

3 May 2010

The Director  
Mining and Industry  
Department of Planning  
GPO Box 39\*  
Sydney NSW 2001

**ATT: Ann-Maree Carruthers**

Dear Ann-Maree,

**RE: Hoxton Park Development  
Transport & Infrastructure Submission to Part 3A Application**

We refer to the Transport & Infrastructure letter dated 30 April 2010 and respond to the four bullet points relating to NSWIT requests to conditions of consent as follows;

- We believe it is unnecessary, unreasonable and growth restrictive to establish a maximum number of employees that will work on the site at any given time. Flexibility must exist for Woolworths Limited to staff the substantial investment as required and as appropriate. The request also goes against the support we have had at all levels of government to increase the number of jobs created as a result of this development.
- A statement of commitment has been put forward for a Work Place Travel Plan to be prepared for each business on the site and issued to staff during the staff orientation process.
- Please refer to pages 13 & 14 of the Traffic Impact Assessment prepared by Colston Budd Hunt Kafes (copy attached), which justifies the car parking spaces as proposed as being appropriate.
- Appropriate measures shall be considered in the preparation of the Work Place Travel Plan at the time of preparation.

Yours Sincerely,



**ADRIAN CHECCHIN**  
Senior Development Manager  
Mirvac Projects Pty Limited

3/5/10

- 3.15 The proposed parking provisions for the Big W, Dick Smith distribution facilities and the two warehouse developments are therefore considered appropriate.

Internal Road Network

- 3.16 Access to the site will ultimately be provided onto Cowpasture Road at two locations. One will be located at the northern end of the M7 interchange and will replace the existing airport entrance. The second will be located approximately 500 metres south of Green Valley Road across Hinchinbrook Creek. Both access points will incorporate signalised intersections with Cowpasture Road. The internal access roads connecting to these access points will include a north-south access road linking Cowpasture Road in the south to the residential development in the north. A secondary east-west connection will be provided at the northern end of the industrial development, linking to Cowpasture Road across Hinchinbrook Creek.
- 3.17 The road network within the southern industrial portion of the site, to be developed in association with the current project application, differs from the DCP 2008 road layout. The DCP 2008 layout incorporated a number of north-south access roads through the industrial area, providing access to smaller industrial developments. These roads converge at the southern end of the site to intersect with Cowpasture Road at a single access point to the north of the M7 interchange. At the northern end of the industrial area, these roads connect to a secondary east-west road linking to Cowpasture Road across Hinchinbrook Creek.
- 3.18 The road network will ultimately provide two access points onto Cowpasture Road and the secondary east-west road linking across Hinchinbrook Creek, in accordance with the DCP layout.
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- c) moderating growth in the demand for travel and the distances travelled, especially by car; and
- d) supporting the efficient and viable operation of public transport services.

#### Parking Provision

- 3.11 Section 1.2 of the Liverpool Development Control Plan 2008 indicates that car parking for industrial developments should be provided at the following rates:-
- one space per 35m<sup>2</sup> of office LFA;
  - one space per 75m<sup>2</sup> of factory/warehouse LFA or one space per two employees, whichever is the greater.
- 3.12 By comparison the RTA's "*Guide to Traffic Generating Developments*" suggests a rate of one space per 300m<sup>2</sup> GFA, equivalent to one space per 225m<sup>2</sup> of GLA for warehouses.
- 3.13 The proposed parking provisions for Big W and Dick Smith distribution centres are some 460 and 330 spaces respectively. This represents 1 space per 193m<sup>2</sup> and 1 space per 152m<sup>2</sup>. These rates are in the range between Council and RTA rates and are consistent with government policy of reducing traffic generation.
- 3.14 In regards to the two warehouse developments of some 22,400m<sup>2</sup>, concept plans prepared by the architect identify Lot 1 (some 8,300m<sup>2</sup>) and Lot 2 (some 14,100m<sup>2</sup>) providing some 85 and 116 spaces respectively. This represents a parking rate of 1 space per 98m<sup>2</sup> and 1 space per 122m<sup>2</sup>. These rates are also in the range between Council and RTA rates.
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