

14/07/2023



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ABN: 81 168 423 872

Attn: Tom Falconer; Assistant Development Manager

RE: Yiribana Logistic Estate West – Transport Assessment Addendum

Dear Tom,

I refer to our recent correspondence in relation to the Yiribana Logistics Estate West (Yiribana West), located at 771-797 Mamre Road, Kemps Creek (the Site). It is understood that, since submission of the Development Application (DA) to Penrith City Council (Council), modifications have been made to the Sydney Water infrastructure corridor which has resulted in subsequent changes to the proposed development yields.

Therefore, this Transport Assessment (TA) Addendum has been prepared as update to the following report:

- Ason Group, *Transport Assessment, Yiribana Logistics Estate West, 771-797 Mamre Road, Kemps Creek*, P2175r01v01, dated 2701/2023 (Ason TA).

The key purpose of this Addendum is to provide an assessment of the changes to the proposed development yields.

It is noted that as part of the DA process, Requests for Information have also been provided by Council and Transport for New South Wales. The relevant traffic and transport submissions and responses are provided within **Appendix A**.

Summary of Proposal

Initial Development Application Submission

The original proposal (which the Ason TA was prepared to support), included 2 industrial warehouse buildings with associated internal road network, comprising:

- Warehouse 1A: 10,207m² warehouse GFA and 455m² ancillary office GFA;
- Warehouse 1B: 13,836m² warehouse GFA and 455m² ancillary office GFA; and
- Provision of the north-south industrial collector road as required by the MRP DCP.

The proposed Masterplan within the initial DA submission is reproduced below:

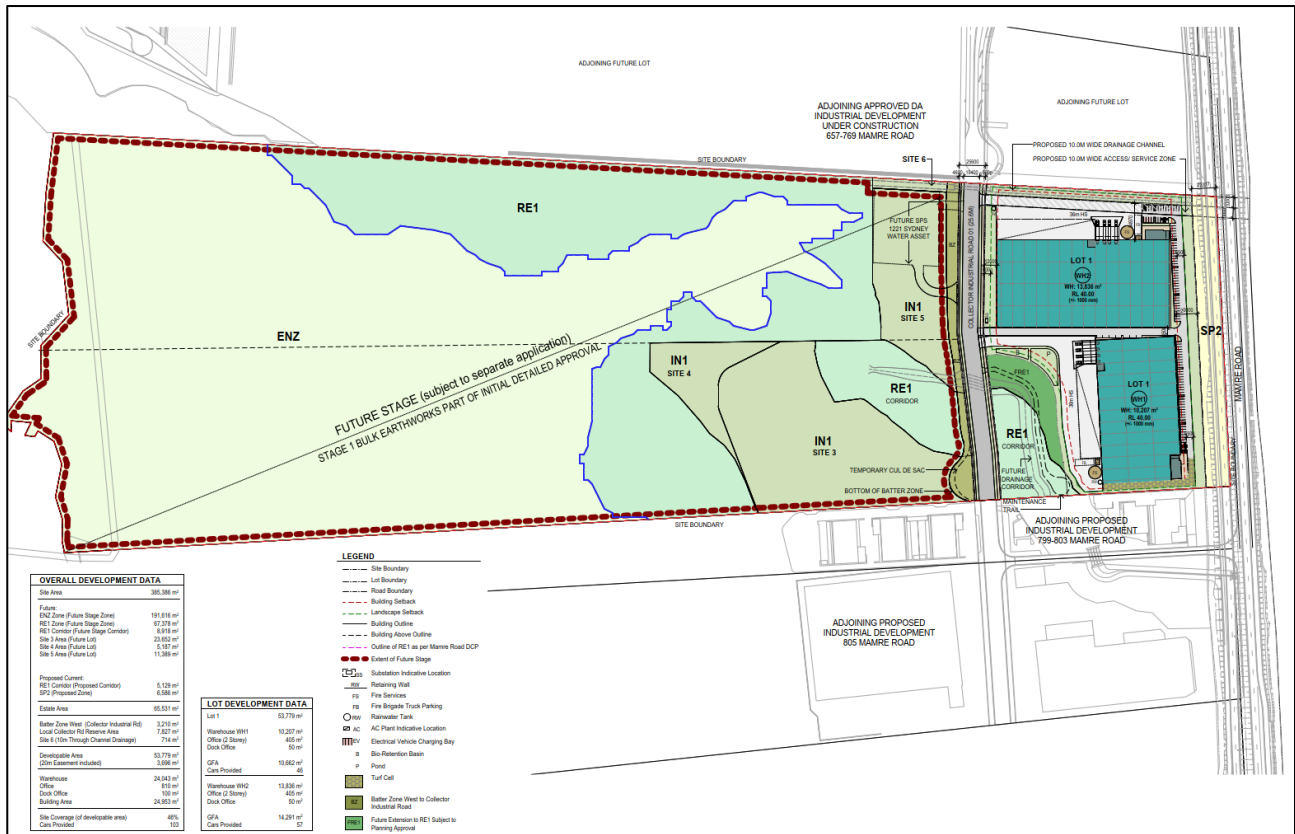


Figure 1: Proposed Masterplan for initial DA submission

Current Proposal

The key changes relate to Proposal include the reduction of Warehouse 1B (now referred to as Warehouse 2) GFA due the increased corridor width and design of the Sydney Water easement and naturalised channel, located north of the Warehouse.

The revised Masterplan comprises the following for works:

- Warehouse 1: 10,207m² warehouse GFA and 455m² office GFA;
- Warehouse 2: 10,185m² warehouse GFA and 455m² office GFA; and
- Provision of the north-south industrial collector road.

Critically, the updated Masterplan includes a reduction in the total GFA. Therefore, the impacts of the Site on the transport network would be reduced than that previously assessed by the Ason TA.

The updated Masterplan is reproduced below. The relevant swept path analysis of the updated plans are provided as **Appendix B**.

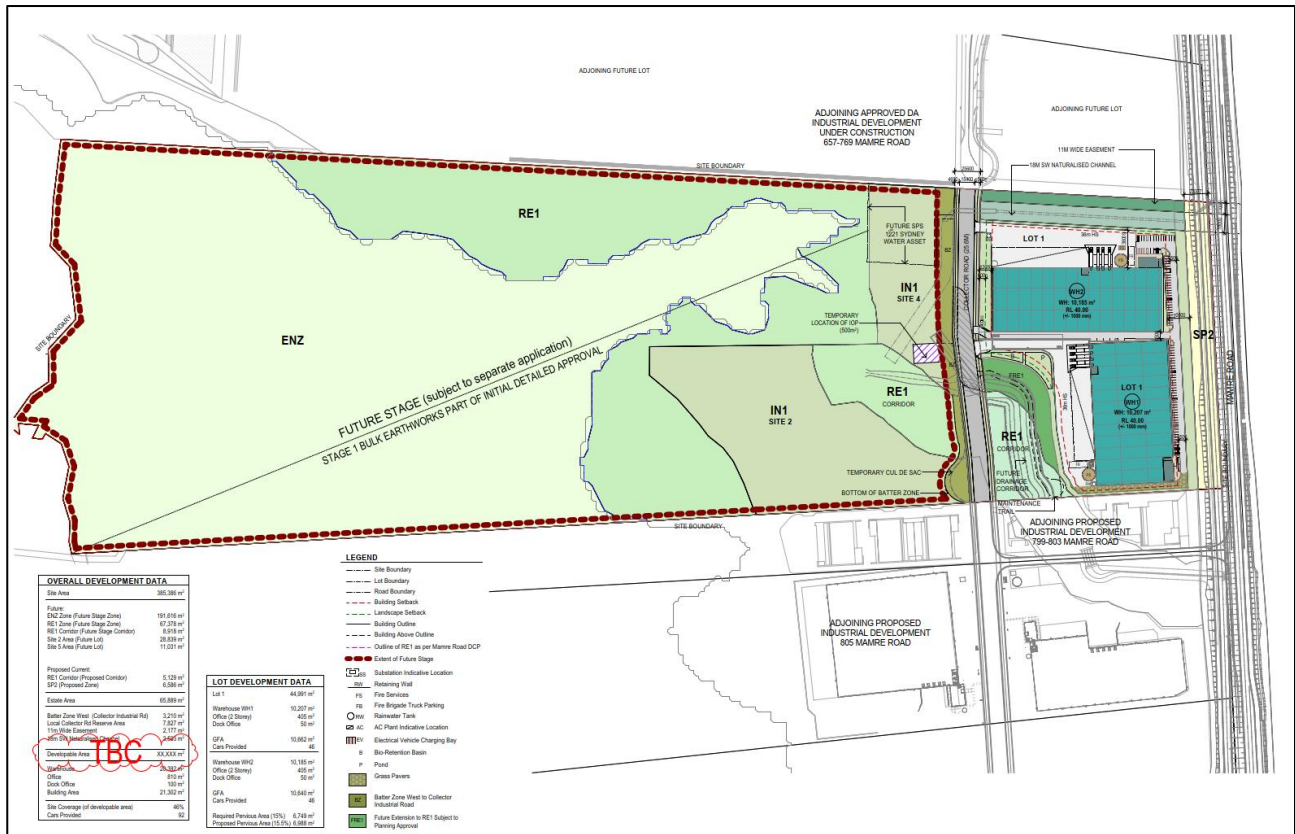


Figure 2: Proposed Revised Masterplan

Traffic Impact Assessment

The Ason TA adopted the following traffic generation rates for assessment of the original proposal:

- AM Peak: 0.23 vehicle trips per hour (VPH) per 100m² GFA
- PM Peak: 0.24 vph per 100m² GFA
- Daily: 2.91 daily vehicle trips per 100m² GFA

A comparison of the development traffic generation as outlined in Ason TA against the current proposal is provided in table below.

TABLE 1: DEVELOPMENT TRAFFIC GENERATION COMPARISON

Development	GFA (m²)	AM Peak	PM Peak	Daily
Ason TA	24,953	57	60	726
Current Proposal	21,302	49	51	620
Difference	- 3,651	- 106	- 8	- 9

With reference to the Ason TA, the initial proposal was forecasted to generate 57 and 60 vehicle trips per hour in the AM and PM Peaks respectively, and 726 daily vehicle trips. The SIDRA intersection modelling analysis undertaken indicates that all key intersections within the study network can satisfactorily accommodate the forecasted background and development traffic in 2026 and 2031.

As the revised Masterplan proposes a reduction in the overall proposed GFA, it can be expected that the Site would generate less traffic impact than the initial proposal. Therefore, it is concluded that the current Proposal is acceptable from a traffic impact perspective, no changes to the previous conclusions of the Ason TA.

Parking Requirements

The Ason TA refers to the car parking rates within the Mamre Road Precinct Development Control Plan 2021 (MRP DCP) to assess the parking requirements of the Proposal, which are as follows.

- Warehouse: 1 space per 300m² of GFA or 1 space per 4 employees, whichever is greater
- Factory: 1 space per 200m² of GFA or 1 space per 2 employees, whichever is greater
- Office: 1 space per 40m² of GFA

The corresponding car parking requirements are provided in **Table 2**

TABLE 2: CAR PARKING REQUIREMENT AND PROVISION

Warehouse	Land Use	GFA (m ²)	MRP DCP Parking Requirement	Parking Provision
Warehouse 1	Warehouse	10,207	34	46
	Office	455	11	
Sub-total		10,662	45	
Warehouse 2	Warehouse	10,185	34	46
	Office	455	11	
Sub-total		10,640	45	
Total		21,302	90	92

As per table above, the Proposal requires 90 car parking spaces, and 92 parking spaces are provided. Therefore, the Proposal can provide full compliance with the MRP DCP requirements.

Conclusion


With reference to the above, the key findings of this TA Addendum are as follows:

- The Addendum has been prepared as an update to the previously submitted Ason TA following a change to the development yield. The Proposal now seeks approval for 2 warehouse buildings with a total of 21,302m² GFA. This represents a reduction in the total GFA of 3,651m².
- The Proposal is forecasted to generate 49 vehicle trips per hour in the AM Peak, 51 vehicle trips per hour in the PM Peak, and 620 daily vehicle trips, which presents a reduced traffic generation than that previously assessed by the Ason TA. The conclusions of the Ason TA with regards to traffic impact of the Site therefore remain valid.
- Further, the Proposal provides for 92 car parking spaces which provides compliance with the MRP DCP requirements of 90 spaces.

As such, it is concluded that the conclusions of the Ason TA remain valid, and that the Proposal is supportable on traffic and transport planning grounds.

We trust this information is of assistance, please contact the undersigned should you have any further queries.

Yours sincerely,



Rebecca Butler-Madden

Senior Transport Planner

 Rebecca.BMadden@asongroup.com.au

Attachments:

Appendix A. Ason RFI to PCC Comments

Appendix B. Swept Path Analysis

Appendix A. Ason RFI to PCC Comments

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	<p>Further information can be provided from The GPT Group separately.</p> <p>However it is noted that coordination between The GPT Group and the Frasers Property / Altis Property Partners Joint Venture (JV, landowners of The Yards) is ongoing with the JV stating:</p> <p><i>“The JV confirms that the North South Collector Road is currently under construction and at this stage is forecast to be complete in Q3 2023, after which it will be dedicated to Council. The temporary cul de sac will be built and will operate until such time as GPT have completed their section of the Collector road to the common boundary, after which connection works will commence.”</i></p>
2.	<p>The modelling result shows that there are limitations on the traffic flow that will impact and influence the surrounding traffic network including that the base case for 2026 and 2031 identifies that when the lanes are functioning under capacity will still impact the road user's movement in and out of the development sites due to the existing congestion levels. The model provided demonstrates that the development will increase the level of congestion and impact vehicle safety due to human behaviour and use of the site. In addition while the intersection may be running at an acceptable LoS the model output of key approaches demonstrates that the right turn movement will perform poorly.</p> <p>TfNSW is concerned that the models output has poor performing lanes even though it has:</p> <ol style="list-style-type: none"> Only considered the LOG development area but not the whole precinct. Compared to RMS guidelines a low trip generation rate was adopted. This is an agreed concession from the standard. <p>The information provided indicates that the development and associated modelling will experience congestion issues in the internal network and influence the wider precinct.</p> <p>The modelling results are within the parameters agreed with TfNSW for modelling assessments within the MRP and therefore deemed acceptable. All legs of the key intersections are Level of Service E (at capacity but not 'failing') or better, with overall intersection LoS typically "B" or better.</p> <ol style="list-style-type: none"> For modelling associated with the whole precinct, TfNSW should refer to the original modelling that supported the release of the Mamre Road Precinct DCP 2021 (DCP). The TIA supporting the application has sought to assess the known developments that will be delivered by 2026, consistent with other assessment within the MRP. In relation to the <i>compared to RMS guidelines a low trip generation rate was adopted</i> comment, it should be noted that the trip generation rates adopted for the MRP modelling assessment were provided by TfNSW. The purpose of the adopted trip rates was to provide for some consideration to a range of uses that may be permissible under the current IN1 General Industrial land zoning. As already detailed in the Ason Group traffic report, a number of surveys of industrial warehouses in the WSEA for the purposes of the MRP modelling assessment found the average trip generation rate for general warehousing of: <ul style="list-style-type: none"> AM Peak: 0.17 trips per 100m² PM Peak: 0.15 trips per 100m² Daily: 2.31 trips per 100m² <p>Finally, the most applicable site within the RMS Technical Direction 2013/04a in relation to the Proposal would be Site 3 (Eastern Creek). The <u>site peak</u> trip generation rate found by the RMS Technical Direction 2013/04a was 0.202 vehicles per 100m² GFA.</p> <p>It is therefore evident that the trip generation rate provided by TfNSW for use in the MRP is</p>

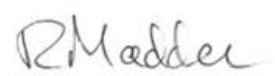
		reflective of a more conservative rate for the type of warehouse use in this location.
3.	<p>The provided documentation specifically the TMAP – Appendix D – Swept path – Turning path plans are provided for 30m PBS type 2B. According to the Draft MRP DCP Road design item (16), it should be tested for 36.5m PBS Level 3 type A vehicles. The Applicant is advised to demonstrate compliance with the above.</p>	<p>The DCP is no longer in “draft” form and testing for 36.5m PBS Level 3A vehicles relates to “checking” for design of public roads; with discretion allowed in relation to the on-site design of individual warehouses. Relevant DCP controls do not mandate a requirement to test for 36.5m vehicles for individual sites; rather simply the largest vehicle that will access a particular site.</p> <p>The minimum requirement for developments is outlined in Table 13 of the DCP which nominates vehicles up to a 30m PBS Level 2B vehicle. As such, there is no specific requirement to design individual sites for access by 36.5m PBS Level 3 vehicles. Noting the relative size of individual warehouses (max. < 15,000m² GFA), the Applicant is willing to accept a condition that restricts access to 30m PBS Level 2B vehicles.</p>
4.	<p>It is requested that the Applicant submit all electronic files used for the intersection analysis, which has been utilised to derive the current findings and any further findings, for review by TfNSW. This information will be used to verify that the modelling has been undertaken in accordance with standard TfNSW practices and guidelines.</p> <p>The calibration of the base network model must be undertaken, and the methodology and difference between observed and calculated data is to be tabulated in a supplementary report. This is to ensure that all intersections are being modelled accurately. The calibration method is to follow that described in the SIDRA User Guide Section 2.6.2 – 2.6.4 in conjunction with TfNSW’s Guide to Traffic Modelling.</p> <p>If a deterioration to existing conditions is computed, mitigation works are to be explored to maintain the same. Modifications to traffic signals requires consent from TfNSW under Section 87(4) of the Roads Act 1993. Any intersection upgrades would be undertaken by the Applicant at no cost to TfNSW.</p> <p>The Applicant can obtain further information regarding key input parameters by email to Scats.traffic.signal.data@transport.nsw.gov.au or Development.sydney@transport.nsw.gov.au and 5 and 10 year growth rates for by email to AABusinessEngagement@transport.nsw.gov.au</p>	<p>Electronic modelling files have been provided separately.</p> <p>In relation to the 2026 base modelling, the model has been adopted from an already approved model and no further validation or calibration is considered necessary.</p> <p>It is noted that the upgrade to the Mamre Road / Bakers Lane intersection, as required for The Yards development, is currently under construction. Therefore, assessment of the existing conditions would not be appropriate.</p>
PCC Comment		
3.	<p>Planning and Design Matters</p> <p>The following planning and design matters should be addressed in amended plans:</p> <ul style="list-style-type: none"> Greater separation between the car entry/exit and truck entry/exit for Warehouse 	<ul style="list-style-type: none"> The site plan has been updated to provide greater separation between shared Warehouse 1 and 2 car entry/exit driveway and the Warehouse 1 heavy truck driveway.

	<p>1 is required due to vehicle and pedestrian safety concerns.</p> <ul style="list-style-type: none"> The seven (7) parallel car parking spaces located within the light vehicle driveway are not supported and should be removed as these also raise concerns over pedestrian safety. 	<ul style="list-style-type: none"> The parallel parking spaces can be delivered in full compliance with AS2890.1:2004, which does not prohibit the provision of parking in the manner proposed. <p>Further, pedestrian footpaths are proposed south of the four (4) parallel parking spaces located north of Warehouse 1, which provide for separated pedestrian access directly from the parking spaces to the warehouse. Therefore, there would be no conflict between pedestrians and vehicles.</p>
6. External Access and Manoeuvring	<ul style="list-style-type: none"> Engineering plans are to be amended to show wider access driveways to accommodate the turn paths for a 30.0m PBS Level 2 Type B vehicle. Driveway dimensions are to comply with AS2890.2 Figure 3.2 - full details are to be provided demonstrating compliance. The submitted swept paths demonstrate Heavy Rigid Trucks encroach into the oncoming traffic lane when exiting the fire truck driveway. Amendments or additional information is therefore requested to address this matter. 	<ul style="list-style-type: none"> The plans have been modified accordingly. <p>It is noted that Warehouse 2 has a total GFA less than 20,000m², which requires minimum design vehicle of 20m AV with reference to MRP DCP 2021. The Masterplan, and specifically the Warehouse 2 site plan, has been updated to accommodate 20m AV site access.</p> <ul style="list-style-type: none"> The HRV swept path, as shown in AG06 of Warehouse 1 Design Assessment, demonstrates fire truck exit movement following site circulation in an anti-clockwise direction. The swept path is demonstrating emergency vehicle site access with low frequency of occurrence. Further, fire truck clockwise site circulation can be accommodated adequately as shown in AG05. <p>All commercial heavy vehicles are limited to site access via heavy vehicle access only, and will not be allowed to exit via the light vehicle driveway.</p>
7. Traffic Generation and Road Network Impacts	<p>The adopted trip generation of this development is 2.31 vehicles per day per 100sqm of GFA, which is considered low by Council's Traffic Engineer. The various land-use changes within the Western Sydney Employment Area (WSEA) has the current adopted trip generation of 2.91, which is higher than what has been used to assess this development.</p> <p>Whilst traffic generation during the morning and evening peak has been estimated using the immediate tenant, the more conservative rates should be used in the modelling to assess the potential impact of the development, should the tenant ever change.</p>	<p>The trip rates quoted by Council were not those adopted for assessment. These were the surveyed rates provided for information purposes only to demonstrate that the rates actually adopted provide for a conservative assessment.</p> <p>The adopted trip generation rates, as outlined in Section 5.2.1 of the 2175r01v01 TA, are:</p> <ul style="list-style-type: none"> AM Peak: 0.23 vhp per 100m² PM Peak: 0.24 vhp per 100m² Daily: 2.91 vehicle trip per day per 100m² <p>These trip generation rates were provided by TfNSW and have been adopted for assessments across the MRP.</p> <p>The traffic generation during the morning and evening peak has not been estimated using the immediate tenant but via the above TfNSW trip rates.</p> <p>Further, it is reiterated that the modelling results are within the parameters agreed with TfNSW for</p>

		<p>modelling assessments within the MRP and therefore deemed acceptable.</p> <p>Therefore, the projected development traffic generation, based on the above TfNSW trip rates, is considered acceptable.</p>
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We trust the above is of assistance and please contact the undersigned should you have any queries.

Yours sincerely,

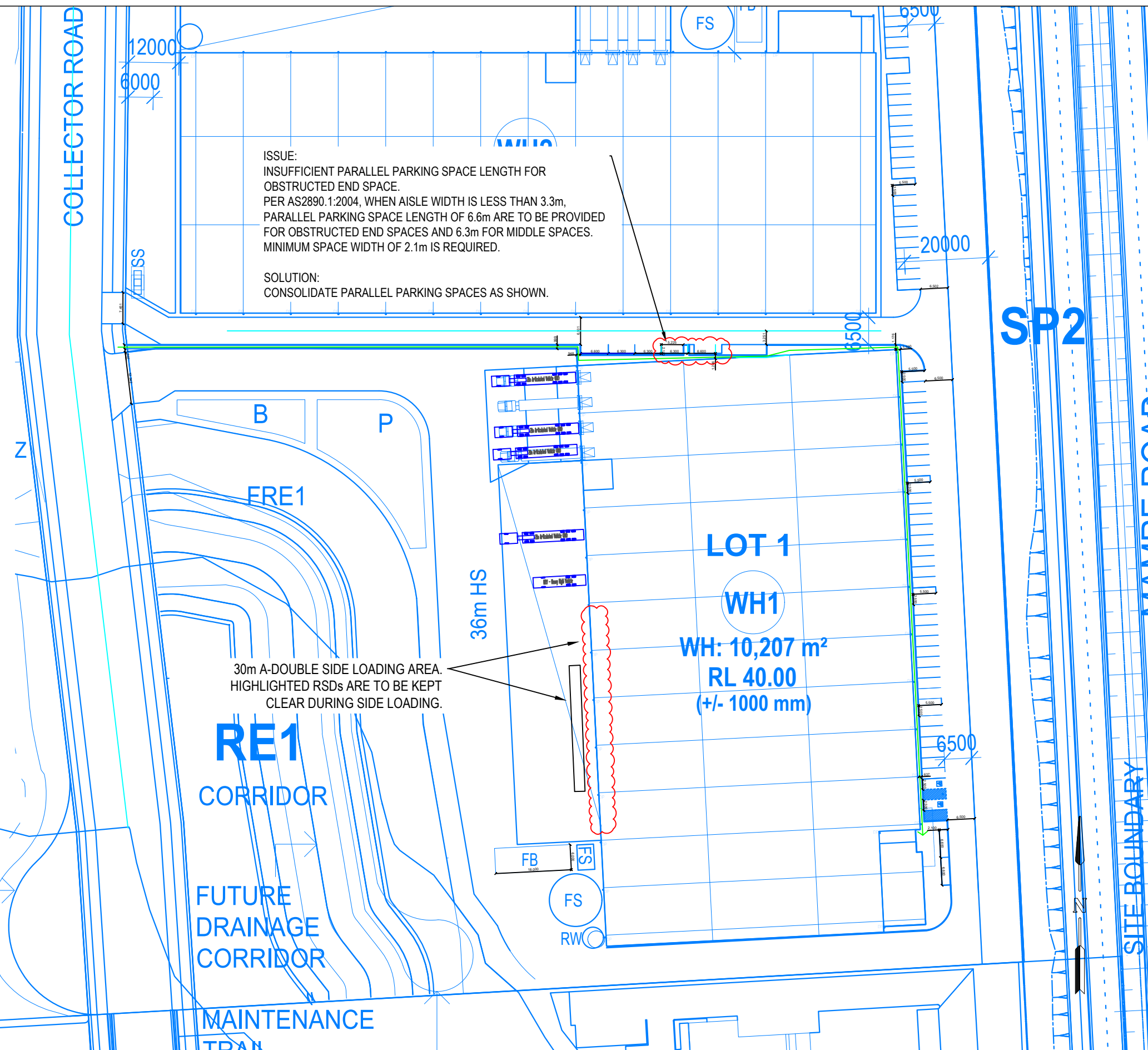


Rebecca Butler-Madden
Senior Transport Planner
E rebecca.BMadden@asongroup.com.au

Appendix B. Swept Path Analysis


NOTE:

1. CAR PARKING PROVISION:
 - 1.1 WAREHOUSE 1: MRP DCP 2021 REQUIRES THE PROVISION OF 45 CAR PARKING SPACES (INCLUDING 1 ACCESSIBLE PARKING SPACE) FOR THE SITE.
2. USER CLASS 1 PARKING IS REQUIRED AS PER AS2890.1:2004. PARKING SPACE FOR USER CLASS 2 (WIDTH 2.5m) HAS BEEN PROVIDED WHICH COMPLIES WITH AS2890.1:2004.
3. SITE CIRCULATION FOR HEAVY VEHICLE IS ASSUMED TO OCCUR ONE-WAY IN A CLOCKWISE DIRECTION.
4. DESIGN VEHICLES ADOPTED:
 - 4.1 30.0m A-DOUBLES: SITE ACCESS AND CIRCULATION
 - 4.2 20.0m ARTICULATED VEHICLES (AVs): COMMERCIAL VEHICLE HARDSTAND AREA REVERSE LOADING (FOR 4 RECESSED DOCKS AND ALL RSDs OF THE WAREHOUSE).
 - 4.3 HRV: FOR FIRE CIRCULATION.
5. DRIVEWAY GRADE WAS NOT PROVIDED AND IS TO BE ASSESSED WITH UPDATED SITE PLAN.
6. ACCESSIBILITY CONSULTANT TO REVIEW AND CONFIRM FOOTPATH WIDTH AND ARRANGEMENT.



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by SBA Architects, received 30.06.2023.
Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED Angela Ji	PAPER SIZE A3	CLIENT The GPT Group
APPROVED BY X.XXXX	DATE 14.07.2023	PROJECT 2175
SCALE 1:1000		771-797 Mamre Road, Kemps Creek, NSW

DOCUMENT INFORMATION

Design Assessment

Warehouse 1

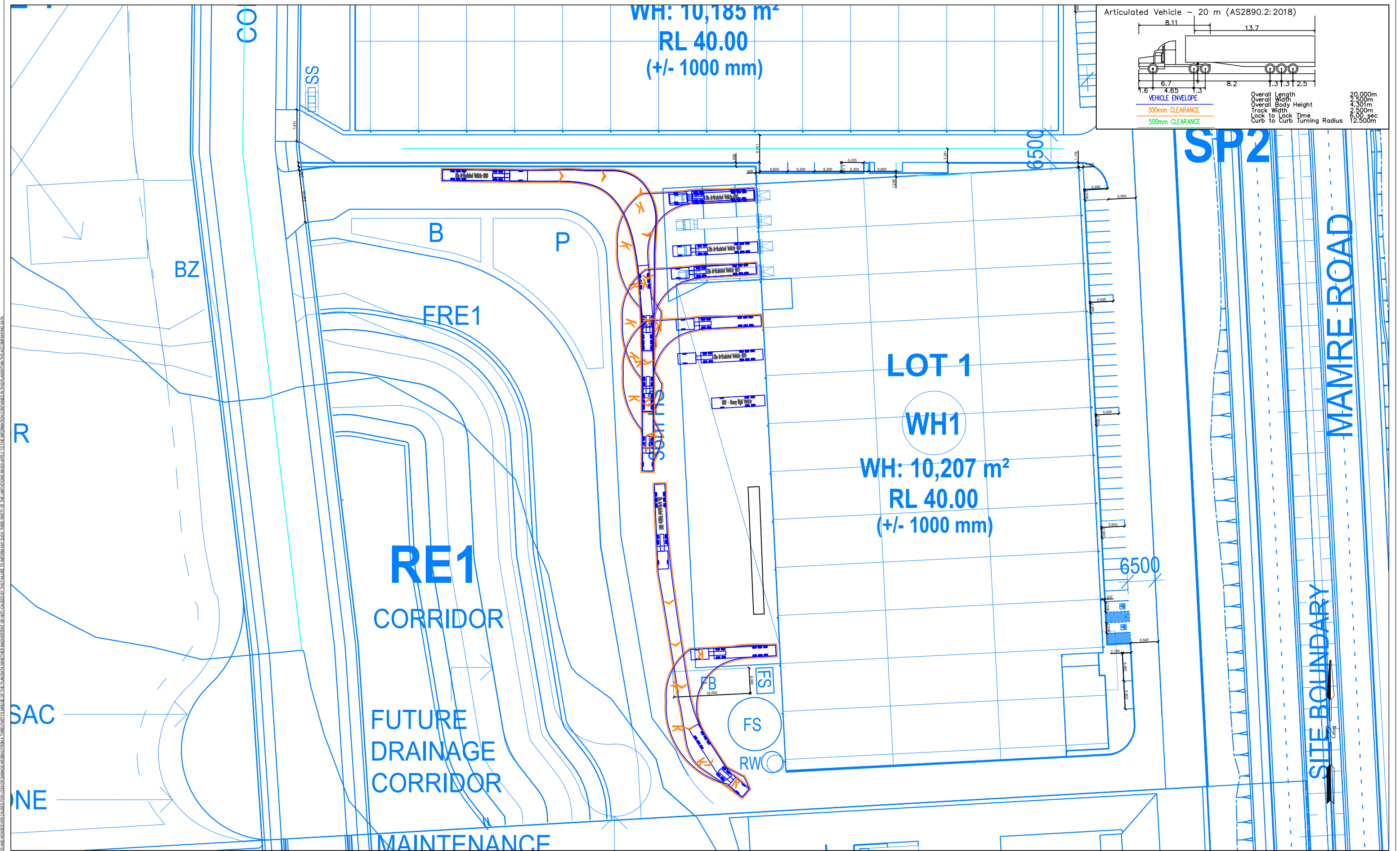
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AG01

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Sydney NSW 2000

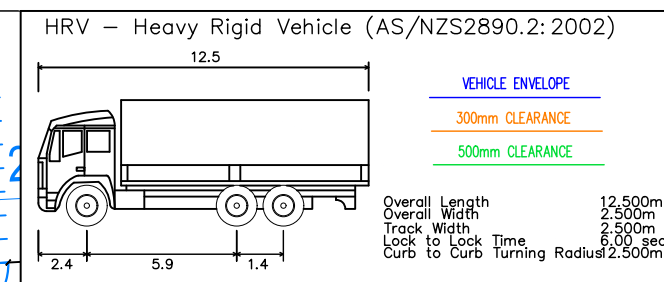
info@asongroup.com.au



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	APPROVED BY X.XXXX	DATE 14.07.2023	PROJECT 2175	20m AV - Entry	
	SCALE 1:800	NTS	771-797 Mamre Road, Kemps Creek, NSW	FILE NAME AG2175-01-v02.dwg	SHEET AG03
	<div>asongroup</div> <div>Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au</div>				

ANTI-CLOCKWISE
CIRCULATION

WH: 10,185 m²
RL 40.00
(+/- 1000 mm)



SP2

VAMPIRE ROAD

SITE BOUNDARY

RE1 CORRIDOR

FUTURE DRAINAGE CORRIDOR

LOT 1

WH1

WH: 10,207 m²
RL 40.00
(+/- 1000 mm)

36m HS

BZ

B


P

FRE1

col

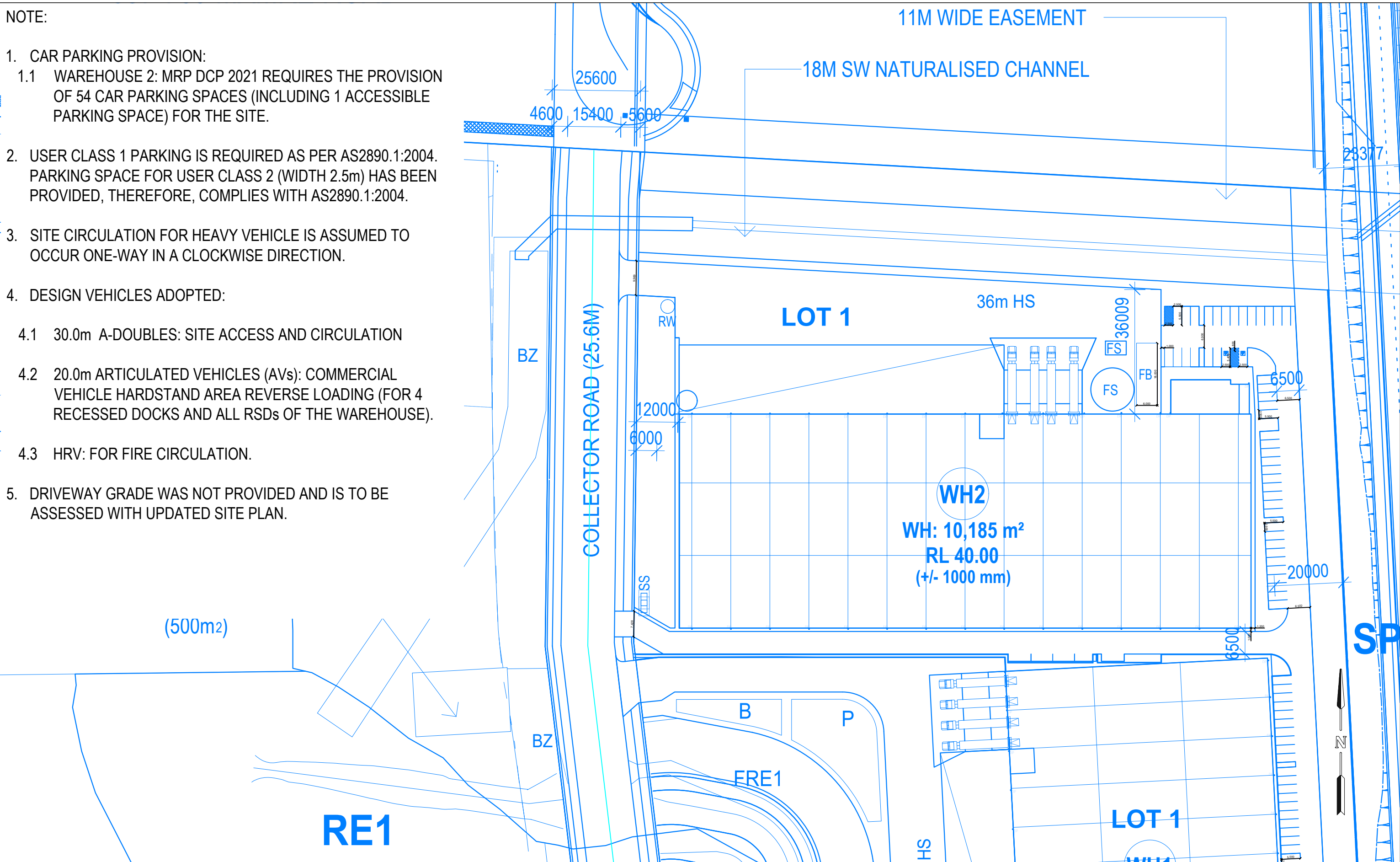
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RW

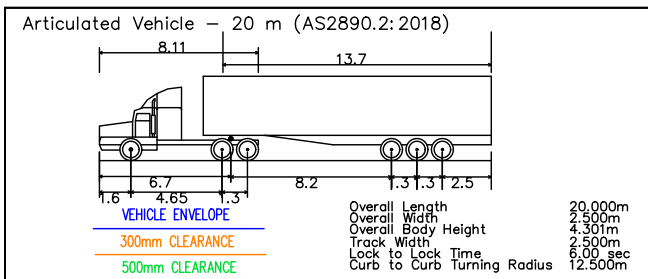
<div>GENERAL NOTES</div> <div>This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA Architects, received 30.06.2023. Swept path assessments completed at 10 km/h and 300mm clearance. Design vehicle: 20m AV Check Vehicle: 20m AV</div>	DESIGNED AngelaJai	PAPER SIZE A3	CLIENT The GPT Group	DOCUMENT INFORMATION		<div></div> <div>Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au</div>
	APPROVED BY X.XXXX	DATE 14.07.2023	PROJECT 2175	Swept Path Assessment Fire Truck - Anti-clockwise Circulation		
	SCALE 1:800	NTS	771-797 Mamre Road, Kemps Creek, NSW	FILE NAME AG2175-01-v02.dwg	SHEET AG06	

NOTE:

- CAR PARKING PROVISION:
 - WAREHOUSE 2: MRP DCP 2021 REQUIRES THE PROVISION OF 54 CAR PARKING SPACES (INCLUDING 1 ACCESSIBLE PARKING SPACE) FOR THE SITE.
- USER CLASS 1 PARKING IS REQUIRED AS PER AS2890.1:2004. PARKING SPACE FOR USER CLASS 2 (WIDTH 2.5m) HAS BEEN PROVIDED, THEREFORE, COMPLIES WITH AS2890.1:2004.
- SITE CIRCULATION FOR HEAVY VEHICLE IS ASSUMED TO OCCUR ONE-WAY IN A CLOCKWISE DIRECTION.
- DESIGN VEHICLES ADOPTED:
 - 30.0m A-DOUBLES: SITE ACCESS AND CIRCULATION
 - 20.0m ARTICULATED VEHICLES (AVs): COMMERCIAL VEHICLE HARDSTAND AREA REVERSE LOADING (FOR 4 RECESSED DOCKS AND ALL RSDs OF THE WAREHOUSE).
 - HRV: FOR FIRE CIRCULATION.
- DRIVEWAY GRADE WAS NOT PROVIDED AND IS TO BE ASSESSED WITH UPDATED SITE PLAN.



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		APPROVED BY		DATE		PROJECT		Warehouse 2	
		X.XXXX		14.07.2023		2175		FILE NAME	
		SCALE		0 10 20		771-797 Mamre Road, Kemps Creek, NSW		AG2175-02-v02.dwg	
		1:1000						SHEET	
								AG01	



11M WIDE EASEMENT

—18M SW NATURALISED CHANNEL

FUTURE SPS
1221 SYDNEY
WATER ASSET

BZ

COLLECTOR ROAD (25.6M)

RW

LOT 1

36m HS

FS 36009

1

6500

233

1



IN1

SITE 4

WH2
WH: 10,185 m²
RL 40.00
(+/- 1000 mm)

GENERAL NOTES

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Base Plan prepared by SBA Architects, received 30.06.2023.
Swept path assessments completed at 10 km/h and 300mm clearance.
Design vehicle: 20m AV Check Vehicle: 30m A Double

DESIGNED	Angela Ji
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APPROVED BY
X.XXXX

SCALE
1:800

PAPER SIZE
A3

DATE	14.07.2023
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NTS

CLIENT	The GPT Group
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PROJECT
2175

771-797 Mamre Road, Kemps Creek, NSW

DOCUMENT INFORMATION

	Swept Path Assessment
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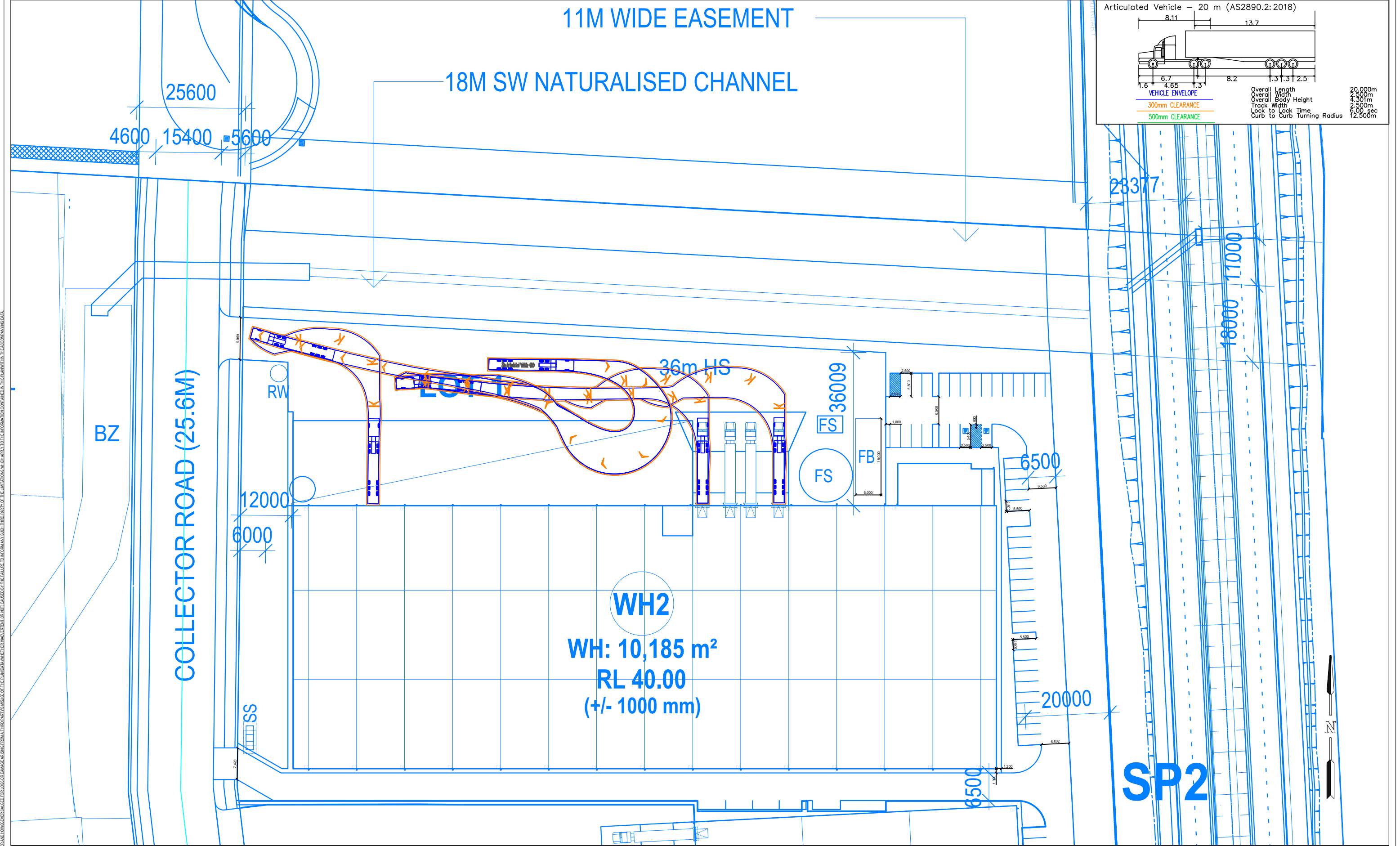
20m AV

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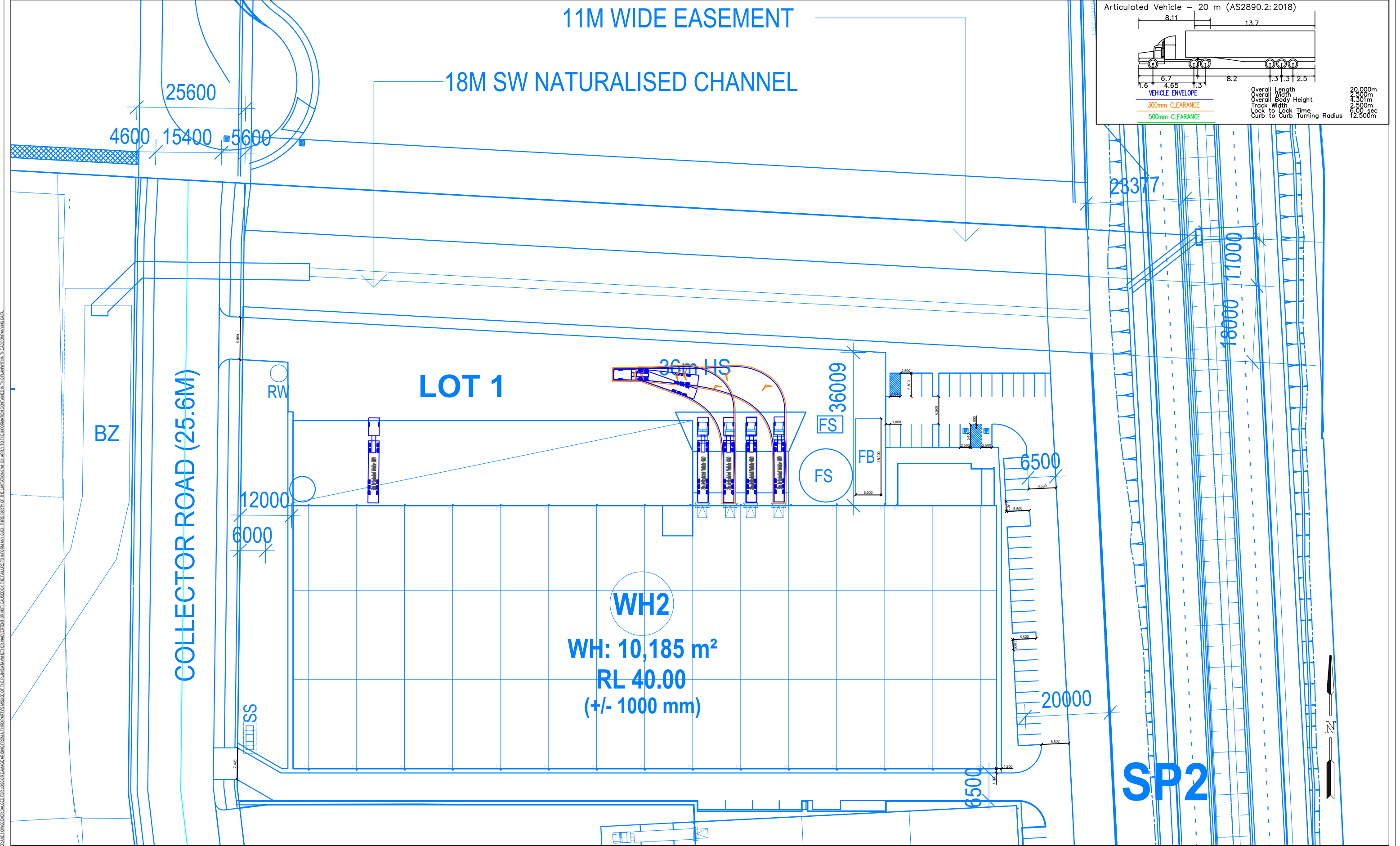
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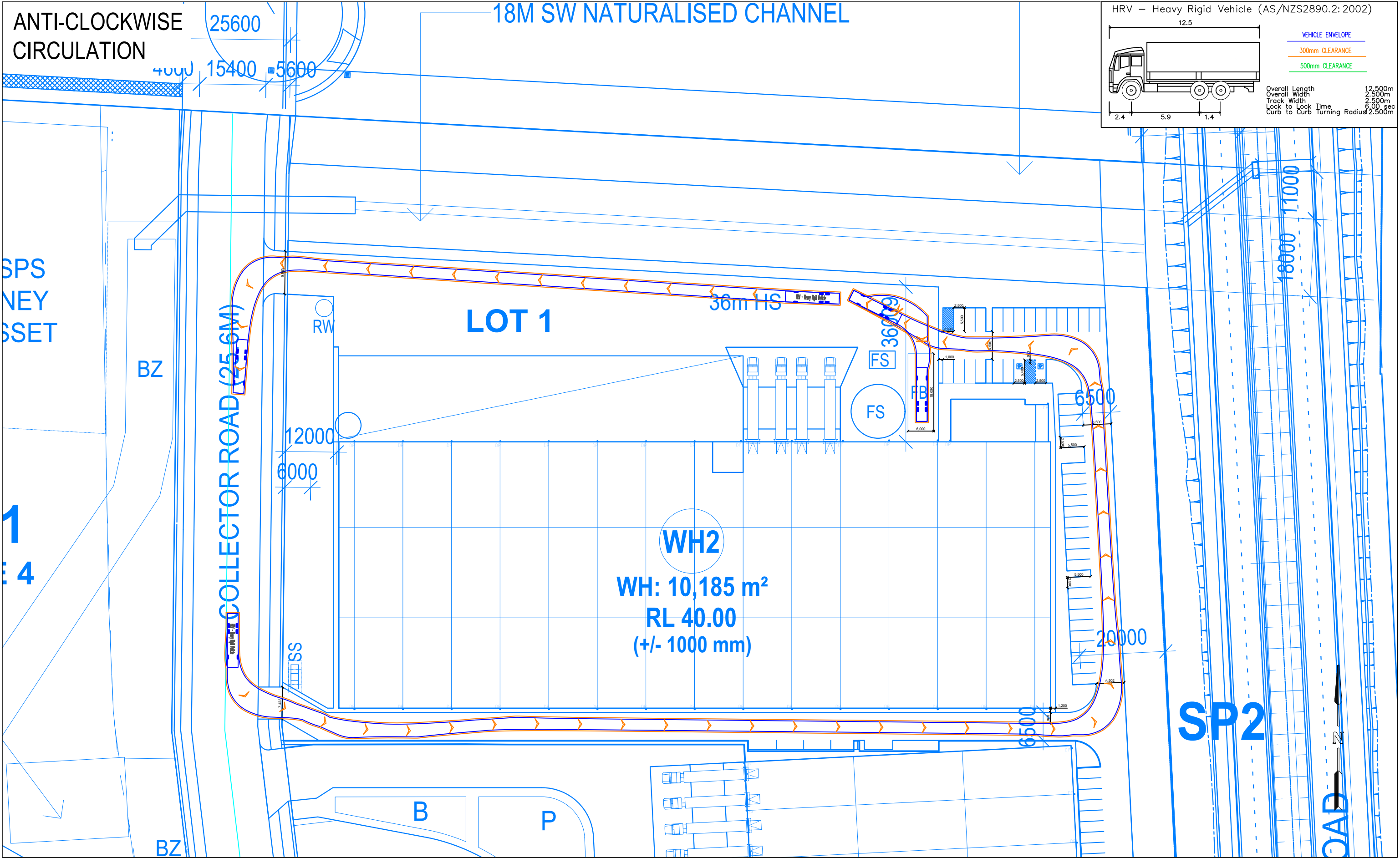
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	AngelaJi	A3	The GPT Group	Swept Path Assessment		
	APPROVED BY	DATE	PROJECT	20m AV Entry		
	X.XXXX	14.07.2023	2175			
	SCALE	NTS	771-797 Mamre Road, Kemps Creek, NSW		FILE NAME	SHEET
1:800			AG2175-02-v02.dwg	AG03		



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		APPROVED BY		DATE		PROJECT		20m AV Exit	
		X.XXXX		14.07.2023		2175		FILE NAME	
		SCALE		NTS		771-797 Mamre Road, Kemps Creek, NSW		AG2175-02-v02.dwg	
		1:800						SHEET	
								AG04	

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		SCALE 1:800	NTS	771-797 Mamre Road, Kemps Creek, NSW	FILE NAME AG2175-02-v02.dwg	SHEET AG05

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