



1 November 2017

Ms Chloe Dunlop  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Chloe,

## **RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION | PRESTONS SSD7155 - MOD 2**

This letter responds to your request for additional information dated 25 October 2017 regarding SSD7155 MOD 2.

Table 1 – Response to Request for Additional Information

Matter	Response
<b>Vehicle access arrangements</b>	
<p>An assessment of the traffic impact on Bernera Road must be provided to demonstrate the additional access will not compromise the safety of Bernera Road. Council has advised that it is their preference that access is via private access road 2 which connects with Yarrunga Street.</p> <p>Please provide a revised traffic and parking assessment which provides:</p> <ul style="list-style-type: none"><li>• an assessment of the new access onto Bernera Road; and</li><li>• removes all references to sports and recreational facility.</li></ul>	<p>Transport and Traffic Planning Associates (TTPA) provide the following in response:</p> <p><i>The proposed access on Bernera Road for WH3B is to enable the user to “side load” some trucks and the access gate will only be opened to enable the side loaded trucks to egress. These will be very minor truck movements restricted to left turn egress only enforced by a central median island in Bernera Road incorporated into the Chevron at the commencement of the proposed right turn bay (see attached plan). This arrangement reflects the same treatment which is approved for the Building 4 access on Bernera Road and the minor egress movements will be facilitated by gaps in the northbound traffic flow introduced by the operation of the traffic signals at the intersection to the south. Consequently, there will not be any adverse traffic implications as a result of this aspect of the proposal particularly as the roadway is straight and level, there will be excellent sight distances available</i></p>

Matter	Response									
	<i>and the egress activity will be somewhat less than that for WH4 where access has been approved for both ingress and egress.</i>									
Please also revise page 9 of the EA to clearly note the proposed changes to the access arrangements to the site.	EA Report has been updated to reflect the proposed access arrangements.									
Traffic impact										
Please revise the EA and traffic and parking assessment to ensure the traffic impacts from the proposed additional office area to Warehouse 4 and modification to Warehouse 3 are assessed. Please delete references to Warehouse 1 and the sports and recreational facility which is not part of this application to avoid confusion.	<p>References to Warehouse 1 and the sports and recreation facility have been removed from the EA Report.</p> <p>TTPA provide the following in response:</p> <p><i>The total proposed warehouse (plus office) floorspace for the Mod 2 application is 119,165m2 whereas the total floorspace of the SSD approval was 116,205m2. The Traffic Assessment for the SSD application “offered” a very significant sensitivity factor to the RMS sourced “network peak” traffic generation rates. Whereas the RMS published network peak trip generations for Erskine Park and Wonderland Business Park (see attached) were as follows:</i></p> <table><tr><td></td><td>AM</td><td>PM</td></tr><tr><td>Erskine Park</td><td>0.13</td><td>0.17</td></tr><tr><td>Wonderland Bus. Park</td><td>0.14</td><td>0.17</td></tr></table> <p><i>If the highest RMS “comparable” traffic generation rate (0.17 vtph per 100m2) is applied to the now proposed 119,165m2, the resultant total projected traffic generation is 203vtph. Thus, the projected traffic generation of the Mod 2 development scheme assessed with the actual rates provided in the RMS study is significantly lower than that assessed and approved for the SSD application.</i></p> <p><i>The RMS traffic generation criteria for warehouse use does not differentiate between the warehouse and</i></p>		AM	PM	Erskine Park	0.13	0.17	Wonderland Bus. Park	0.14	0.17
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	<i>ancillary office elements and it is noted that the size of the proposed ancillary office elements is not inordinate.</i>
<b>Landscaping</b>	
Please revise Drawing No. L502 (Rev. D) dated 21 August 2017 prepared by Habit8 to demonstrate that this retaining wall will be appropriately screened by landscaping.	Refer to Drawings L502 Rev E and L503 Rev E which illustrate the retaining wall and the landscape screening.
<b>Architectural Plans</b>	
Please provide a revised building floor plan (Drawing No. A 241 (C)) for Warehouse 4 which shows that the Warehouse 4 building will be a warehouse with ancillary office.	Refer to Drawing Warehouse 4 Building Floor / Roof Plan S96-A241 Issue D which revises the floor plan as per this request.
<p>Please revise the development statistics summary provided in the architectural plans to:</p> <ul style="list-style-type: none"> <li>• Delete references to the Sport and Recreation Facility in Warehouse 4 and specify this as warehouse area; and</li> <li>• Delete reference to car parking for the volvo site.</li> </ul>	The development statistics summary has been updated accordingly.
<b>Widening of Bernera Road</b>	
It is noted that Council's submission dated 29 September 2017 identified that the proposed development requires the widening of Bernera Road (between Kurrajong Road and Yarrunga Street) to a 4-lane road. I have clarified with Council's Service Manager – Traffic and Transport, Charles Wiafe, that the widening of Bernera Road would be required as a result of traffic generated by a sports and recreational facility use on the site. Therefore, the widening of Bernera Road will not be required as part of MOD 2.	<p>TPPA provide the following in response:</p> <p><i>The generalised widening of Bernera Road is to be undertaken with Section 94 funds therefore it is not the responsibility of individual developers to widen the road other than on site frontage to Bernera Road. The northbound carriageway of Bernera Road along the entire road frontage from Kurrajong Road to Yarrunga Road and for the length of the right turn bay north of Yarrunga Road will be widened as a responsibility of the development. The DOP advise that the generalised</i></p>

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	<p><i>widening of Bernera Road is not required as part of Mod 2.</i></p> <p><i>The SIDRA model file for the intersection as incorporated in the Traffic Report and has been provided to Council and RMS.</i></p>

Yours sincerely,



Ryan Macindoe  
Senior Consultant