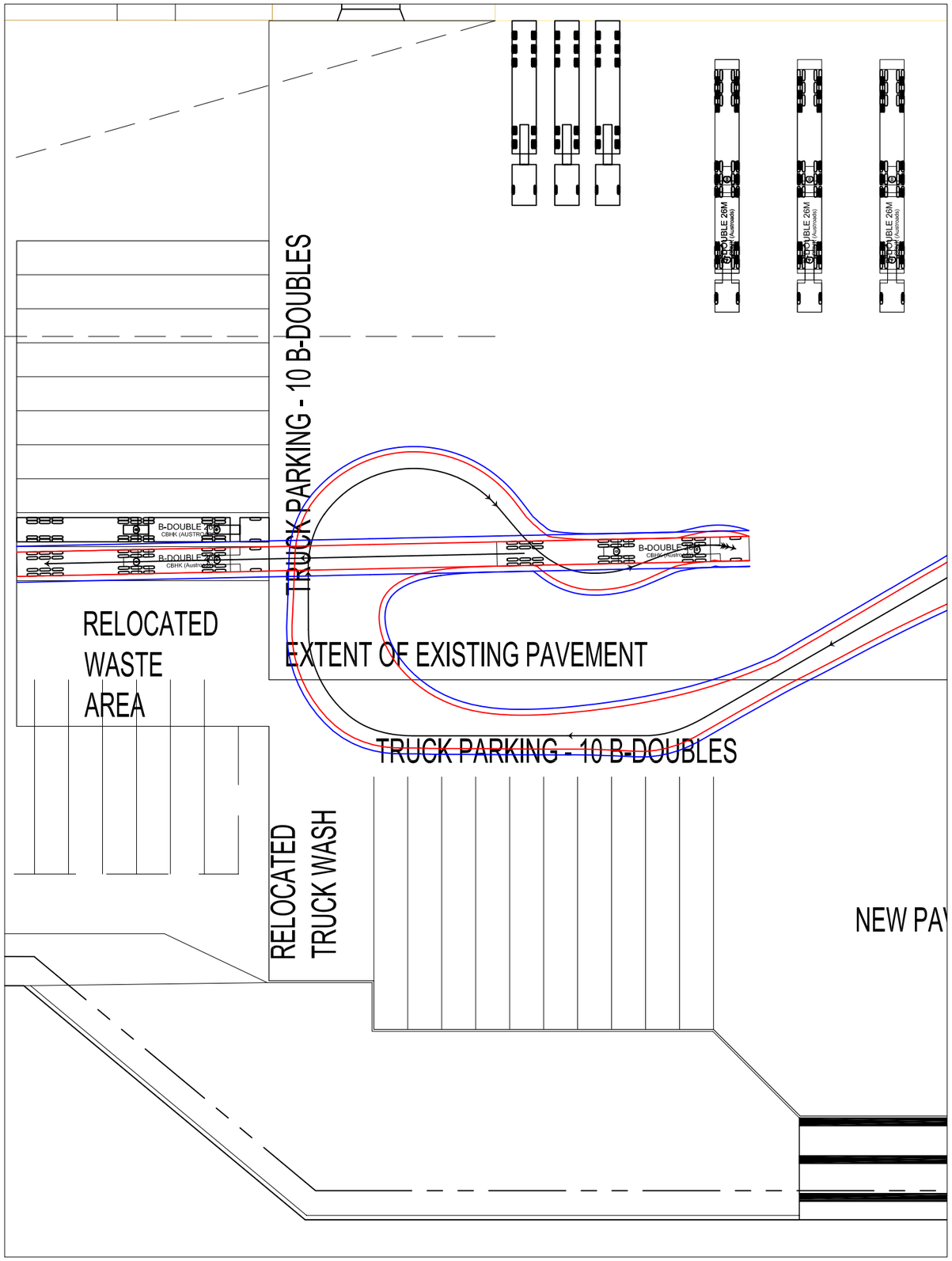

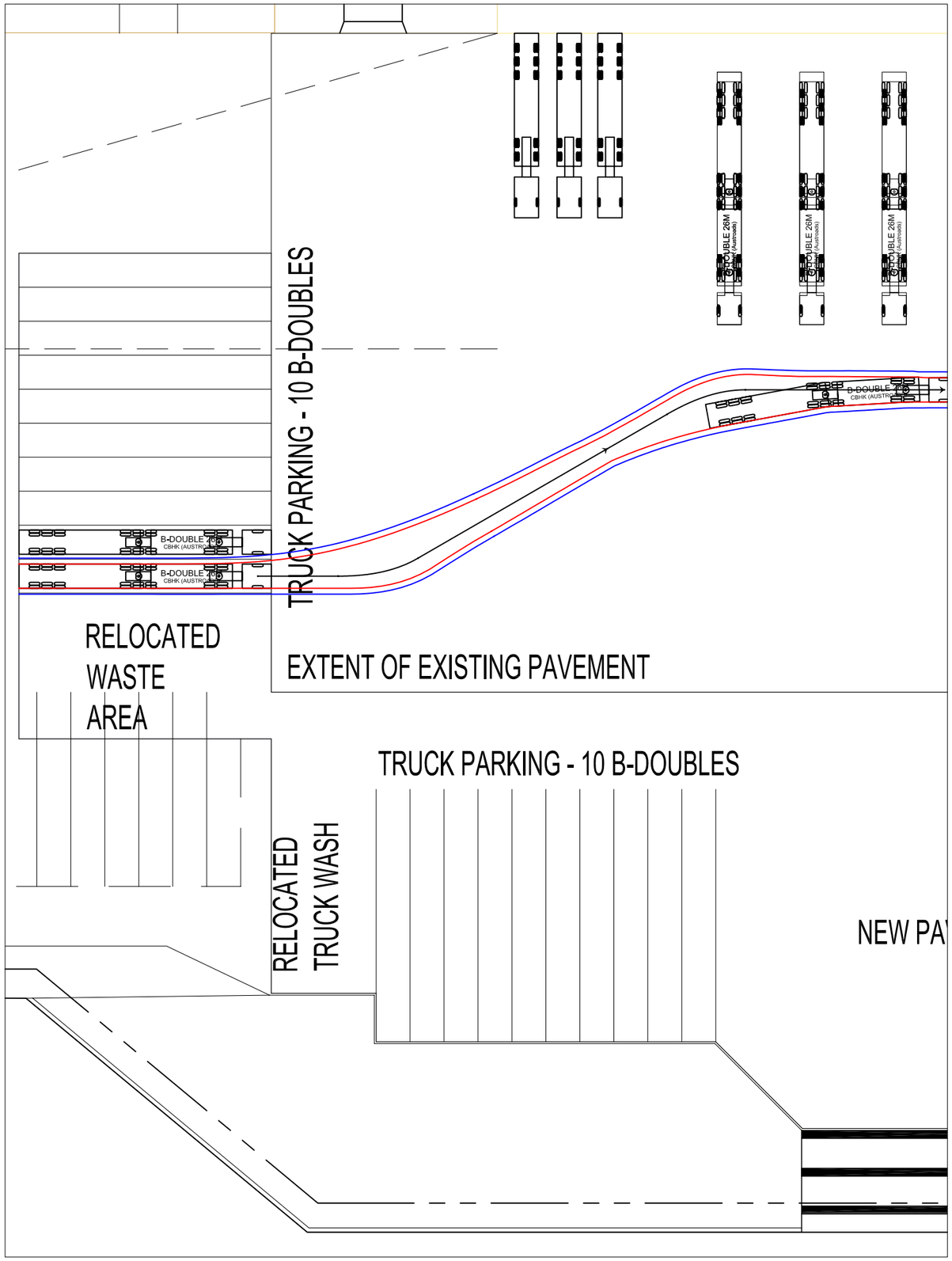

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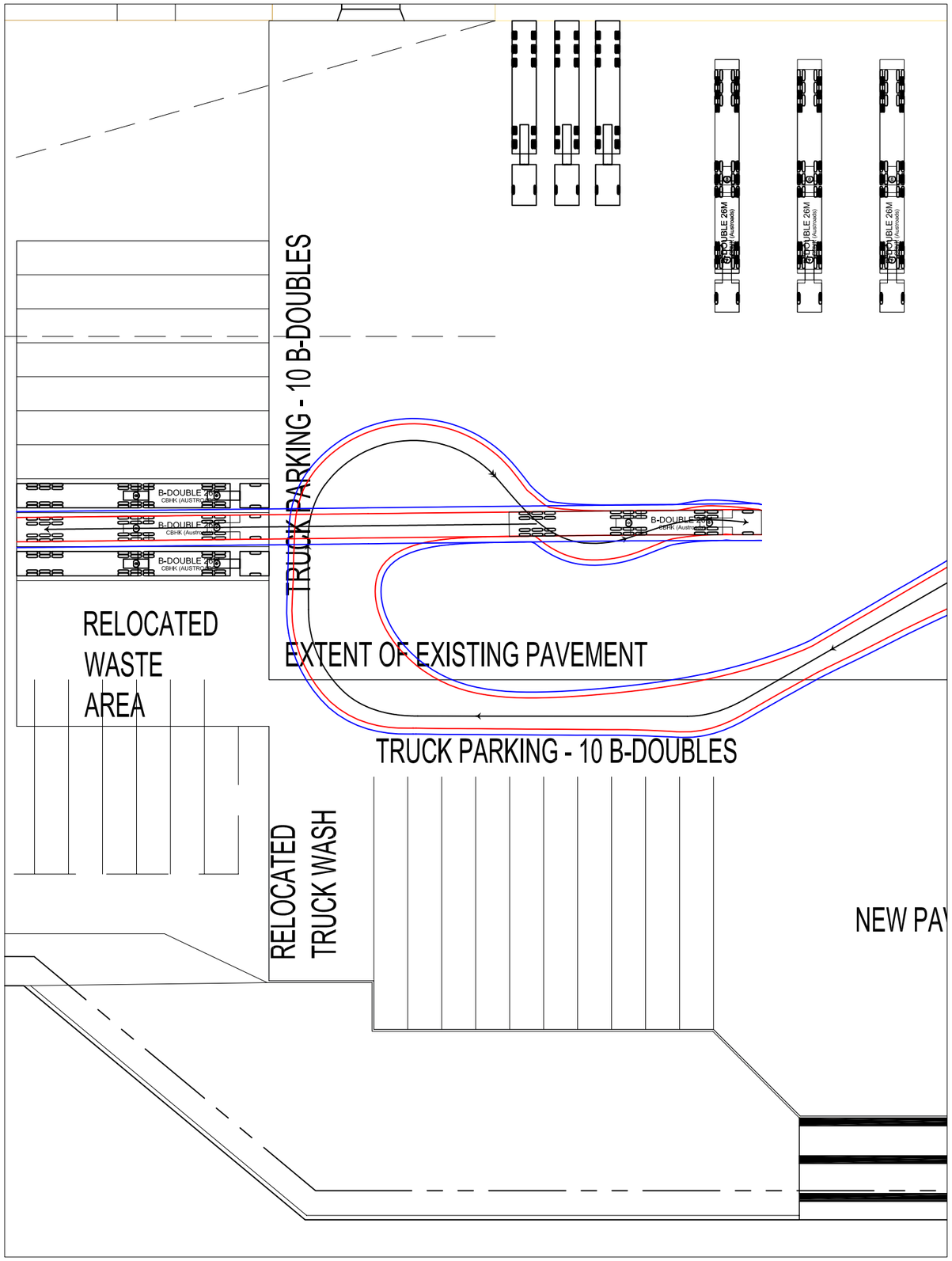

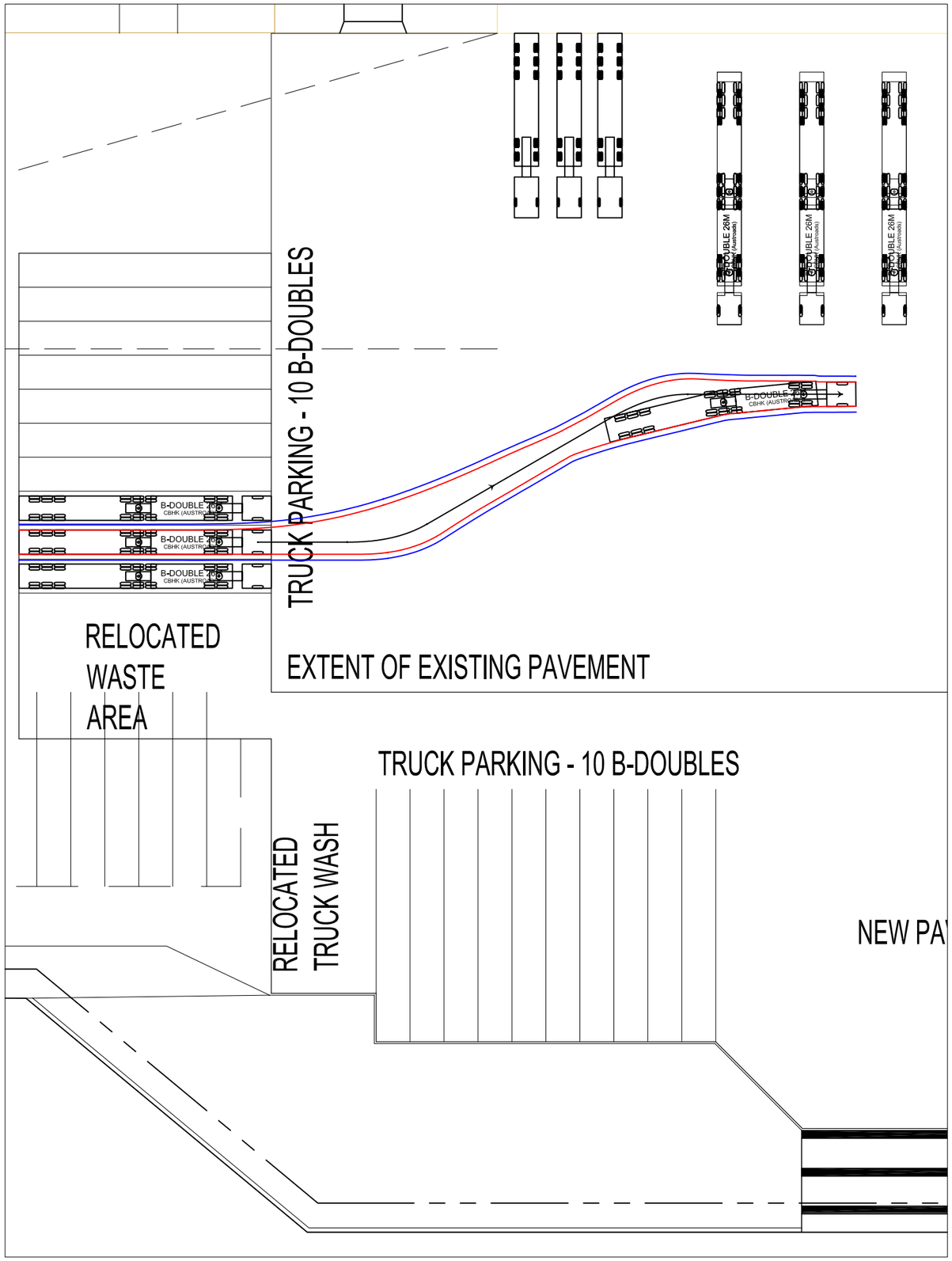

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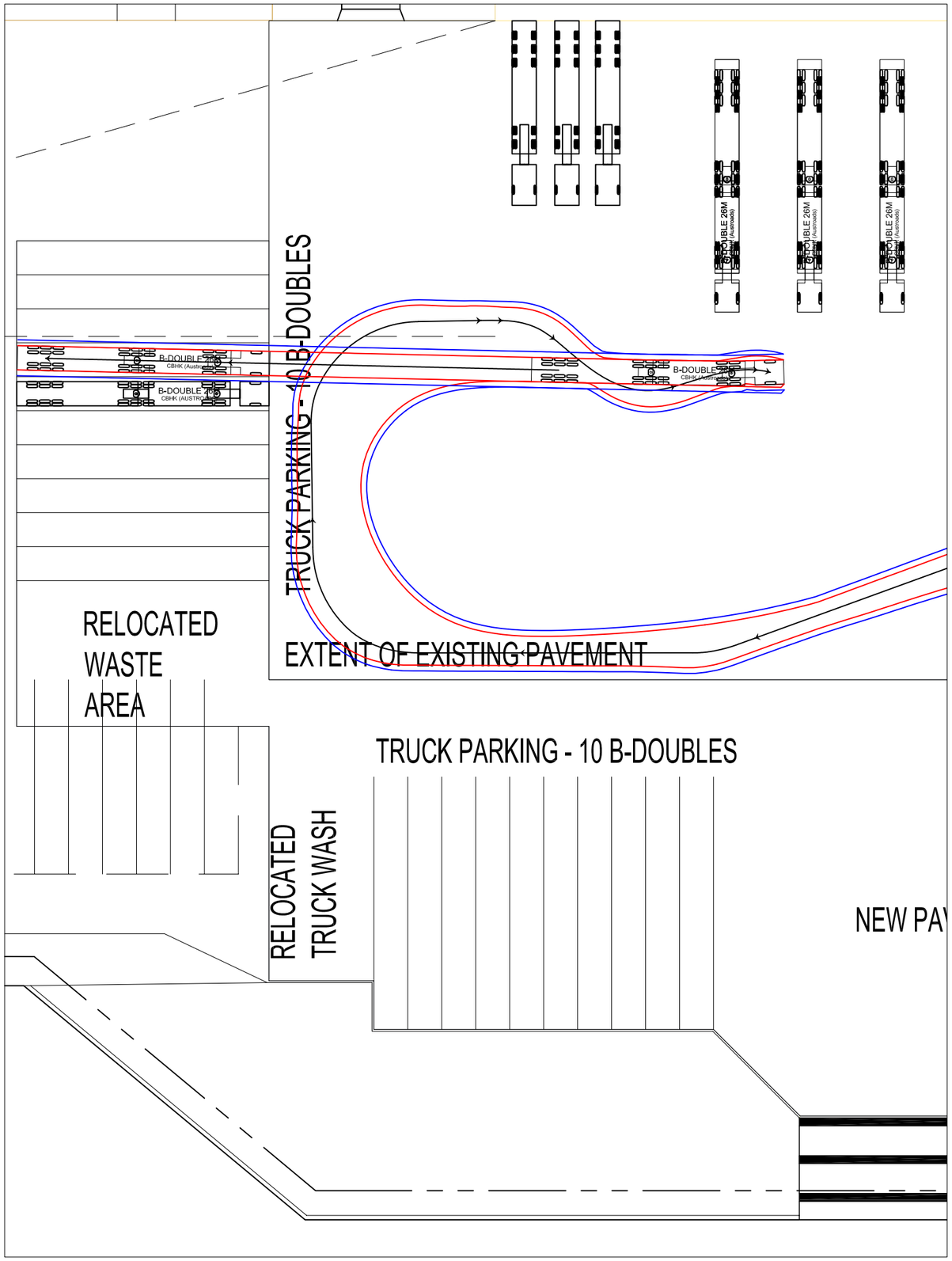

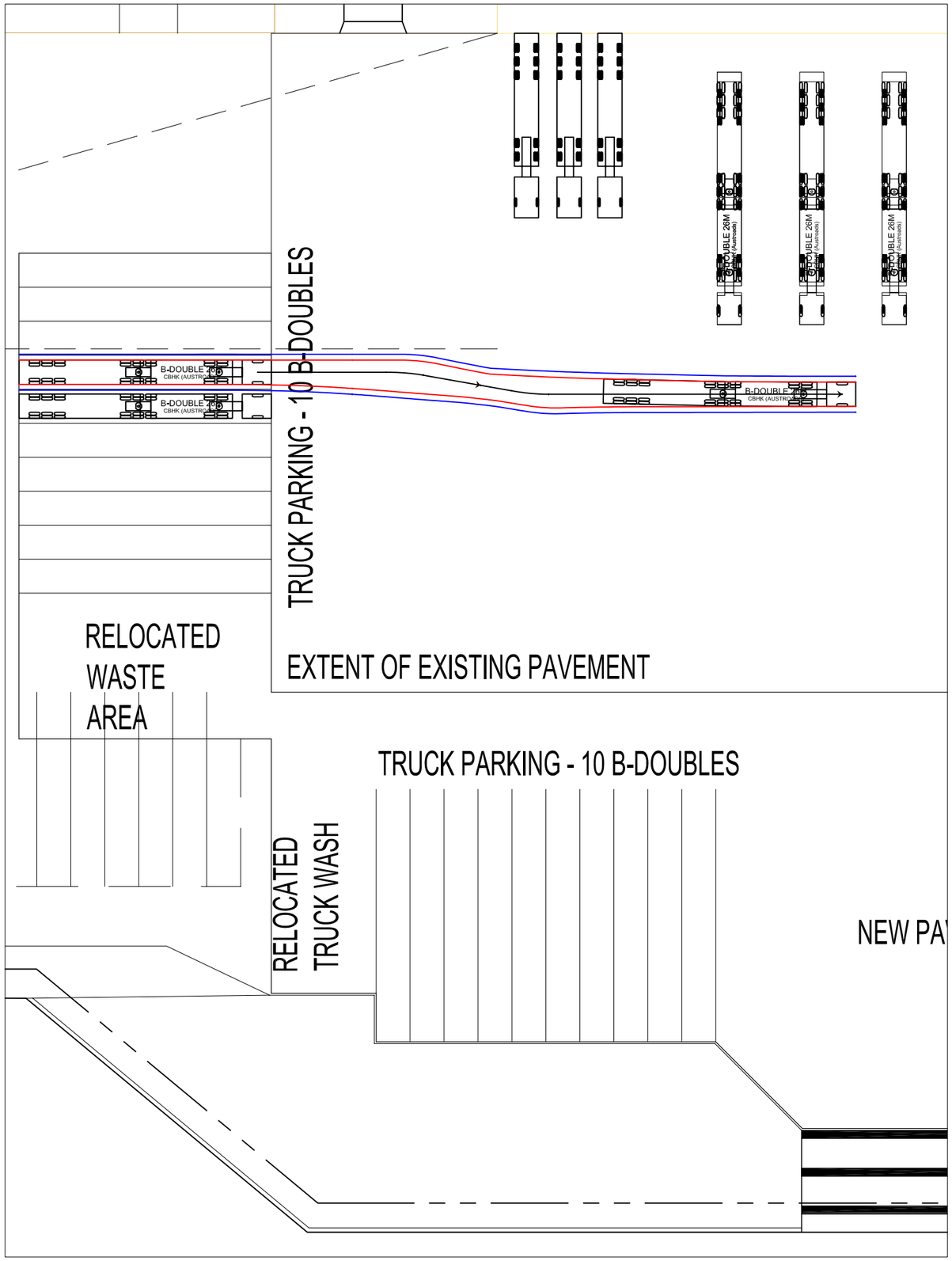

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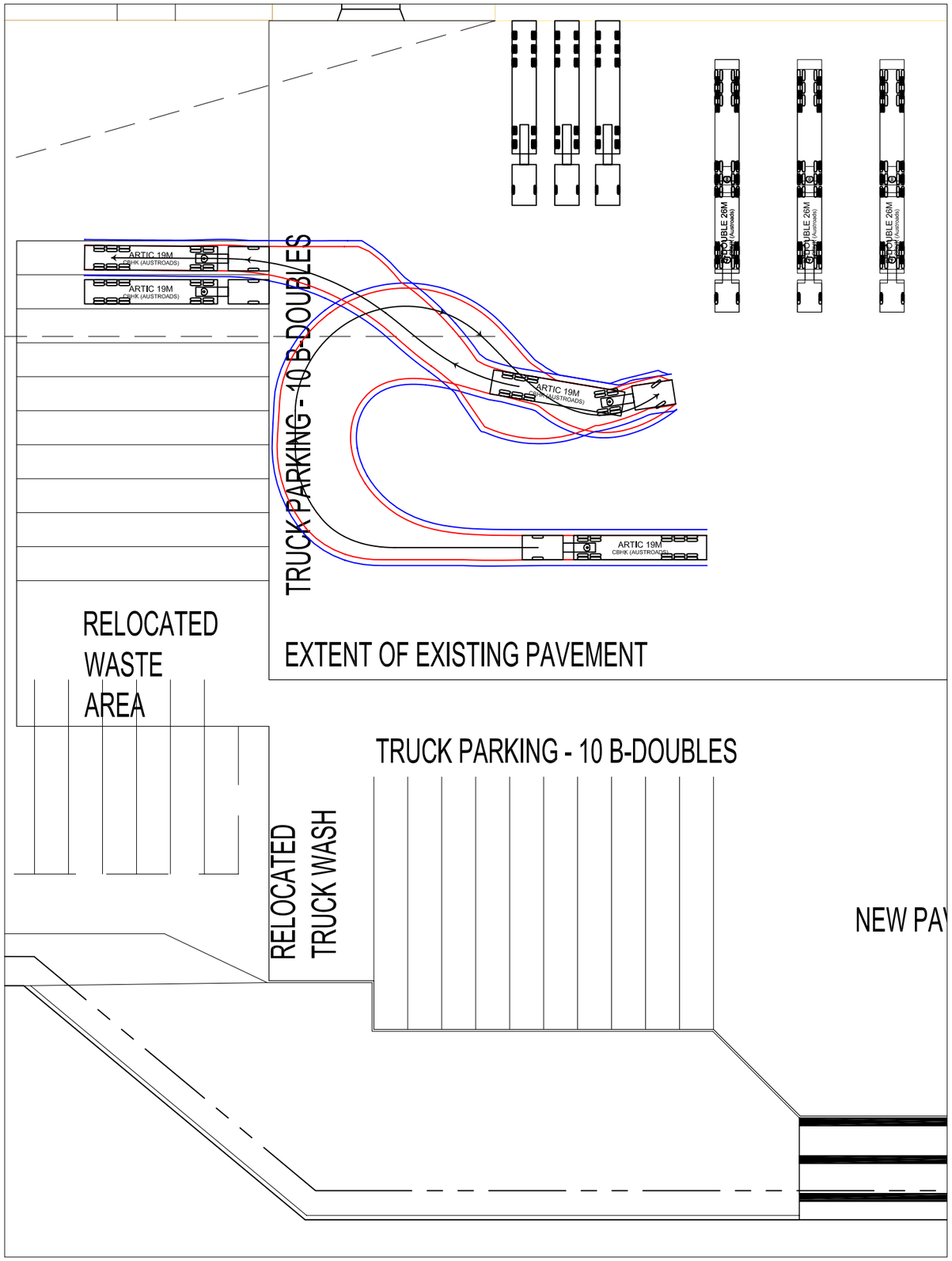
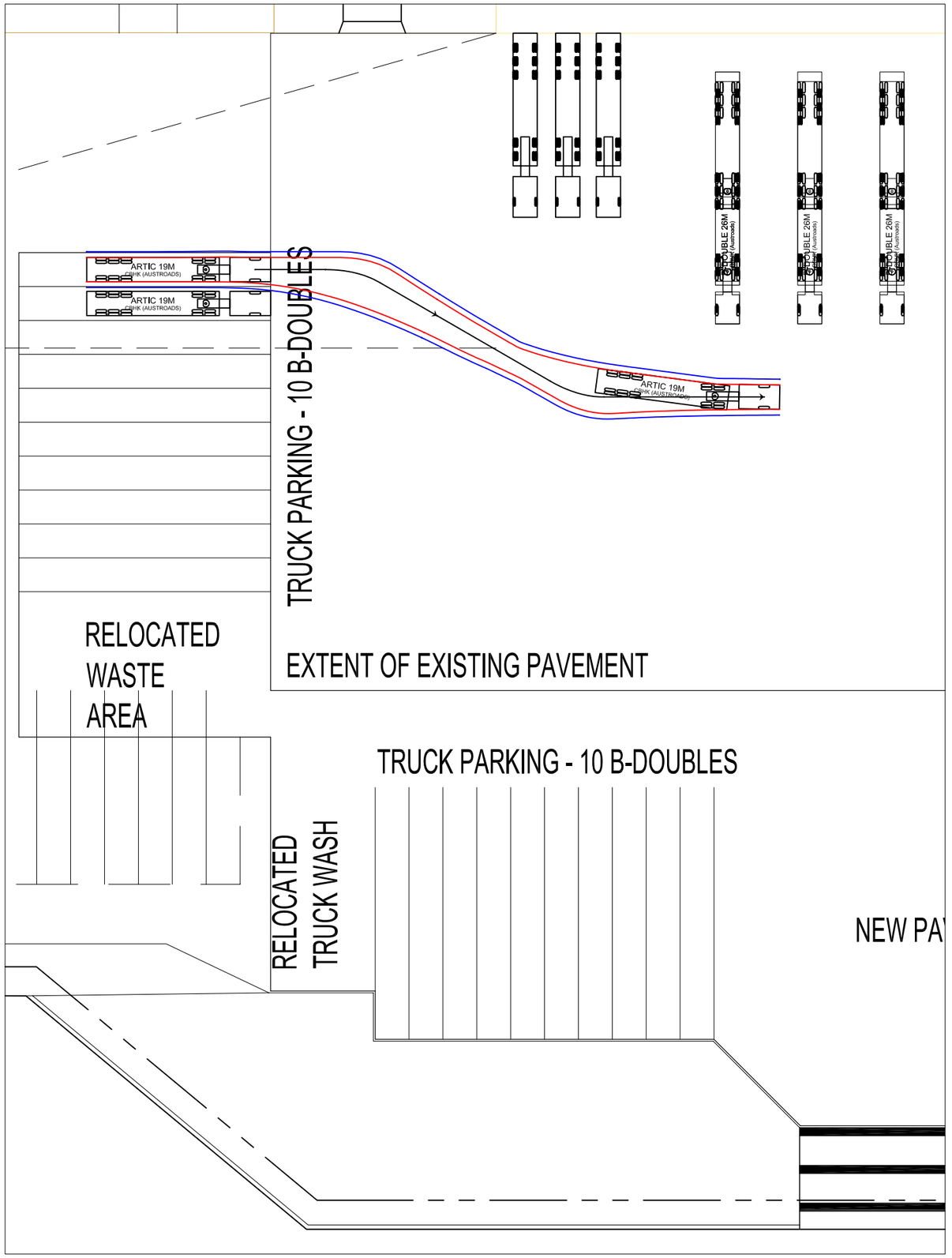
26.0m B-DOUBLE VEHICLE SWEPT PATHS





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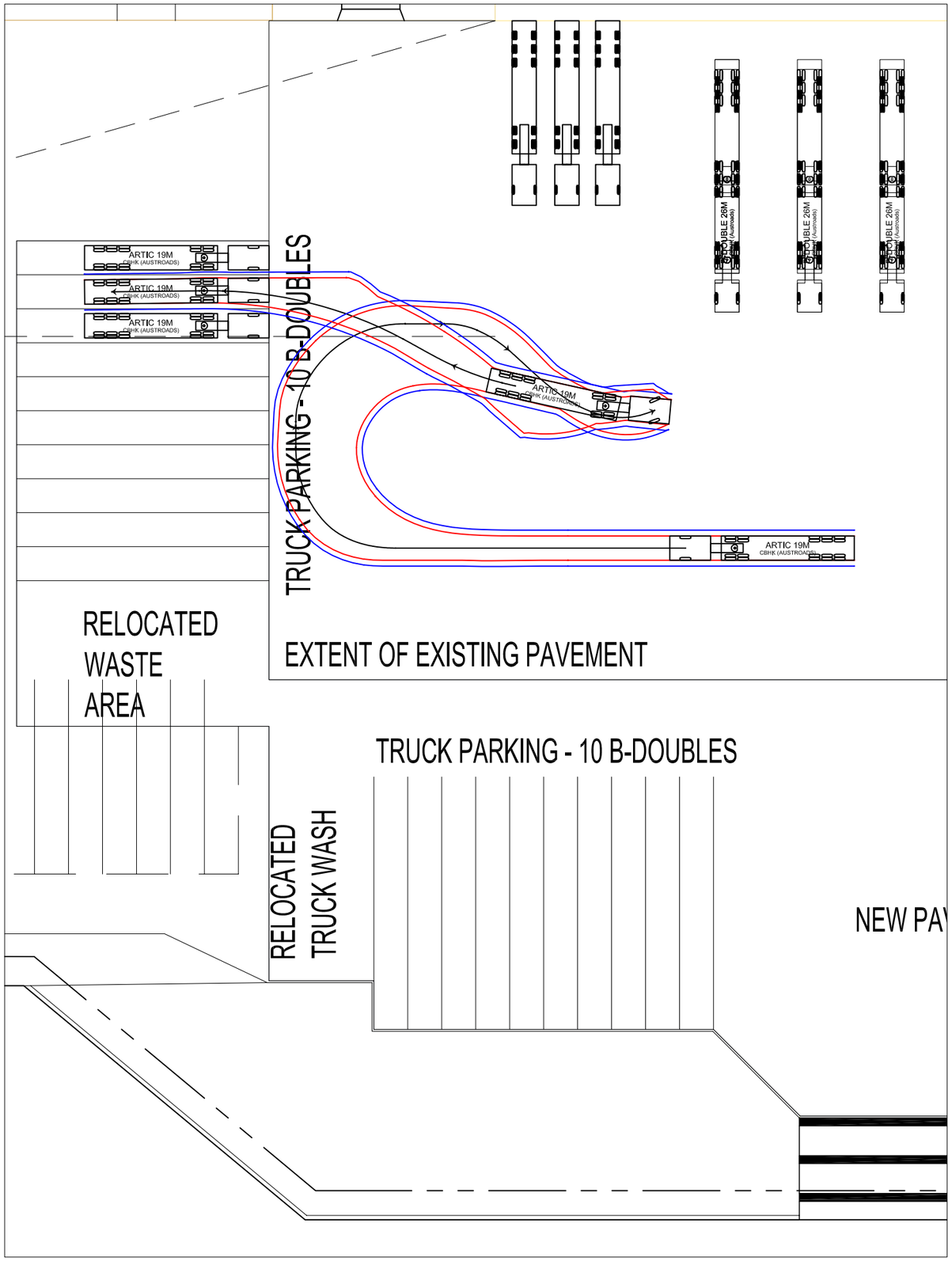
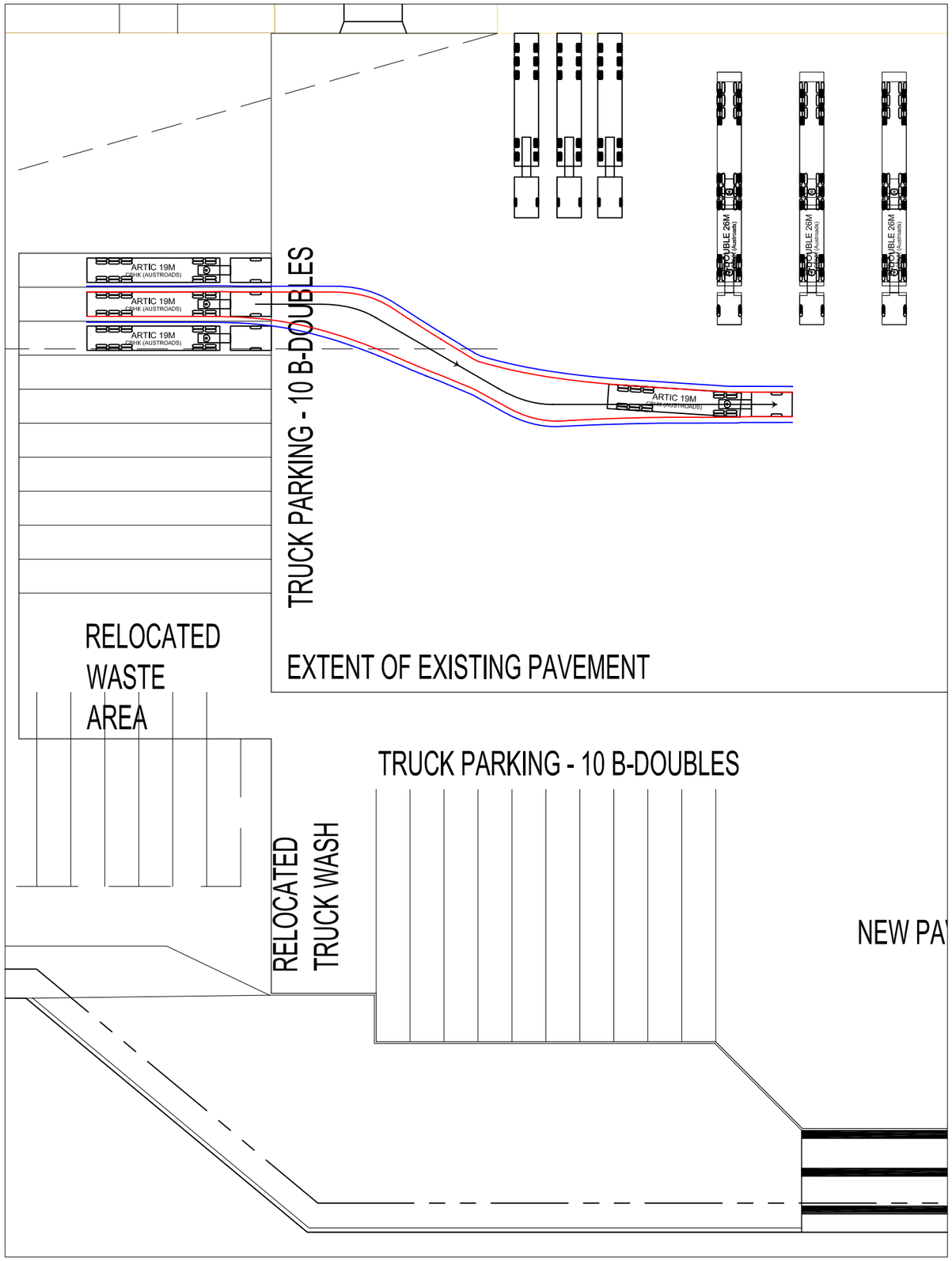
19.0m ARTICULATED
VEHICLE SWEPT PATHS

DRAWN BY CBHK Pty Ltd_ho Ref: 7923 2 SEPTEMBER 2010





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VEHICLE SWEPT PATHS

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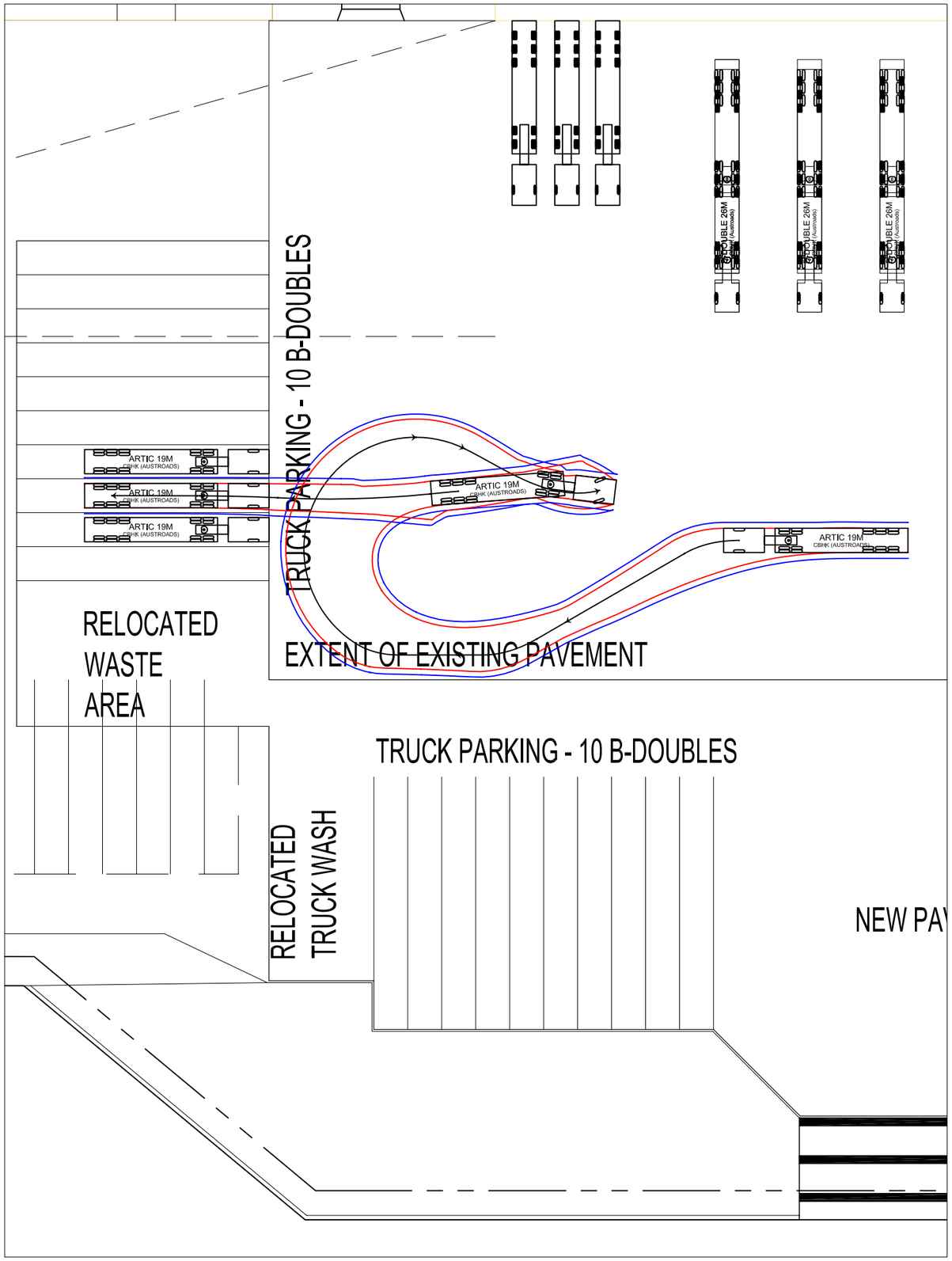

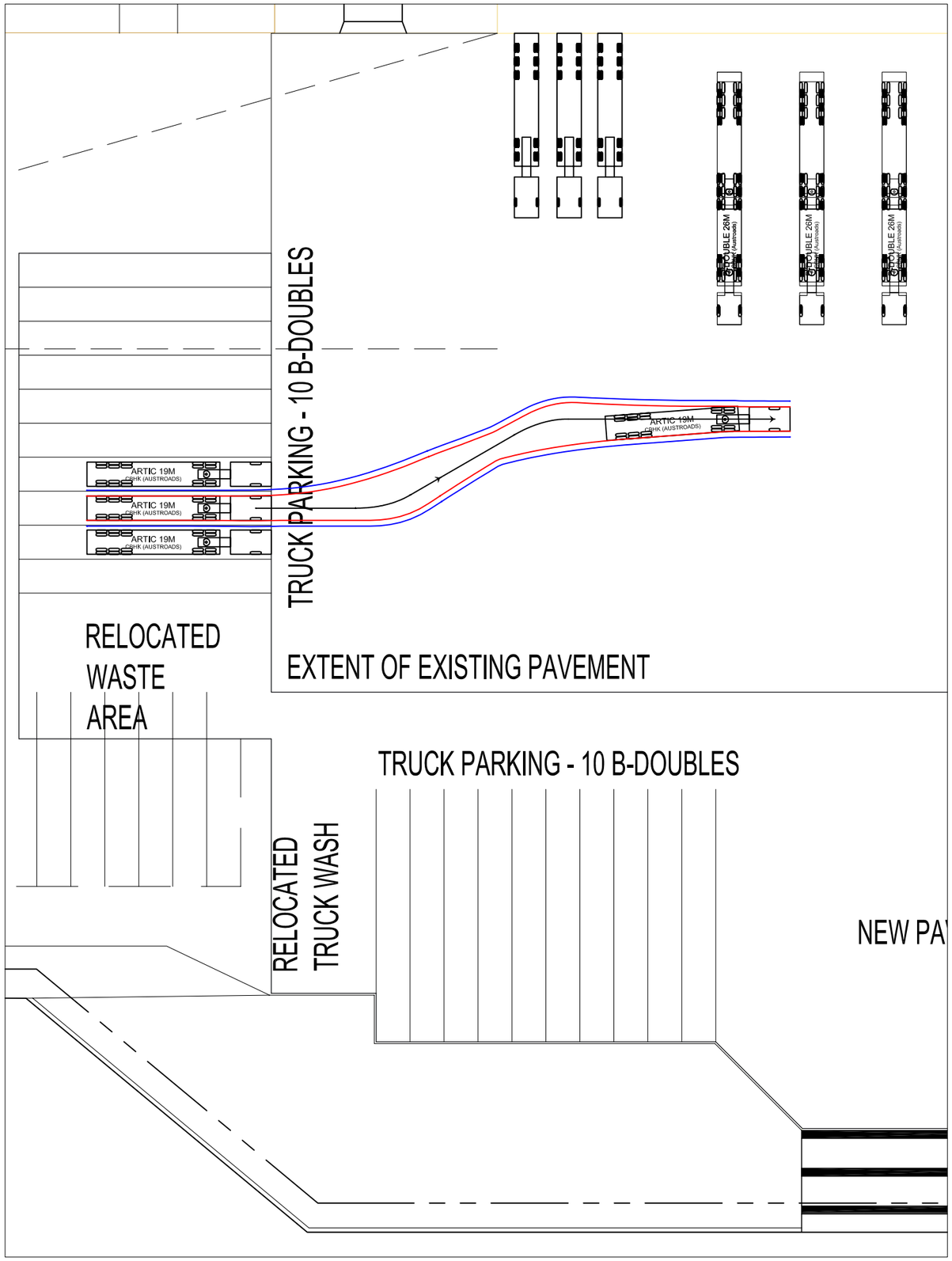

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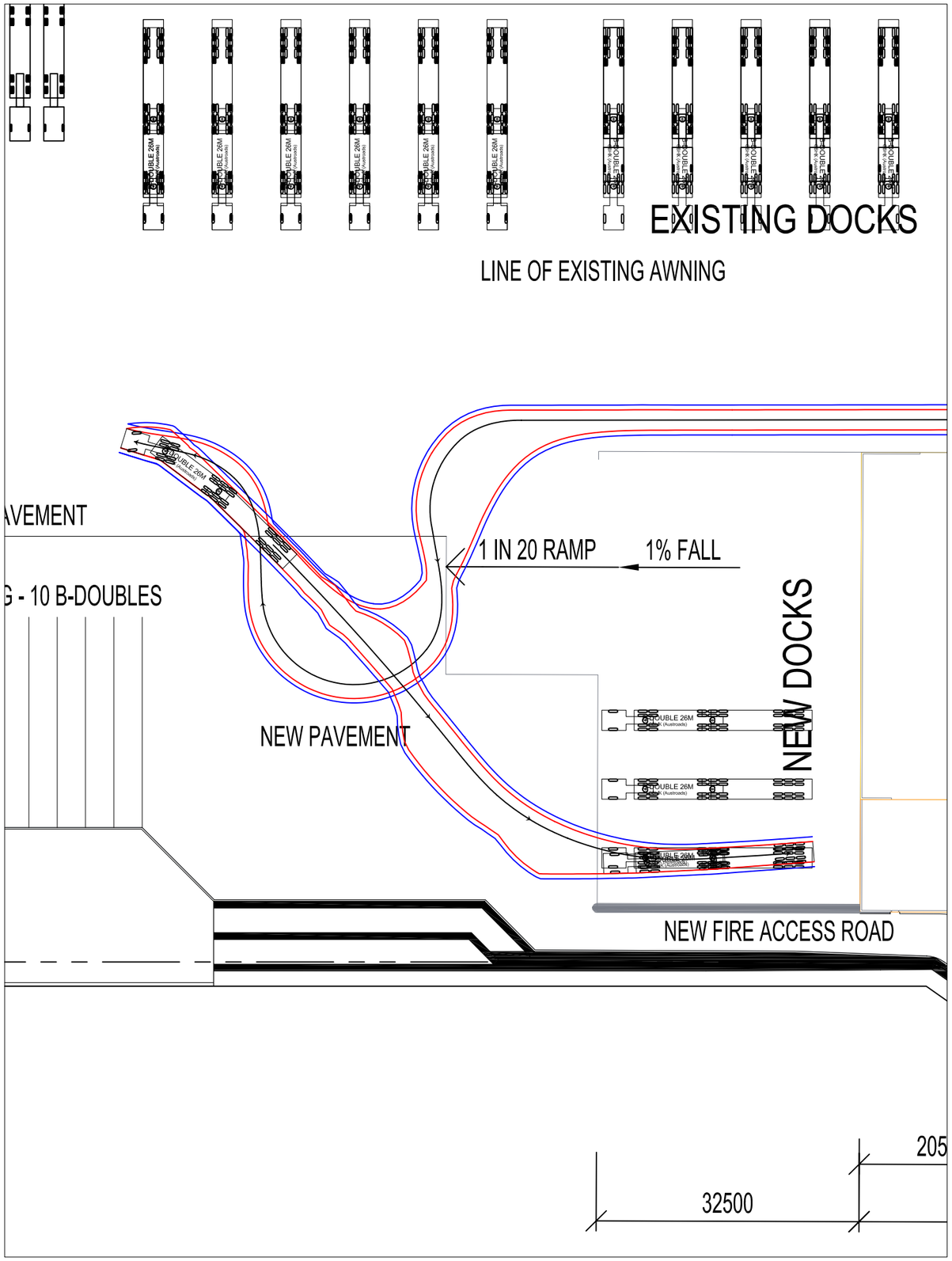
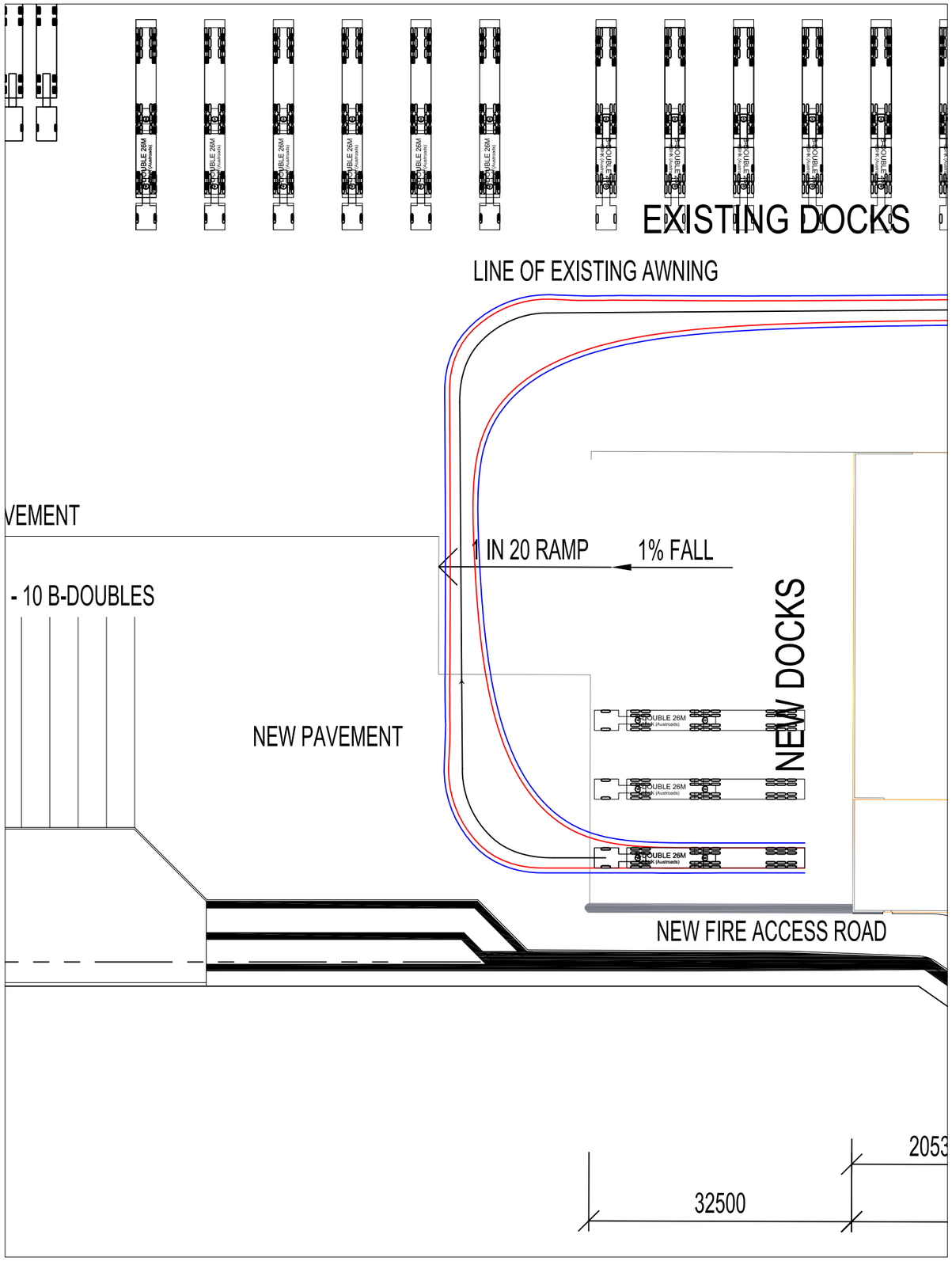
VEHICLE SWEPT PATHS





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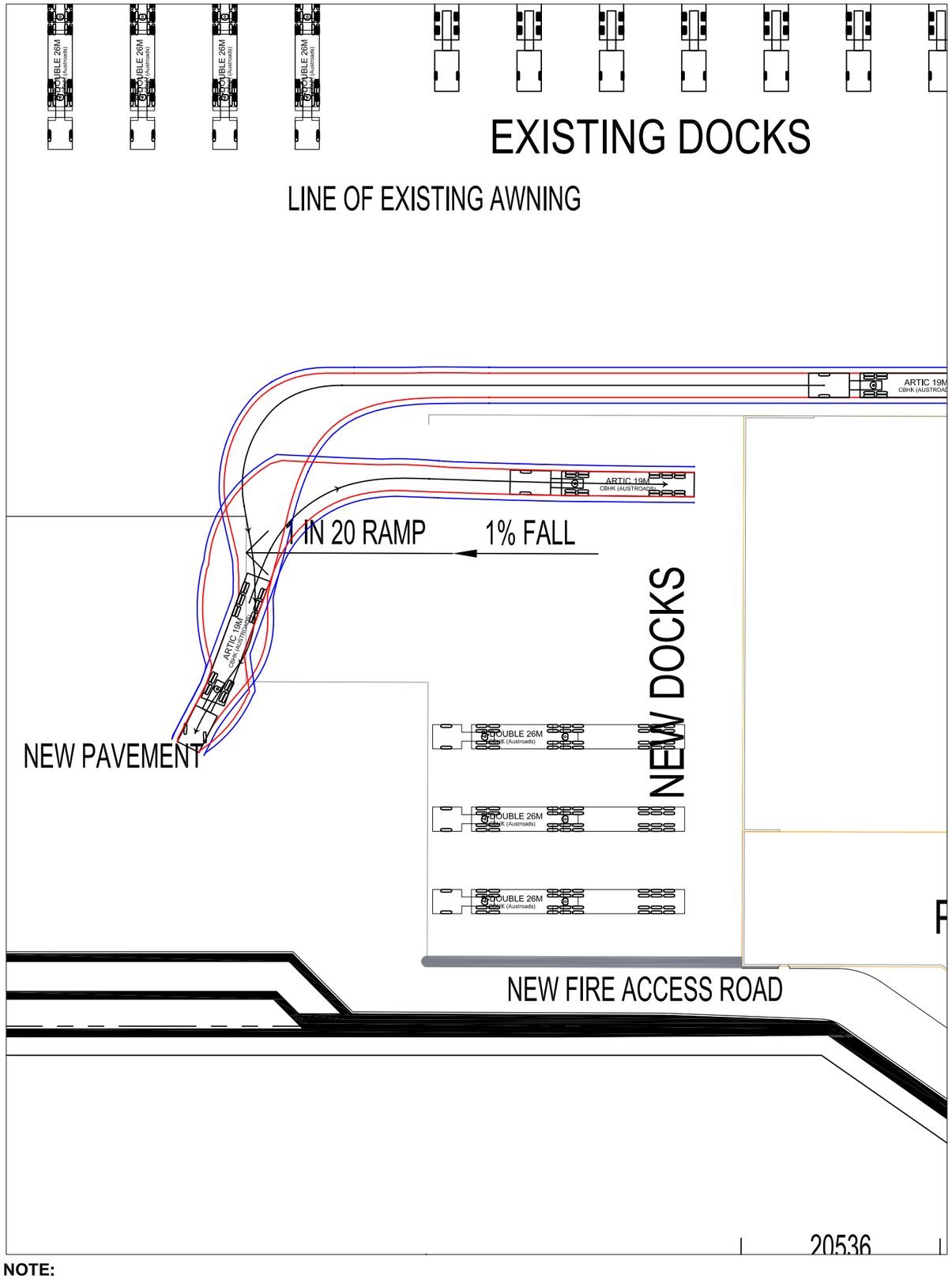
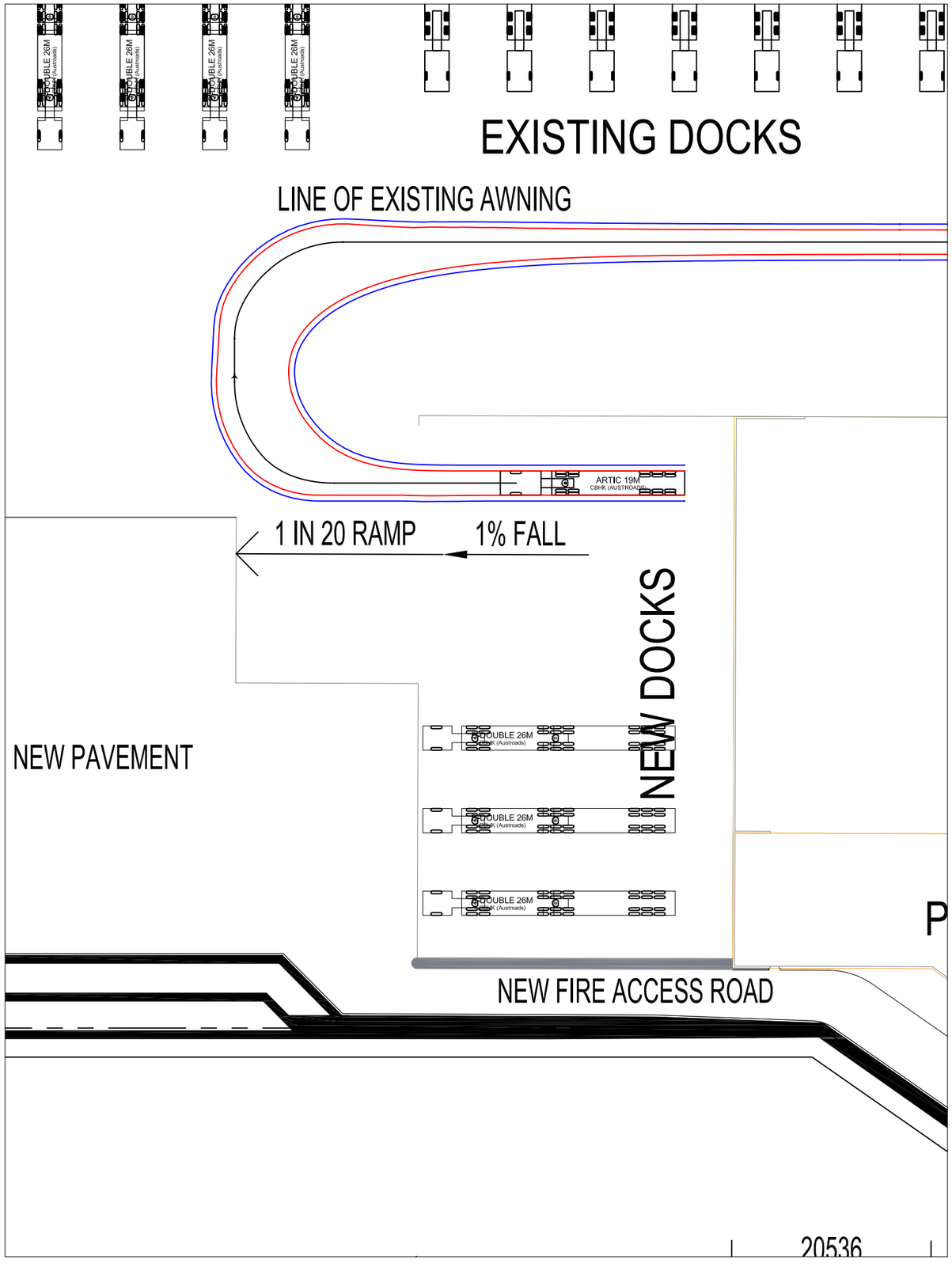
26.0m B-DOUBLE VEHICLE SWEPT PATHS





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VEHICLE SWEPT PATHS

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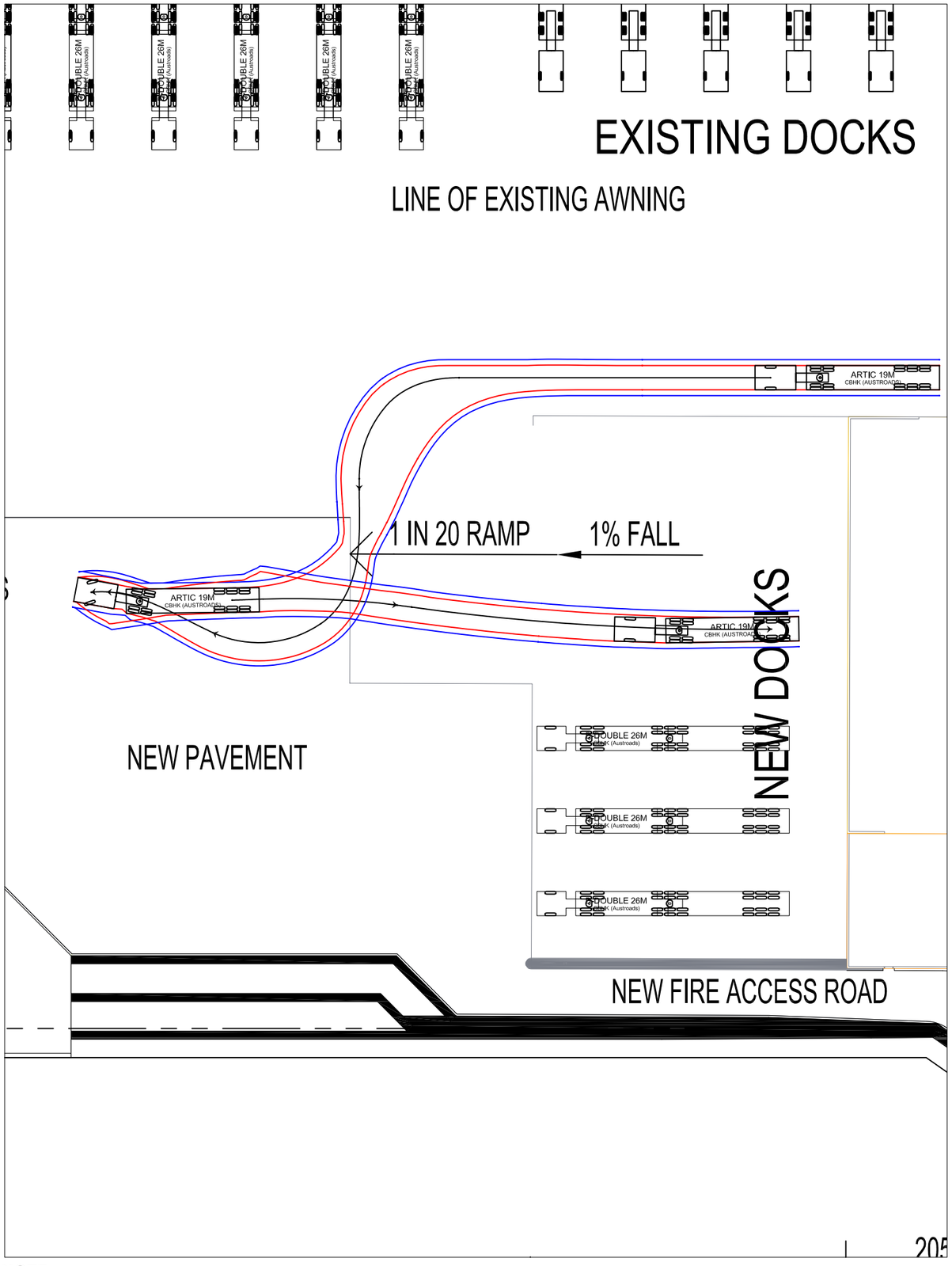

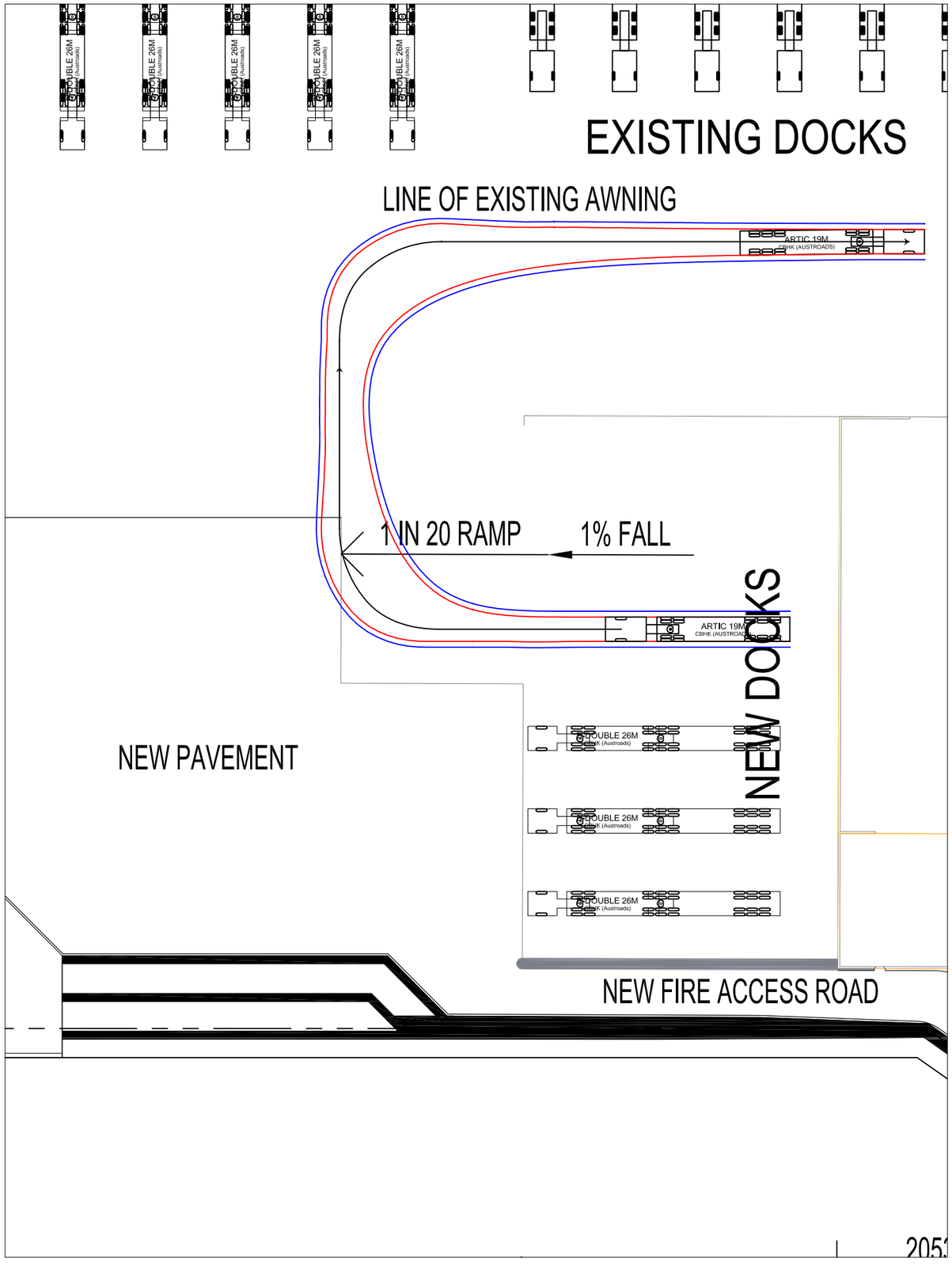

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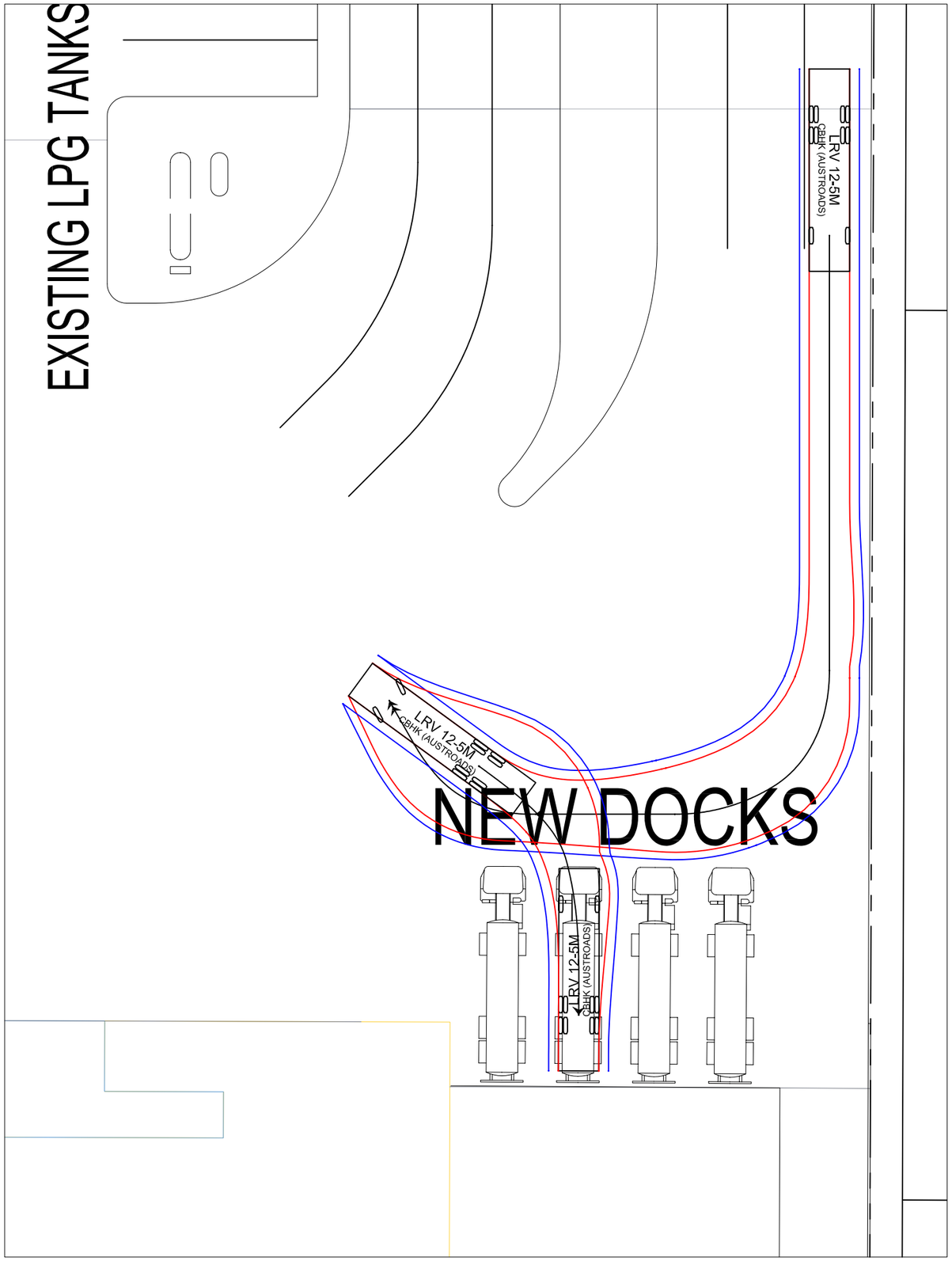
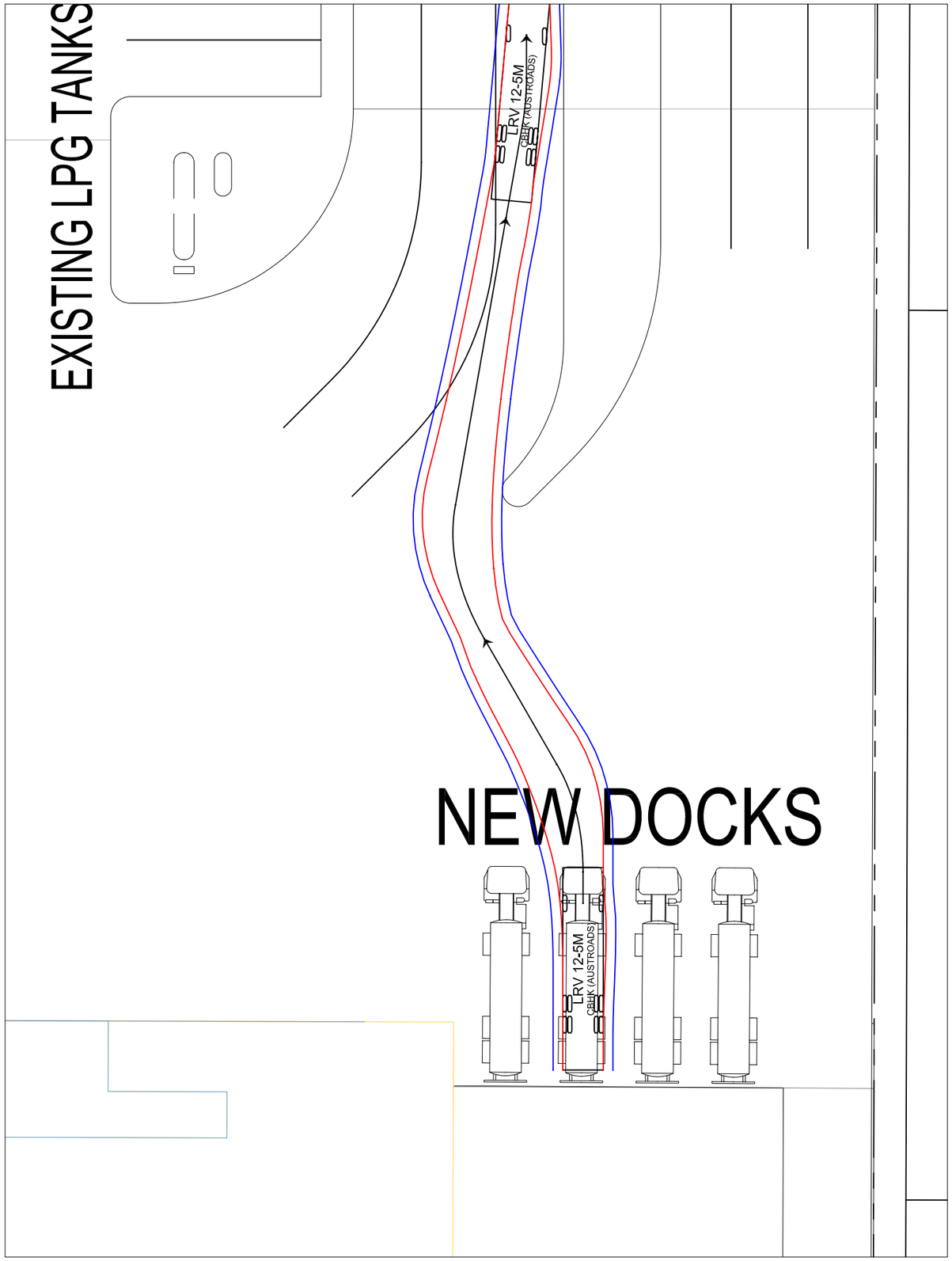
19.0m ARTICULATED VEHICLE SWEPT PATHS

DRAWN BY CBHK Pty Ltd_ho Ref: 7923 2 SEPTEMBER 2010

22





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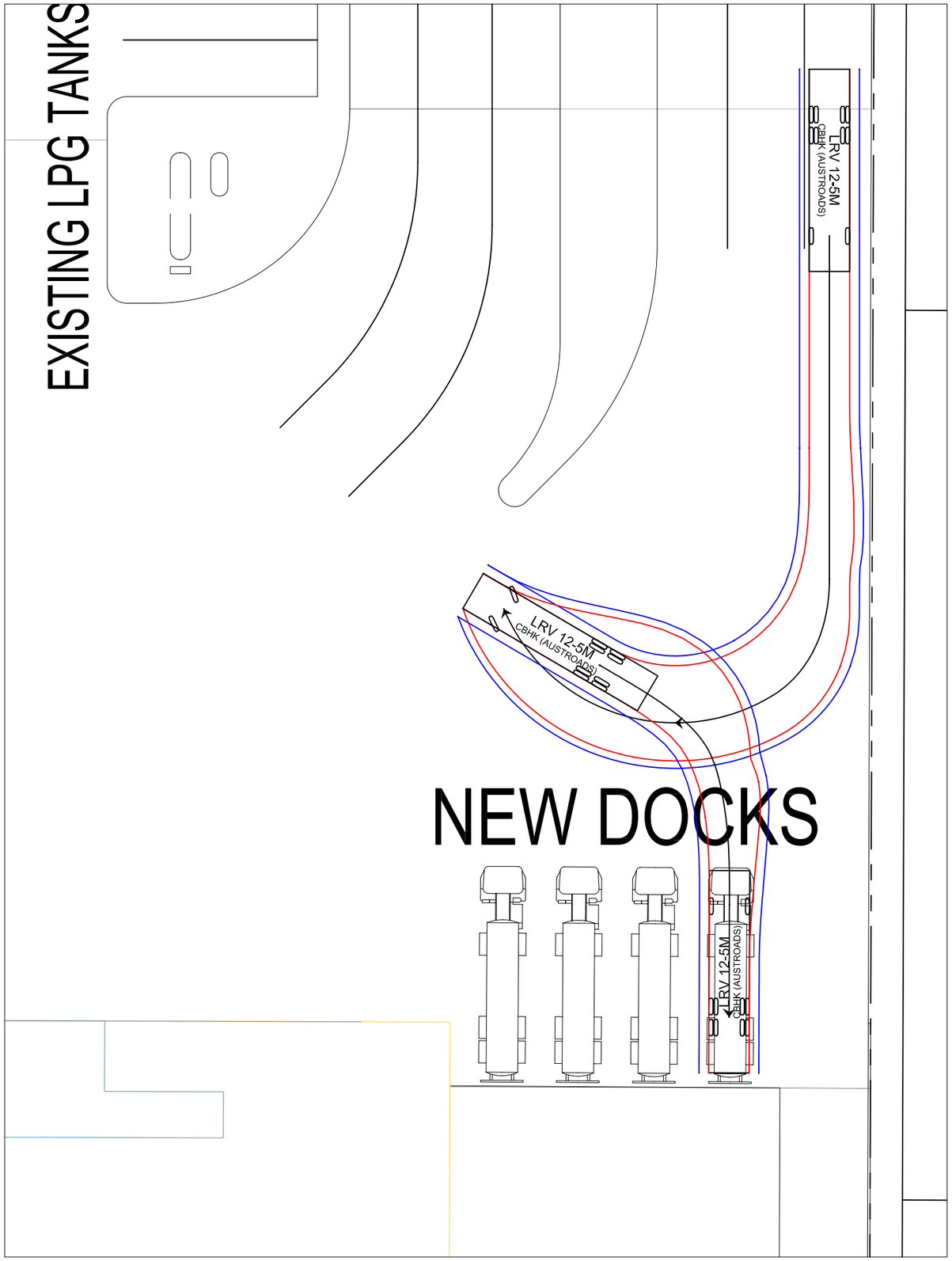
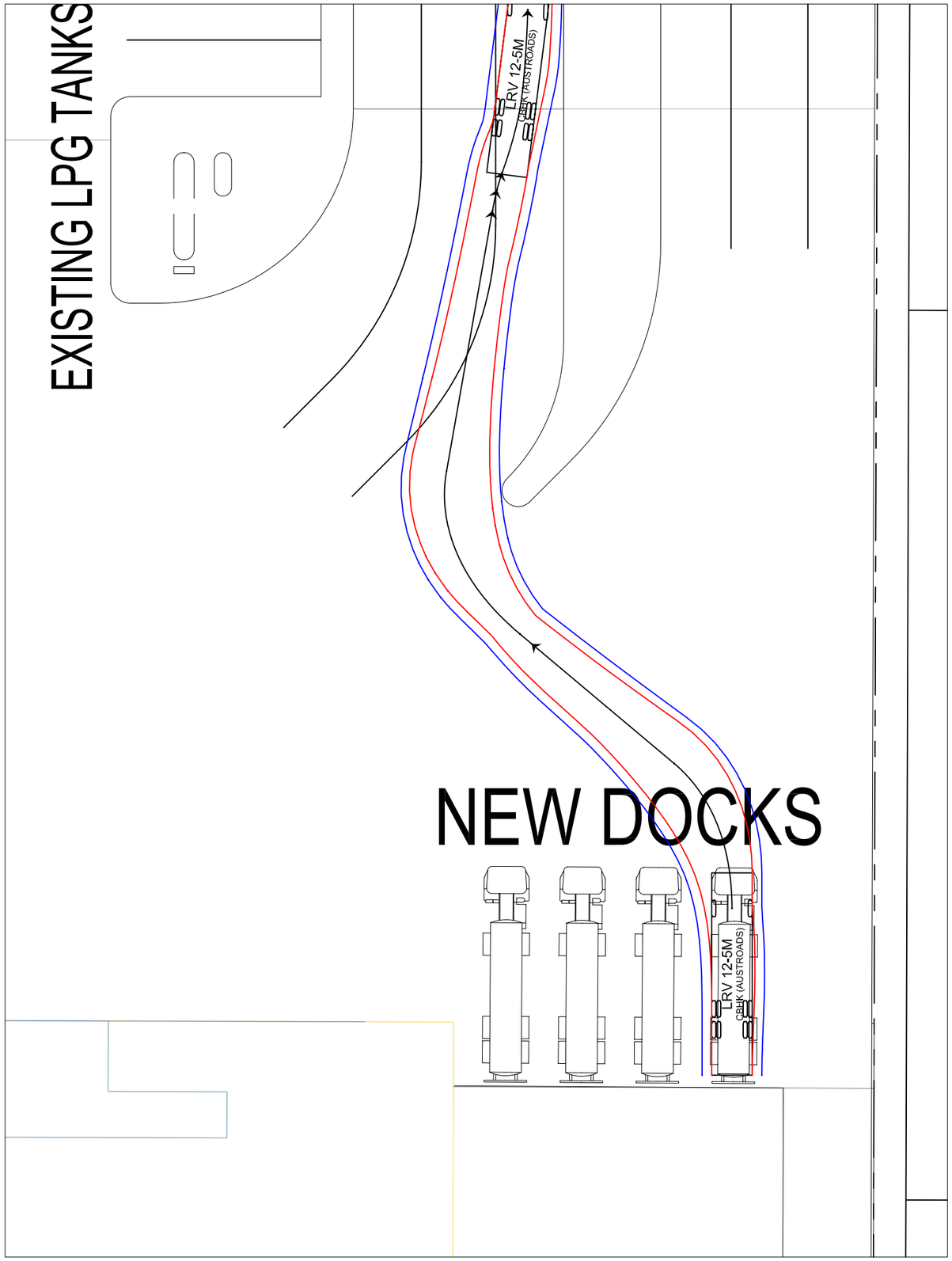
12.5m LARGE RIGID VEHICLE SWEPT PATHS





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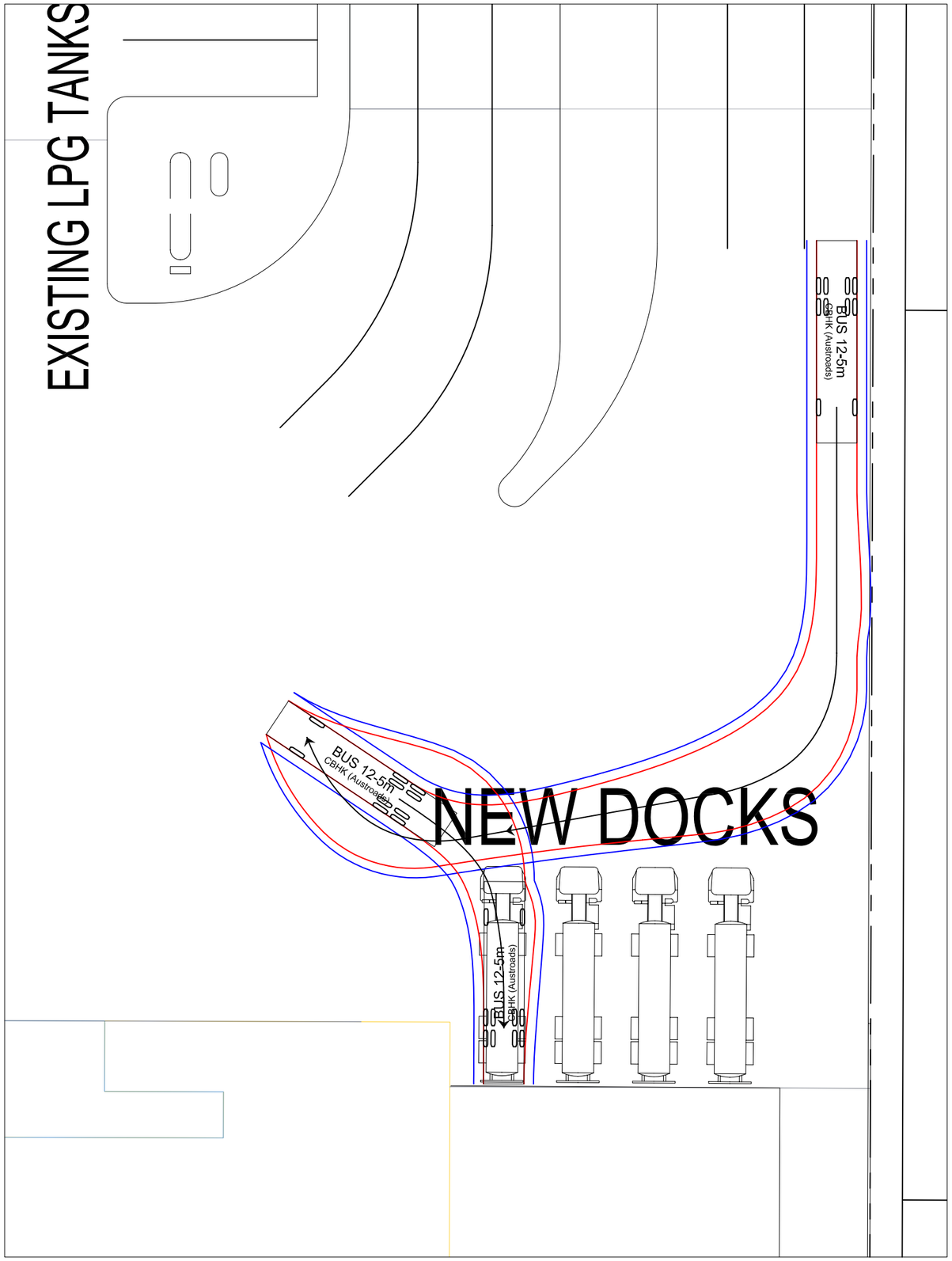
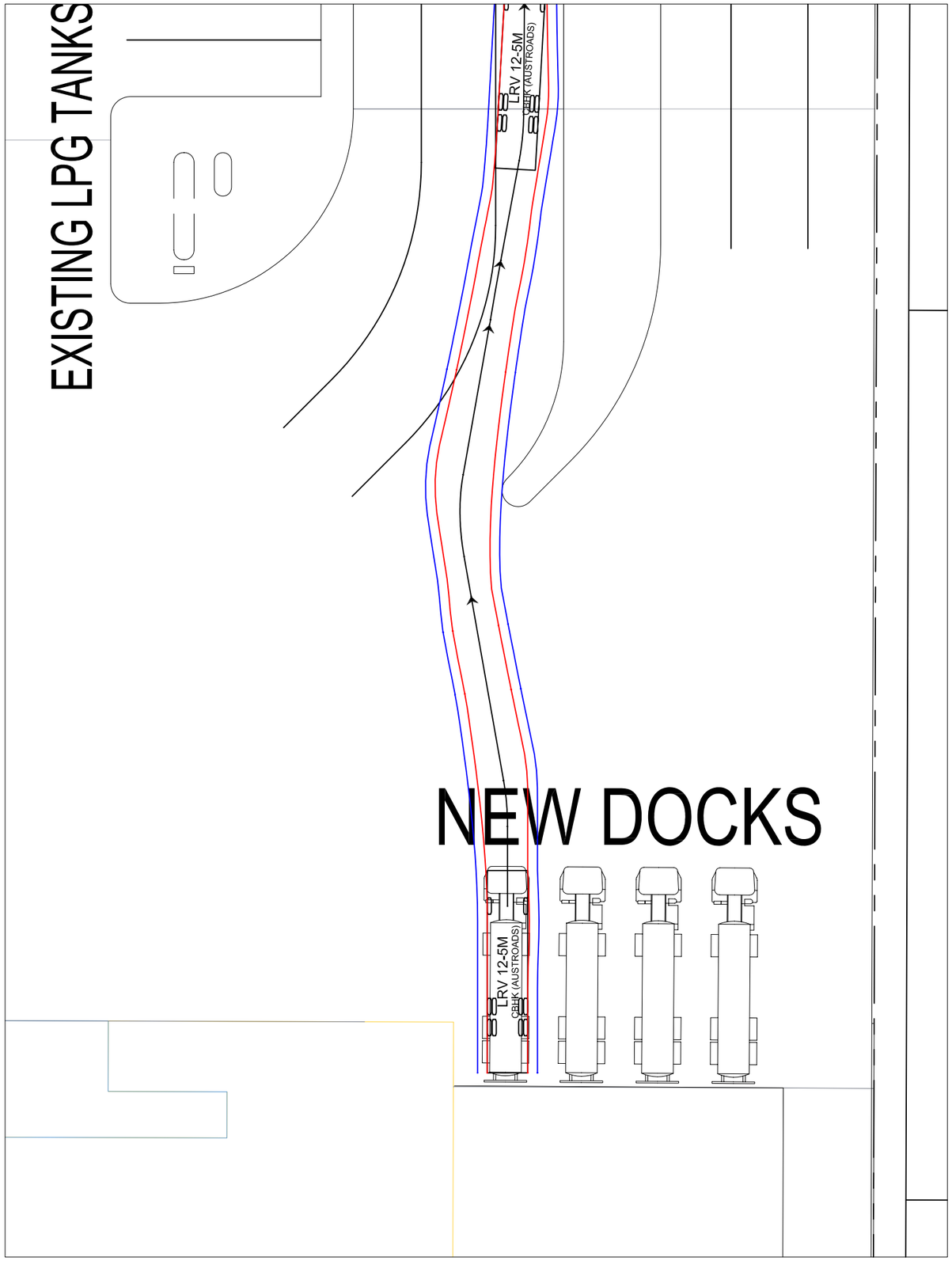
12.5m LARGE RIGID VEHICLE SWEPT PATHS





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12.5m LARGE RIGID VEHICLE SWEPT PATHS

EXISTING DOCKS

LINE OF EXISTING AWNING

EXISTING LPG
REFUELLING AREA

EXISTING PAVEMENT

NEW DOCKS

1 IN 20 RAMP

1% FALL

NEW DOCKS

STORAGE HALL

PROPOSED PET
FACILITY

FFL 57.85

17.4m TO RIDGE

STAGE 1

PRODUCTION HALL

REGRIND HALL

TECHNICAL ROOM
/ SERVICES

PET FACILITY STAGE 2

NEW FIRE ACCESS ROAD

NEW FIRE ACCESS ROAD

NEW FIRE ACCESS ROAD

70800

8000

20536

104664

11000

32500

155800

8000

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7.75m FIRE TRUCK - TYPE 4 VEHICLE SWEPT PATHS

EXISTING DOCKS

LINE OF EXISTING AWNING

EXISTING LPG
REFUELLING AREA

EXISTING PAVEMENT

NEW DOCKS

1 IN 20 RAMP

1% FALL

NEW DOCKS

STORAGE HALL

PROPOSED PET
FACILITY

FFL 57.85

17.4m TO RIDGE

STAGE 1

PRODUCTION HALL

REGRIND HALL

TECHNICAL ROOM
/ SERVICES

PET FACILITY STAGE 2

NEW FIRE ACCESS ROAD

NEW FIRE ACCESS ROAD

NEW FIRE ACCESS ROAD

70800

8000

20536

104664

11000

32500

155800

8000

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12.5m LARGE RIGID VEHICLE
SWEPT PATHS