

Prospect Logistics Estate (SSD-10399) : Application by ISPT Pty Ltd

We are neighbouring landowners and we have objections with the SSD application.

Increased traffic and the associated increase in noise pollution, air pollution and; a decrease in road safety and property values.

Increased volume of traffic

I object to the development if the applicant is not required to implement effective measures to prevent an increase in the volume of vehicular traffic through the local streets of Pemulwuy. The proposed Logistics Estate has two vehicles access ways to Clunies Ross Street which are located between Warin Avenue and Wombat Street. It seems obvious that this will result in vehicles entering Pemulwuy via those two streets.

I can foresee that this will be caused by vehicles wishing to access the M4 motorway will continue to use the current 'rat run' through Pemulwuy and instead of exiting along Clunies Ross Road to the Great Western Highway, they will use the new development as a connection to access the Prospect Highway via Foundation Place. If this new 'rat run' through the development is unchecked then even more traffic will go through Pemulwuy as people learn of this route.

There is a major traffic problem with vehicles using the local streets of Pemulwuy as a shortcut to go from Greystanes Road to the Great Western Highway and the M4 motorway. Pemulwuy residents have been complaining to Cumberland City Council ("Council") about this problem for seven years since Wombat Street was connected to Clunies Ross Road. This created a rat run particularly during morning and afternoon peak hour periods.

The intersection of Greystanes Road and Great Western Highway is a bottleneck and according to Council there are no measures that can be taken to improve traffic flow and it will remain a bottleneck. Accordingly, drivers avoid it and pour into Pemulwuy at Butu Wargun Drive, turn North onto Nijong Drive, turn West up Warin Avenue or Wombat Street to Clunies Ross Road then turn West onto the Great Western Highway and take the exit up to Prospect Highway to get on to the M4.

We have lived in Pemulwuy for 7.5 years and we drive to work and come home each day via Clunies Ross Road. We observe numerous other drivers following the route described every day so it is a fair indication of what is happening albeit it is not empirical evidence. This should be properly assessed and measured by Council and or the RMS.

Butu Wargun Drive heads West from Greystanes Road over Pemulwuy Hill and connects with Reconciliation Rise which in turn connects with the Prospect Highway. This is the obvious route that vehicles would follow if they could. Council blocked this route at the top of Pemulwuy Hill allegedly on the basis of a traffic engineer's report to Council that this road posed a traffic safety issue from vehicles travelling down the hill to Greystanes Road. I have reason to believe this was, in fact, done at the behest of Pemulwuy residents who live along Butu Wargun Drive. If such a traffic safety issue is justified in the case of Butu Wargun Drive

then it is also justified for Wombat Street and Warin Avenue. Residents petitioned Council to close those streets off again and Council refused however conversely Council refuses to re-open Butu Wargun Drive.

Residents have also requested Council to permit Clunies Ross Road to be connected to Butu Wargun Drive as the existing roadwork clearly points to have been planned in the past. Council and State members have cited various reasons for this not happening being uncertainty over the ownership of parcels of land in the corridor; and that the land is Aboriginal heritage listed. The land corridor is not, in fact, designated as Aboriginal heritage land. The adjoining parcel of land on the Eastern side of the road corridor has been designated as Aboriginal Heritage land.

The point is that the traffic problems have been a very contentious issue with no solution forthcoming for years even though there are apparent solutions of either opening roads or closing them. If this development is going to cause an increase in the volume of traffic through the streets of Pemulwuy, there would seem to be no alternative measures available in the future to deal with the problems caused by it.

Noise pollution

I object to the applicant's reference to the existing concrete noise barrier between Pemulwuy residential lots and the Estate implying this obviates the need for any further steps to be taken to deal with road noise pollution.

That wall does not run the full length of the residential lots in Pemulwuy. It only starts from Wombat Street and runs North along Clunies Ross Road to the Australia Post building. There is no barrier wall South of Wombat Street and the wall is ineffective anyway. It certainly does not reduce noise from vehicles driving along the streets of Pemulwuy. That wall was also built when the perceived source of road noise were vehicles coming and going from the Boral complex. The operation of the proposed development is vastly different with a 24/7 operation for a start, and clearly an enormous increase in the volume of vehicles coming and going from the Logistics Estate due to the nature of the business.

Currently, traffic noise abates on the weekends, mainly on Sundays, giving residents some respite from the constant road noise. The new development operating 24 hours a day, 7 days a week is totally unacceptable. This has the potential to severely and adversely affect the health and lifestyle of all residents of Pemulwuy if vehicles coming and going from the Logistics Estate, particularly heavy vehicles over 3 tonnes use the local streets in Pemulwuy.

Safety

Reduced safety to residents, particularly pedestrians including children using the nature strips and crossing streets to go to the reserve around the lake. Hundreds of people go to the reserve daily for exercise and the wildlife. Every day and night, I see and hear cars, utes and trucks speeding down Warin Avenue to turn South on to Nijong Drive. They speed into the roundabout and blast their horns at cars approaching from the North along Nijong Drive as they force them to give way to them even though they are entering the roundabout too

fast. It's already dangerous and noisy and increased traffic will only make it more dangerous and noisy.

When Warin Avenue was opened, local residents complained to Council. When we bought our block of land from the original developer, they told us that Council was NOT going to connect Warin Avenue to Clunies Ross Road. Other residents have advised they were told the same thing by the developer. Council did not conduct any public consultation or advise residents that the roads would be connected. Council responded to the objections by closing Warin Avenue with temporary road barriers and then invited residents to comment on a proposal to install speed bumps. Residents also petitioned Council to permanently close Warin Avenue again but Council refused. Council installed the speed bumps and they are predictably ineffectual and increased vehicle noise and air pollution.

The existing measures do not address the existing problems and an increase in traffic volume will exacerbate the problems and the adverse effects upon residents.

I note that the RMS submission has called for assessments of traffic at specified intersections including Wombat Street and Clunies Ross Road. The RMS does not specify the intersection of Warin Avenue and Clunies Ross Road. I presume this is because Warin Avenue was not connected at the date of the RMS submission. Clearly, an assessment of this intersection is equally vital to the consideration of this application.

Urban landscape

The applicant's references to site being an existing industrial site and implying that it's new development will therefore not create any adverse effects is ludicrous. The existing Boral complex has buildings with low roof lines such that they are virtually unnoticeable from Clunies Ross Road due to the trees in front of them. The proposed development is vastly different with roof heights that far exceed those of the Boral site buildings previously approved by Council and other Authorities. The proposed roof heights will completely change the urban landscape of the street irrespective of the design, building materials and finishes that might be used on the proposed warehouses.

The proposed warehouse with a 42 metre high roof is located where there is no existing building at all and would obviously be visible over the top of the concrete noise barrier. The warehouses opposite the intersection of Warin Avenue and Clunies Ross Road are 13.7 metres high and will obviously be visible up that Avenue by all residents and will ruin the natural skyline of Pemulwuy Hill. This has to be seriously taken into account