PERPETUAL CORPORATE TRUST LIMITED AS THE TRUSTEE OF THE LMLP 1 AND 2 TRUST

AMENDED TRANSPORT REPORT FOR PLANNING PROPOSAL FOR BAYSIDE LOCAL ENVIRONMENTAL PLAN 2021

263-272 AND 273A COWARD STREET AND 76-82 KENT ROAD, MASCOT

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TABLE OF CONTENTS

1. INTRODUCTION

1.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Perpetual Corporate Trust as the trustee of the LMLP 1 and 2 Trust to prepare an amended transport report to support a planning proposal to amend the *Bayside Local Environmental Plan 2021* to increase the maximum floor space ratio of the site from 1.2:1 to 2:1. The site is located at 263-273 and 273A Coward Street and 76-82 Kent Road, Mascot. The assessment is based on the proposed concept designs for the site (QF1 and QF2) which accompany the planning proposal.

Site Location

1.2 The site (QF1 and QF2) comprises four allotments at 263-273 and 273A Coward Street and 76-82 Kent Road, Mascot (Lots 100 and 101 DP 1277278, Lot 5 DP 1194564 and Part of Lot 3 DP 230355). The site location is shown on Figure 1.

1.3 The site (QF1 and QF2) is in the Bayside Council Local Government Area (LGA). The site is approximately 9km south of the Sydney Central Business District (CBD) and less than 1km north of the Sydney Domestic Airport. The site is bound by Coward Street to the north, Kent Road to the east, Port Botany rail freight line to the south and commercial uses to the west. The site is generally rectangular in shape and has a total area of approximately 94,565.6m^2. The north-western part of the site currently accommodates a large-scale warehouse building with access via Coward Street and the north-eastern and southern parts of the site comprise large hardstand areas and existing buildings and structures. The hardstand areas provide parking for heavy vehicles (generally to the north adjoining Coward Street) and car

parking for Qantas staff. There are significant trees across the site, primarily within the landscaped setbacks along the northern and southern boundaries.

Figure 1: Site Location

Source: Urbis 2023

1.4 The site (QF1 and QF2) forms part of a number of sites acquired from Qantas Airways Limited (Qantas) in late 2021. The various sites are shown on Figure 2 and include QF1 and QF2 located adjacent to Coward Street and QF3A, QF3B and QF4 located adjacent to King Street. The traffic assessment for the planning proposal (QF1 and QF2) with the cumulative impact of QF3A, QF3B and QF4 are assessed in Chapter 7.

Figure 2: Former Qantas Sites

Source: LOGOS 2022

1.5 The site (QF1 and QF2) is located within an established industrial precinct and the surrounding context generally comprises of industrial and commercial buildings. Adjoining the site are the following developments:

- North: Industrial zoned land accommodating a variety of small-medium scale industrial style buildings and several large hardstand areas;
- South: Sydney Kingsford Smith Airport (the Airport);

- East: Industrial buildings which accommodate manufacturing activities and an industrial and commercial office buildings (across Coward Street) and larger scale warehouse buildings with multiple tenancies, including Dnata Australia (across Kent Street);

- West: Airgate Business Park comprising multiple buildings. The immediately adjoining building currently accommodates the DHL Express Head Office and associated freight and logistics operations.

Project Description

1.6 The proponent is seeking to amend the Bayside Local Environmental Plan 2021 to increase the maximum floor space ratio of the site from 1.2:1 to 2:1 (or additional 75,652m^2). The amendments to the FSR would enable the redevelopment of the site to deliver critically needed industrial floor space close to Sydney Airport, Port Botany and the Sydney Central Business District (CBD).

1.7 It is proposed to redevelop the site in stages to accommodate continuation of the existing operations in the Qantas Sydney Distribution Centre (SDC) in accordance with the leaseback arrangements. A preliminary concept proposal has been prepared that complies with the amended FSR and provides for the following:

- staged demolition of existing buildings/structures and hardstand areas and site preparation works, including remediation (if required), earthworks and installation of services and stormwater infrastructure;

- staged construction, fit out and operation of warehouse and distribution centre buildings to deliver:

- four levels of warehouse and distribution centre tenancies with loading and manoeuvring areas accessed via vehicular access ramps;
- complementary offices and retail uses to activate the Coward Street frontage, with additional offices adjacent to the primary loading areas to provide back-of-house service functions;
- ancillary car parking in a number of locations across the site to meet the demands generated by workers within the development and visitors to the site.

- generous landscaped setbacks along the site boundaries, including within the frontages to Coward Street, Kent Road and Qantas Drive, as well as within the central part of the site;

- provision for building identification signage and public art opportunities on the building elevations, including along Qantas Drive and facing Sydney Airport.

Report Structure

1.8 A Scoping Proposal report was submitted Bayside Council and meeting held on 17 November 2022 to discuss the scoping proposal for the draft Planning Proposal at 263-273 and 273A Coward Street and 76-82 Kent Road, Mascot. In a letter dated 30 November 2022, Council provided preliminary advice in response to the Scoping Proposal, which included information obtained from referrals to relevant public agencies and technical experts within Council. The traffic information provided is summarised in Table 1.1.

Table 1.1	**Referral Responses**
External	
TfNSW	A traffic assessment methodology report should be submitted outlining the study area and intersections to be assessed as well as data collection methodology. The report should also include modelling methodology and/or any other traffic assessment requirements
	A SIDRA network model should be developed for the study (as per the TfNSW Modelling Guidelines)
	The model should be developed for the base year and opening/future (with and without development scenarios) year as a minimum. TfNSW will provide STFM traffic volume plots for different horizon years upon review and approval of the methodology report
	It is strongly recommended to submit the Base Model Development Report along with the model files for our review and approval prior to develop any future year model
	Depending on the completion of the projects, the future year model should include all sites for cumulative impact assessment (please see the email for more clarification).
	TfNSW will provide any other information (e.g. future road upgrade/improvements), if required, and as outlined in the methodology report
	The final traffic assessment report should also include brief assessment of active and public transport facilities (for employees to access the site).
SACL	It is noted that, in section 4.5 of the Report (Opportunities and Constraints Analysis), the traffic generation impacts of future development on the site is identified as a potential constraint. The Report correctly says that a rigorous assessment will be required regarding any potential traffic that would be generated from the additional floorspace, with particular attention to be given to the performance of local intersections
	In section 5.1.5 of the report (Transport, Traffic and Car Parking), it is noted that the future Planning Proposal will be accompanied by a comprehensive Transport, Traffic and Parking Assessment to assess the potential impacts of the proposed FSR uplift and identify any required mitigation, minimisation or management measures (e.g. intersection upgrades). The need to carry out appropriate traffic modelling is also particularly important given the proximity of the site to Sydney Airport. As well as the three matters listed as ones to be considered when preparing this assessment – Traffic Generation, Access and Circulation and Car Parking – Sydney Airport asks that:
	• The need for the development to properly integrate with the proposed new active transport link between Sydney Airport's International (T1) and Domestic (T2/T3) terminal precincts and the broader Strategic Cycleway Corridor network should be included in the assessment.
	• Any required car parking should be provided on the site itself as part of the future development, rather than at another off-site location.
	• A strategic north-south bus corridor along O'Riordan Street connecting to Sydney Airport's Domestic (T2/T3) terminal precinct should be considered.

Internal	
Council's Engineer	A detailed Traffic Study would be required to ensure the development could be supported by the Local Road Network and did not adversely impact existing traffic movements in the area. Depending on the outcome of the Traffic Study Council and TfNSW may require various Traffic Management Devices to be constructed to manage the predicted traffic flows. Travel demand management needs to be considered with employees encouraged to use public transport to arrive to the site. Appropriate parking rates for the proposed uses on this site may need to be further investigated for suitability
	Coward Street is a designated east west cycle route in accordance with Council's Cycleway Strategy Plans. To improve this cycleway a 2.5m wide contraflow cycleway to be constructed from the face of the kerb along the southern side of Coward Street the full length of this property. This will require the removal of all kerb side parking on this side of Coward Street so all Staff Parking to be incorporated inside the Development Site
	The largest size service vehicle (truck) accessing the site shall be nominated. All vehicular access points and internal circulation shall be designed to accommodate the largest vehicle in accordance with AS2890.2:2018. Swept path analysis shall be provided through the car parking facility for passenger vehicles and truck vehicles as outlined in the applicable Australian Standards
	Vehicular Access to Coward Street (classified as a Collector Road) is discouraged by council given the site has vehicular access to a lower priority road (Kent Road - classified as a Local Road). All vehicular ingress/egress for this development shall be obtained from Kent Road

1.9 Council also requested that consultation be undertaken with TfNSW and SACL (Sydney Airport). In preparing this report, CBRK and Logos have consulted Bayside Council and TfNSW. A summary of this consultation is provided in Chapter 9. Logos have separately consulted with SACL.

1.10 The matters raised in Table 1.1 have been addressed as set out below.

TfNSW

- These matters are addressed in Chapter 3 (Public and Active Transport Aspects) and Chapter 7 (Traffic Effects) as set out below:
    - study methodology was agreed with TfNSW prior to preparing the report through a series of meetings and emails in October 2022. The

study methodology set out the study area, intersections to be assessed, data collection and modelling methodology;

- SIDRA network model has been used as requested by TfNSW;
- the model has been developed for 2023 (based on existing traffic counts) and 2036 (based on STFM traffic volumes provided by TfNSW);
- base model has been calibrated against observed traffic conditions;
- 2023 and 2036 models include cumulative traffic assessment of QF3 and QF4;
- TfNSW has provided information on future road upgrade in the area;
- an assessment of Active and Public Transport aspects has been undertaken.

SACL

- A detailed assessment of the traffic and transport aspects of the planning proposal has been undertaken in this report. With respect to the three matters raised by SACL:
  - future cycleways are addressed in Chapter 3;
  - car parking is addressed in Chapter 5; and
  - provision of a strategic north-south bus corridor along O'Riordan Street connecting to Sydney Airport's Domestic (T2/T3) terminal precinct is beyond the scope of this report.

Council Engineers

- a detailed assessment of the traffic and transport aspects of the planning proposal has been undertaken in this report;
- future cycleways are addressed in Chapter 3;
- internal truck movements are addressed in Chapter 6. Swept paths will be provided at DA stage; and

- the scale of development and number of parking spaces requires access to both Coward Street and Kent Road. Truck access is limited to Coward Street (separate entry/exit to QF1 and QF 2). Separate car park access is provided to Coward Street and Kent Road with on-site parking configured so the majority of cars will access the site via Kent Road. These measures were discussed with Council officers at a meeting on 21 March 2023.

1.11 The amended report has been prepared to address traffic matters raised by Council with the planning proposal in its letter dated 5 September 2023. The traffic matters raised, and our responses are set out in Table 1.2.

Table 1.2	**Traffic Matters Raised by Council and CBRK Reponses**
Traffic Matter Raised	Response
3. Traffic, Parking Access and Transport An amended Transport Report and associated drawings are requested to address the below	
a) The Transport Report should address required car share spaces for the commercial component of the development as well as EV charging as per section 3.5.9 of the Bayside DCP 2022.	Car share and EV charging are addressed Sections 5.10 to 5.12.
b) Further justification is required to support the proposed reduction in office car parking traffic generation from the TfNSW traffic generation rates in TDT2013/04a. Further technical analysis and evidence of reduced traffic generation, supported by traffic surveys of similar commercial development with similar parking rates, needs to be provided. If the proposed reduction in traffic generation cannot be adequately supported to Council's satisfaction, then	Traffic Generation is addressed in Sections 7.20 to 7.33. Estimates of traffic generation are based on TfNSW Guidelines which are based on extensive surveys.

traffic modelling must be revised to incorporate the traffic generation rates in TDT2013/04a.	
c) Clarify if the existing turning head at the end of Kent Road which extends into the site is intended to be dedicated to Council.	Matter to be addressed by Logos Development Management. We understand that the existing turning head will be dedicated to Council.
d) The following matters or unclear assumptions should be resolved to provide a fairer and more robust assessment of the proposal's impacts in the Transport Report:	
i. Clarify the ownership and access arrangements for use of the airbridge for direct airport access.	Access is addressed in Sections 6.1 to 6.4. QF1 and QF2 have access only from Kent Road and Coward Street. No access is proposed to the airport via the airbridge.
ii. Given use of the bridge, traffic flow and intersection analysis should be updated to include the Qantas Drive/Lancastrian Road intersection and impacts to the Jetbase/airport precinct broadly.	Access is addressed in Sections 6.1 to 6.4. No access to QF1 and QF2 is proposed via the airbridge, therefore the additional analysis suggested by Council is not required.
iii. Assumptions made regarding development outcomes at QF3A of QF4 are not clear. For example, part of the rationale for the Flight Centre Training carpark was to consolidate Qantas' multiple staff parking locations both within and surrounding the airport. Given this development is not proceeding, it should be clear in the Transport Report how this demand is now being catered for.	Traffic Effects are addressed Sections 7.34 to 7.44 and take into account traffic generated by QF3 and QF4. QF3 replaces an existing car park that has access to Kent Road. Displaced parking from QF3 will be managed by Qantas, including distribution to other Qantas car parks.
iv. The below extracts from the Transport Report, prepared by Colston Budd Rogers & Kafes Pty Ltd, dated May 2023 should be clarified and/or expanded upon as it is not explicit what outcomes are assumed for QF3 and QF4:	Traffic Effects are addressed Sections 7.34 to 7.44. The traffic modelling has assessed the following scenarios: • Existing weekday AM and PM peak hours traffic flows;

"2036 traffic flows would include approved developments in the areas such as Flight Training Centre SSD and associated 2000 space car park, which will be replaced by the future QF3 and QF4 developments." *"Traffic effects of approved Flight Training Centre SSD would have been greater than QF3 and QF4"*	• Existing weekday AM and PM peak hours traffic flows + traffic from QF1,QF2, QF3 and QF4; and • 2036 weekday AM and PM peak hour traffic flows + traffic from QF1,QF2, QF3 and QF4. Hence the traffic modelling has explicitly taken into account traffic generated by QF 3 and QF4.
Note: The following matters have been provided which are intended to be resolved through the site-specific DCP phase:	
e) The maximum size vehicle permitted to access the site via Coward Street must be limited to a 20m long Articulated Vehicle (AV) as per AS2890.2:2018. Restrictive controls to limit the maximum size of vehicle accessing the site via Coward Street to an AV need to be implemented in a site-specific DCP	Service vehicle size addressed in Section 6.10. The maximum sized service vehicle accessing the site via Coward Street will be a 20 metre articulated vehicle.
f) Site-specific DCP controls are considered necessary to ensure the charging of electric service vehicles (service trucks) within the loading docks can be accommodated.	This will be addressed in the site-specific DCP to be prepared post Gateway determination.
g) The proposed changes to regulatory signage and lane configuration at the intersection of Coward Street and Kent Road require the following further information:	
a. The applicant is to provide diagrams of the proposed changes to the intersection of Kent Road and Coward Street (as detailed in detailed in section 7.34 of the Transport Report).	Figure 5 is a concept sketch of the suggested changes to the intersection.
b. Swept path analysis needs to be provided for AV's turning left into Kent Road from the proposed dedicated left hand turning lane on Coward Street. Council needs to ensure that the 20m	Currently a 20 m long AV turning left from Coward Street (eastbound) into Kent Road (northbound) uses both lanes in Coward

long AV can turn left from dedicated lane without encroaching over the centreline of Kent Road or exiting the left-hand turn lane.	Street (which is a legal turn). This would not change with the proposed lane changes.
c. The proposed timing of the no-stopping restrictions (from 3pm-7pm Monday to Friday) is not supported. No stopping restrictions should be 24/7.	The proposed extensions to the no stopping restrictions are only required between 3pm and 7pm Monday to Friday. At other times the intersection of Coward Street/Kent Road would operate at a Satisfactory LOS without the need to extend no stopping restrictions. Council can extend the restrictions to 24/7 if it considers it appropriate.

1.12 This amended report assesses the traffic and transport implications of the planning proposal (QF1 and QF2), through the following chapters:

- Chapter 2 - proposed development;
- Chapter 3 - public and active transport aspects;
- Chapter 4 - green travel plan;
- Chapter 5 - parking provision;
- Chapter 6 - access, car parking layout, circulation and servicing;
- Chapter 7 - traffic effects;
- Chapter 8 - principles of construction traffic management; and
- Chapter 9 - consultation with authorities.

2. PROPOSED DEVELOPMENT

2.1 The planning proposal seeks to amend the Bayside Local Environmental Plan 2021 to increase the maximum floor space ratio of the site from 1.2:1 to 2:1. The amendments to the FSR would enable the redevelopment of the site to deliver two multi-level warehouse developments (QF1 and QF2), as provided for in the concept designs.

2.2 Subsequent development of the site will seek to demolish the existing buildings/structures and hardstand areas on the site, including the Qantas SDC and at-grade staff parking areas (some 650 spaces) to provide for future warehouse developments. A preliminary concept proposal has been prepared including the following:

- four levels of warehouse and distribution centre tenancies with loading and manoeuvring areas accessed via vehicular access ramps;
- complementary offices and retail uses to activate the Coward Street frontage, with additional offices adjacent to the primary loading areas to provide back-of-house service functions;
- ancillary car parking in a number of locations across the site to meet the demands generated by workers within the development and visitors to the site.

2.3 The concept design for QF1 located on the western part of the site provides for a gross floor area of some 92,751m^2 GFA, comprising warehouse of some 88,598m^2 GFA (includes some 6,516m^2 ancillary office), separate commercial uses of some 3,678m^2 GFA and some 476m^2 GFA end of trip facilities.

2.4 The concept design for QF2 located on the eastern part of the site provides for a gross floor area of some 96,380m^2 GFA, comprising warehouse of some 89,837m^2 GFA (includes some 5,042m^2 ancillary office), separate commercial uses of some 6,116m^2 GFA and some 427m^2 GFA end of trip facilities.

2.5 The concept designs for both QF1 and QF2 provide separate but complimentary commercial uses. These would principally be used by employees on site or in the adjoining area and hence have been assessed as a commercial use with respect to traffic and parking effects.

2.6 Any future construction of the warehouse and distribution centres on the site would be staged, to accommodate continuation of the existing operations in the Qantas SDC in accordance with the leaseback arrangements.

2.7 The development as provided for in the concept scheme includes two multi-level warehouses, with hardstand loading/unloading areas provided on each level of the two buildings. Service vehicle access and internal circulation to the various levels of the warehouse developments would be provided via internal vehicle ramps located adjacent to the buildings.

2.8 On-site parking for some 822 vehicles would be located within basement parking areas beneath the two buildings. These parking spaces would replace the existing on-site parking for Qantas staff (some 650 spaces).

2.9 Vehicular access to the site would be provided via separate access driveways onto Coward Street and Kent Road. Service vehicle access would be provided onto Coward Street and car park access would be provided onto Kent Road and Coward

Street. In addition, the existing access to the Qantas airside operations would likely be maintained.

3. PUBLIC AND ACTIVE TRANSPORT NETWORK

3.1 The Eastern City District Plan identifies Mascot as a strategic centre to support the Sydney CBD, Port Botany and Sydney Airport. The site is located close to Sydney Airport which is a major freight, business and tourism gateway for Sydney. The area is categorised as industrial and commercial land uses, with a number of warehouse distribution facilities and high density mixed-use commercial developments. Residential development is located to the north-east.

3.2 The area is serviced by Sydney's expanding transport corridor, including public transport connections via Mascot railway station to the surrounding area and to major Sydney metropolitan public transport nodes.

Bus Services

3.3 The site is well located for a range of public transport services. Local and regional bus services operate through the area along Bourke Road and Coward Street. Transport NSW operates the following services within 500 metres of the site:

- Route 305 – Mascot Stamford Hotel to Redfern;
- Route 306 – Redfern to Mascot Station (Loop Service);
- Route 307 – Eastgardens to Mascot Station (Loop Service);
- Route 350 – Sydney Airport Domestic to Bondi Junction;
- Route 358 – Sydenham to Randwick (Loop Service); and
- Route 420 – Mascot Station to Burwood.

3.4 These bus services combine to provide a high level of public transport access to the site and to the surrounding area. With the exception of Route 305, the above services operate seven days a week at 10 to 15 minute frequencies during the weekday morning and afternoon peak periods and at 15 to 30 minute frequencies outside of peak times and on weekends.

3.5 Bus stops in the vicinity of the site are located on either side of Kent Road, some 250 metres for the site, and either side of Bourke Road and Cowards Street, adjacent to Mascot railway station, some 450 metres from the site. Traffic signals at the intersection of Cowards Street/Kent Road and Coward Street/Bourke Road provide convenient access for pedestrians to access the bus stops.

Train Services

3.6 The site is within 500 metres (approximately five minutes walking distance) of Mascot railway station to the east. Mascot Station is located on the T8 Line (Macarthur to City via Airport). Train services run frequently throughout the day, with train frequencies of some six to ten minutes in each direction through the station.

3.7 Passengers can transfer to other train services at any of the major CBD railway stations to provide access to the surrounding Sydney metropolitan area.

3.8 Future development is therefore consistent with government objectives and the planning principles of:

(a) improving accessibility to employment and services by walking, cycling, and public transport;

(b) improving the choice of transport and reducing dependence solely on cars for travel purposes;

(c) moderating growth in the demand for travel and the distances travelled, especially by car; and

(d) supporting the efficient and viable operation of existing and future public transport services.

Active Transport

3.9 Pedestrian facilities in the vicinity of the site are provided by existing footpaths on the surrounding road network and pedestrian crossing facilities at signalised intersections. The intersections of Coward Street/Kent Road and Coward Street/Bourke Road include signalised pedestrian crossings.

3.10 There are cycle paths along Coward Street to the east, and along Bourke Street and Bourke Road to the north of the site. These cycle paths form part of the Westconnex New M5 Active Transport Network and connect to cycle paths at the St Peters Westconnex interchange, along Bourke Road to the north and Princes Highway and Unwin Bridge Road to the north-west. The cycle path network in the area will also be enhanced with future cycle paths along Coward Street and connections to the future Sydney Airport Gateway project.

3.11 Future development would provide pedestrian access and bicycle facilities connecting to the surrounding available active transport network. Future development would also provide appropriate bicycle parking and end of trip facilities.

3.12 In association with any future development, employees and visitors would be made aware of the available means of travel, including access to the site by public transport, walking and cycling. A Green Travel Plan would be prepared and made available to all employees and visitors to the site.

4. GREEN TRAVEL PLAN

Introduction

4.1 A Green Travel Plan (GTP) to support future development of the site will be prepared at the appropriate time in the development process. The GPT will be developed for the site to identify measures to promote sustainable transport options and to encourage travel modes away from single occupant private vehicles. It will adopt a transport management approach and provide a site-specific management strategy for delivering long term behavioural change and sustainable travel patterns. It will outline a range of actions and initiatives to increase travel modes such as walking, cycling, public transport, car sharing and car pooling, as well as influencing behaviours that lead to better organisational outcomes, improving environmental impacts, improving viability of public transport services and creating healthier lifestyles, while reducing adverse transport impacts on the surrounding road network. The GTP will ensure that employees and visitors feel safe, secure and well informed about travel to and from the site.

4.2 The GTP will apply to all employers and visitors travelling to and from the site. Government authorities and planning guidelines are placing increasing emphasis on the need to reduce the number vehicle trips and travel distances by car, while encouraging greater use of alternative means of non car-based travel, resulting in less environmental impact.

Benefits of a Green Travel Plan

4.3 The provision of a GTP creates a number of social, economic, environmental and health benefits for employers and visitors to the site. These include:

- promoting the use of sustainable transport modes by increasing awareness of public transport routes and facilities;
- the provision of car parking is reflected in the sites' proximity to public transport and the ability to provide alternative travel modes for staff and visitors by encouraging non car based travel;
- reducing the growth in greenhouse gas emissions resulting in significant benefits for the environment as a result of reducing car based travel and also result in improved health benefits;
- encourage healthier travel options for staff and visitors, such as walking and cycling;
- promoting the use of sustainable transport modes can provide a more affordable means of transport and provide travel cost savings;
- reducing travel time and travel costs; and
- the GTP reduces traffic impacts and traffic congestion on the surrounding road network by reducing the number of vehicles travelling to and from the site.

Objectives of a Green Travel Plan

4.4 The GTP will comprise a package of measures designed to address the specific travel needs of the site. The main objectives of the GTP include:

- reducing dependence on private vehicles and encourage the use of more sustainable travel modes;
- provide facilities for employees and visitors to commute by sustainable transport modes, including walking and cycling;
- promoting public transport and car sharing;
- advise all new employees of the available public transport options to travel to and from the site;
- reducing congestion in the local area; and
- promote the health benefits of active transport and create a more active social culture.

Mode Split Targets

4.5 The Mascot Town Centre Precinct TMAP prepared for the previous Botany Council prior to amalgamation to form Bayside Council recommended a public transport mode split target of 43% (34% for train and 9% for bus) for journey to work trips by 2031. The recommended mode split targets will increase the use of public transport and decrease car travel to the Mascot Town Centre precinct.

Current travel mode data for people working within Mascot, indicates that some 61% of people drive to work, some 28% travel by public transport, some 4% are car passengers and some 4% walk/cycle to work.

4.6 The GTP will be prepared as part of any future development application. It will identify the mode split targets and the anticipated progression to achieve these targets through the GTP action strategies for the site. These targets will be developed with consideration to the NSW 2021 Plan, the NSW Long Term Transport Master Plan and the Mascot Town Centre Precinct TMAP.

4.7 The GTP is intended to develop a package of site-specific measures and initiatives to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car share. It will include a review of existing transport options available and set targets so that the effective implementation of the plan can be assessed. The targets will consider Council's planning and policies for the Mascot Town Centre precinct.

Green Travel Plan

4.8 The GTP will be refined in consultation with Council, TfNSW, public transport operators and other stakeholders. It will include the following action strategies to achieve the mode split targets:

- travel planning and demand management;
- encouraging the use of public transport;
- encouraging active transport (cycling and walking); and
- influencing travel behavior.

4.9 In developing the GTP, it should be noted that the end user/tenants of the buildings are not known. Therefore, all future prospective tenants should be made aware of the GTP action strategies that will be agreed for the site, to achieve the mode split targets and the process of monitoring and reviewing the GTP.

4.10 Measures and action strategies to achieve the mode split targets could include:

- Travel Planning and Demand Management

  - develop a Workplace Travel Plan. The travel plan will provide public transport information, maps, car share vehicle locations and public transport timetable;

  - management and promotion of travel plan by rewarding and encouraging those who travel actively to help develop a healthy, active culture and meet travel mode targets;

  - allow employees the flexibility to commute outside of peak periods to reduce traffic impacts and travel time, by developing flexible working hours;

  - provide the option for employees to work remotely (work-from-home policies), where possible, to reduce the number of vehicles on the road and encourage teleconferencing rather than travelling to and from meetings;

- Encourage the Use of Public Transport

  - encourage the use of public transport by providing information and resources, through the development of a Workplace Travel Plan;
  - work with public transport providers to improve services;
  - meet or exceed TfNSW bus planning guidelines;
  - promote the provision of travel passes and car share discounts to employees;
  - commercial tenants to promote public transport as the first preference for business travel. This should be supported by employees having access to travel passes, such as Opal Cards;

- Encouraging Active Transport (Cycling and Walking)

  - implement a range of initiatives to reward and encourage employees to walk and cycle to work and to develop a healthy, active culture and meet travel targets;
  - promote active transport by undertaking a Green Travel Plan event each year, such as group cycling events, NSW bicycle week and walking groups;
  - provide convenient bicycle parking and appropriate end of trip facilities for employees and visitors who walk or cycle to work;

- promote the provision of a bicycle fleet or bike share services for employees to use for local trips;

- provision of sufficient end of trip facilities such as showers, change rooms, lockers etc. to maximise pedestrian activity throughout the site;

- Influencing Travel Behavior

  - promote the use of car share facilities, such as GoGet, for employees and visitors;

  - introduce an employee car pool register, or alternative mobile app, such as Cohop, to inform employees of the travel characteristics of other employees with similar travel destinations;

  - provide EV charging points to allow employees to use electric cars;

  - provision of sustainable travel packs to employees. This introduces employees to the GTP and provides information on walking and cycling routes, and travel by bus and train. Contacts of the travel plan coordinator for the GTP will also be provided. This will include the provision of a Workplace Travel Plan/Travel Access Guide.

4.11 The GTP will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services. The initiatives of the GTP and more

importantly the success of the GTP should be included on bulletins and web pages for various businesses/tenants.

Monitoring and Reviewing the Green Travel Plan

4.12 The GTP will be monitored to ensure that it is meeting its objectives and having the intended impact on car use and transport choices for employees and visitors. The plan will be updated to reflect changing circumstances and to identify which initiatives are having an impact or need to be modified to ensure appropriate travel behaviour.

4.13 A travel plan coordinator (TPC) will be appointed to oversee the measures and resultant impacts of the GTP. This person will review and assess the travel mode data against the existing available travel data for Mascot.

5. PARKING PROVISION

Car Parking

5.1 Bayside Council's Development Control Plan 2022 (adopted 22 March 2023), Section 3.5, has parking requirements for warehouse and distribution centres of one space per 300m^2 GFA, plus one space per 40m^2 GFA of ancillary office. For commercial office and retail premises located within 800 metres of Mascot Railway Station, Council's DCP 2022 has a parking requirement of one space per 80m^2 GFA. To encourage staff and employees in the ancillary office of the warehouse/distribution centre to travel to and from work by public transport, and to reduce car-based travel demand, a parking requirement of one per space 80m^2 GFA has been applied.

5.2 Application of the parking rates of one space per 300m^2 GFA for the warehouse component and one space per 80m^2 GFA for the warehouse ancillary office and separate commercial, results in the following parking requirements:

- QF1 would have a parking requirement of some 401 spaces; and
- QF2 would have a parking requirement of some 421 spaces.

5.3 The proposed concept designs demonstrate that the required car parking can be accommodated on site. On-site parking will be provided in accordance with Council's DCP requirements as part of any future development application.

Accessible Parking and Motorcycle Parking

5.4 With regards to accessible parking and motorcycle parking, Council's DCP 2022 has the following requirements:

- Accessible Parking - in car parks containing 6 or more car parking spaces, one accessible car parking space will be provided for every 50 car parking spaces or part thereof;

- Motorcycle Parking - for all new developments with a GFA greater than 600m^2, one motorcycle parking space will be provided for every 15 car spaces provided.

5.5 With a combined parking requirement of some 822 parking spaces, application of these rates results in a requirement of 17 accessible parking spaces (eight spaces for QF1 and nine spaces for QF2) and 55 motorcycle parking spaces (27 spaces for QF1 and 28 spaces for QF2). Accessible parking and motorcycle parking would be provided in accordance with these requirements as part of any future development application.

Bicycle Parking

5.6 In addition to car parking, appropriate bicycle parking should be provided. Council's DCP 2022 has the following bicycle parking requirements:

- Office and Retail - one bicycle parking space per 150m^2 GFA for staff;
  - one bicycle parking space per 400m^2 GFA for visitors;

- Warehouses - for all new developments with a GFA greater than 600m^2, one bicycle parking space per 600m^2 GFA.

5.7 With a combined warehouse component of some 166,877m^2 GFA and a combined ancillary/separate office/commercial component of some 21,352m^2 GFA, bicycle parking would be required for some 278 bicycles for the warehouses (comprising some 137 bicycle spaces for QF1 and some 141 bicycle spaces for QF2) and some 195 bicycle spaces for the ancillary office and retail uses (comprising some 93 bicycle spaces for QF1 and some 102 bicycle spaces for QF2).

5.8 Separate bicycle parking and end of trip facilities would be provided for QF1 and QF2. The proposed concept designs provide for end of trip facilities at the lower ground floor level of the respective buildings. The end of trip facilities would be provided in accordance with Council's DCP requirements as part of any future development application. The concept designs provide for access to these facilities from Coward Street and Kent Road, via the internal car park circulation road linking QF1 and QF2.

5.9 The end of trip facilities should be located close to the bicycle parking areas and close to entry and exit points, with appropriate security camera surveillance. End of trip facilities would be available to employees and visitors to the site.

Car Share and Electric Vehicle (EV) Charging Parking

5.10 Council's DCP 2022 has the following requirements for car share and electric vehicle charging facilities:

Car Share

- *Commercial premises with a GFA greater than 1,000m^2 are to provide on-site car parking for car share at the following rates:*
    - *developments located within 800 metres of a train station are to provide car share spaces at one space per 25 car parking space.*

Electric Vehicle (EV) Charging Parking

- *At least 20% of non-residential car parking spaces in developments with a total GFA greater than 1,000m^2 shall be EV equipped on completion of the development.*
    - *At least 20% of non-residential car parking spaces in developments with a total GFA greater than 1,000m^2 shall be EV equipped on completion of the development.*

5.11 With a parking provision for the commercial component of the development of 127 spaces for QF1 and 139 spaces for QF2, application of Council's DCP 2022 results in a requirement of some five car share spaces for QF1 and six car share spaces for QF2. Car share parking will be provided in accordance with these requirements.

5.12 With regards to electric vehicle charging, 20% of parking spaces shall be equipped with EV charging facilities. With a parking provision of 401 spaces for QF1 and 421 spaces for QF2, EV charging will be provided for 80 parking spaces for QF1 and 84 parking spaces for QF2.

6. ACCESS, CAR PARK LAYOUT, CIRCULATION AND SERVICING

Access Arrangements

6.1 The concept design provides vehicular access to the site (QF1 and QF2) via access driveways onto Coward Street and Kent Road. Given the scale of development, truck access would be limited to Cowards Street with separate service vehicle entry and exit driveways required for QF1 and QF2 respectively. In addition, the existing truck access to the Qantas airside operations would be maintained via an internal connection to the Jet Base.

6.2 With regards to car park access, the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS2890.1-2004, suggests that for large car parks (some 500 to 1,000 parking spaces), generally two access driveways should be provided. Separate car park access would be provided to Coward Street and Kent Road with on-site parking configured so the majority of cars will access the site via Kent Road. These measures were discussed with Council officers at a meeting on 21 March 2023.

6.3 The proposed access driveways onto Coward Street and Kent Road would be provided in accordance with the Australian Standard for Parking Facilities, Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities (AS2890.1-2004 and AS2890.2-2018). They would provide appropriate sight lines for vehicles entering and exiting the site to observe pedestrians on the adjacent footpath and vehicles travelling along Coward Street and Kent Road.

6.4 The driveways would be designed to cater for the swept path of the largest service vehicle required to access the site and to allow unobstructed access for vehicles to enter and exit the site in a forward direction.

Car Park Layout and Internal Circulation

6.5 A new internal road would be developed connecting the car parking areas of QF1 and QF2 to Coward Street and Kent Road. The internal road would ensure that appropriate distribution is available for car park traffic to access the surrounding road network, with the majority of cars accessing the site via Kent Road. Future car parking areas for QF1 and QF2 will be separated from warehouse operations and service vehicle activity.

6.6 Within the car parking areas of QF1 and QF2, car parking dimensions and aisle widths would be provided in accordance with the Australian Standard for Parking Facilities, Part 1: Off-street car parking (AS2890.1-2004). Parking spaces would be provided with dimensions of 2.4 metres wide by 5.4 metres long and aisle widths of 6.1 metres. Spaces located adjacent to obstructions should be 300mm wider to appropriately provide for doors to open within the end parking bays.

6.7 Disabled parking spaces should be provided in accordance with the Australian Standard for Parking Facilities, Part 6: Off-street parking for people with disabilities (AS2890.6-2022). These spaces would be 2.4 metres wide by 5.4 metres long, with an adjacent shared zone of 2.4 metres wide for wheelchair access.

6.8 The proposed car parking areas shown on the preliminary concept proposal are located on the lower ground floor level. These car parking areas will be linked to the warehouse and office components of the two buildings via pedestrian pathways

adjacent to the internal circulation roads. In addition, separate pedestrian access will be provided to the warehouse and separate commercial components of the two buildings, to and from Coward Street.

Servicing and Emergency Vehicles

6.9 The four levels of warehouse and distribution centre tenancies would be accessed via vehicular access ramps located adjacent to the eastern and western sides of the two warehouse buildings. The vehicular ramps would provide access to the loading docks and hardstand areas located on each level.

6.10 The warehouse and loading docks would be designed in accordance with the Australian Standard for Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2-2018), with regards to service vehicle manoeuvring areas, internal circulation, aisle widths, ramp grades and transitions. Service vehicles would range from large rigid vehicles (up to 12.5 metre) to articulated vehicles (up to 20 metres). These vehicles would be required to enter and exit the site in a forward direction.

6.11 With regards to emergency vehicle access, the overall site for QF1 and QF2 would include a perimeter fire trail to allow fire appliance vehicles up to 12.5 metres in length to circulate around the site. In addition, emergency vehicles would also be able to access the at-grade landscaped areas located between the two buildings as provided for in the concept designs.

7. TRAFFIC EFFECTS

7.1 The study area and time frame to assess the traffic effects of the future development of QF1 and QF 2 were determined in consultation with TfNSW. TfNSW advised that the traffic assessment should assess the cumulative impacts of QF1 and QF2 with QF3 and QF4, and should model 10 years traffic growth. The assessment should use SIDRA network modelling and include four intersections on O'Riordan Street (intersections with Qantas Drive, Robey Street, King Street and Bourke Road) and four intersections along Kent Road and Coward Street (intersections of Kent Road with Coward Street, Ricketty Street and Gardeners Road and the intersection of Coward Street/Bourke Road). TfNSW provided the STFM 2021 and 2036 weekday AM/PM peak hour traffic flows through these eight intersections.

7.2 Two SIDRA network models have been prepared to assess the traffic effects of the future development of QF1 and QF2. The two models were prepared as the STFM flows provided by TfNSW show different changes in traffic flows along O'Riordan Street and Kent Road/Coward Street between 2021 and 2036. There is a significant reduction in traffic flows along O'Riordan Street between 2021 and 2036 whereas along Kent Road/Coward Street there are only minor changes in traffic flows between 2021 and 2036.

7.3 2036 traffic flows would include approved developments in the areas such as Flight Training Centre SSD and associated 2000 space car park, which will be replaced by the future QF3 and QF4 developments. The 2036 traffic flows would also include changes to the road network associated with the Sydney Gateway project (currently under construction). The Gateway project will link the new St Peters WestConnex Interchange with Sydney Airport International and Domestic terminals and Port

Botany. The completion of the Gateway project will result in significant improvements to the surrounding road network with connections to the broader Westconnex motorway and to the wider Sydney metropolitan area.

7.4 The traffic effects of the future development of QF1 and QF2 are assessed through the following sections:

- road network;
- traffic flows;
- intersection analysis;
- traffic generation;
- traffic effects of QF1 and QF2;
- future traffic conditions.

Road Network

7.5 The road network in the vicinity of the site includes Qantas Drive, Joyce Drive, Robey Street, O'Riordan Street, Bourke Road, Coward Street, Kent Road, Ricketty Street and Gardeners Road. Qantas Drive is located to the south and combines with Joyce Drive to provide an east-west connection between the M5 Motorway in the west (via Marsh Street) and Southern Cross Drive/General Holmes Drive in the east. Adjacent to the airport, both roads are constructed as dual carriageways, with two to four traffic lanes in each direction. Major intersections along these roads are traffic signal controlled.

7.6 Qantas Drive is currently being upgraded in association with the Sydney Gateway project. The Sydney Gateway project will provide a new above ground toll-free connection from the WestConnex interchange at St. Peters to the International and

Domestic terminals, via Qantas Drive. Qantas Drive will be widened and extended to provide elevated connections to the International and Domestic terminals. This will increase capacity of the surrounding road network and improve connections to the International and Domestic terminals. The Sydney Gateway project is expected to be completed by 2024.

7.7 Robey Street (between Qantas Drive and O'Riordan Street) provides a one-way eastbound carriageway. East of O'Riordan Street, it provides for two-way traffic. The intersection of Robey Street with Qantas Drive and O'Riordan Street are traffic signal controlled.

7.8 O'Riordan Street and Bourke Road are located to the east. O'Riordan Street runs in a north-south direction through Mascot and forms part of a route connecting Sydney Airport with the CBD. It generally provides a four to six lane divided road. Between Robey Street and Joyce Drive, O'Riordan Street is one-way southbound. North of Robey Street it provides for two-way traffic. The intersections of O'Riordan Street with Bourke Road and Coward Street are traffic signal controlled.

7.9 Bourke Road runs in a north-south direction through Mascot and is generally parallel to O'Riordan Street. It combines with Bourke Street to the north of Coward Street to connect to O'Riordan Street in the south with Botany Road at Green Square in the north. Bourke Road provides a four lane divided road (south of Coward Street) and Bourke Street provides a four lane undivided road (north of Coward Street).

7.10 Coward Street is located adjacent to the northern boundary of the site. It runs in an east-west direction and connects Mascot with Botany to the east. Through Mascot it varies from two traffic lanes in each direction to one traffic lane and one

parking lane in each direction, clear of intersections. The intersections of Coward Street with Kent Road and Bourke Road are traffic signal controlled.

7.11 Kent Road is located to the east and connects Coward Street in the south with Ricketty Street and Gardeners Road to the north. North of Coward Street, Kent Road provides four traffic lanes with kerbside parking outside of peak periods. South of Coward Street it provides a No Through Road, with access to development sites including the Qantas Corporate campus and to Qantas space parking located on QF2 site.

7.12 Gardeners Road is located to the north. It connects to the WestConnex interchange at St. Peters (via a bridge over Alexandra Canal) to the west with Anzac Parade and Bunnerong Road at Kingsford to the east. In the vicinity of the site, Gardeners Road provides a divided carriageway with two to three traffic lanes in each direction, clear of intersections. The intersections of Gardeners Road with Kent Road and Bourke Street are controlled by traffic signals.

7.13 Ricketty Street is located to the north. It combines with Canal Road to provide an east-west connection between Princes Highway in the north-west and Kent Road and Gardeners Road in the south-east. Ricketty Street provides undivided carriageways with two traffic lanes in each direction, clear of intersections. The intersection of Ricketty Street/Kent Road is controlled by traffic signals.

Traffic Flows

7.14 In order to gauge traffic conditions, counts were undertaken during the weekday morning and afternoon peak periods at the following intersections:

- Gardeners Road/Kent Road;
- Ricketty Street/Kent Road;
- Coward Street/Kent Road;
- Bourke Road/Coward Street;
- O'Riordan Street/Bourke Road;
- O'Riordan Street/King Street;
- O'Riordan Street/Robey Street; and
- Qantas Drive/O'Riordan Street/Joyce Drive.

7.15 The results of the surveys are shown on Figures 3 and 4, and summarised in Table 7.1. Existing traffic flows are as follows:

- O'Riordan Street traffic flows, between Bourke Road and Robey Street, are some 3,000 to 3,500 vehicles per hour two-way during the weekday morning afternoon peak periods;

- O'Riordan Street traffic flows, north of Bourke Road, are some 1,850 to 2,150 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- O'Riordan Street traffic flows, north of Qantas Drive, are some 1,200 to 1,950 vehicles per hour one-way southbound during the weekday morning and afternoon peak periods;

- Qantas Drive and Joyce Drive traffic flows are some 2,900 to 3,050 vehicles per hour two-way during the weekday morning and some 3,300 to 3,400 vehicles per hour two-way during the weekday afternoon peak periods;

Table 7.1: Existing Peak Hour Two-Way (sum of both directions) Traffic Flows		
Road/Location	**Weekday Morning**	**Weekday Afternoon**
Gardeners Road		
– east of Kent Road	1,941	2,159
– west of Kent Road	856	699
Ricketty Street		
– west of Kent Road	2,113	2,444
Coward Street		
– east of Bourke Road	524	562
– east of Kent Road	1,245	1,426
– west of Kent Road	382	372
Kent Road		
– north of Ricketty Street	1,580	1,875
– north of Coward Street	1,168	1,434
– south of Coward Street	255	264
O'Riordan Street		
– north of Bourke Road	2,136	1,845
– north of King Street	3,509	3,098
– north of Robey Street	3,428	3,090
– north of Qantas Drive	1,218(1)	1,948(1)
Bourke Road		
– west of O'Riordan Street	1,516	1,397
– south of Coward Street	1,348	1,331
– north of Coward Street	723	697
King Street		
– west of O'Riordan Street	207	264
– east of O'Riordan Street	369	503
Robey Street		
– west of O'Riordan Street	2,438(1)	1,529(1)
– east of O'Riordan Street	260	317
Qantas Drive		
– west of O'Riordan Street	2,909	3,370
Joyce Drive		
– east of O'Riordan Street	3,049	3,306
Sir Reginald Ansett Drive		
– south of Qantas Drive	1,740(1)	1,974(1)

(1) One-Way Traffic Flow

- Robey Street traffic flows west of O'Riordan Street are some 1,550 to 2,450 vehicles per hour one-way eastbound during the weekday morning and afternoon peak periods;

- Ricketty Street and Gardeners Road (east of Kent Road) traffic flows are some 1,950 to 2,450 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Gardeners Road traffic flows, west of Kent Road, are lower at some 700 to 900 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Kent Road traffic flows, north of Coward Street, and Coward Street traffic flows, between Kent Road and Bourke Road, are some 1,150 to 1,900 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Kent Road traffic flows, south of Coward Street, are some 250 to 300 vehicles per hour two-way during the weekday morning and afternoon peak periods;

- Coward Street traffic flows, west of Kent Road, are some 350 to 400 vehicles per hour two-way during the weekday morning and afternoon peak periods. Traffic flows east of Bouke Road are higher at some 500 to 600 vehicles per hour two-way during peak periods;

- Bourke Road traffic flows, between O'Riordan Street and Coward Street, are some 1,300 to 1,550 vehicles per hour two-way during the weekday morning and afternoon peak periods. Traffic flows north of Coward Street are lower at some 700 to 750 vehicles per hour two-way during peak periods.

Intersection Analysis

7.16 The capacity of the road network is largely determined by the capacity of its intersections to cater for peak period traffic flows. The surveyed intersections have been analysed using SIDRA 9 Network Models for the traffic flows shown in Figures 3 and 4.

7.17 SIDRA simulates the operations of intersections to provide a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode
>70	=	"F"	Unsatisfactory and requires additional capacity

- For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

7.18 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E, if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.

7.19 SIDRA analysis for the existing traffic flows found that:

- the signalised intersection of Qantas Drive/O'Riordan Street/Joyce Drive is operating with average delays of less than 25 seconds per vehicle during the weekday morning and less than 30 seconds per vehicle during the weekday afternoon peak periods. This represents level of service B in the morning and level of service B/C in the afternoon, a good to satisfactory level of intersection operation;

- the signalised intersections of O'Riordan Street/Bouke Road and O'Riordan Street/King Street are operating with average delays of less than 20 seconds per

vehicle during the weekday morning and afternoon peak periods. This represents level of service B, a good level of intersection operation;

- the signalised intersection of O'Riordan Street and Robey Street is operating with average delays of less than 15 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service A/B, a good level of intersection operation;

- the signalised intersections of Cowards Street/Bouke Road and Coward Street/Kent Road are operating with average delays of less than 35 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service C, a satisfactory level of intersection operation;

- the signalised intersection of Kent Road/Ricketty Street is operating with average delays of less than 30 seconds per vehicle during the weekday morning and some 35 seconds per vehicle during the weekday afternoon peak periods. This represents level of service B/C in the morning and level of service C in the afternoon peak periods, a satisfactory level of intersection operation;

- the signalised intersection of Gardeners Road/Kent Road is operating with average delays of less than 35 seconds per vehicle during the weekday morning and less than 30 seconds per vehicle during the weekday afternoon peak periods. This represents level of service C in the morning and level of service B/C in the afternoon peak periods, a satisfactory level of intersection operation.

Traffic Generation

7.20 Traffic generation of for the warehouse component of QF1 and QF2 is based on the warehouse generation rate set out in the TfNSW "Guide to Traffic Generating Developments" which is based on extensive surveys. The Guide notes that for industrial/warehouse developments, where the ancillary office component is less than 20% of the total GFA, the warehouse peak hour generation rate of 0.5 vehicles per hour per 100m^2 GFA is applied to the total GFA of the development. This rate includes the total generation of both the warehouse and office components.

7.21 For the warehouse component, the ancillary office is some 6.5% of the total warehouse GFA. Application of the above rate to the warehouse components of QF1 and QF2, (some 178,435m^2 GFA), results in a traffic generation of some 890 vehicles per hour (two way) in the weekday morning and afternoon peak hours.

7.22 For the separate commercial component of QF1 and QF2, traffic generation is based on the office rates set out in TfNSW TDT 2013/04a. The office generation rates in TDT 2013/04a are 1.6 vehicles per 100m^2 GFA (two way) in the morning peak hour and 1.2 vehicles per 100m^2 GFA (two way) in afternoon peak hour. These rates are based on a parking provision of one space per 60m^2.

7.23 The proposed parking provision for the separate commercial component is one space per 80m^2. Reducing the parking provision will lower traffic generation and encourage use of public transport, in accordance with the green travel plan. Reducing parking provision from one space per 60m2 to one space per 80m2 will reduce traffic generation rates per 100m^2 by some 25%.

7.24 Traffic generation rates of 1.2 vehicles per 100m^2 GFA (two way) in the morning peak hour and 0.9 vehicles per 100m^2 GFA (two way) in afternoon peak hour have therefore been applied. Application of these rates to the separate commercial components of QF1 and QF2, (some 9,974m^2 GFA), results in a traffic generation of some 115 and 80 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively. Total traffic generation of QF1 andQF2 is therefore some 1,005 and 970 vehicles per hour (two way) in the weekday morning and afternoon peak hours respectively.

7.25 Future development of the site QF1 and QF2 will replace existing uses on the site including:

- the Qantas SDC (located on the QF1 site) – some 150 vehicles per hour two-way in the weekday AM/PM peak hours respectively; and

- parking associated with other Qantas uses (located on the QF2 site) - some 300 and 200 vehicles per hour two-way in the weekday AM/PM peak hours respectively.

7.26 Future development at QF3 will replace an existing car park that currently has access via Kent Road - some 120 and 65 vehicles per hour two-way in the weekday AM/PM peak hours respectively.

7.27 Thus the net increase in traffic generated by the future development at QF1 and QF2 would be some 435 and 555 vehicles per hour two-way in the weekday morning and afternoon peak hours.

7.28 The traffic generation of the future development at QF1 and QF2 has been assigned to the surrounding intersections, taking into account that all service vehicles will access the site via Coward Street and the majority of the cars will access the on-site parking areas via Kent Road.

7.29 The percentage of QF1 and QF2 traffic by approach and departure routes is shown in Table 7.2.

Table 7.2 Percentage of QF3 Traffic by Approach and Departure Routes

Access Route	Approach	Departure
Gardeners Road (west of Kent Road)	20%	20%
Gardeners Road (east of Kent Road)	20%	20%
Ricketty Street	15%	15%
Joyce Drive	15%	15%
Qantas Drive	15%	15%
Coward Street (east of Bourke Road)	15%	15%
Total	100%	100%

7.30 Existing peak hour traffic flows plus the additional anticipated QF1 and QF2 traffic are shown in Figures 3 and 4, and summarised in Table 7.3.

7.31 Traffic flow increases on Kent Road, north of Coward Street, would be some 210 to 320 vehicles per hour two-way at peak times. South of Cowards Street traffic flow increases on Kent Road would be some 265 to 355 vehicles per hour two-way at peak times.

Table 7.3: Existing Peak Hour Two-Way (sum of both directions) Traffic Flows Plus QF1 and QF2 Traffic				
Road/Location	**Weekday Morning**		**Weekday Afternoon**	
	Existing	**Plus QF1+QF2**	**Existing**	**Plus QF1+QF2**
Gardeners Road				
– east of Kent Road	1,941	+65	2,159	+120
– west of Kent Road	856	+70	699	+130
Ricketty Street				
– west of Kent Road	2,113	+35	2,444	+70
Coward Street				
– east of Bourke Road	524	+40	562	+70
– east of Kent Road	1,245	+130	1,426	+235
– west of Kent Road	382	+70	372	+200
Kent Road				
– north of Ricketty Street	1,580	+210	1,875	+250
– north of Coward Street	1,168	+260	1,434	+320
– south of Coward Street	255	+265	264	+355
O'Riordan Street				
– north of Bourke Road	2,136	-	1,845	-
– north of King Street	3,509	+135	3,098	+165
– north of Robey Street	3,428	+135	3,090	+165
– north of Qantas Drive	1,218(1)	+45	1,948(1)	+105
Bourke Road				
– west of O'Riordan Street	1,516	+135	1,397	+165
– south of Coward Street	1,348	+135	1,331	+165
– north of Coward Street	723	-	697	-
King Street				
– west of O'Riordan Street	207	-	264	-
– east of O'Riordan Street	369	-	503	-
Robey Street				
– west of O'Riordan Street	2,438(1)	+90	1,529(1)	+60
– east of O'Riordan Street	260	-	317	-
Qantas Drive				
– west of O'Riordan Street	2,909	-	3,370	-
Joyce Drive				
– east of O'Riordan Street	3,049	+90	3,306	+110
Sir Reginald Ansett Drive				
– south of Qantas Drive	1,740(1)	-	1,974(1)	-

(1) One-Way Traffic Flow

7.32 Traffic flow increases on Coward Street, east of Kent Road, would be some 130 to 235 would be some 210 to 320 vehicles per hour two-way at peak times. West of Kent Road traffic flow increases on Coward Street would be some 70 to 200 vehicles per hour two-way at peak times.

7.33 Traffic flow increases on Gardeners Road, O'Riordan Street, Bourke Road and Joyce Drive would be some 65 to 165 vehicles per hour two-way at peak times.

Traffic Effects of QF1 and QF2

7.34 The surveyed intersections in Figures 3 and 4 have been reanalysed using SIDRA with traffic from QF1 and QF2 in place. The analysis has also includes traffic from the future developments of QF3 and QF4 which have access via King Street. QF3 and QF4 are estimated to generate some 360 and 330 vehicles per hour (two way) in the weekday morning and afternoon peak hours. QF3 and QF 4 traffic is displayed in Figures 3 and 4.

7.35 The SIDRA analysis found that:

- the signalised intersection of Qantas Drive/O'Riordan Street/Joyce Drive would operate with average delays of less than 30 seconds per vehicle during the weekday morning peak period. This represents level of service B/C, a good to satisfactory level of intersection operation. In the weekday afternoon peak period the intersection would operate with average delays of less than 35 seconds per vehicle. This represents level of service C, a satisfactory level of service;

- the signalised intersection of O'Riordan Street and Robey Street would operate with average delays of less than 15 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service A/B, a good level of intersection operation;

- the signalised intersection of O'Riordan Street and King Street would operate with average delays of less than 45 seconds per vehicle during the weekday morning peak period. This represents level of service C/D, a satisfactory level of intersection operation. In the weekday afternoon peak period the intersection would operate with average delays of less than 25 seconds per vehicle. This represents level of service B, a good level of service;

- the signalised intersection of O'Riordan Street/Bouke Road would operate with average delays of less than 25 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service B, a good level of intersection operation;

- the signalised intersection of Coward Street and Bouke Road would operate with average delays of less than 40 seconds in the weekday morning peak hour. In the afternoon peak period, the intersection would operate with average delays of less than 35 seconds per vehicle. These delays represent level of service C, a satisfactory level of intersection operation;

- the signalised intersection of Kent Road and Ricketty Street would operate with average delays of less than 35 seconds in the weekday morning peak hour. In the afternoon peak period, the intersection would operate with average delays of less than 40 seconds per vehicle. These delays represent level of service C, a satisfactory level of intersection operation; and

- the signalised intersection of Gardeners Road/Kent Road would operate with average delays of less than 35 seconds per vehicle during the weekday morning and less than 30 seconds per vehicle during the weekday afternoon peak periods. This represents level of service C in the morning and level of service B/C in the afternoon peak periods, a satisfactory level of intersection operation.

7.36 With regards to the intersection of Kent Road and Coward Street, the following modifications are required to accommodate development traffic (see Figure 5):

- reconfigure the Coward Street western approach to provide a separate left turn lane and shared through and right turn lane;
- extend the no stopping restriction on the Coward Street western approach from some 30 metres to some 65 metres. The extended no stopping restriction would only apply between 3.00pm and 7.00pm Monday to Friday; and
- extend the no stopping restriction on the Kent Road southern approach from some 20 metres to some 55 metres. The extended no stopping restriction would only apply between 3.00pm and 7.00pm Monday to Friday.

7.37 The extended no stopping restrictions in Coward Street and Kent Road would result in the loss of some five parking spaces in each location between 3.00pm and 7.00pm Monday to Friday.

7.38 With these above modifications in place, the SIDRA analysis found that the intersection of Kent Road and Coward Street would operate with average delays of less than 45 seconds per vehicle during the weekday morning and less than 50 seconds per vehicle during the weekday afternoon peak periods. This represents level of service C/D in the morning and level of service D in the afternoon peak periods, a satisfactory level of intersection operation.

7.39 With traffic generated by QF1, QF2, QF2 and QF4 added to existing flows, and the identified modifications to the intersection of Kent Road and Coward Street, the SIDRA analysis found that the adjacent road network would operate at satisfactory or better levels of service in the weekday morning and afternoon peak periods.

Future Traffic Conditions

7.40 TfNSW has provided 2021 and 2036 weekday AM/PM peak hour two way traffic flows (sum of both directions) along O'Riordan (between Qantas Drive and Bourke Road), Coward Street (west of Bourke Road) and Kent Road (between Coward Street and Gardeners Road. As noted previously, there is a significant reduction in weekday AM/PM peak hour traffic flows along O'Riordan Street between 2021 and 2036 (some 20% to 30% decrease or 530 to 850 vehicles per hour, two way) whereas along Kent Road/Coward Street there are only minor changes in weekday AM/PM peak hour traffic flows between 2021 and 2036 (2.5% increase in the AM peak hour and a 5% decrease in the PM peak hour).

7.41 With regards to O'Riordan Street, the decrease in base traffic flows between 2021 and 2036 (a decrease of some 530 to 850 vehicles per hour, two way) is greater than the expected increase in traffic from QF1, QF2, QF3 and QF4 (some 300 to 320 vehicles per hour two way). Therefore, with QF1. QF2, QF3 and QF4 traffic, the O'Riordan Street intersections would operate at similar or better levels of service in 2036 than the existing good to satisfactory levels of service.

7.42 For the intersections along O'Riordan Street, updated SIDRA analysis has been undertaken with the expected QF1, QF2, QF3 and QF4 traffic in place and base through flows reduced by 20%. The analysis found that:

- the signalised intersection of Qantas Drive/O'Riordan Street/Joyce Drive would operate with average delays of less than 30 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service B/C, a good to satisfactory level of intersection operation;

- the signalised intersection of O'Riordan Street and Robey Street would operate with average delays of less than 15 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service A/B, a good level of intersection operation;

- the signalised intersection of O'Riordan Street and King Street would operate with average delays of less than 25 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service B, a good level of intersection operation;

- the signalised intersection of O'Riordan Street/Bouke Road would operate with average delays of less than 25 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service B, a good level of intersection operation.

7.43 With respect to intersections along Kent Road and Coward Street, updated SIDRA analysis has been undertaken with the expected QF1, QF2, QF3 and QF4 traffic in place and base through flows increased by 2.5% in the AM peak hour and reduced by 5% in the PM peak hour . The analysis found that:

- the signalised intersection of Coward Street and Bourke Road would operate with average delays of less than 40 seconds in the weekday morning peak hour. In the afternoon peak period, the intersection would operate with average

delays of less than 35 seconds per vehicle. These delays represent level of service C, a satisfactory level of intersection operation;

- the modified signalised intersection of Coward Street and Kent Road would operate with average delays of less than 45 seconds per vehicle during the weekday morning and afternoon peak periods. This represents level of service C/D, a satisfactory level of intersection operation;

- the signalised intersection of Kent Road and Ricketty Street would operate with average delays of less than 35 seconds in the weekday morning peak hour. In the afternoon peak period, the intersection would operate with average delays of less than 40 seconds per vehicle. These delays represent level of service C, a satisfactory level of intersection operation; and

- the signalised intersection of Gardeners Road/Kent Road would operate with average delays of less than 35 seconds per vehicle during the weekday morning and less than 30 seconds per vehicle during the weekday afternoon peak periods. This represents level of service C in the morning and level of service B/C in the afternoon peak periods, a satisfactory level of intersection operation.

7.44 With the expected traffic generated by QF1, QF2, QF3 and QF4 added to 2036 traffic flows, and the identified modifications to the intersection of Kent Road and Coward Street, the SIDRA analysis found that the adjacent road network would operate at satisfactory or better levels of service in the weekday morning and afternoon peak periods.

8. PRINCIPLES OF CONSTRUCTION TRAFFIC MANAGEMENT

8.1 The principles of construction traffic management have been developed to support the planning proposal. At this stage the construction methodology, process and staging have not been defined.

8.2 At the development application stage, a draft CTMP will be prepared in consultation with Bayside Council and TfNSW. Following approval of the development application, the CTMP will be finalised by the successful builder/contractor appointed to the project. The final CTMP will be prepared prior to the commencement of work, taking into account relevant consent conditions. A copy of the final CTMP will be kept on-site at all times during construction.

8.3 In accordance with the guidelines for the preparation of construction traffic management plans, the CTMP will include the following:

- identify locations of all proposed work zones;
- proposed crane locations and methods of erection and dismantling;
- haulage routes;
- construction vehicle access arrangements;
- proposed construction hours;
- construction fencing and hoardings;
- estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements;
- construction program highlighting details of peak construction activities and proposed construction staging;

- identify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles, during the period of construction;
- identify measures to mitigate any associated impacts, including signage, traffic management and traffic control;
- identify traffic controller management measures in accordance with SafeWork NSW requirements;
- identify appropriate truck driver code of conduct and driver responsibilities;
- preparation of construction worker transport access guide to encourages workers to travel by public transport; and
- outline measures and procedures for community public consultation process.

Overall Principles for Traffic Management

8.4 The overall principles of traffic management will be subject to SafeWork NSW requirements, as well as survey and final design. Site operations, signage, construction fencing/hoarding, overhead protection, safety barriers and line marking detail will be provided in accordance with Australian Standards and the TfNSW Manual for Traffic Control at Work Sites.

8.5 Signage details, traffic management, the control of pedestrians and cyclists in the vicinity of the site, and the control of trucks to and from the site will be the responsibility of the site contractor.

8.6 The overall principles for traffic management during construction of the development will include the following:

- all construction activity to be provided for on-site, including the delivery of construction materials and the removal of construction spoil;

- the construction activity to be coordinated with the construction of other developments in the vicinity of the site, including the cumulative effect of other buildings under construction;

- construction vehicle access to be provided via existing access driveways onto Coward Street and Kent Road;

- where required, the movement of trucks on and off the site to be managed and controlled by traffic controllers in accordance with a safe work method statement and appropriate traffic control plans;

- construction vehicles will include single unit dump truck, truck and trailer combinations, concrete trucks, large rigid delivery trucks and articulated vehicles;

- co-ordinate and manage the arrival of trucks and the delivery of construction material to and from the site;

- construction traffic will be managed to minimise the overall traffic effects on the surrounding road network, particularly during the morning and afternoon peak periods;

- ensure that construction vehicles travel to and from the site along designated truck routes;

- trucks to enter and exit the site in a forward direction;

- minimise loss of on-street parking in the vicinity of the site;

- ensure that trucks do not park within surrounding streets. All construction vehicles are to be accommodated on-site;

- construction activity to be carried out during the approved construction hours. All work, including demolition, excavation and construction work during these hours, will comply with Council requirements and the Australian Standard AS2436.10 Guide to Noise Control and Construction, Maintenance and Demolition Sites;

- provide a convenient and appropriate environment for pedestrians and cyclists;

- minimise effects on pedestrian movements and amenity;

- maintain traffic capacity at intersections and mid-block around the site;

- maintain access to other properties adjacent to the site during construction;

- traffic controllers to manage and control the construction access driveways, the movement of constructions vehicles entering and exiting the site and pedestrians and cyclists in the vicinity of the driveway. All traffic controllers will be fully qualified with the relevant TfNSW Traffic Controllers qualifications;

- traffic controllers to ensure that the construction access driveways are kept clear at all times, to allow trucks unobstructed access to the site;

- construction fencing/hoarding to be provided around the perimeter of the site and along the Coward Street and Kent Road frontage, with scaffolding and overhead protection provided where required;

- ensure that all truck drivers are advised of the construction traffic management procedures and comply with the appropriate driver code of conduct;

- maintain safety to workers;

- encourage construction workers to travel to and from the site via public transport. Travel access guides to be provided to all construction workers;

- establish appropriate lines of communication with the surrounding businesses, various stakeholders, Council and other government authorities, through the development of community public consultation;

- the management of the site works will be the responsibility of the site contractor/builder;

- pedestrian warning signs to be utilised in the vicinity of the site;

- pedestrian arrangements, construction activity and erection of safety fencing will be provided in accordance with SafeWork NSW requirements; and

- construction signage to be provided in accordance with Australian Standards and the TfNSW Manual for Traffic Control at Work Sites.

8.7 It is not anticipated that an on-street works zone would be required during the construction period. However, if a works zone is required along either Coward Street or Kent Road, a separate application will be made to Bayside Council.

9. CONSULTATION WITH AUTHORITIES

9.1 LOGOS Development Management and Colston Budd Rogers & Kafes Pty Ltd (CBRK) have undertaken consultation with TfNSW and Bayside Council, on behalf of the applicant. Separately, LOGOS Development Management have consulted with SACL, on behalf of the applicant.

9.2 A meeting was held with TfNSW on 8 August 2022 with a series of discussions and correspondence from 12 August 2022 to 26 October 2022. Matters raised by TfNSW and our responses are set out below in Table 9.1:

Table 9.1	**Response to Traffic Matters Raised by TfNSW**
TfNSW noted the following with respect the required traffic assessment:	*Response*
• Scope of traffic assessment Please model for 10 year growth and include the following intersections as the minimum: Qantas Dr/O'Riordan St, O'Riordan St/Robey St, O'Riordan St/King St, O'Riordan St/Bourke Rd, Coward St/Bourke Rd, Kent Rd/Coward St, Kent Rd/Ricketty St, Kent Rd/Gardeners Rd	Traffic Assessment assessed the nominated intersections for 2023 and 2036 traffic conditions, with and without development
• Appropriate Traffic Modelling Please use SIDRA Network Modelling	SIDRA network modelling undertaken to assess the traffic effects
• Cumulative Impacts Consider the cumulative traffic effects of QF1, QF2, QF3 and QF4	Cumulative assessment of QF1, QF2, QF3 and QF4 undertaken
• Approved Developments Noted that QF3 and QF 4 replace approved 2000 space car park as part of Fight Training Centre SSD	Traffic effects of approved Flight Training Centre SSD would have been greater than QF3 and QF4

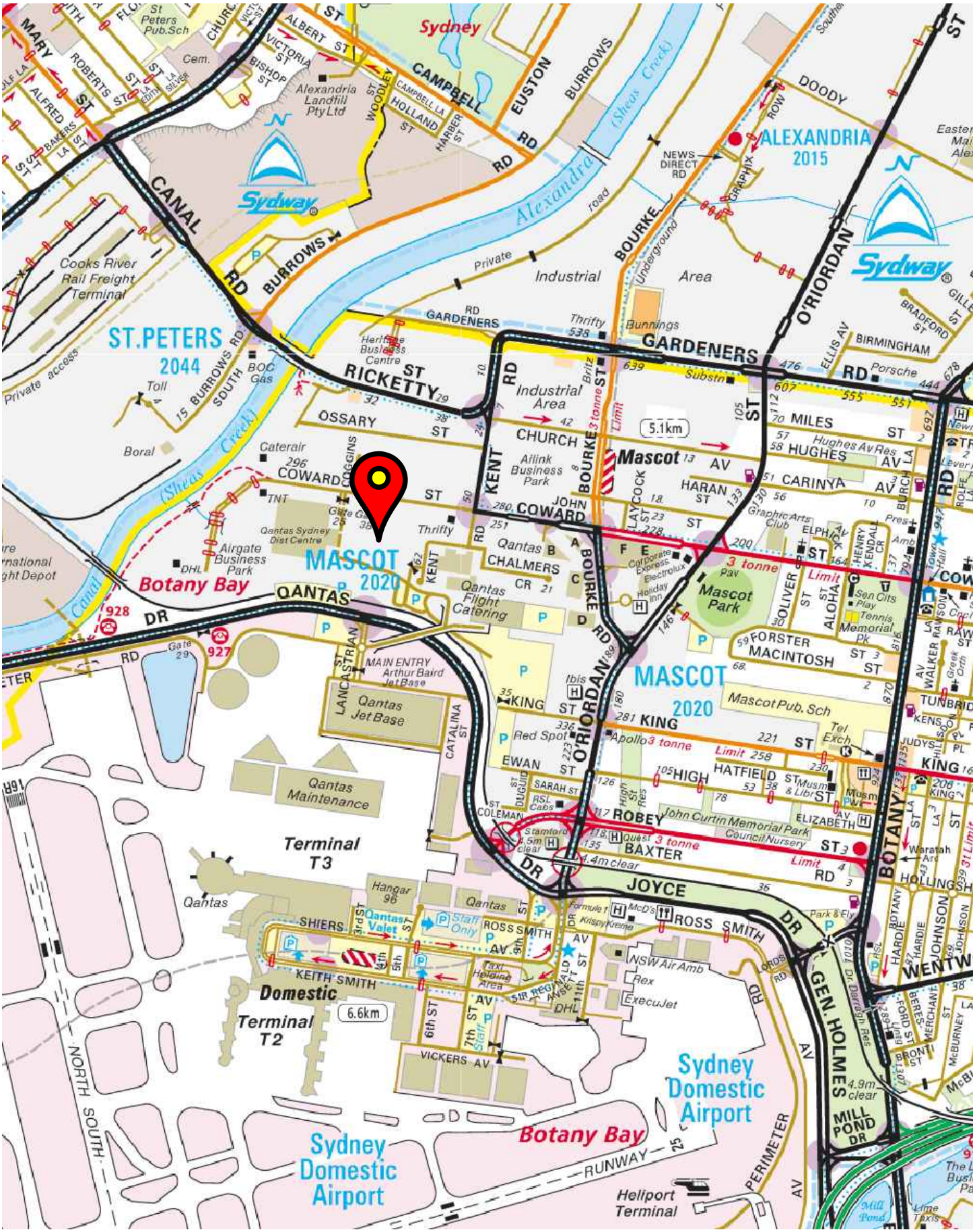
• Local Road Road Improvements Refer to https://www.transport.nsw.gov.au/projects	Noted – Traffic assessment has taken into account Gateway Project
• Future Traffic Flows TfNSW has provided 2036 weekday AM/PM peak hour traffic flows for the area	2036 traffic flows provided by TfNSW used to assess future traffic conditions

9.3 A meeting was held with Bayside Council was held on 21 March 2023 to discuss the following traffic matters raised in Council's advice dated 20 November 2022:

- access from Coward Street;
- cycleway on Coward Street; and
- parking rates.

9.4 A copy of the minutes of the meeting are provided in Attachment A. In summary it was agreed that:

- access can be provided from Kent Road and Coward Street. Council requested that the number of driveways on Coward Street be minimised;
- the new cycleway proposed on Coward Street will remove all parking on the southern side of Coward Street; and
- the following DCP rates apply to the site:
  - 1 space per 80m^2 commercial; and
  - 1 space per 300m^2 warehouse.



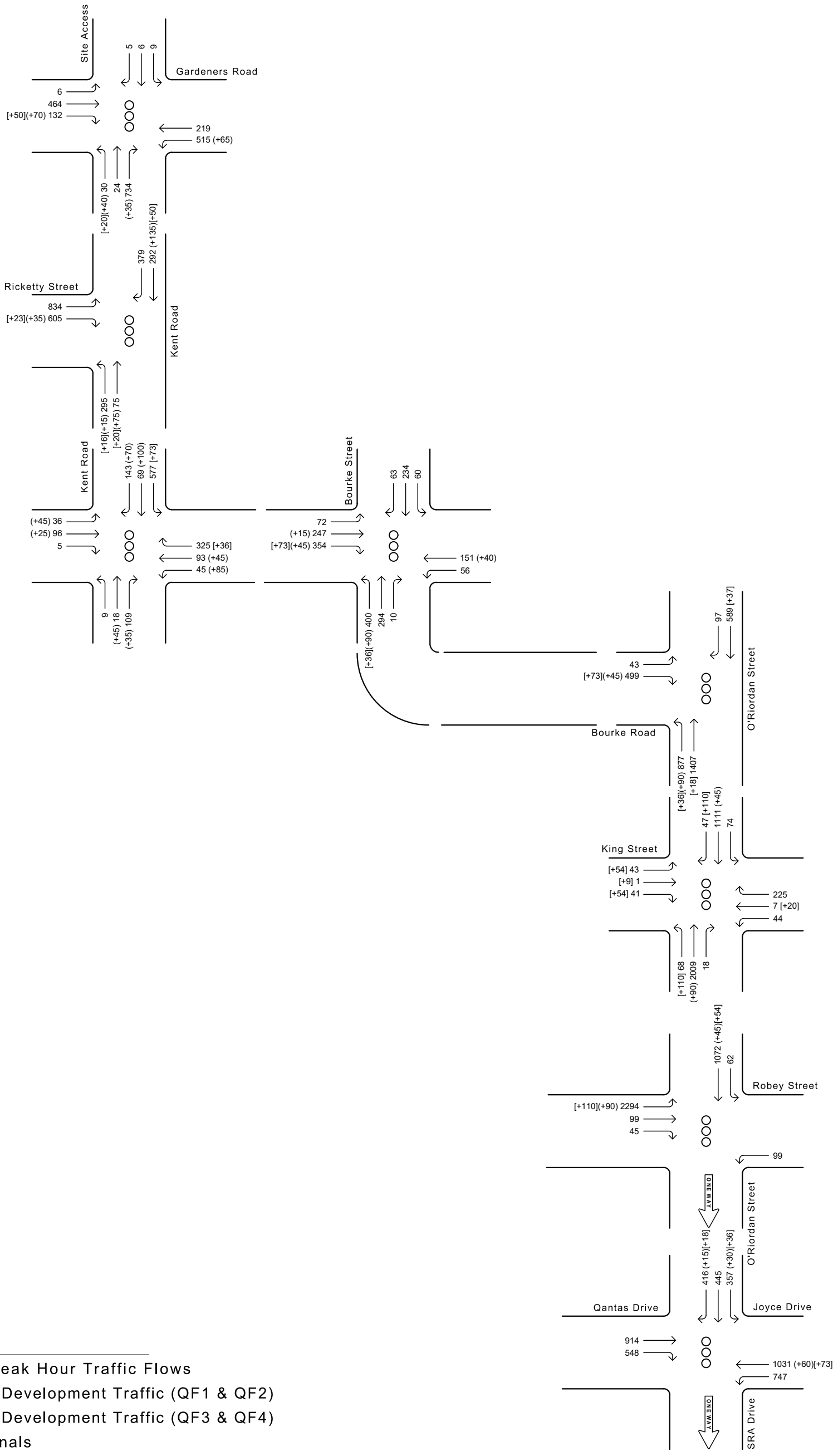
Click: https://goo.gl/maps/dgLkwW2g6kD2

Location Plan

Colston Budd Rogers & Kafes Pty Ltd

DRAWN BY CBRK Pty Ltd_mc Ref: 12114 1.05.2023

Figure 1



North

LEGEND

100 - Existing Peak Hour Traffic Flows
(+10) - Additional Development Traffic (QF1 & QF2)
[+10] - Additional Development Traffic (QF3 & QF4)
- Traffic Signals

Colston Budd Rogers & Kafes Pty Ltd

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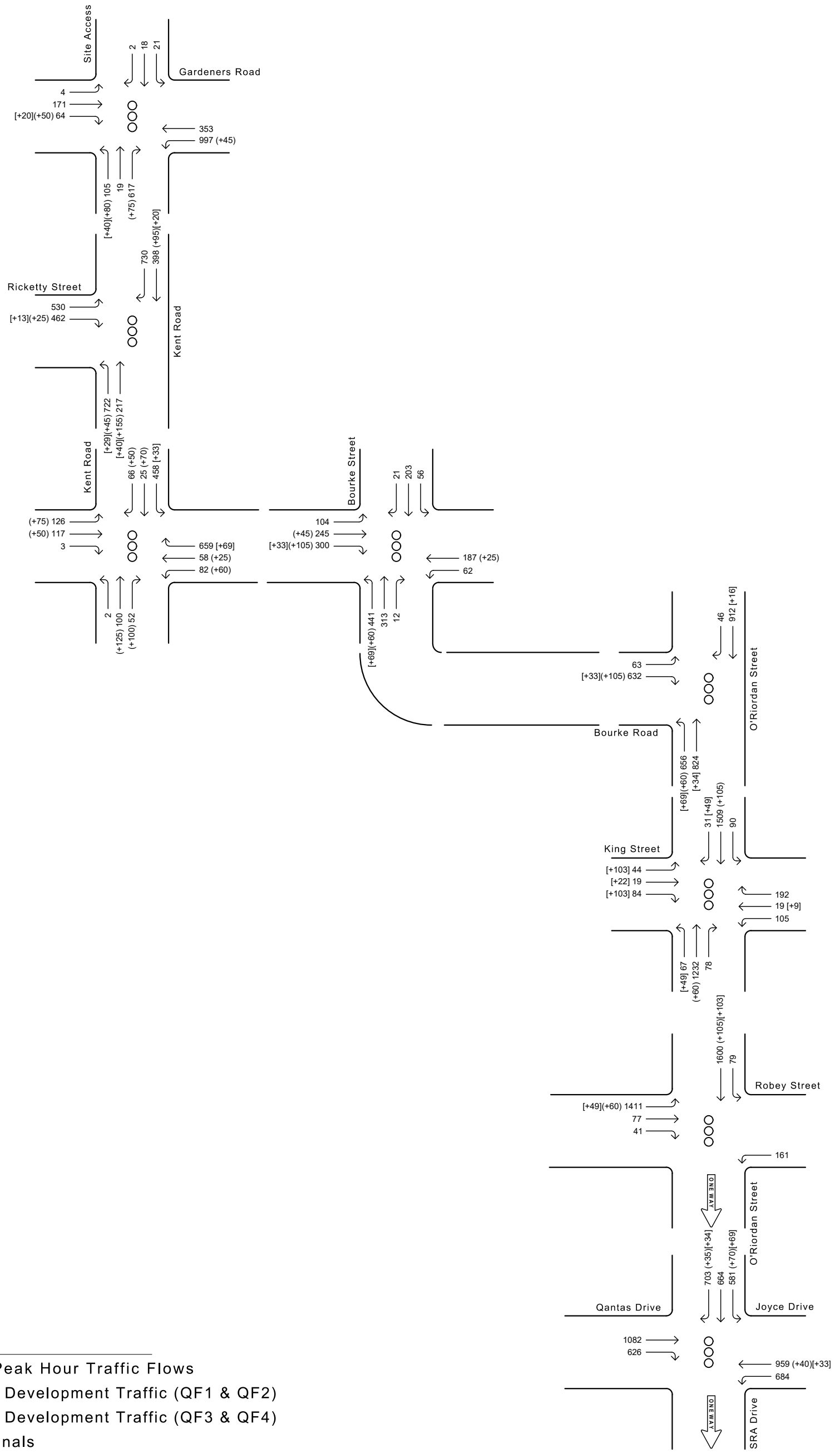
Existing weekday morning peak hour traffic flows plus QF1 - QF4 development traffic

Figure 3



North

LEGEND

100 - Existing Peak Hour Traffic Flows
(+10) - Additional Development Traffic (QF1 & QF2)
[+10] - Traffic Signals

Existing weekday afternoon peak hour traffic flows plus QF1 - QF4 development traffic

Figure 4

Colston Budd Rogers & Kafes Pty Ltd

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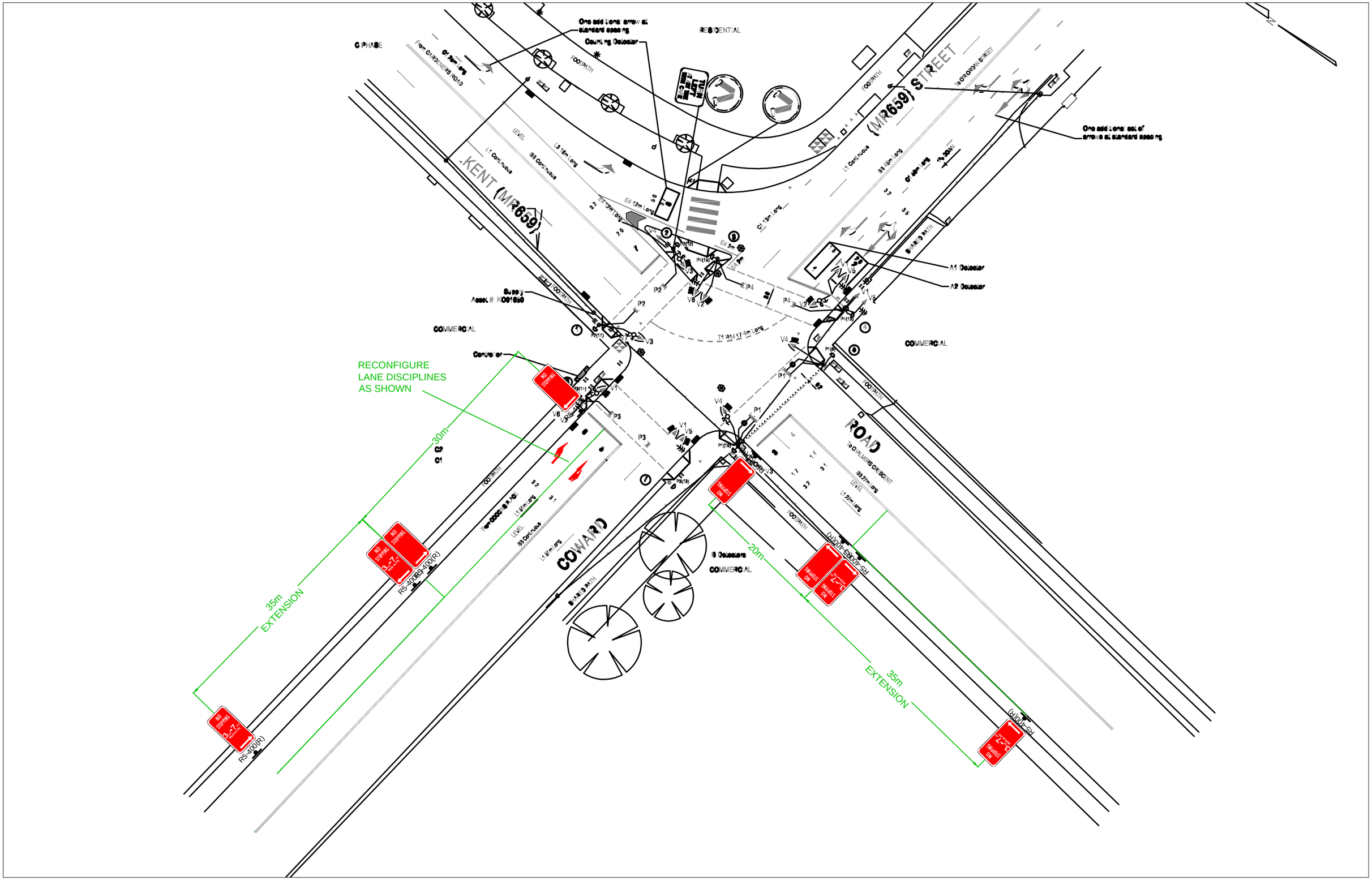

NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

PROPOSED CHANGES TO INTERSECTION OF COWARD STREET & KENT ROAD

DRAWN BY CBRK Pty Ltd_mc Ref: 12114 28.09.2023

5

ATTACHMENT A

MEETING WITH BAYSIDE COUNCIL MINUTES

MINUTES

Meeting:	**Meeting with Bayside Council – QF1 & 2, Coward Street, Mascot**
Location:	Teams
Date/Time:	21 March 2023 – 2.30pm
Attendees:	Council – Christopher Thompson - Public Domain; Karim Elezar – Coordinator Public Domain & Referrals; Robert Ristevski– Coordinator Traffic and Road Safety Project Team – Athlene Kyle (LOGOS); Erin Dethridge (Urbis); Tim Rogers (CBRK)

Item	Minute/Action	Responsibility/Actions
1	**Introductions** Refer attendees above	AK
	Concept Scheme Overview	AK
2	**Purpose of Meeting** • Council's Planning Proposal Advice letter (30 Nov 2022) states: *Vehicular Access to Coward Street (classified as a Collector Road) is discouraged by council given the site has vehicular access to a lower priority road (Kent Road - classified as a Local Road). All vehicular ingress/egress for this development shall be obtained from Kent Road* • Coward St is a dead-end street and therefore TR does not agree that it is a collector road • Proposal involves such a large site and accommodates approx.. 1000 cars. Therefore, makes sense to disperse vehicle access to the site. Not feasible to only rely on Kent Road.	TR
3	**General Discussion** • A new cycleway is proposed along Coward St and therefore vehicle access points crossing the cycleway should be limited. All car parking on the southern side of Coward St will be removed to accommodate cycleway. • Council agreed that it was not feasible to rely on only Kent Road for truck and light vehicle access. Council suggested that the number of vehicle access points along Coward St be consolidated. AK and TR explained that this was difficult due to	All

	proposed staging, however it would be reviewed. Preference is to separate vehicle access for trucks and light vehicles. • The site is well located with regards to Mascot Train Station and therefore the number of car spaces proposed should be reviewed. Council supports the following parking rates: - 1 per 80sqm for office use - 1 per 300sqm for warehouse • Potential to justify further reduction in parking subject to detailed Parking Assessment. TR explained that generic rates would be adopted at this stage to allow for flexibility in future tenants. • Council suggested that parking rates could be included in site-specific DCP if one is proposed as part of Planning Proposal.	