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# Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: SK/9472/sk

6 October, 2015

Transport Planning  
Town Planning  
Retail Studies

Stockland  
Level 25  
133 Castlereagh Street  
SYDNEY NSW 2000

**Att: Christian Kublins**  
**Email: [Christian.Kublins@stockland.com.au](mailto:Christian.Kublins@stockland.com.au)**

Dear Sir,

**RE: PROPOSED INDUSTRIAL DEVELOPMENT, WARWICK FARM**

1. As requested, we are writing to respond to matters raised by Liverpool City Council and JRPP regarding the above development.
2. In an email dated 8 September 2015, Liverpool City Council and JRPP raised a number of traffic matters. These matters and our responses, are set out below.

Matters raised by JRPP

*Advice required from RMS which specifies exact measures required for intersection treatment in consultation with Council's Traffic Department and applicant. Current cumulative impact of traffic must be taken into consideration – and must take into account the cumulative traffic impact of current surrounding uses and recently approved development i.e. Masters, Stockland/ATC Inglis site – and the relationship between the sites in terms of potential traffic impacts. The traffic statement and associated documentation and design will need to be supplied prior to determination. It is the panels view that even though uses are not proposed as part of the application the traffic report and associated documentation are to be designed to account for permissible industrial uses that will generate the highest traffic movements and highest traffic impacts. Possible uses or intended uses will need to be provided for JRPP consideration.*

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Matters raised by Liverpool City Council

*Even though the intended uses are indicated to be a warehouse type development, there are a range of permissible uses within the INI zone that could be consented to, that have the potential to generate higher traffic movements and a higher traffic capacity impact. Therefore it was requested that the traffic report and statements take into account the uses in the INI zone that would generate the highest traffic movements and highest traffic capacity impact to ensure that if a use application is lodged at a future stage for any of these uses permissible, the current design and parking arrangement is able to cater for it.*

*It is not required to assess the impact of every permissible use in the INI zone, the traffic engineer is to take into account the use or uses that would generate the highest traffic movements and ensure the current proposal is able to cater for it.*

3. We prepared the traffic report<sup>(1)</sup> which was submitted with the development application for the subject site. The report was prepared on the basis that the proposed development would be warehouse with ancillary office component. The proposed development is some 51,705m<sup>2</sup>, comprising some 48,560m<sup>2</sup> of warehouse area and some 3,145m<sup>2</sup> of office area. It should be noted that the site has been rezoned for up to some 80,000m<sup>2</sup> of warehouse area (including ancillary office space).
4. To remove any ambiguity and as set out in the covering letter prepared by McKenzie Group, the development application and statement of environmental effects have been updated to specify that the application is for warehouse and ancillary office uses only on the site. Any other uses for the site would require a separate development application and traffic report to be prepared. Thus the traffic assessment set out in our April 2015 report is appropriate for the proposed development.
5. With regards to assessing the cumulative impact of the proposed development and other approved developments in the area, the traffic report submitted with the development application assessed the cumulative traffic effects of the proposed development, the Inglis site (approved horse stabling and sales yard facility) to the north and Masters site (approved bulky goods/home improvements centre) to the west. Vehicular access to the site will be provided from Governor Macquarie Drive.

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<sup>(1)</sup> "Traffic Report for Proposed Warehouse Development, Governor Macquarie Drive, Warwick Farm", April 2015, Colston Budd Hunt & Kafes Pty Ltd.

6. In association with the rezoning of these sites, a series of road works were identified and agreed with Council and RMS to accommodate development of the sites. As noted above, the traffic studies associated with the rezoning of the site and agreement of the identified road works assumed some 80,000m<sup>2</sup> of warehouse and ancillary office area. The identified road works form part of a Voluntary Planning Agreement (VPA), including the provision of a roundabout on Governor Macquarie Drive to provide access to the Inglis site to the north and via a fourth leg on the southern side of the roundabout, to provide access to the proposed warehouse development. The identified road works have been approved by Liverpool City Council and road design tender documents have been issued for construction.
4. Our traffic report found that the traffic generation of the proposed warehouse development was similar to the traffic generation assessed for the subject site at the rezoning stage. As a result, with the cumulative traffic of the proposed and approved developments, the road works set out in the VPA would cater for the proposed development.
5. Subsequent to the approved VPA road works, Liverpool City Council indicated that the Australian Turf Club (ATC) had been advised that Council's preferred intersection control for the access driveways to the Inglis site and the proposed warehouse development is a four-way traffic signal controlled intersection, instead of a roundabout.
6. As a result, the traffic report assessed the operation of the intersection as a roundabout and as a signalised intersection. In order to assess the operation of the intersection under future 2025 traffic conditions, existing through traffic flows along Governor Macquarie Drive were increased by 2% per annum compounded for 10 years and combined with the additional development traffic generated by the approved Inglis and Masters developments, plus the traffic from the proposed warehouse development. The 2025 traffic flows plus the development traffic are shown on Figures 1 and 2.
7. For the 2025 traffic flows shown on Figures 1 and 2, the SIDRA analysis found a roundabout at the Governor Macquarie Drive intersection would operate with average delays, for the movement with the highest average delay, of less than 20 seconds per vehicle during the morning and afternoon peak periods. This represents a level of service B, a satisfactory level of intersection operation.
8. The SIDRA analysis found that with signalisation the Governor Macquarie Drive intersection would operate with average delays of less than 25 seconds per vehicle during the morning and afternoon peak periods. This represents a level of service B, which is also a satisfactory level of intersection operation.

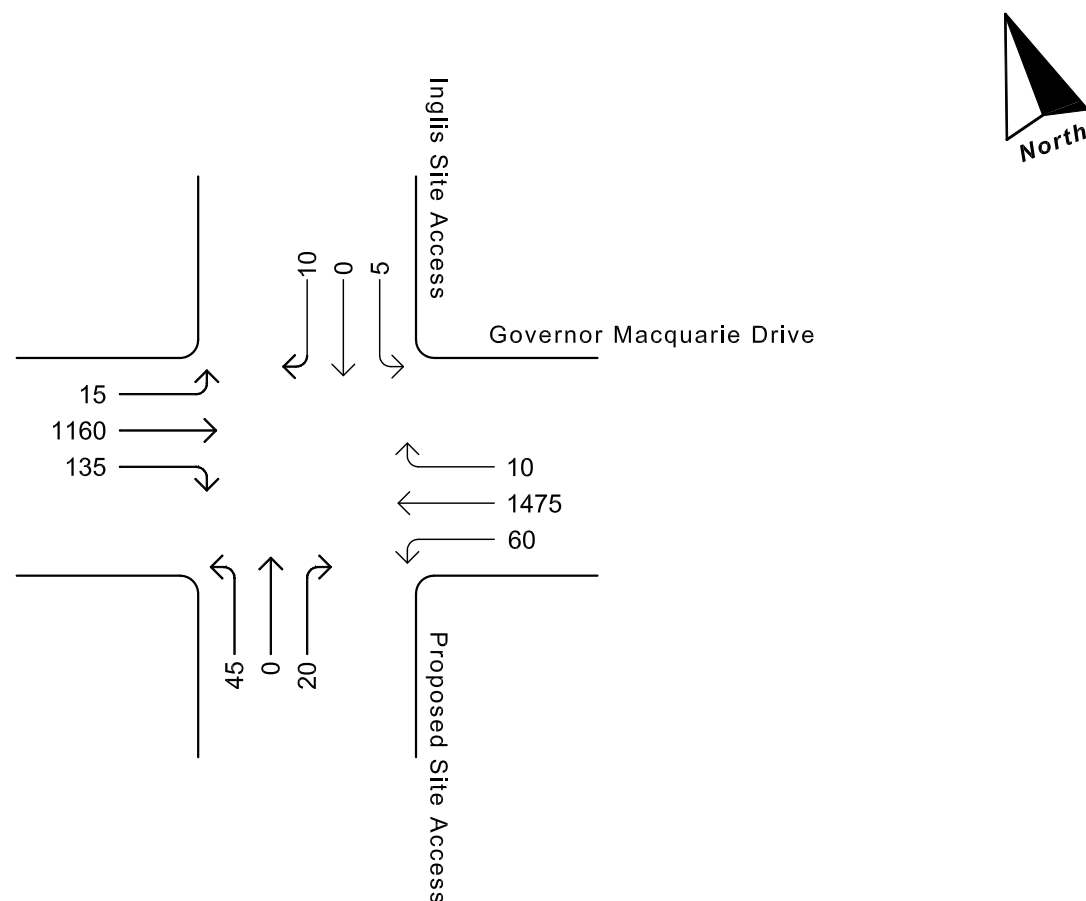
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9. Based on the above analysis, with traffic from the proposed warehouse development in place (in addition to background growth and traffic from other approved developments), the intersection of the site access and Inglis site access with Governor Macquarie Drive would operate at a satisfactory level of service during peak periods as either a roundabout or signalised intersection.
10. 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 PTY LTD

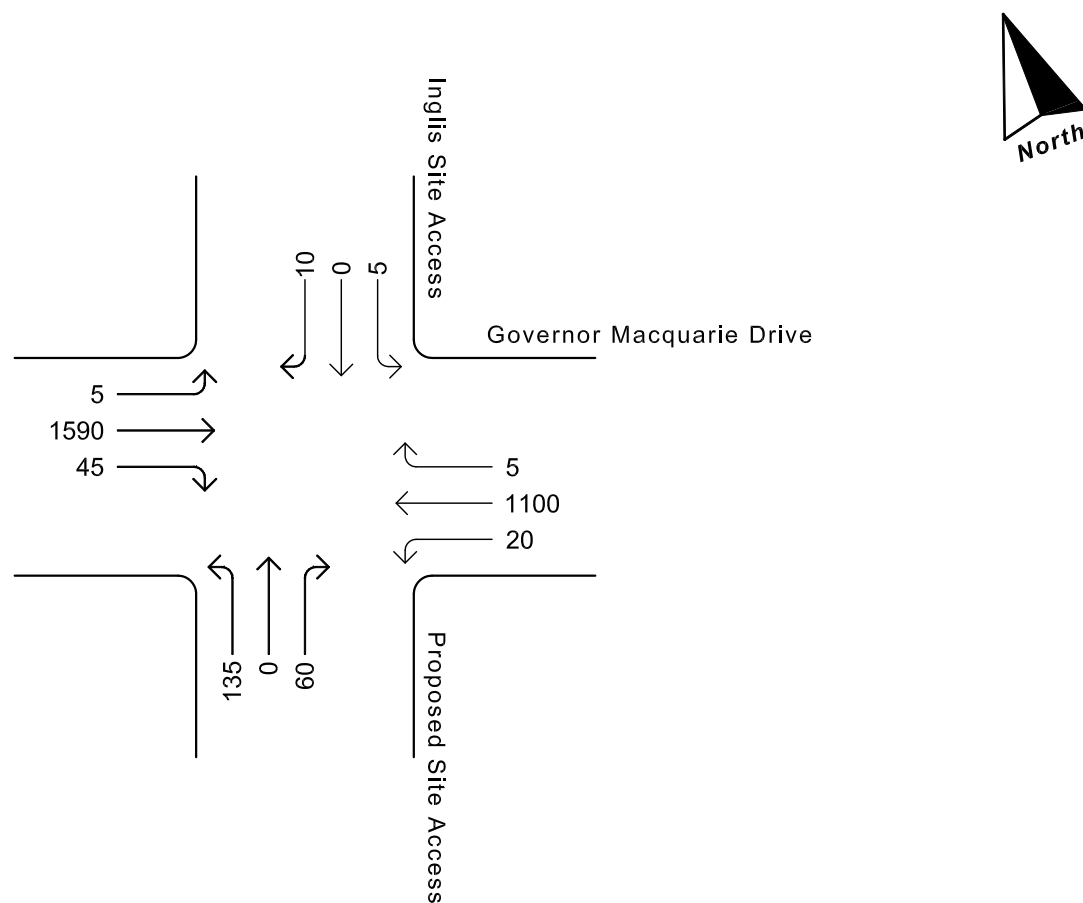
A handwritten signature in black ink, appearing to read 'Stan Kafes', written in a cursive style.

S. Kafes  
Director



**Existing morning peak hour flows plus development traffic  
(Inglis, Masters and proposed warehouse development) plus  
10 years growth in background traffic**

**Figure 1**



**Existing afternoon peak hour flows plus development traffic  
(Inglis, Masters and proposed warehouse development) plus  
10 years growth in background traffic**

**Figure 2**