

01 April 2025

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Attn: Mason Shute; Development Planner, Fairfield City Council

**RE: 88 Newton Road, Wetherill Park – DA 205.1/ 2024
Letter of Response to Stakeholder Comments**

Dear Mason,

This letter has been prepared in response to transport and parking matters raised in the Fairfield City Council (Council) email dated 21 March 2025.

Council's comments are reproduced below, together with targeted responses.

Council Comments

***Point 1:** The swept path diagrams indicate that a 36m A-Double vehicle turning right out of the site would encroach into a parking lane, potentially running into the path of a parked vehicle on Newton Road opposite the site.*

***Point 3.** The swept path diagrams have indicated that the fire truck parking space close to the exit driveway of the site (adjacent to Warehouse A) would impact vehicles manoeuvring at/near this location. If vehicles are allowed to drive onto the fire truck parking space, they could potentially hit the parked fire truck when exiting the driveway; and*

***Point 4:** In addition, the applicant shall also demonstrate a 36m A-Double vehicle can satisfactorily negotiate the chosen route(s) when travelling to and from the site. It should be noted that restricted access vehicles must not travel on local roads unless the applicant has obtained permits from the National Heavy Vehicle Regulator (NHVR). Requests to use these vehicles on public road(s) must be submitted to the NHVR at least 28 days prior to the vehicles' scheduled travel dates. Information on restricted access vehicles can be found on the website at www.nhvr.gov.au. Ensuring that this requirement is satisfied would help to expedite the review and approval of future NHVR applications.*

Response

The swept paths have been updated and included as **Attachment 1**, which confirm that A-Doubles can turn right out on exit without obstructing through traffic or impacting on-street parking on both sides of Newton Road.

The site access driveways and internal layout have been designed to accommodate the 36.2m A-Double design check vehicle. While such vehicles are not permitted access on Sydney roads, it is standard practice for such large industrial sites to design for these vehicles to ensure adequate site capacity should the NSW State Government permit restricted access rights for these vehicles in the future. Whilst does not strictly apply to the site, the Mamre Road Precinct DCP 2021 requires that the road network be designed for 30m vehicles and tested for 36.2m A-Doubles. In this regard, the NSW Government is responsible for assessing any such routes considered for use by these vehicles and approve them if and as necessary. It is not appropriate for applicants to determine such broad road network permissible travel paths nor question the design of the existing road network that is under the management and control of TfNSW and/ or Council.

The internal site layout, including on-site car parks have been designed to be fully compliant with AS2890.1:2004 and AS2890.6:2022. All circulation aisles, car space dimensions, headroom clearances and driveway/ ramp gradients and transitions are compliant. Swept paths included as **Attachment 1** confirm that a fire truck parked within the fire truck standing area would not obstruct vehicles manoeuvring near this location.

Point 2: *A loading management plan, confirming the types and number of vehicles servicing the site on a daily basis, shall be submitted to Council. If the site is expected to be serviced by 36m A-Double vehicles for now or in the future, the above point relating to a 36m A-Double vehicle exiting the site shall be addressed. The loading management plan should also include a breakdown of the number of vehicles (12.5m heavy rigid vehicles, 20m semi-trailers, 26m B-Double vehicles etc) that are expected to use the site on an hourly basis throughout the day. Also, the applicant shall submit information on where the service vehicles would be parked e.g. are the loading spaces designed to accommodate all types of service vehicles or only cater for specific vehicles only? This is to ensure that the site has sufficient space to accommodate the peak traffic and parking demands without impacting traffic on the adjacent external road network;*

Response

This comment is noted and agreed. The requirement for a Loading Dock Management Plan can form part of any Condition of Consent, with the plan to be prepared and approved by Council prior to issue of Occupation Certification. The plan would include the following key details:

- Existing approved heavy vehicle routes and corresponding heavy vehicle arrival and departure routes and site access arrangements.
- Site operational details and heavy vehicle demand/ frequency across the day.
- Key roles and responsibilities of the site manager, tenants, general staff and heavy vehicle drivers.
- Work health and safety measures to be adhered to by all staff.
- Driver code of conduct for implementation on-site.
- Traffic management measures required on-site, including dock access control, booking system, contact details of key personnel and loading procedures. This typically includes a signage and linemarking plan.
- Waste management and collection procedures, car parking and pedestrian management measures to be implemented on-site.
- Monitoring procedures of the plan itself and contingency plan.
- Communication strategy in response to the contingency plan.

As detailed in the transport assessment letter¹ included as part of the S4.55 submission, 17 of the 18 dedicated loading docks have been designed for independent use by 20m articulated vehicles and one for 12.5m heavy rigid vehicles. The site layout has also been designed to allow 26m B-Doubles and 36.2m A-Doubles to enter and exit the site in a forward direction and manoeuvre as required. These larger vehicles will either be de-coupled on-site and reverse into the loading docks or be side loaded/ unloaded. When side loading/ unloading, the vehicles will temporarily stand adjacent to the main building structure and clear of the circulation aisle. Such activity will form part of standard operational procedures, with loading dock management measures to be implemented to ensure no conflict with use of the loading docks at such times. Such management measures will be confirmed prior to the issue of Occupation Certification and will include signage and linemarking to delineate the areas and ensure no conflict between circulating vehicles and loading/ unloading activity.

¹ 88 Newton Road, Wetherill Park, Revised Development Application – Addendum Transport Assessment, P2514I01v01, dated 5 February 2025

We trust the above is of assistance and if you have any queries, please do not hesitate to contact the undersigned.

Yours sincerely,

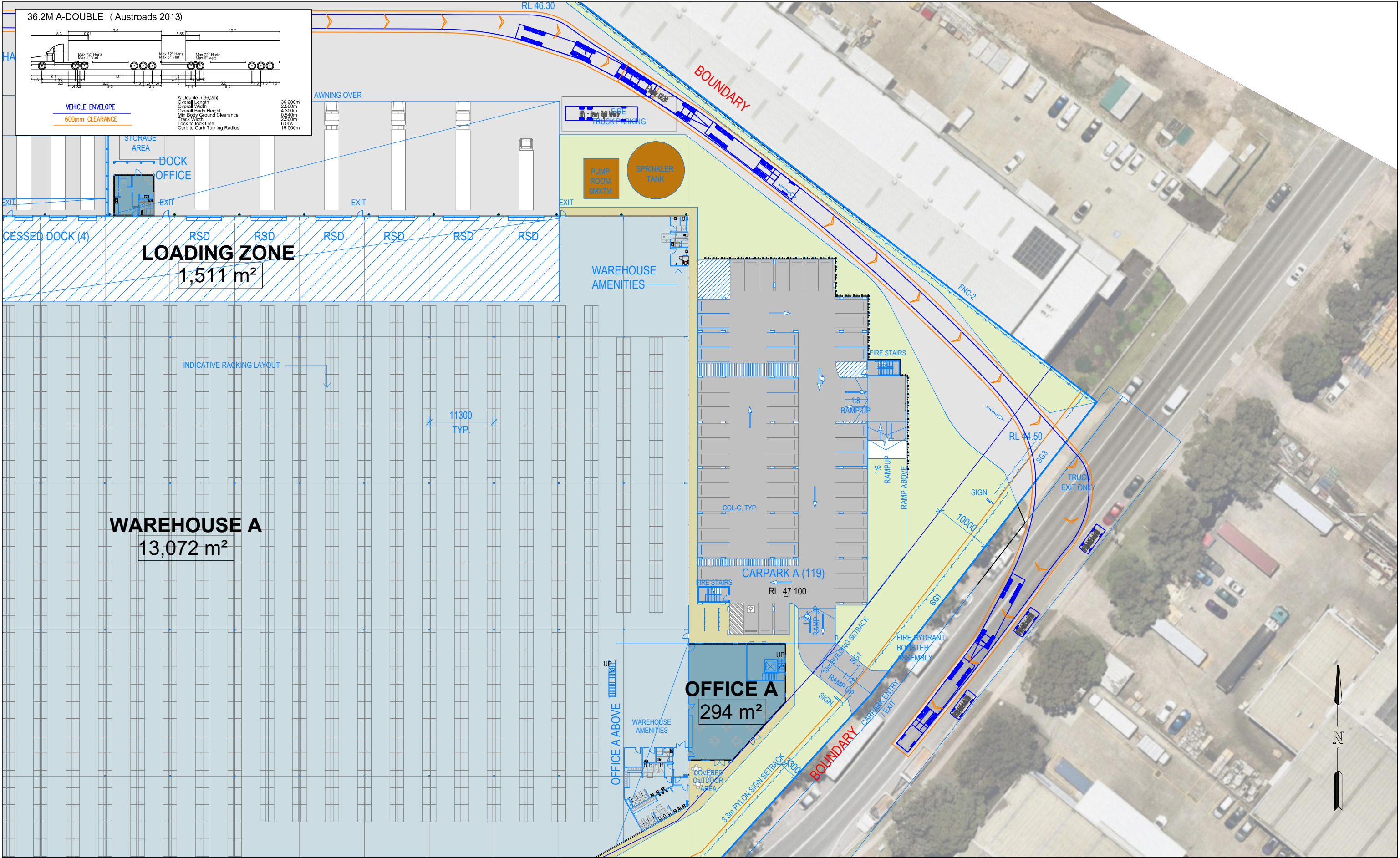


Rhys Hazell
Principal Lead

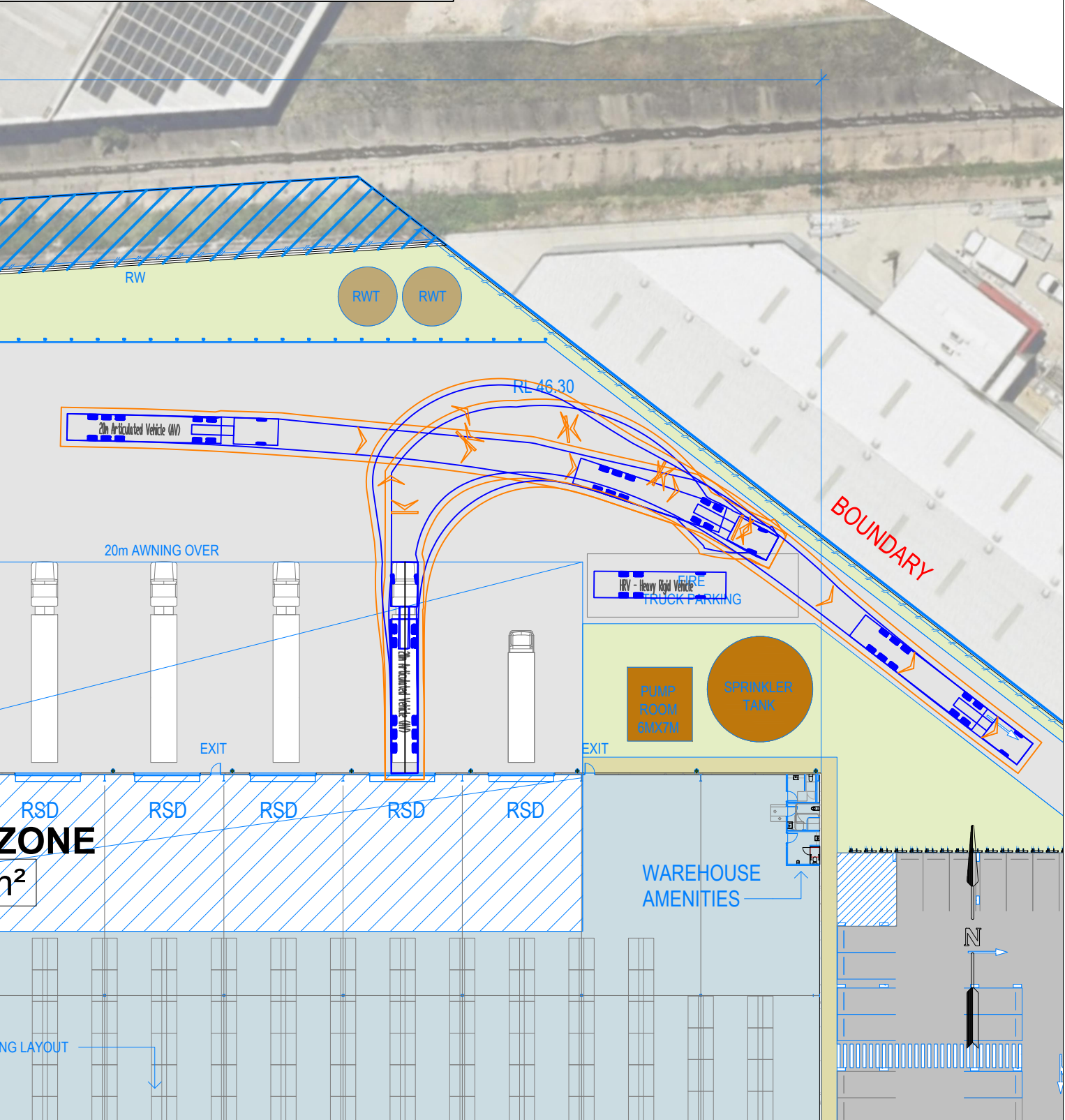
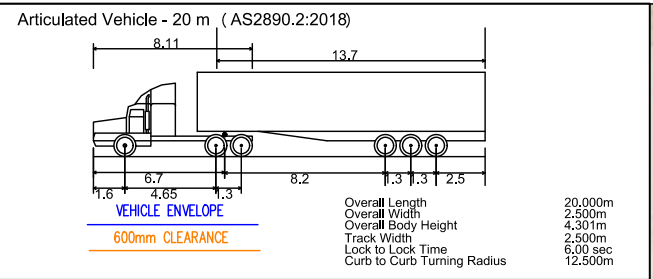
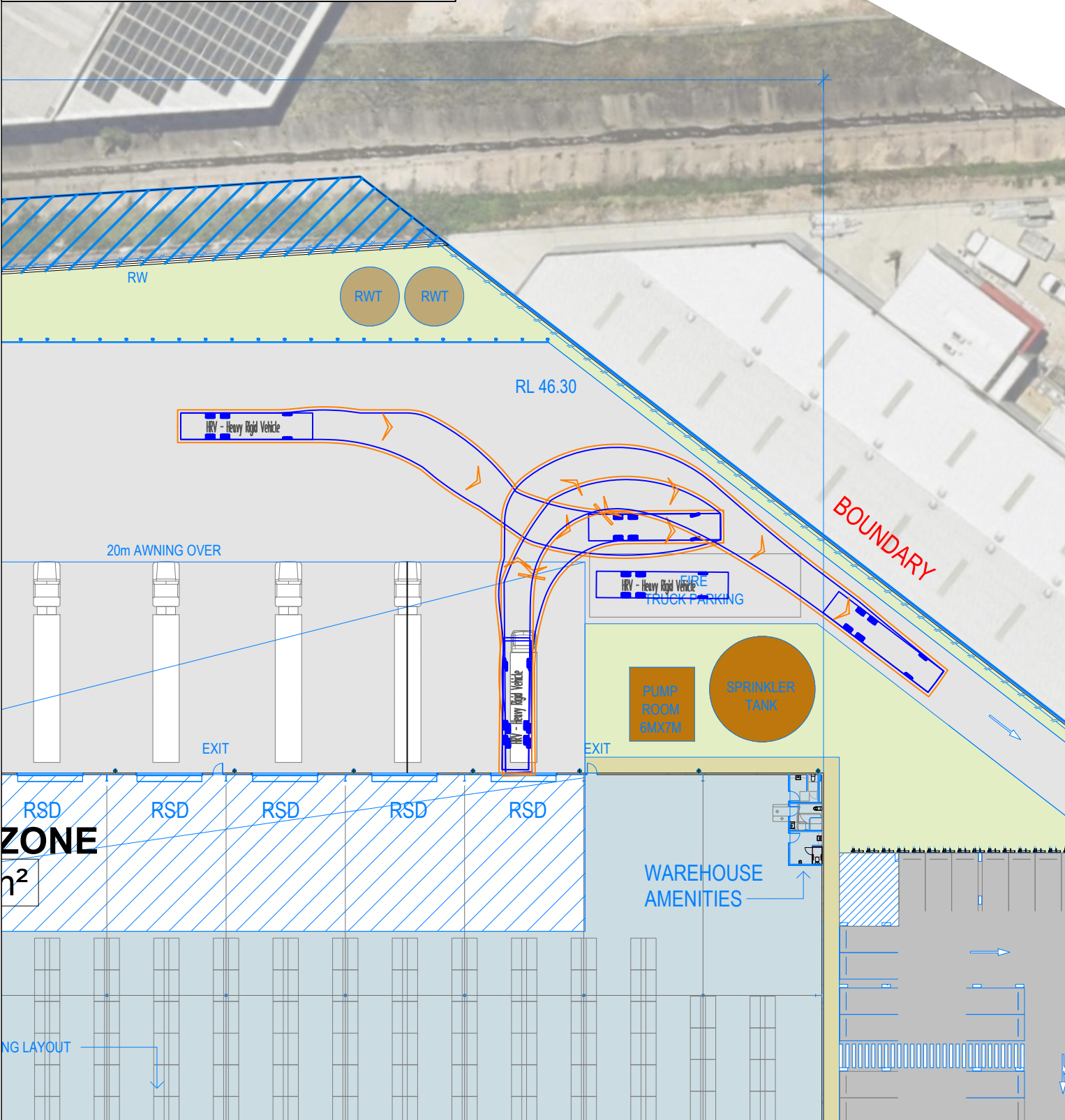
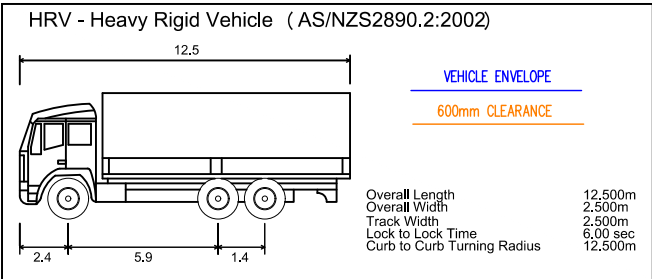
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Attachment 1: Vehicle Swept Paths



GENERAL NOTES		DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA Architects, received 05.02.2025.		Jay Wu	A3	Centuria Capital Limited	Swept Path Analysis	
		APPROVED BY	DATE	PROJECT	36.2m A-Double Exit	
		R. Hazell	31.03.2025	P2514	88 Newton Road, Whetherill Park	
SCALE		1:600			FILE NAME	SHEET
					AG2514-01-v08-Design Assessment.dwg	AG001
					asongroup	
					Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	



GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA Architects, received 05.02.2025.	DESIGNED Jay Wu	PAPER SIZE A3	CLIENT Centuria Capital Limited	DOCUMENT INFORMATION	
	APPROVED BY R. Hazell	DATE 31.03.2025	PROJECT P2514	Swept Path Analysis	
	SCALE 1:500		88 Newton Road, Whetherill Park	20m AV & 12.5m HRV Trucks Passing a Standing Fire Truck	
				FILE NAME AG2514-01-v08-Design Assessment.dwg	SHEET AG002

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