Transport Assessment

Planning Proposal

94-98 Cosgrove Road, Strathfield

4 November 2024
P2526r01

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Document Control

Project No	P2526
Project	94-98 Cosgrove Road, Strathfield
Client	Centuria Capital Limited
File Reference	P2526r01v02 94-98 Cosgrove Road, Strathfield, Planning Proposal TA, Issue II.docx

Revision History

Revision No.	Date	Details	Author	Approved by
-	30/08/2024	Draft	E. Duan M. Khodadadifard	James Laidler
01	08/10/2024	Issue I	E. Duan	E. Duan
02	04/11/2024	Issue II	M. Khodadadifard	M. Khodadadifard

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APPENDICES

Glossary

Acronym	Description
Council	Strathfield Council
DCP	Development Control Plan
DoS	Degree of Saturation
DPHI	Department of Planning, Housing and Infrastructure
FSR	Floor space ratio
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
HV	Heavy Vehicle
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
LV	Light Vehicle
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
MOD	Section 4.55 Modification (also referred as a S4.55)
PP	Planning Proposal
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
TA	Transport Assessment
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Overview

Ason Group has been engaged by Centuria Capital Limited (Centuria) to prepare a Transport Assessment in support of a Planning Proposal (the Proposal) to amend the height of buildings and floor space ratio (FSR) development standards under the *Strathfield Local Environmental Plan 2012* (Strathfield LEP 2012) on land identified at 94-98 Cosgrove Road, Strathfield South (the Site).

The Proposal will enable the future development of a state-of-the-art three-level warehouse and distribution centre that responds to industrial and logistics market demands and trends. It will deliver modern and in-demand warehouse and distribution floorspace in a location highly accessible to Sydney's key trade gateways of Port Botany and Sydney Airport. It will also support the capacity and future growth of jobs and warehouse and distribution floorspace, as well as the retention of industrial zoned land within the existing employment precinct.

The Site is identified as 94-98 Cosgrove Road, Strathfield South within the Strathfield Local Government Area (LGA), as shown in **Figure 1**. It comprises a singular lot legally described as Lot 100 DP 862635 with a total area of 43,100m^2 and street frontages to Cosgrove Road to the west, Madeline Street to the east and Hope Street to the south.

Figure 1: Site Aerial Map (Source: Ethos Urban)

1.2 Consultation with Authorities

1.2.1 Strathfield Council

Early consultation with Strathfield Council (the Council) has been undertaken on 19 June 2024 in which Ason Group received comments on 02 July 2024. Council's responses are outlined in **Table 1**.

TABLE 1: COUNCIL COMMENTS (02 JULY 2024)

Item No.	Comment	Response
1	Council concurs with the ECTN, noting that the formal Transport Assessment is to address items like parking rates as per Council DCPs, vehicle swept paths, largest vehicle to access the site, driveway widths, grades etc. and also again discuss trip generation rates. In the TA, please discuss the peak period traffic volumes as those identified in the ECTN are outside school hours, where school traffic is a significant factor in peak traffic levels in the Strathfield LGHA.	Noted. This Planning Proposal Transport Assessment has been prepared in accordance with a formal Transport Assessment requirement, including following details. Parking assessment, refer to **Section 4**. Traffic assessment, refer to **Section 5**. Swept path assessment, refer to **Appendix A**.

A copy of Ason Group's consultation process with the Council is included in **Appendix B**.

1.2.2 Early Engagement with TfNSW

Early consultation with TfNSW has been undertaken on 19 June 2024 in which Ason Group received comments on 04 July 2024 and 13 August 2024. The comments are outlined in **Table 2**.

A copy of Ason Group's consultation process with TfNSW is included in **Appendix B**.

TABLE 2: COMMENTS FROM TFNSW

<table>
<tr><th>#</th><th>TfNSW Comments
(04 July 2024)</th><th>Ason Group Responses
(29 July 2024)</th><th>TfNSW Comments
(13 August 2024)</th><th>Ason Group Responses</th></tr>
<tr><td>1</td><td>TfNSW notes that the GFA of the existing site is 43,100m^2. With the implemented changes proposed, the GFA would be expected to increase to 69,000m^2. This results in a net increase of 25,900m^2, an increase of 60%.

A “24-hour / 7 days” traffic survey was conducted at the site accesses “on 28 May 2024”. The results of which are shown in Table 2 below:

TABLE 2: EXISTING SITE GENERATION
<table><tr><th rowspan="2">Site Access</th><th colspan="3">AM Peak</th><th colspan="3">PM Peak</th><th>Daily</th></tr><tr><th>In</th><th>Out</th><th>Total</th><th>In</th><th>Out</th><th>Total</th><th>Total</th></tr><tr><td>Site Peak</td><td>15</td><td>12</td><td>27</td><td>3</td><td>13</td><td>16</td><td rowspan="2">196</td></tr><tr><td>Network Peak</td><td>14</td><td>10</td><td>24</td><td>3</td><td>1</td><td>4</td></tr></table>
Applying the current GFA of 43,100 m2 to these trip numbers yields trip generation rates of AM: 0.062 trips per 100 m2 GFA; PM: 0.037 trips per 100 m2 GFA. These rates are much lower than TfNSW has ever seen for a warehouse site of this size and would like to know whether the site was fully operational during the period of the count.</td><td>Noted. Additional investigation on this matter is ongoing, and the results will be reported in our Transport Assessment as part of the formal lodgement of the Planning Proposal.</td><td>Noted.</td><td>-</td></tr>
</table>

2	The trip rates quoted in the ECTN (AM: 0.158 trips per 100 m^2 GFA; PM: 0.155 trips per 100 m^2 GFA) are claimed to have been drawn from Sydney urban areas (Site 1, 3 and 4) in Circular TDT 2013/04a. However, it should be noted that the GFAs of these 3 sites are respectively 693,605 m^2 (Erskine Park), 406,600 m^2 (Eastern Creek) and 29,983 m^2 (Riverwood Business Park). Very large sites generally have lower trip generation rates per GFA, but the GFA for the subject site is fairly small so it expected to have a higher trip rate.	Noted. Please note that the traffic generation rates are ultimately a function of the Site operational assumptions and staff numbers, which are currently unknown. Additionally, the 2021 mode share census data shows that 92% of people working in the area use car to travel to work. It is a fair assumption that any public/active transport coverage improvement in the area would impact the mode share for cars decrease to say ~82% in 10 years, it will reduce the trip generation rates around 10%. A Green Travel Plan will be provided in the future Development Application phase to promote none-private motorised vehicles. Further research has been conducted to derive an appropriate and practical trip generation rate for the warehouse and distribution centres in the Sydney urban area with comparable GFAs. As mentioned in relevant section of this ECTN-V2, the average traffic generation rates for 4 sites with GFA less than 100,000 m² have been estimated as follow • Network AM Peak: 0.13 trips per 100 m² GFA • Network PM Peak: 0.12 trips per 100 m² GFA • Site AM Peak: 0.17 trips per 100 m² GFA • Site PM Peak: 0.14 trips per 100 m² GFA As can be seen, the trip generation rates for relatively smaller sites (less than 100,000 m² of GFA) are close to or lower than TDT 2013/04a Site 3's trip generation rates. Therefore, our investigation shows that the trip generation rates are not meaningfully correlated with warehouse size. Considering the above average surveyed trip generation rates and to adopt conservative trip generation rates, the project team believes the trip generation rate of 0.202 trips per 100 m² GFA for Site 3 – Wonderland Business Park,	TfNSW has received from Ason Group recent research on warehousing trip generation. It forms a very useful addition to the trip generation research knowledge base. The range of sizes is 7,947 sqm to 331,657 sqm GFA. Looking at only the sites close in size to the proposed development (i.e. in the range of ~40,000 to ~80,000 sqm GFA), the average development peak is 0.25 for both AM and PM. This rate appears to be acceptable. GFA / AM trip rate / PM trip rate William Dean Street 7947 0.11 0.11 William Dean Street 10673 0.14 0.11 Port Botany Industrial Estate 17516 0.35 0.16 15-19 Muir Road, Chullora 22565 0.52 0.28 Port Botany Industrial Estate 22870 0.58 0.59 Oakdale South 28146 0.54 0.37 300 Victoria Street 37951 0.3 0.25 Port Botany Industrial Estate 40386 0.39 0.39 128 Andrews Road 50150 0.03 0.03 Keylink Industrial Estate (South) 60464 0.11 0.11 William Dean Street 62261 0.37 0.4 William Dean Street 80881 0.31 0.32 Horsley Drive Business Park 100836 0.18 0.12 Calibre Estate 109906 0.11 0.09 Quarry Industrial Estate 127922 0.17 0.14 First Estate 173552 0.15 0.13 Oakdale South 303511 0.14 0.12 Oakdale South 331657 0.14 0.13	Further discussion was conducted with TfNSW via email, and it was agreed to adopt a trip generation rate of 0.202 trips per 100 m² GFA for modelling purposes. Additionally, a comparison has been made between the adopted trip generation rate of 0.202 trips per 100 m^2 GFA and TfNSW's proposed rate of 0.25 trips per 100 m^2 GFA (refer to **Section 5.2.**

TABLE 2: COMMENTS FROM TFNSW

		Riverwood from TDT 2013/04a is appropriate for the proposed site and provides for a level of conservativeness for the Proposal.		
3	It is further claimed that the trip rates quoted in ECTN (AM: 0.158 trips per 100 m^2 GFA; PM: 0.155 trips per 100 m^2 GFA) "have also been adopted and approved for Enfield Intermodal Logistics Centre." The proposed site is not part of the Intermodal footprint, so this assertion is not particularly relevant.	Noted, and this section of the ECTN has been updated.	Noted.	-
4	Transport has agreed to rates for very large sites (e.g., Mamre Rd) of 0.18 trips per 100 m^2 GFA (AM) and 0.16 trips per 100 m^2 GFA (PM), with sensitivity testing at 0.22 / 0.19. The proposed rates for the subject site look particularly low in this comparison.	Noted, and this section of the ECTN has been updated.	Noted.	-
5	Using the quoted rates in the technical note, Table 3 below then compares the traffic generation of the ultimate multilevel warehouse development (i.e., using the FSR of 1.6:1) with a hypothetical scenario of what the development traffic generation would be under the currently permissible 1:1 FSR: **TABLE 3: TRAFFIC GENERATION COMPARISON** Period / Existing Surveyed Traffic Generation / Existing Permissible Development Traffic Generation (FSR of 1:1) / Proposed Development Traffic Generation (FSR of 1.6:1) / Net Trip Generation AM Peak (veh/hr) / 27 / 68 / 109 / 41 PM Peak (veh/hr) / 16 / 67 / 107 / 40 Daily (veh/day) / 196 / 901 / 1,442 / 541 The comparison should be with the number of trips that the development is producing now which is a standard practice and not based on the hypothetical scenario. The ability of the building to legally be increased in size under the existing 1:1 FSR is a planning issue, not a transport impact issue. Any proposed development of this nature even at an FSR of 1:1 would still be subject to a DA and a traffic assessment. Hence the comparison shown in Table 3 above is not supported. The net increase in trips (using the low trip rates quoted) should be 82 in AM and 91 in PM peak.	Noted and the revised table will be reported in the Transport Assessment report.	Noted.	-
6	It is further claimed that the Austroads Guide to Traffic Management Part 12 states that an increase of less than 5% in demand does not warrant detailed intersection modelling. It should be noted that this is based on a Queensland Main Roads report. TfNSW is not aware of whether or not it has embraced this provision. The "rule" stated above in Austroads Guide to Traffic Management Part 12 is too coarse and isn't really fit for general application. At many locations a 5% increase on an approach would have negligible	Noted. Although Ason Group believes the Austroads Guide to Traffic Management Part 12 is still applicable. Since an increase of less than 5% at each intersection would not materially impact the operation of the intersections.	Agree on SIDRA modelling and the use of a 1% annual growth in background traffic. It is not possible to determine if a 5% increase in demand at the two key	Noted. SIDRA modelling has been undertaken and provided in **Section 5**.

TABLE 2: COMMENTS FROM TFNSW				
	impact. But at other sites, which are operating closer to road capacity, a 5% increase could have a significant impact in one or both peak periods. This won't be known until traffic modelling is undertaken as part of the traffic impact assessment.	However, to address this raised concern, SIDRA modelling will be undertaken to evaluate the performance of the key intersections surrounding the site, as listed below: • Hume Highway and Cosgrove Road • Punchbowl Road and Cosgrove Road Based on our analysis, the above intersections would be primarily impacted. For this assessment a background growth rate of 1% per annum might be adopted since the area is pretty much developed already.	intersections will materially impact their operation, without doing modelling.	
7	The proposal is for a multi-storey warehouse. This is a new land use. TfNSW have no trip rate data for this type of land use at this moment. In this instance it will have to be guided by available single-story warehouse trip rate data. In the absence of any other data, TfNSW would accept a rate near 0.30 for both AM and PM peak as a reasonable approach. It is higher than the rates for the huge sites at Eastern Creek and Erskine Park, which is considered appropriate.	Noted. Ason Group could not find any evidence that the trip generation for multi-storey warehouse and distribution warehouse would be different from those of single level warehouses. As mentioned in Traffic Generation Section below, the available surveyed traffic generation data for relatively small sites (less than 100,000 m^2 of GFA) are close to those for warehouses with larger sizes. Therefore, our conservative proposed trip generation rate of 0.202 trips per 100 m^2 GFA for Site 3 – Wonderland Business Park, Riverwood, from TDT 2013/04a is appropriate for the proposed site.	FNSW have no data on multi-storey warehousing trip rates, so we will have to assume it functions the same as single-level warehouses on a 'trips per GFA basis'. The rate of 0.25 for both AM and PM, based on ASON's research, is suggested.	Further discussion was conducted with TfNSW via email, and it was agreed to adopt a trip generation rate of 0.202 trips per 100 m^2 GFA for modelling purposes. Additionally, a comparison has been made between the adopted trip generation rate of 0.202 trips per 100 m^2 GFA and TfNSW's proposed rate of 0.25 trips per 100 m^2 GFA (refer to **Section 5.2.**

TABLE 2: COMMENTS FROM TFNSW				
8	It is requested that the technical note be revised to reflect the issues raised, primarily increase the quantum of the increase in trips by comparing the ultimate to the existing case; and use a higher trip generation rate for a relatively small warehouse site. The revised technical note is to be submitted to TfNSW for review prior to lodgement of the planning proposal.	Noted. This technical note has been updated to address the raised concerns. A transport assessment will be provided using the trip rate of 0.202 trips per 100 m² GFA to forecast the development's traffic generation. For this assessment, the following two intersections will be evaluated using SIDRA modelling: • Hume Highway and Cosgrove Road • Punchbowl Road and Cosgrove Road Additionally, a background growth rate of 1% per annum will be applied to calculate the background traffic volumes for the site opening year in 2030. As the opening year is 6 years away, there will be only opening year modelling and no 10-year post-development assessment.	Agree on SIDRA modelling and a 1% annual growth in background traffic.	Noted.

1.3 Key References

In preparing this TMAP, a series of key strategic, design and planning documents have been referenced to inform the assessment of traffic and transport related elements of the Proposal:

- Strathfield Consolidated Development Control Plan 2005 (DCP 2005)
- Strathfield Local Environmental Plan 2012 (LEP 2012)

This TMAP also references general access, traffic and parking guidelines, including:

- Transport for New South Wales (formerly, Roads Traffic Authority) Guide to Traffic Generating Developments 2002 (RMS Guide).
- Transport for New South Wales (formerly, Roads and Maritime Services (RMS)) Guide to Traffic Generation Developments Updated Traffic Surveys 2013/04a 2013 (TD2013/04a).
- New South Wales Government, Planning Guidelines for Walking and Cycling, 2004.
- Australian Standard 2890.1:2004: Parking Facilities – Off-Street Car Parking (AS 2890.1).
- Australian Standard 2890.2:2018: Parking Facilities – Off-Street Commercial Vehicle Facilities (AS 2890.2).
- Australian Standard 2890.6:2022: Parking Facilities – Off-Street Parking for People with Disabilities (AS 2890.6).

2 Description of the Proposal

2.1 The Proposal

The Planning Proposal seeks to enable the future development of a multi-level warehouse through the following amendments to the Strathfield LEP 2012 for the Site:

- Amendment to the Height of Buildings Map from 12m to 35m; and
- Amendment to the Floor Space Ratio Map from 1:1 to 1.6:1.

The Planning Proposal also seeks to amend the Strathfield Consolidated Development Control Plan 2005 (Strathfield DCP) to include a new Site-Specific DCP for the Site. It is noted that no physical works are proposed, with the Planning Proposal limited to the amendment of planning controls for the site only.

The Planning Proposal is accompanied by an Indicative Reference Scheme prepared by Nettletontribe Architects that demonstrates a suitable built form, urban design and landscape outcome can be achieved within the proposed amendments to the Strathfield LEP 2012 and Strathfield DCP. The Indicative Reference Scheme comprises a multi-level warehouse and distribution centre that includes:

- 3 levels with a centrally located hardstand area positioned between 2 warehouse forms;
- A total gross floor area (GFA) of approximately 68,960 m^2 comprising warehouse or distribution centre and ancillary office floorspace;
- Heavy vehicle access from Cosgrove Road and ramps in the northern portion of the Site;
- On-site car parking; and
- Landscaping along the street frontages to Cosgrove Road, Hope Street and Madeline Street.

Figure 2 to **Figure 5** provides reduced copies of the proposed plans.

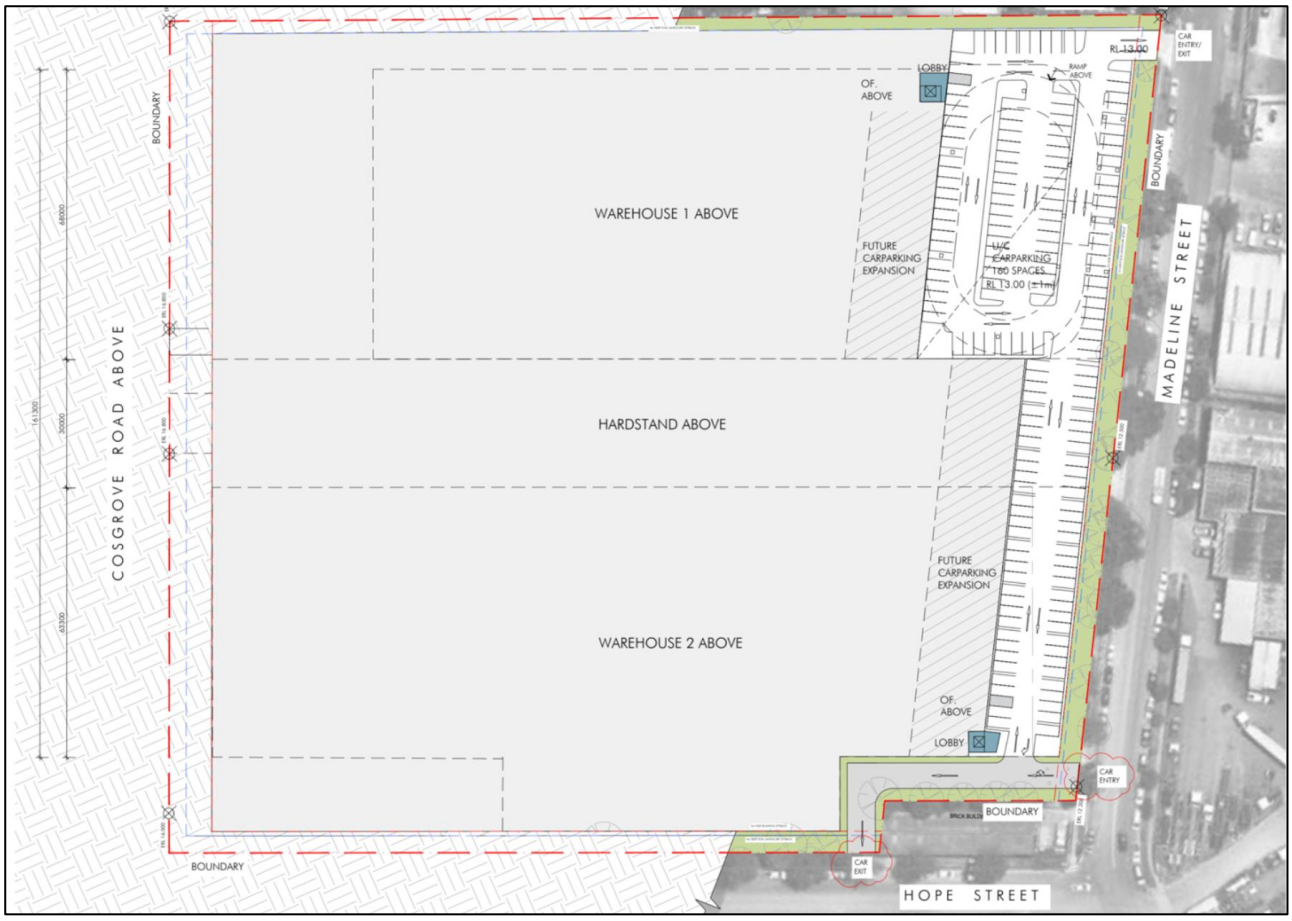


Figure 2: Proposed Lower Ground Floor Plan

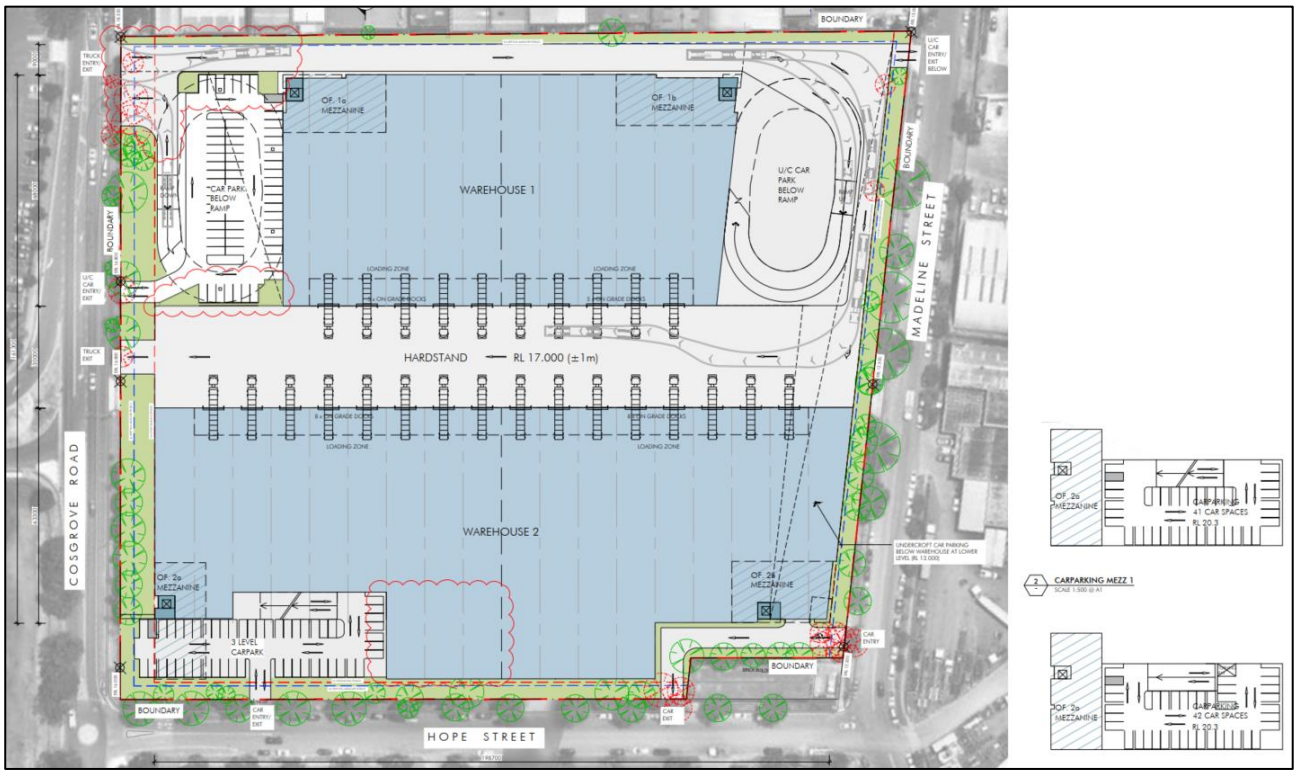


Figure 3: Proposed Grand Floor Plan and Car Park Mezzanine 1&2

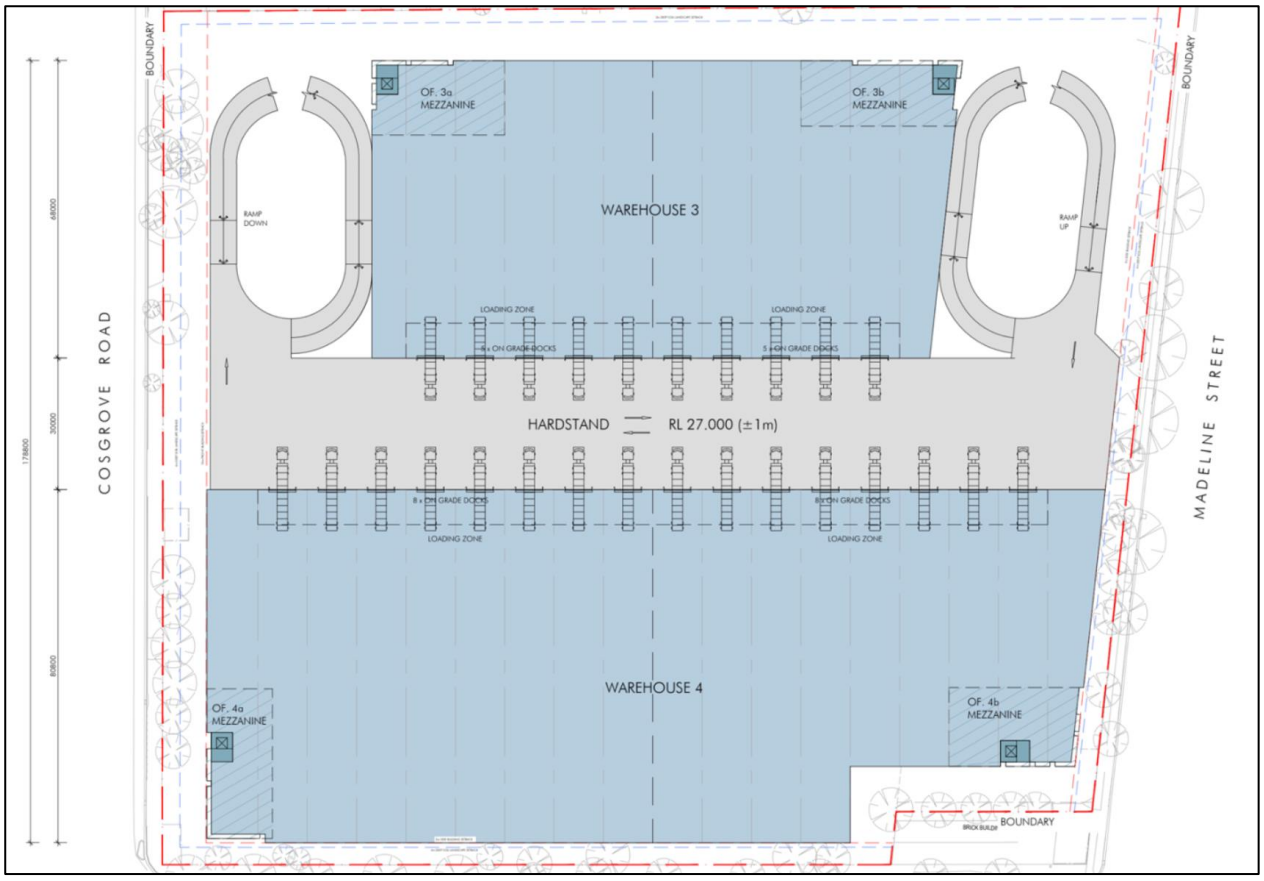


Figure 4: Proposed Level 1 Floor Plan

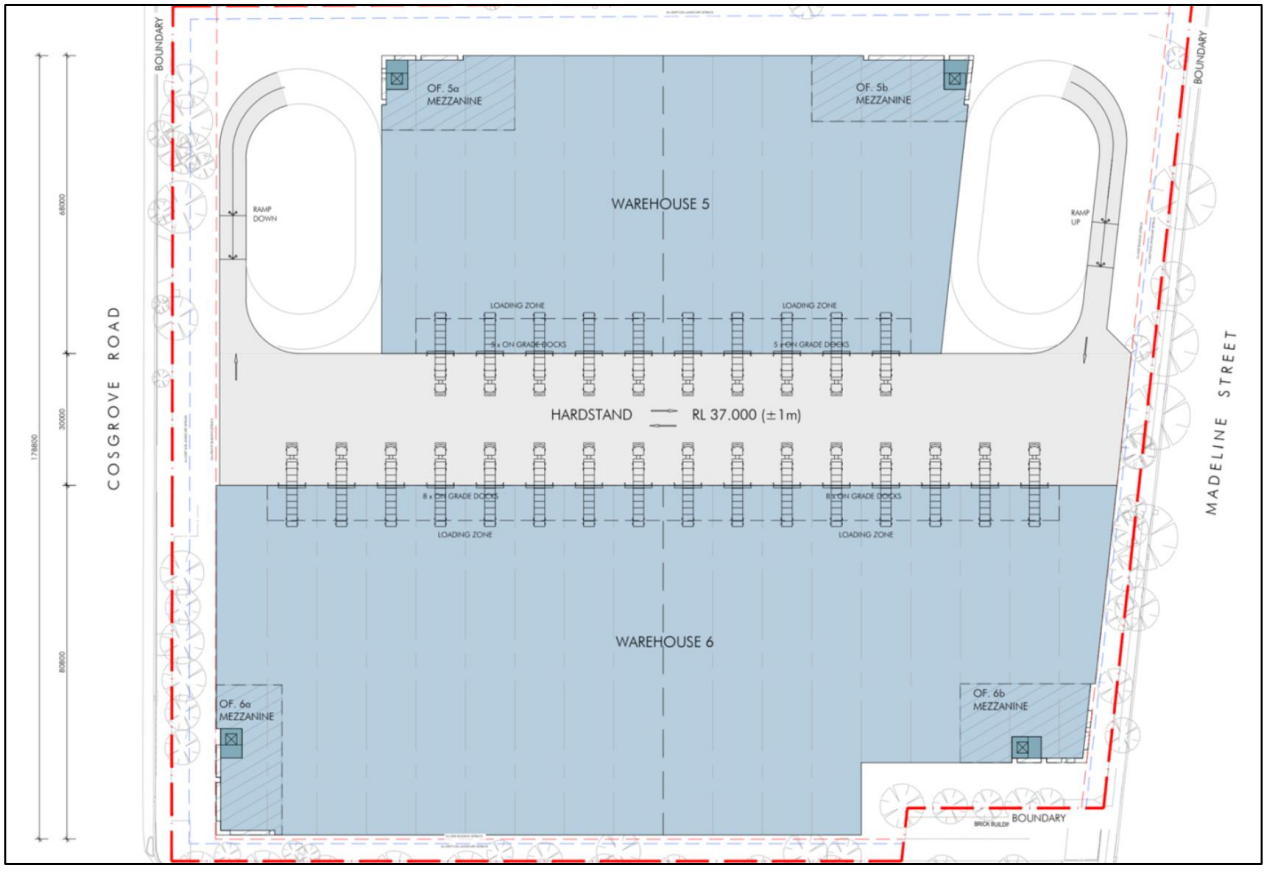


Figure 5: Proposed Level 2 Floor Plan

2.2 Proposed Vehicle Access

The Proposal seeks to relocate the existing 8 accesses and provide 7 separate accesses for Light Vehicle (LV) and High Vehicle (HV) to the Site via 3 vehicular crossovers on Cosgrove Road, 2 vehicular crossovers on Hope Street and 2 vehicular crossovers on Madeline Street as shown below in **Figure 6**.

- Access Driveway 1 – Entry and exit for HV
- Access Driveway 2, 4 and 7 – Entry and exit for LV
- Access Driveway 3 – Exit only for HV
- Access Driveway 5 – Exit only for LV
- Access Driveway 6 – Entry only for LV

Further, the fire brigade ingress the Site via Access 1 and egress the Site via Access 3.

HV are not to park or wait for scheduled delivery windows on surrounding public roads.

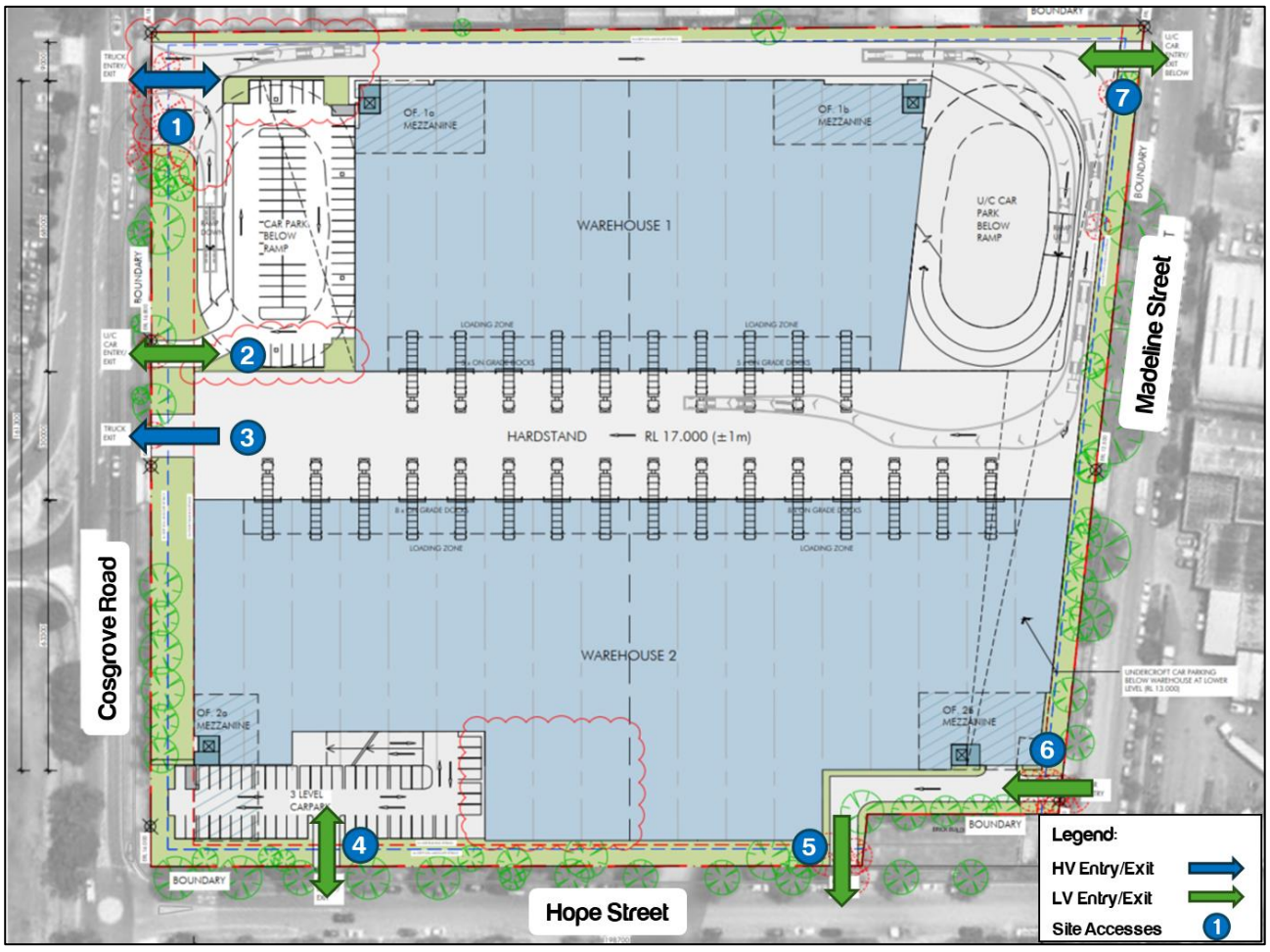


Figure 6: Proposed Accesses

3 Existing Conditions

3.1 Site Context

The Site is legally described as Lot 100 DP 862635, with a street address of 94-98 Cosgrove Road, Strathfield South. It has a total area of 43,100m^2 and street frontages to Cosgrove Road to the west, Madeline Street to the east and Hope Street to the south. The Site is shown in its local context in **Figure 7**.

Figure 7: Site Location

3.2 Existing Land Use

The Site is located in the Strathfield Council LGA and currently zoned as IN1 – General Industrial under Strathfield LEP 2012.

- The existing permissible Height of Buildings is 12m.
- The existing permissible FSR is 1:1, equating to a maximum possible total GFA of 43,100m^2.

3.3 Existing Site Access

The Site has 4 vehicular crossovers on Cosgrove Road, 2 vehicular crossovers on Hope Street and 2 vehicular crossovers on Madeline Street as shown in **Figure 8**.

Figure 8: Existing Site Vehicular Access

3.4 Road Network

The road network surrounding the Site includes a mix of state, regional and local roads. The key roads within the vicinity of the Site are shown in **Figure 9** and **Table 3**. Based on the traffic surveys on 28 May 2024, it is identified that the AM peak is 7:30 am – 8:30 am and the PM peak is 17:00 pm – 18:00 pm during weekdays.

TABLE 3: KEY ROADS

Road	Classification	Description	Traffic Volumes (veh/hr)	Speed Limit (km/h)	On-Street Parking
Liverpool Street	State Road	Liverpool Street is running east-west, intersecting with Cosgrove Road, and is situated north of the Site. Liverpool Street has 3 lanes in each direction. Localised widening is provided at key intersections to facilitate necessary turning lanes.	AM Peak: (EB) 1,936 (WB) 1,529 PM Peak: (EB) 1,755 (WB) 2,041	70	No
Punchbowl Road	State Road	Punchbowl Road is running east-west, intersecting with Cosgrove Road, and is situated south of the Site. Punchbowl Road has 2 lanes in each direction. Localised widening is provided at key intersections to facilitate necessary turning lanes.	AM Peak: (EB) 1,674 (WB) 1,108 PM Peak: (EB) 1,233 (WB) 1,606	60	No
Cosgrove Road	Regional Road	Cosgrove Road is running north-south, intersecting with Liverpool Street and Punchbowl Road, and forming the western frontage of the Site. Cosgrove Road features 1 lane in each direction.	AM Peak: (NB) 458 (SB) 242 PM Peak: (NB) 548 (SB) 418	60	Yes No Restrictions on part of road
Hope Street	Local Road	Hope Street is running east-west, intersecting with Cosgrove Road and Madeline Street, and forming the southern frontage of the Site. Hope Street has 1 lane in each direction.	-	50	Yes No Restrictions
Madeline Street	Local Road	Madeline Street is running north-south, intersecting with Hope Street, and forming the eastern frontage of the Site. Madeline Street has 1 lane in each direction.	-	50	Yes No Restrictions
Turnout Drive	Local Road	Turnout Drive is running east-west, provides a connection between Mainline Road and Cosgrove Road, and is situated west of the Site. Turnout Drive has 1 lane in each direction.	-	40	No
Mainline Road	Local Road	Mainline Road provides a connection between Wentworth Street and Turnout Drive and is situated west of the Site. Mainline Road has 1 lane in each direction.		40	No

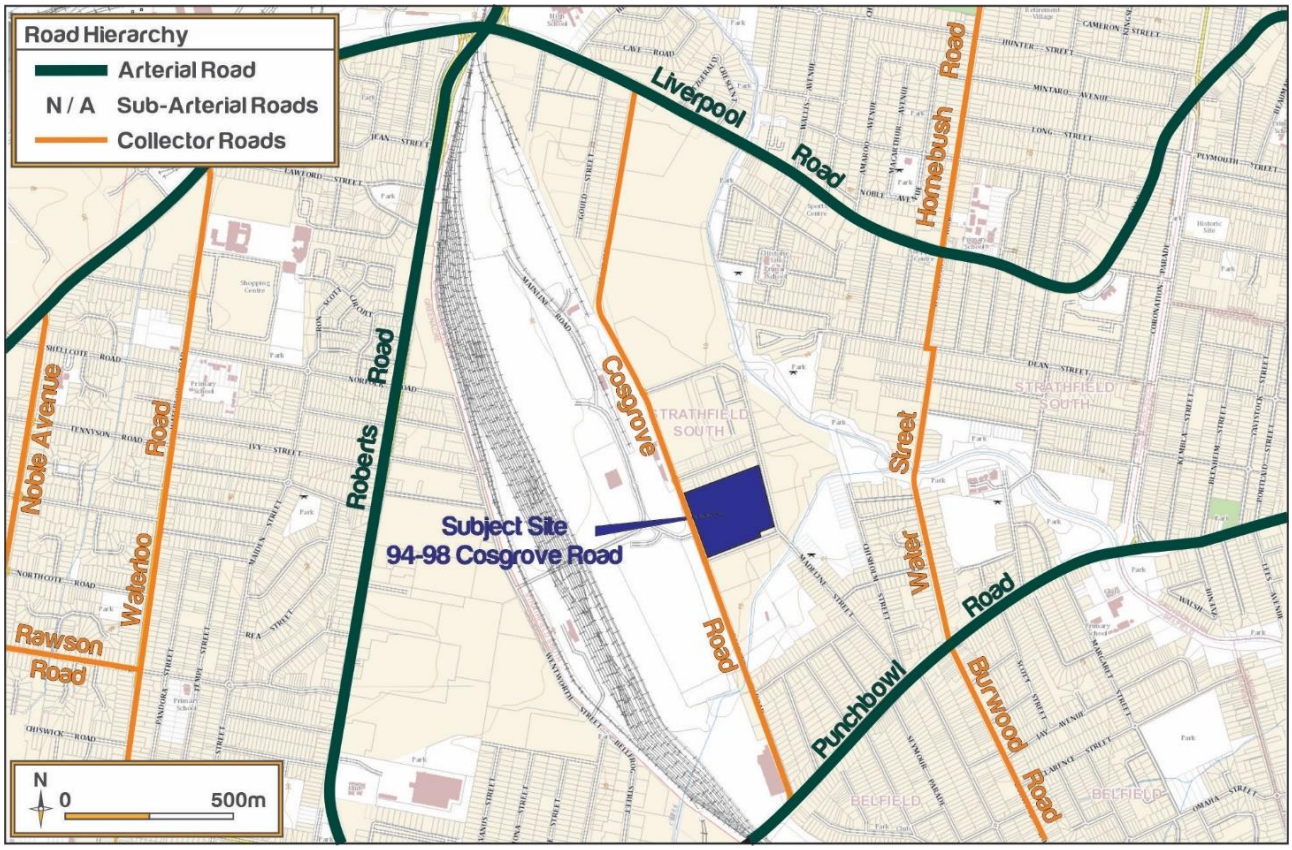


Figure 9: Road Hierarchy

3.5 Crash Data Analysis

NSW Crash data is available for basic interrogation from the Transport for NSW, Centre for Road Safety website. A snapshot of the crashes near the Site is shown in **Figure 10** and a summary table presented in **Table 4**. No discernible patterns relating to a trend or incident type were observed for crashes and suggests there are no inherent safety issues within the Section of Cosgrove Road, Hope Street or Madeline Street near the Site.

TABLE 4: CRASH HISTORY

Year	Location	RUM Code	Injury/Death
2022	Hope St x Madeline St intersection	47 – Emerging from drive	1 x Minor/Other Injury

Figure 10: Crash Location and Type (2018-2022)

3.6 Approved Heavy Vehicle Routes

Approved HV routes around the study area are illustrated in **Figure 11**.

The National Heavy Vehicle Regulator (NHVR) currently identifies Liverpool Road and Punchbowl Road as 25/26m B-Double truck routes without any travel conditions, and Cosgrove Road 25/26m B-Double truck routes with relevant travel conditions, as outlined in Figure 11. Heavy vehicles for the proposed development can use any of the approved routes.

Up-to-date details regarding approved B-Double routes can be obtained from the TfNSW web portal. (https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html)

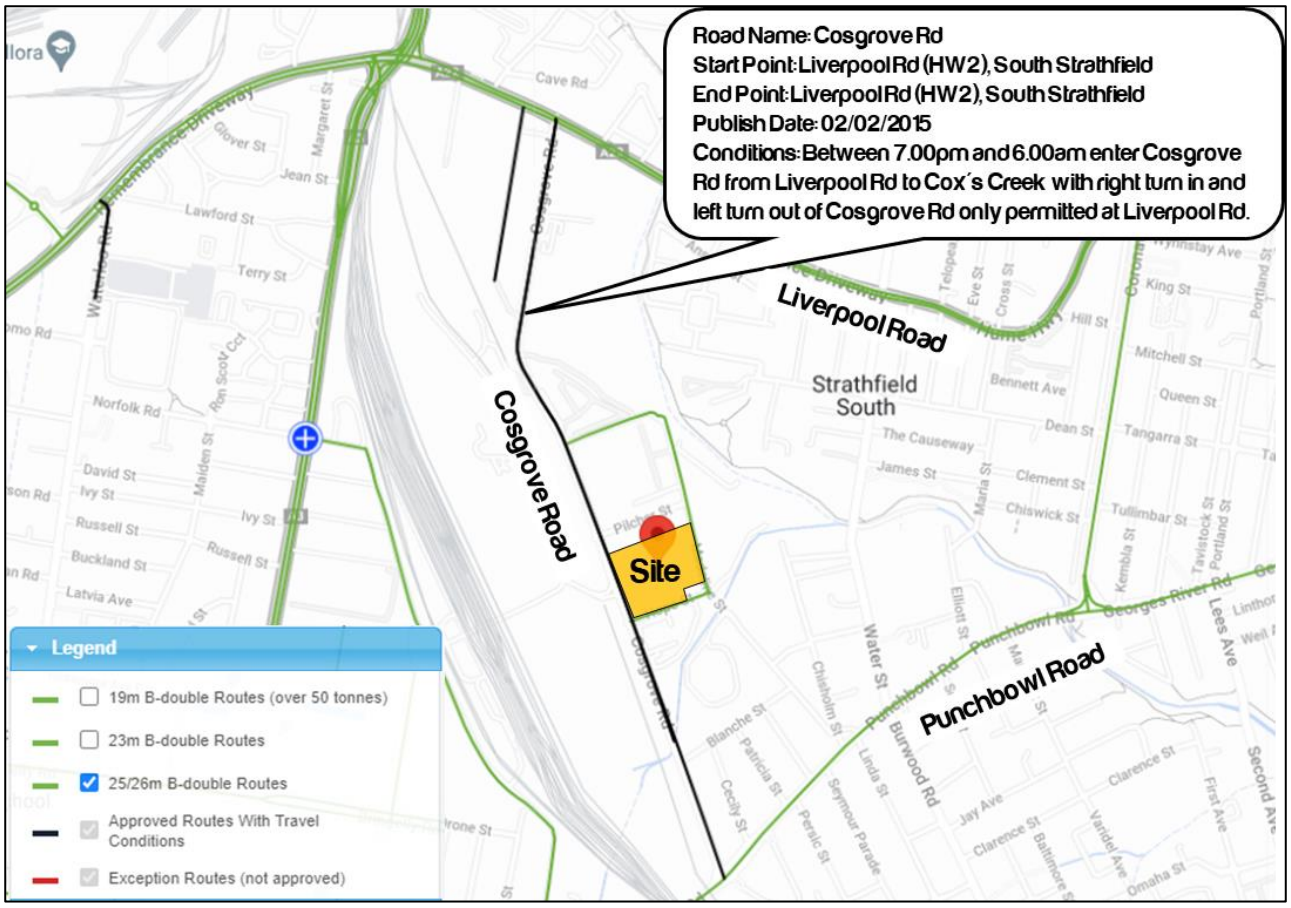


Figure 11: Approved HV Map (25/26m B-Double Routes)

3.7 Public and Active Transport

The Site is limited serviced by local public transport infrastructure. The key train, bus and light rail services local to the Site are presented in **Figure 12** and summarised in the following sections.

3.7.1 Pedestrian Accessibility

There is limited pedestrian infrastructure within proximity to the Site. Footpaths are provided along south side of Hope Street and both sides of Madeline Street.

3.7.2 Cycle Routes

There are currently limited cycling facilities and routes provided within the vicinity of the development.

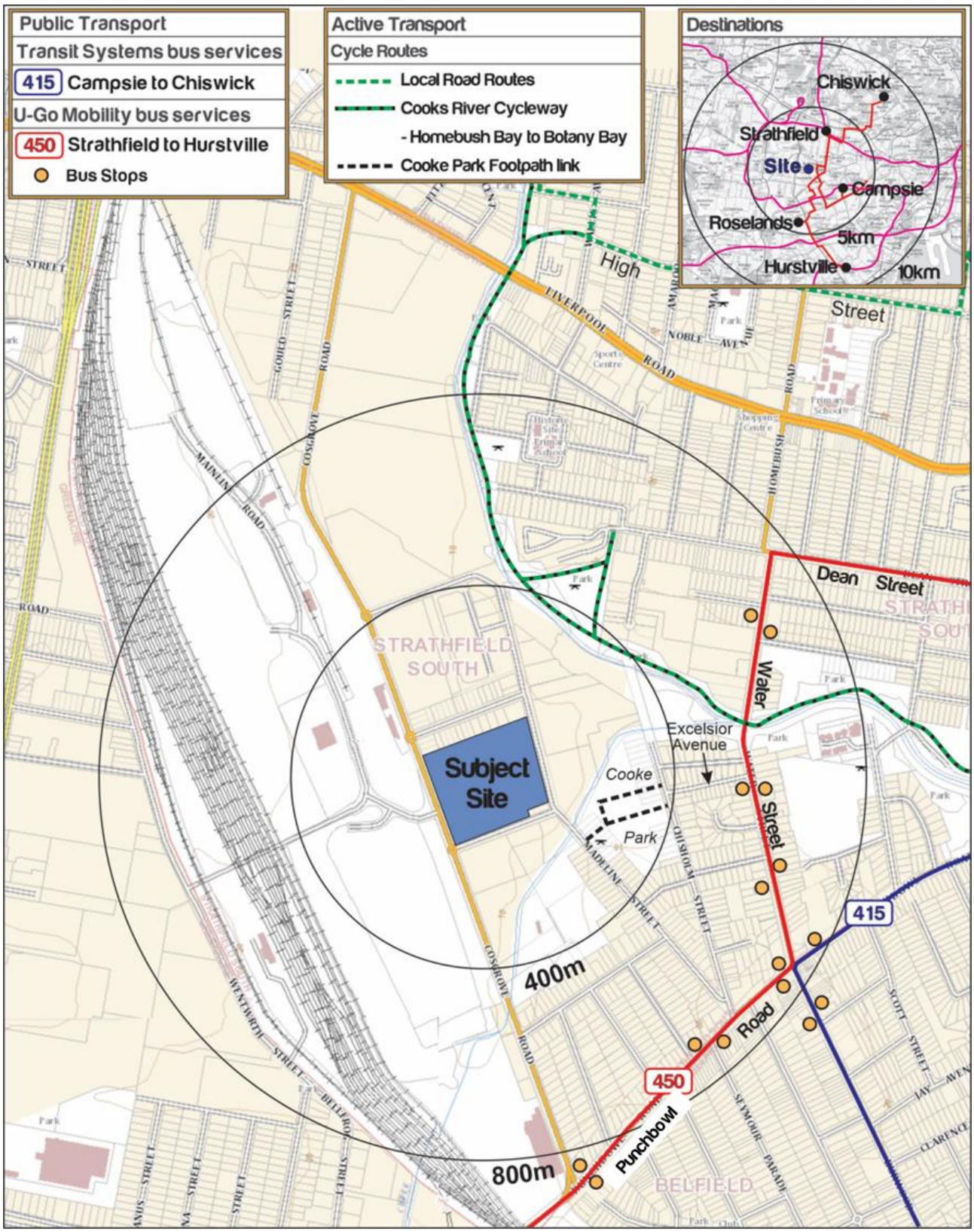


Figure 12: Public and Active Transport Network

3.7.3 Train Services

The *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area* (Transport for NSW, December 2013) state that rail services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a railway station. The closest stations are Lakemba Station and Belmore Station, which are approximately 3 kilometres from the Site, therefore does not influence mode choice.

3.7.4 Bus Services

The *Integrated Public Transport Service Planning Guidelines* state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes) of a bus stop.

With reference to the above figure, nearby bus stops are located at:

- Punchbowl Road after Cosgrove Road stop, Punchbowl Road, approximately 850 metres from the Site, servicing Routes 450, and
- Punchbowl Road after Water Street stop, Punchbowl Road, approximately 1.1 kilometres from the Site, servicing Route 415.

Routes 450 and 415 provide direct connections to Lakemba Station and Belmore Station respectively, hence providing public transport access to the broader metropolitan area.

The bus routes in close proximity to the Site is summarised in **Table 5**.

TABLE 5: EXISTING BUS SERVICES

Route No.	Route Description	Average Weekday Service Frequency	
		AM peak	PM peak
450	Strathfield to Hurstville	15 min	15 min
	Hurstville to Strathfield	15-20 min	15-20 min
415	Campsie to Chiswick	20 min	20 min
	Chiswick to Campsie	20 min	20 min

4 Parking Assessment

4.1 Parking Requirements

It is understood that this planning proposal is accompanied by a draft site-specific DCP that aims to establish the following parking controls, based on the Canterbury-Bankstown DCP (Section 3.2):

- *Development for the purposes of warehouse and distribution centres is to provide 1 space per 300m^2 of GFA*
- *Where an ancillary office component is involved and provided it does not exceed 20% of the total GFA, 1 car space per 100m^2 gross office floor area is to be provided. Any additional office space above 20% of total GFA should be assessed at a rate of 1car per 40m^2 gross floor area.*

Ason Group has been instructed to use these control rates.

4.2 Car Parking

Having regard for the Proposal, **Table 6** demonstrates the provision of proposed parking spaces for the Site against the draft site-specific DCP.

TABLE 6: PARKING ASSESSMENT

Land Use	Yield GFA (m^2)	DCP 2005 Parking Rate (Minimum)	Minimum Parking Requirement	Proposed
Warehouse	62,360	1 space / 300 m^2 GFA	208	**353**
Office	6,600	1 space / 100 m^2 GFA	66	
Total	**68,960**		**274**	

It is evident that the provision of 353 car parking spaces meets the minimum car parking requirements, hence, complies with the draft proposed site-specific DCP.

4.3 Accessible Parking

The Strathfield DCP 2005 does not specify accessible parking rates. Reference has been made to the National Construction Code, Building Code of Australia (BCA) 2019 – Volume One highlights the following requirements for buildings characterizes as 5, 7, 8 or 9c.

1 space for every 100 carparking spaces or part thereof.

Accordingly, the development requires 4 accessible spaces.

In response, the provision of 6 accessible spaces satisfies the requirements set out within the BCA.

4.4 Bicycle Parking and End of Trip Facility

The details of bicycle parking and End of Trip Facility (EoTF) will be discussed as part of the Development Application (DA) stage of the project

5 Traffic Assessment

5.1 Data Collection

Classified intersection turn counts were collected for the key intersections on 28 May 2024. A 24-hour traffic survey was also undertaken on 28 May 2024 for the existing Site accesses on Cosgrove Road, Hope Street and Madeline Street.

The data sources that formed the basis of this traffic assessment are outlined in **Table 7**, and explained more on the following sections.

TABLE 7: DATA SOURCES

Data	Date / Year	Time	Source
Classified Intersection Count (CIC)	Tuesday, 28 May 2024	06:00 am – 10:00 am 03:00 pm – 07:00pm	Trans Traffic Survey
Site Access Tube Count	Tuesday, 28 May 2024	24-hour	Trans Traffic Survey

5.1.1 Classified Intersection Count (CIC)

Classified intersection counts (CIC) were collected at the following two key intersections between 6:00–10:00 am and 3:00–7:00 pm on Tuesday, 28 May 2024:

- Liverpool Road / Cosgrove Road
- Punchbowl Road / Cosgrove Road

From the analysis, the network peak hours have been identified as:

- Morning Peak (AM): 08:00 am – 09:00 am,
- Evening Peak (PM): 05:00 pm – 06:00 pm.

All modelling assessments for this study were undertaken for these network peak hours.

5.1.2 Existing Development Traffic Generation (Surveyed)

A 24-hour traffic survey on 28 May 2024 was conducted at the existing Site access crossovers to establish the current traffic generation of the Site. A summary of the survey results and existing accesses is presented in **Table 8**.

TABLE 8: EXISTING SITE GENERATION[1]

Site Development	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Existing	32	12	44	3	16	19

Note: AM and PM peak hours are the road network peak hours taken from the surveys.

5.2 Traffic Generation

Ason Group prepared an early consultation technical note (ECTN) dated 19 June 2024 (ECTN-V1). In this ECTN, Ason Group proposed to adopt trip generation rates of 0.158 trips per 100 m^2 of GFA for the AM peak and 0.155 trips per 100 m^2 of GFA for the PM peak, based on the average of three sites (Sites 1, 3, and 4) in TDT 2013/04a.

TfNSW, upon reviewing ECTN-V1, raised concerns that the GFA of the proposed site is smaller than that of Site 1 (693,605 m^2) and Site 3 (406,600 m^2) in TDT 2013/04a. Therefore, they suggested that using the average rates from these sites might not be appropriate and recommended a trip rate of approximately 0.30 trips per 100 m^2 for both the AM and PM peak hours.

An updated ECTN (ECTN-V2) was prepared and submitted to TfNSW on 29 July 2024. This version included publicly available survey data for warehouses and distribution centres with a similar GFA range to the proposed site, addressing TfNSW's concerns about higher trip rates for smaller warehouses.

Upon reviewing ECTN-V1 by TfNSW Ason Group have been advised to adopt a trip generation rate of 0.25 trips per 100 m^2 GFA for both AM and PM peaks,

Abovementioned information detailed in **Table 2**.

After reviewing TfNSW's proposed rate, further discussion was conducted with TfNSW via email, and it was agreed to adopt a trip rate of 0.202 trips per 100 m^2 GFA for modelling purposes. Additionally, a comparison will be made between the adopted trip generation rate of 0.202 trips per 100 m^2 GFA and TfNSW's proposed rate of 0.25 trips per 100 m^2 GFA.

Applying these two rates to the proposed yield of 68,960 m^2 GFA results in the peak hour traffic volumes shown in **Table 9**.

TABLE 9: DEVELOPMENT TRIP GENERATION

Trip Generation	Proposed GFA (m^2)	Rate	Peak Hour Trip Generation (AM & PM)
Proposed	68.960	0.202 trips / 100m^2 of GFA	139
Sensitivity		0.25 trips / 100m^2 of GFA	172
Difference	-	-	+33

It is noted that the 33 additional vehicles per hour would be generated based on the TfNSW sensitivity trip generation rate.

5.2.1 Net Trip Generation

Table 10 provides a comparative assessment of the traffic generation (inbound and outbound combined) between the existing vehicular trip generation and proposed development trip generation. This table presents the traffic generation from the existing site (survey), as well as the trip generation for the existing permissible development (FSR of 1:1) and the proposed development (FSR of 1.6:1), both using a trip generation rate of 0.202 trips per 100 m^2 of GFA.

TABLE 10: TRAFFIC GENERATION COMPARISON

#	Land Use	Trip Generation (vehicles/hour)	
		AM Peak	PM Peak
1	Existing Site - Survey [a]	44	19
2	Approved Permissible Development (FSR of 1:1) [b]	87	87
3	Proposed Development (FSR of 1.6:1) [c]	139	139
4	Net - Existing Permissible Development [b] minus [a]	**43**	**68**
5	Net - Proposed Development [c] minus [a]	**95**	**120**

As concluded from the table above, the existing development operates with a trip generation below the permissible level (FSR of 1:1). Therefore, for traffic modelling purposes, the base case model has been adjusted to include the additional net trip generation from the permissible development (Row 4), and the net traffic generation from the proposed development has been used for the project case model (Row 5).

The SIDRA traffic modelling has considered additional vehicle trips (2 in the AM peak and 2 in the PM peak) beyond the trip generation of 95 vehicles during the AM peak hour and 120 vehicles during the PM peak hour has been forecasted for the proposed development.

5.3 Traffic Distribution

The traffic distribution was determined through analysis of the existing traffic movements, a review of the TfNSW's Restricted Access Vehicle (RAV) map and permitted turning movements at key intersections (e.g. considering medians, right-turn bans, and similar).

The 2021 ABS Census data was used to inform the residential locations of employees within the assessed destination zone (DZ 115760001), and subsequently, the likely travel routes.

The detailed vehicle class split adopted based on the site's existing operations, derived from the survey has been outlined below, with the resulting average proportional distribution of trips to / from the Site is summarised in **Table 11**.

- 71% Light Vehicle and 29% Heavy Vehicle

TABLE 11: TRIP DISTRIBUTION

To / From	Light Vehicle	Heavy Vehicle
Liverpool Road East	8%	28%
Liverpool Road West	47%	27%
Punchbowl Road East	17%	22%

Punchbowl Road West	28%	23%

5.4 Background Growth of Traffic

A growth rate of 1.0% per annum has been applied to the background road network traffic volume, in line with the growth rate agreed upon by TfNSW (as outlined within **Table 2**).

5.5 Model Development

5.5.1 Modelling Platform

Analysis of key intersections has been undertaken in SIDRA Intersection software Version 9.1 (SIDRA).

5.5.2 Input Parameters

All modelling assessments for this study were conducted in SIDRA, with below input parameters:

- Site Level of Service Method was set to 'Delay (RTA NSW).'
- Physical features of the existing intersection geometries were coded with reference to NearMap aerial imageries as well as site visit observations.
- Default values for basic saturation flow, peak flow factor, gap acceptance and pedestrian walking speed were unchanged.
- Speed limits were input as per existing posted speed limits at each location.
- Passenger Car Unit (PCU) factors for HV were adopted as 2.0. PCU for LV were adopted as SIDRA default value of 1.0.

5.5.3 Key Intersections for Assessment

To assess the impact of the proposed development, SIDRA modelling has been undertaken to evaluate the performance of two key intersections near the Site, as listed below.

- Liverpool Road / Cosgrove Road
- Punchbowl Road / Cosgrove Road

5.6 SIDRA Assessment Scenarios

SIDRA Network Traffic modelling have been undertaken for AM and PM peaks for the scenarios listed in **Table 12**.

TABLE 12: FUTURE YEAR MODELLING SCENARIOS

#	Scenario	Year	Background Traffic	Net Permissible Development Traffic	Net Development Traffic Increase
1	Existing Base Case	2024	Surveyed	-	-
2	Adjusted Future Base Case - 2030	2030	Surveyed + 6-year background growth	✓ (refer to row 4, Table 10)	-
3	Future Project Case - 2030	2030	Surveyed + 6-year background growth	-	✓ (refer to row 5, Table 10)

The adjusted Future Base Case 2030 and Future Project Case 2030 AM and PM turn volumes are presented in **Figure 13** to **Figure 16**.

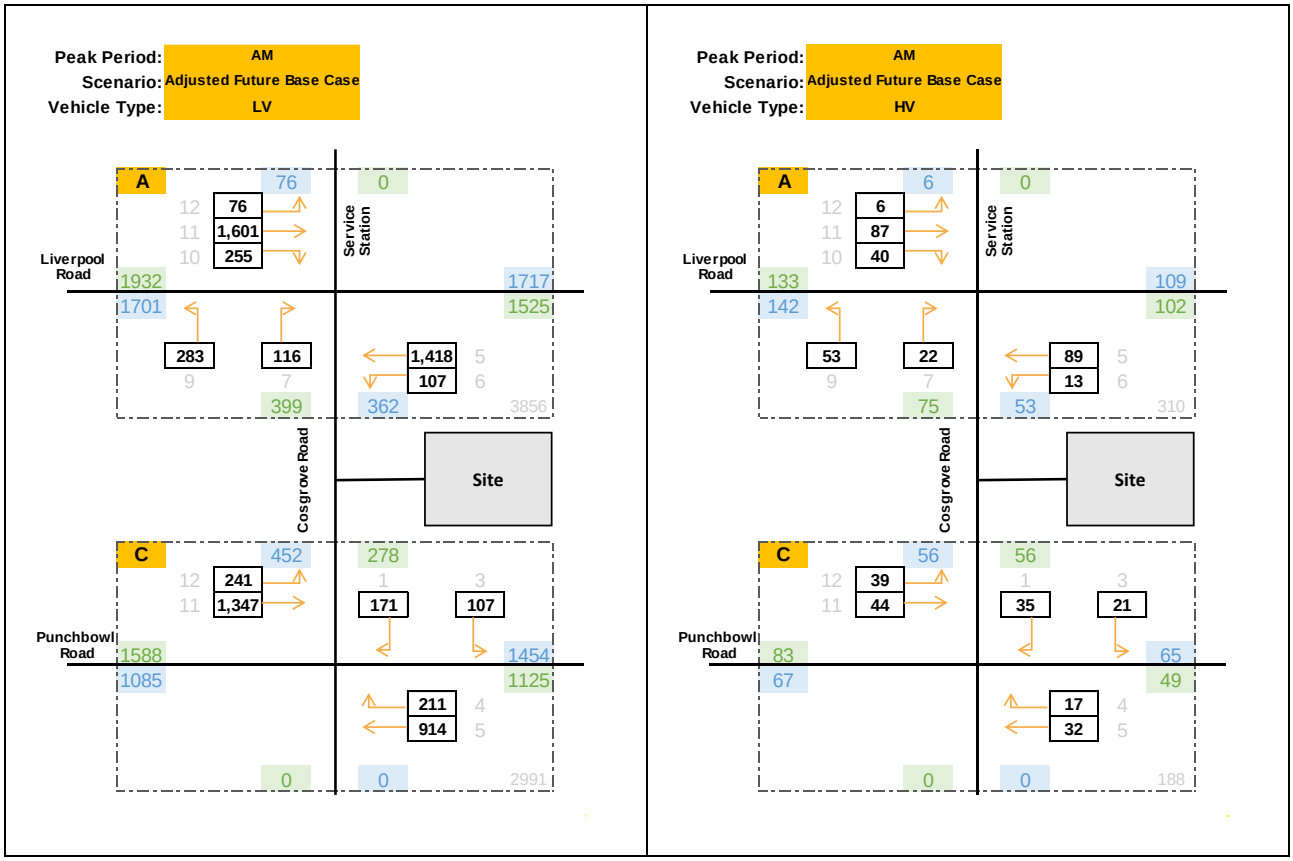


Figure 13: 2030 Adjusted Base Case – AM Peak, (Left: Light Vehicle & Right: Heavy Vehicle)

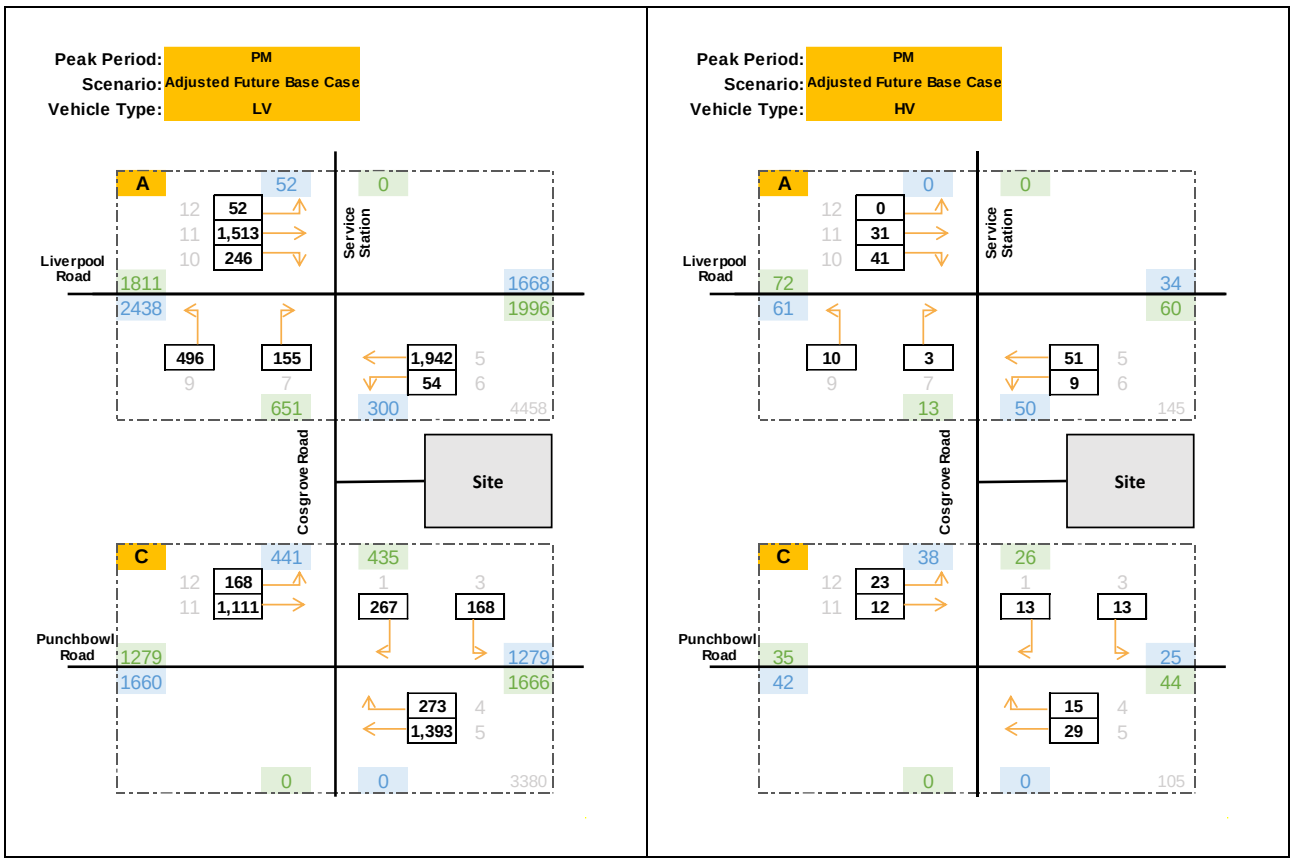


Figure 14: 2030 Adjusted Base Case – PM Peak, (Left: Light Vehicle & Right: Heavy Vehicle)

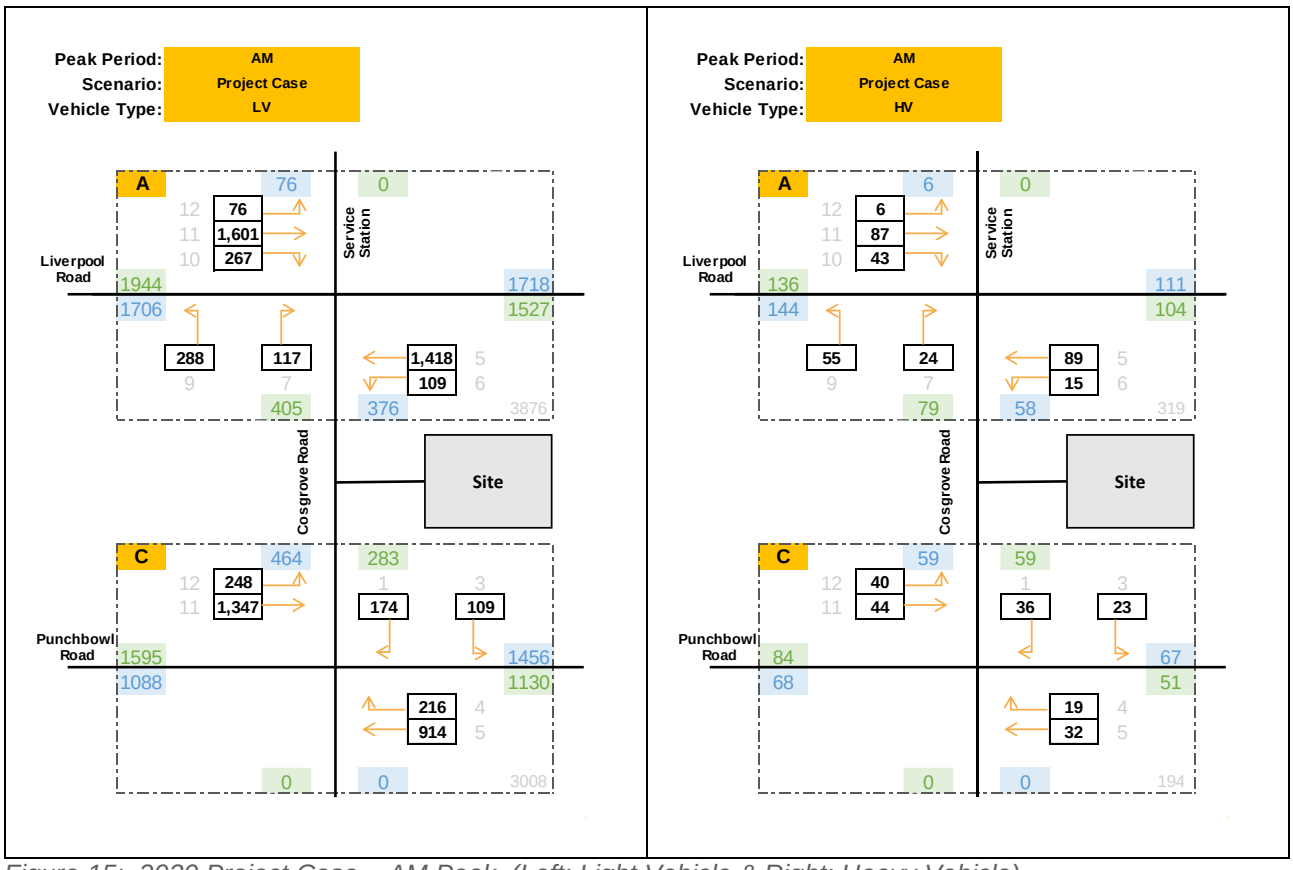


Figure 15: 2030 Project Case – AM Peak, (Left: Light Vehicle & Right: Heavy Vehicle)

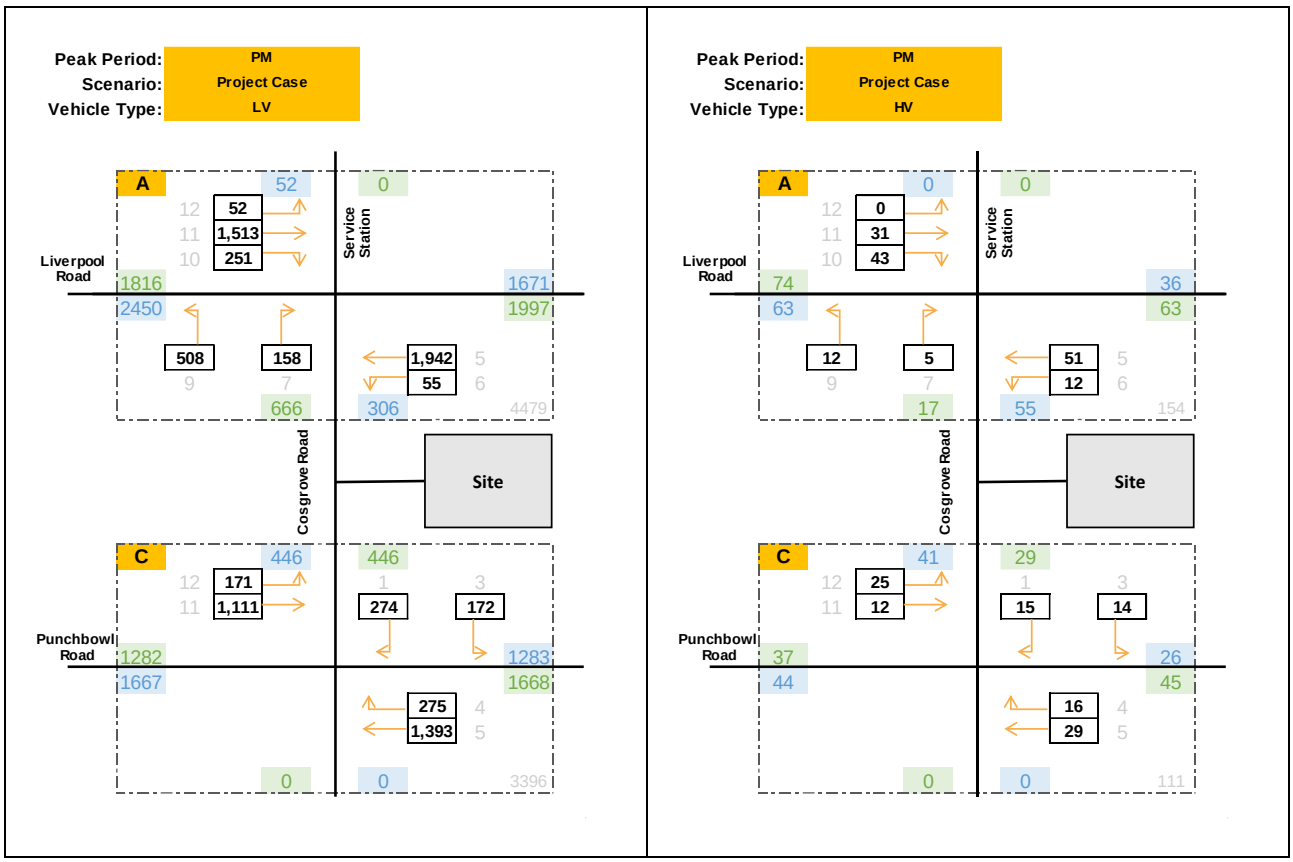
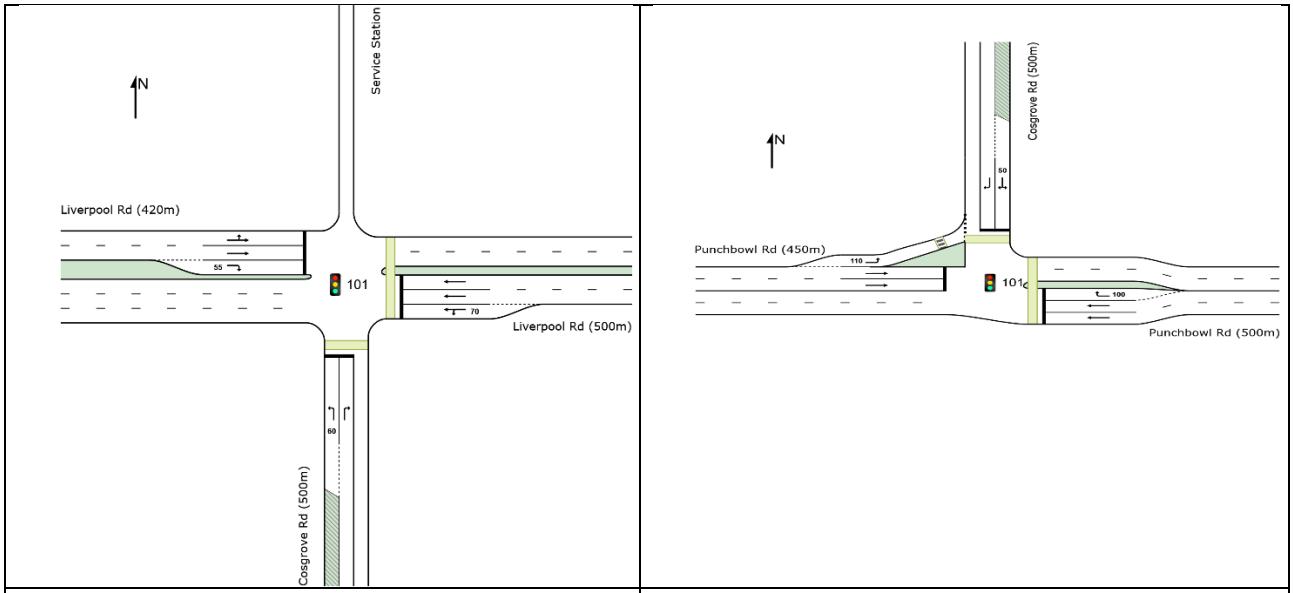


Figure 16: 2030 Project Case – PM Peak, (Left: Light Vehicle & Right: Heavy Vehicle)

5.7 SIDRA Intersection Layout

For the purpose of this assessment, the representative SIDRA layout of the key intersections is shown in **Figure 16**.



Liverpool Road / Cosgrove Road	Punchbowl Road / Cosgrove Road

Figure 17: Network Layout

5.8 SIDRA Intersection Performance

To assess the impact of the proposed development trips in the opening year of 2030, the SIDRA assessment results for the scenarios mentioned above are presented in **Table 13**.

TABLE 13: EXISTING INTERSECTION PERFORMANCE

Intersection	Peak Period	Scenario 1			Scenario 2			Scenario 3		
		Base Case - 2024			Future Base Case - 2030			Future Project Case - 2030		
		DOS	AVD (s)	LoS	DOS	AVD (s)	LoS	DOS	AVD (s)	LoS
Cosgrove Rd & Liverpool Rd	AM	0.86	20	B	0.89	28	B	0.90	29	C
	PM	0.94	43	D	1.06	78	F	1.05	80	F
Cosgrove Rd & Punchbowl Rd	AM	0.72	20	B	0.78	21	B	0.79	22	B
	PM	0.69	21	B	0.75	22	B	0.75	23	B

The SIDRA Modelling results of scenario 2 and 3 for 2030 can be summarised as:

- In Scenario 3 (2030 Project Case), with the increased proposed development traffic demand, both intersections would continue to operate at a similar LoS. The LoS at the intersection of Cosgrove Rd and Liverpool Rd during AM peak worsened from B to C. This change in LoS is due to only a 1-second increase in delay, and both LoS B and C are considered acceptable.
- The proposed increase in trips would result in negligible increase of delay (up to 2 seconds) in each key intersection.

- In both scenario 2 and 3, the intersection of Cosgrove Road and Liverpool Road during the network PM peak would experience significant capacity constrain (LoS F) even without considering the proposed demands.
- Accordingly, the Proposal will not have any material impact onto the surrounding road network.
- As such the Proposal is supportable from traffic modelling grounds.

6 Design Commentary

It is noted that the design aspects of the proposed development will be further assessed as part of the Development Application (DA) stage of the project. Therefore, this section provides high-level design input to assist finalisation of the development plans prior to the DA submission.

6.1 Relevant Design Standards

The Site access, car park and commercial vehicle facilities shall be designed to comply with the following relevant Australian Standards:

- AS2890.1:2004 for car parking areas; and
- AS2890.2:2018 for commercial vehicle loading areas; and
- AS2890.3:2015 for bicycle parking; and
- AS2890.6:2022 for accessible spaces.

It is expected that any detailed construction drawings in relation to any car park, site access and commercial vehicle facilities would comply with these Standards. Furthermore, compliance with the above Standards would be expected to form a standard Condition of Consent any development approval and subject to further review as part of future Development Application (DA) process.

6.2 Design Vehicle

The proposed access driveways on Cosgrove Road, Hope Street and Madeline Street, internal roads and warehouse hardstand areas on the ground floor has been designed to accommodate access and circulation requirements for vehicles up to a 26.0m B-Double Vehicle, and level 1 & 2 have been designed to accommodate vehicles up to 20.0m Articulated Vehicle.

A preliminary swept path assessment has been prepared and included in **Appendix A**, demonstrating the suitability of the proposed site arrangement to accommodate the nominated design vehicles.

6.3 Site Access

Each of the site accesses on Cosgrove Road, Hope Street and Madeline Street provides access for a combination of LV and HV to the Site and comprises the following (refer to **Figure 6** for diagrammatic representation):

- 3 x access driveways for LV (Ingress and Egress)
- 1 x access driveway for LV (Ingress only)
- 1 x access driveway for LV (Egress only)
- 1 x access driveway for HV (Ingress and Egress)
- 1 x access driveway for HV (Egress only)

6.3.1 Car Park Access Design

LV accesses are provided via dedicated entry and exit driveways to the parkin on the Lower Ground Floor, Ground Floor and Mezzanine Floors, separately. A total of 353 car parking spaces are proposed in the indicative development plan with 5 access driveways. A Category 2 access driveway is required for each car park in accordance with Table 3.1 of AS2890.1:2004.

6.3.2 Heavy Vehicle Access

The commercial vehicle facilities of the indicative development have been designed having regard for requirements of AS2890.2:2018 and the following is considered noteworthy:

- All HV will enter the Site via Access Driveway 1,
- HVs go to Ground Floor will exit the Site via Access Driveway 3,
- HVs go to Level 1 & 2 via 2 ramps (separated ramp up/down) and exit the Site via Access Driveway 1.
- All commercial vehicles can enter and exit the site in a forward direction.

An indicative HV movement plan is provided in **Figure 18** and **Figure 19**.

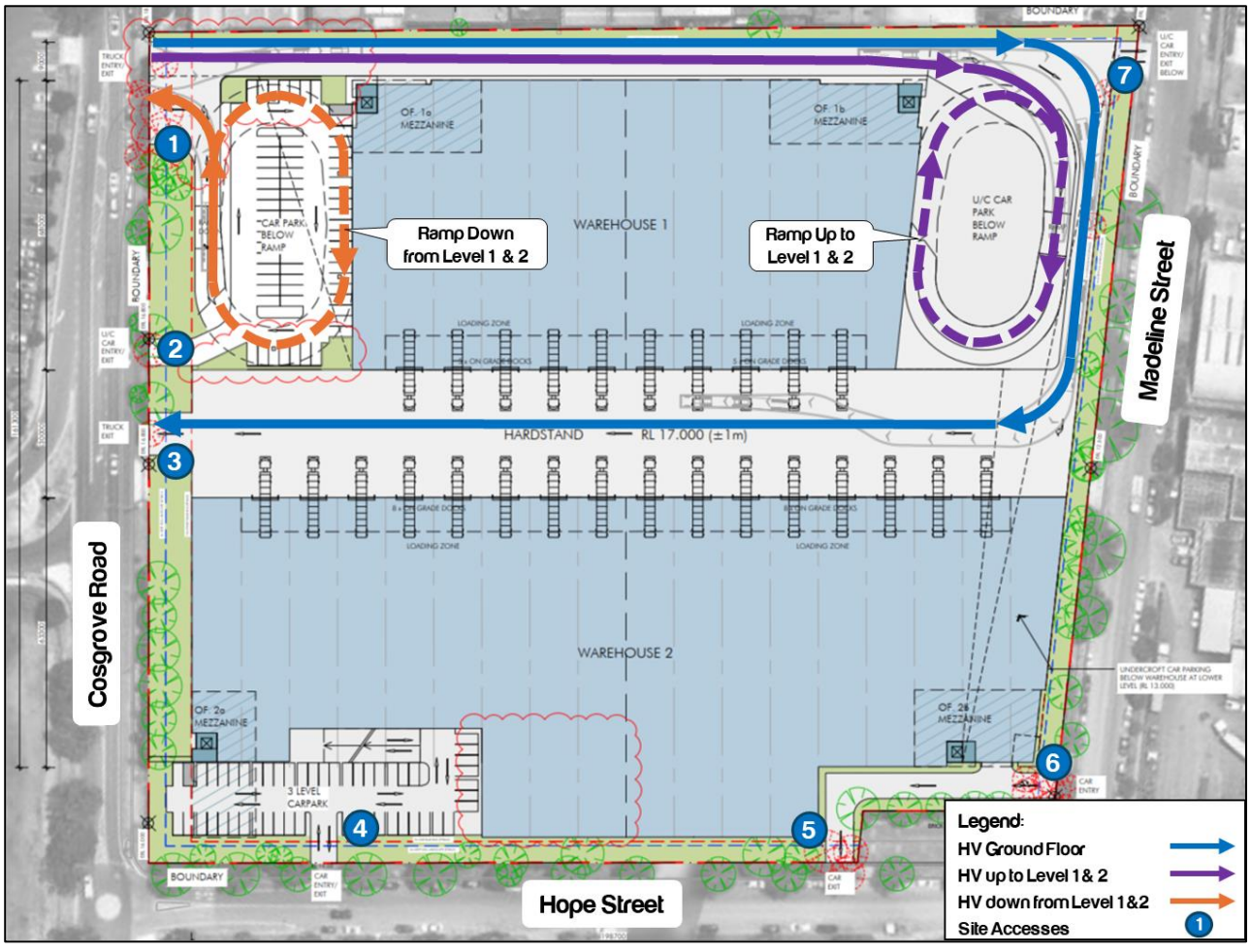


Figure 18: Heavy Vehicle Movement Plan – Ground Floor

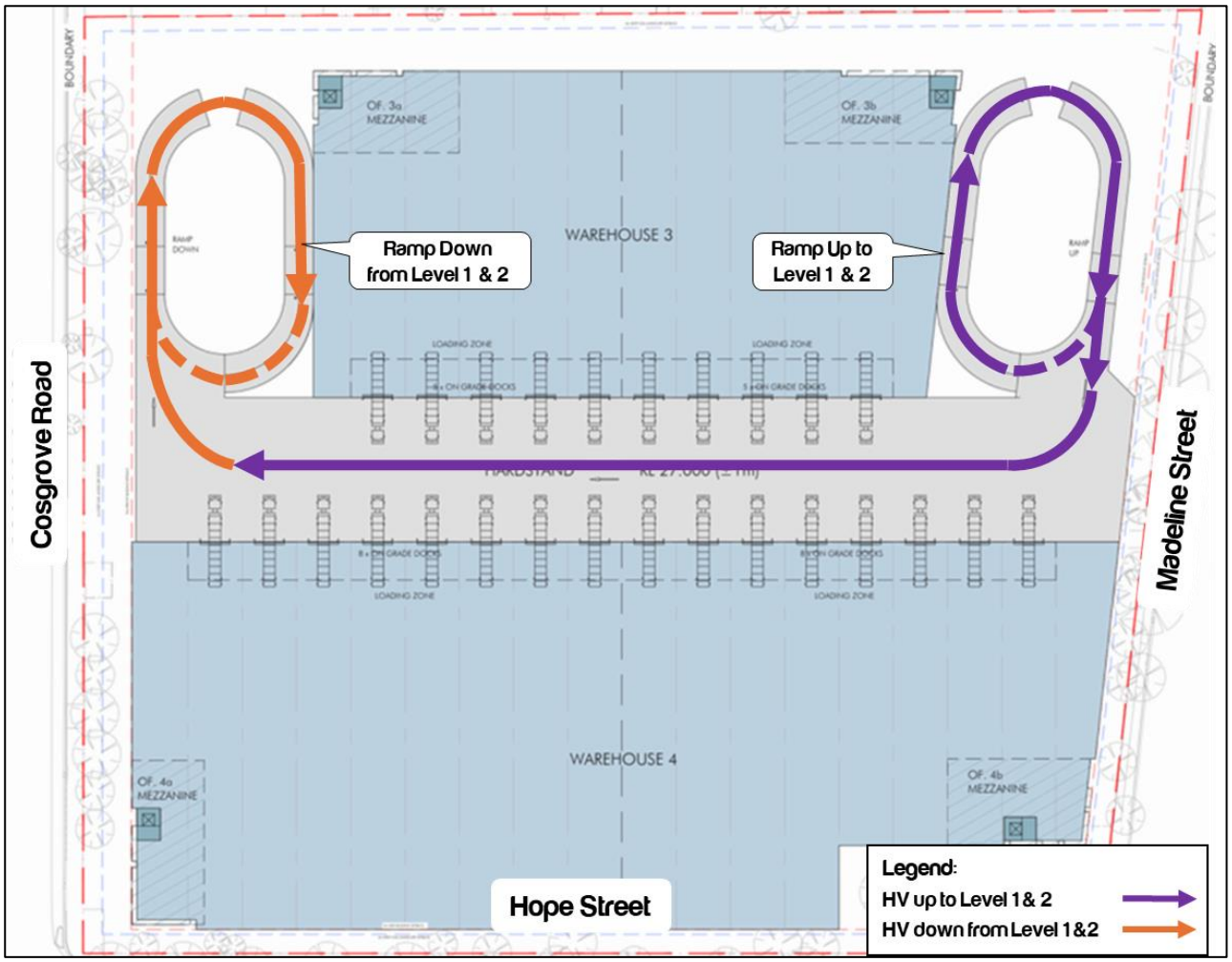


Figure 19: Heavy Vehicle Movement Plan – Level 1 & 2

6.4 Fire Truck Circulation

In line with Fire and Rescue NSW (FRNSW) Guidelines, access arrangements for the Site have been tested for a 12.5 m Heavy Rigid Vehicle (HRV), demonstrating sufficient access for “General and Specialist” fire appliances, as demonstrated in Appendix A.

6.5 Service Areas

All service areas are to be designed with reference to AS 2890.2:2018 and provide for the movement of vehicles up to 26m B-Double vehicles. It is anticipated that service area design compliance with AS 2890.2:2018 would be confirmed as part of future Development Application (DA) and detailed design process.

This will include a requirement to achieve a minimum 4.5 metre clear height for the access, circulation and hardstand areas in accordance with AS 2890.2:2018.

7 Summary and Conclusions

Ason Group has been commissioned by Centuria Capital Limited to prepare a TA in support of a Planning Proposal (the Proposal) to increase permissible height and FSR of the development at 94-98 Cosgrove Road, Strathfield South. The Site is legally known as Lot 100 DP 862635 and is located within the Strathfield LGA.

7.1 Key Findings

The key findings of this TA are:

- The Planning Proposal increase permissible height and FSR of the future development of a multi-level warehouse through the following amendments to the Strathfield LEP 2012 for the Site:
  - Amendment to the Height of Buildings Map from 12 meters to 35 meters; and
  - Amendment to the Floor Space Ratio Map from 1:1 to 1.6:1.
- The Site is located at 94-98 Cosgrove Road, Strathfield South and is currently zoned as IN1 – General Industrial under Strathfield LEP 2012.
- The Proposal consists of a 3-level, multi-unit warehouse and distribution centre development at the Site, which comprises the redevelopment of the Site as summarised below:
  - 6 warehouse development units with a total GFA of 68,960 m^2, including:
    - 62,360 m^2 warehouse GFA and
    - 6,600 m^2 office GFA, and
  - 7 vehicular access driveways on Cosgrove Road, Hope Street and Madeline Street,
  - 353 car parking spaces (including 6 accessible spaces)
- An assessment of parking requirements suggests the Site requires a minimum of 274 spaces. In response, the Site provides a combined total of 353 spaces and therefore readily demonstrates compliance with the draft site-specific DCP.
- Application of the RMS TDT 2013/04a traffic generation rate for Site 3 for industrial unit land uses to the proposed development yield results in the following traffic generation:
  - AM and PM peaks: 139 veh/hr
- The SIDRA intersection modelling assessment for the two key intersections adjacent to the site shows that the proposed increase in trips would result in a negligible increase in delay (up to 2 seconds) at these intersections. Accordingly, the proposal will not have any material impact on the surrounding road network.
- The additional 33 vehicles per hour from the TfNSW requested trip generation rate of 0.25 trips per 100 m^2 of GFA would be distributed across two intersections, and it is expected that these vehicles will not change the LoS or degree of saturation (DoS) for these intersections.
- It is expected that any detailed construction drawings in relation to the car park, site access and commercial vehicle facilities would comply with the relevant Australian Standards. Furthermore, compliance with the Standards would be expected to form a standard condition of consent to any development approval and subject to further review as part of future DA process.

7.2 Conclusions

In summary, the Proposal is supportable on traffic and transport planning grounds and is not expected to result in any adverse impacts on the surrounding road network.

Appendix A. Swept Path Assessment

NOTE:

1. 7 VEHICULAR ACCESS POINTS HAVE BEEN REVIEWED.

   1.1. ACCESS POINT 1 SHALL BE LIMITED TO HEAVY VEHICLE (HV) ENTRY AND EXIT.

   1.2. ACCESS POINT 2, 4 & 7 SHALL BE LIMITED TO LIGHT VEHICLE (LV) ENTRY AND EXIT.

   1.3. ACCESS POINT 3 SHALL BE LIMITED TO HV EXIT ONLY.

   1.4. ACCESS POINT 5 SHALL BE LIMITED TO LV EXIT ONLY.

   1.5. ACCESS POINT 6 SHALL BE LIMITED TO LV ENTRY ONLY.

2. HARDSTANDS SHOWN ON THIS SITE PLAN HAVE BEEN REVIEWED WITH THE DESIGN VEHICLES UNDER AS2890.2:2018.

3. CAR PARKING AREAS HAVE BEEN REVIEWED AGAINST AS2890.1:2004. CAR PARKING SPACES ARE OF USER CLASS 1/1A, WITH DIMENSION OF 5.4m LONG X 2.2m WIDE).

4. SITE CIRCULATION OF HV SHALL OCCUR ONE-WAY IN A CLOCKWISE DIRECTION.

5. DESIGN VEHICLES ADOPTED

   5.1. GROUND FLOOR

      5.1.1. 26.0m B-DOUBLES (SITE ACCESS AND COMMERCIAL VEHICLE HARDSTAND AREA)

      5.1.2. 12.5m HEAVY RIGID VEHICLE FOR FIRE TRUCK CIRCULATION

      5.1.3. CAR PARKS - B99 CAR

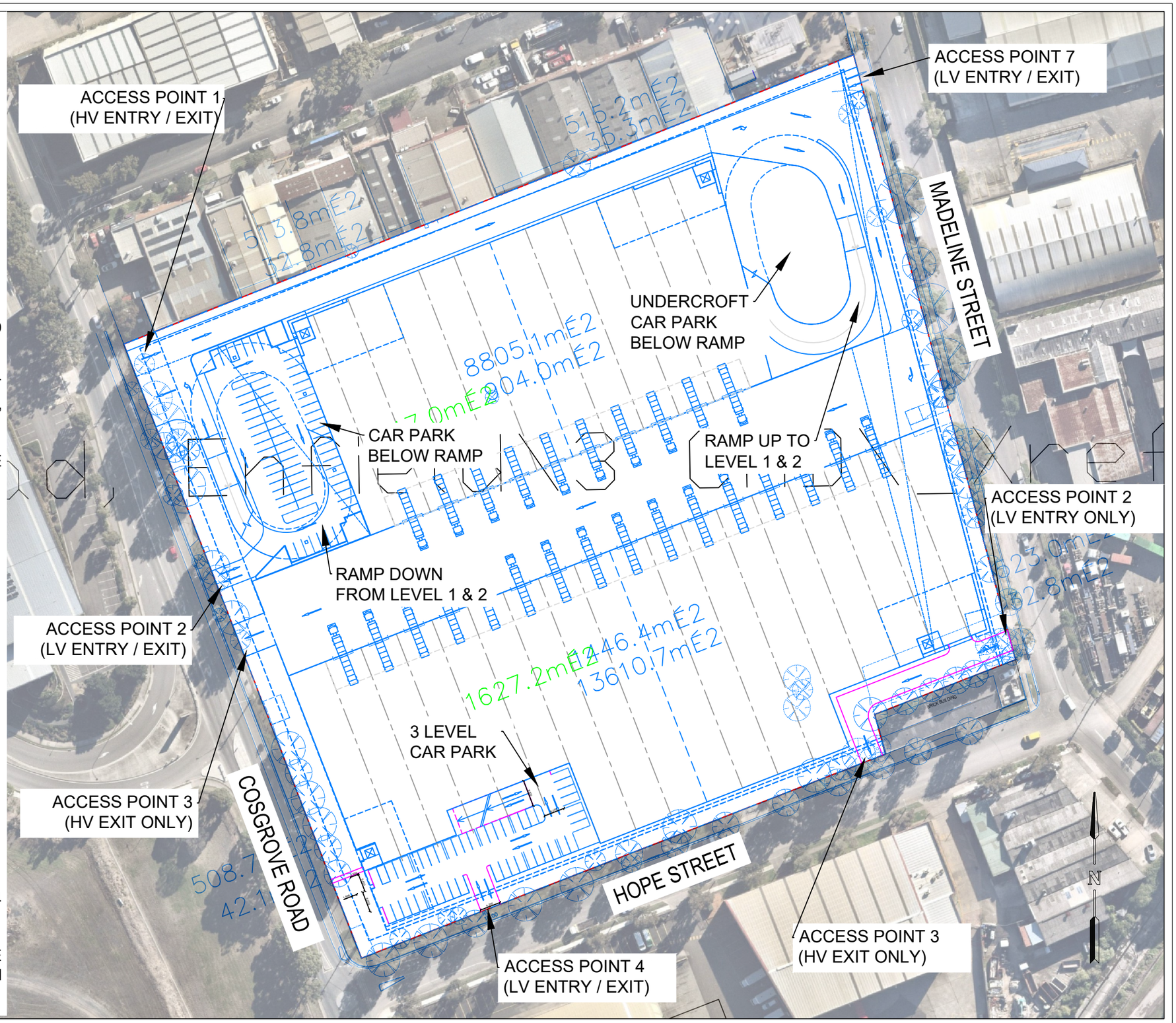
   5.3. LEVEL 1 & 2

      5.3.1. 20.0m ARTICULATED VEHICLES (AVs)

   5.4. THE ABOVE ASSUMES 26.0m B-DOUBLE COMMERCIAL VEHICLES WILL BE SIDE LOADING. VEHICLES UP TO 20.0m AVs WILL BE ABLE TO REAR LOADING.

6. RAMPS SHALL BE DESIGNED IN ACCORDANCE WITH AS2890.1:2004 AND AS2890.2:2018.

7. DETAILED DESIGN OF THE PROPOSED DEVELOPMENT WILL BE FURTHER ASSESSED AS PART OF THE DEVELOPMENT APPLICATION STAGE OF THE PROJECT.



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by nettletontribe, received on 25/10/2024.
Cosgrove Road has a posted speed limit of 60km/h, Hope Street - 50km/h, and Madeline Street - 50km/h.
Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED: Masoud Khodadadifard	PAPER SIZE: A3
APPROVED BY: X.XXXX	DATE: 04.11.2024
SCALE: 1:1200	NTS

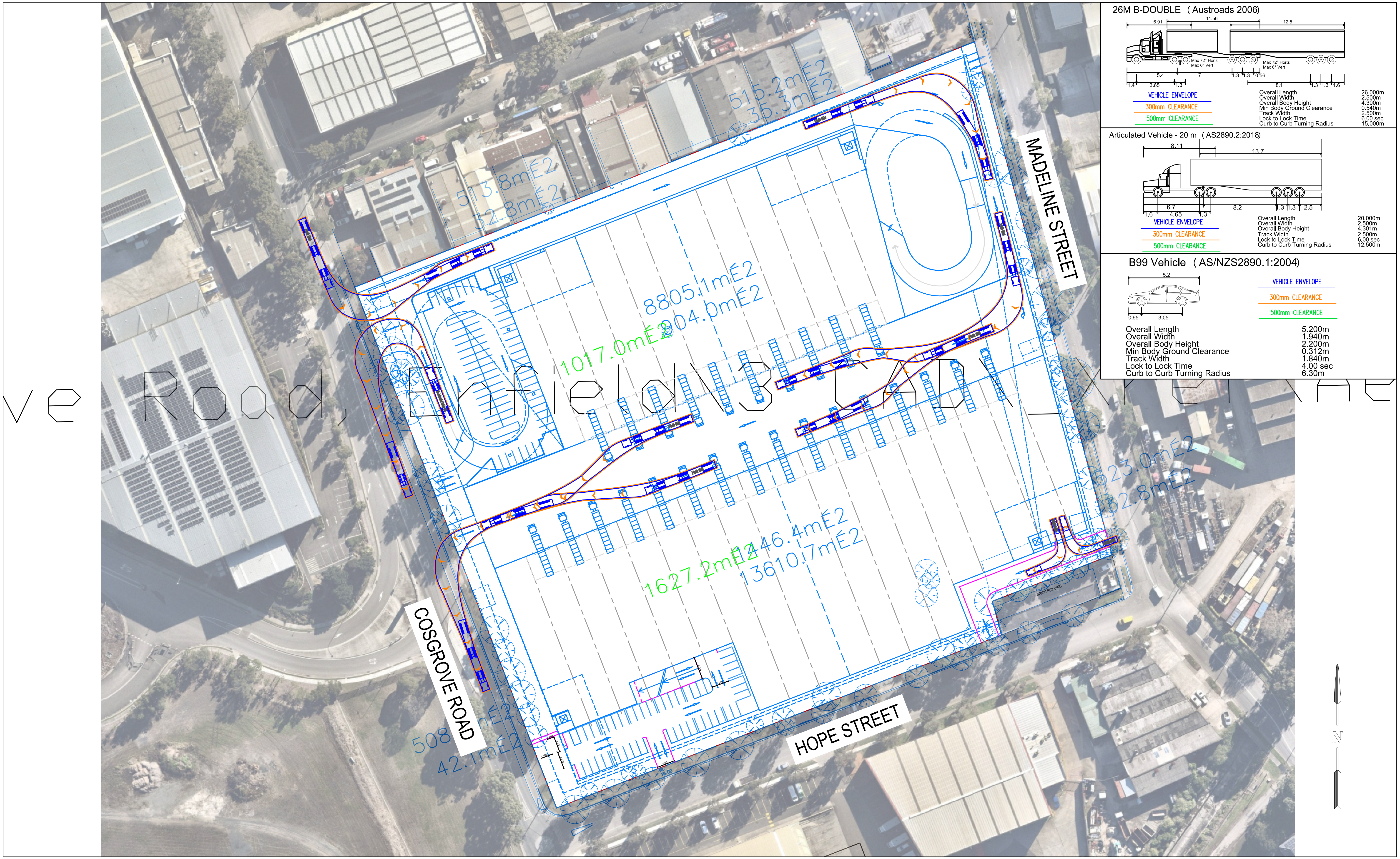
CLIENT: Centuria Capital Limited

PROJECT: 2526
94-98 Cosgrove Road, Strathfield

DOCUMENT INFORMATION
DESIGN COMMENTARY
SITE OVERALL

FILE NAME	SHEET
AG2526-01-v04.dwg	AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au


MADELINE STREET
COSGROVE ROAD
HOPE STREET
8805.1mE2
1017.0mE2
1627.2mE2
26M B-DOUBLE (Austroads 2006)
Max 72° Horiz
Max 6° Vert
VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE
Overall Length 26.000m
Overall Width 2.500m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 15.000m
Articulated Vehicle - 20 m (AS2890.2:2018)
VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE
Overall Length 20.000m
Overall Width 2.500m
Overall Body Height 4.301m
Track Width 2.500m
Lock to Lock Time 6.00 sec
Curb to Curb Turning Radius 12.500m
B99 Vehicle (AS/NZS2890.1:2004)
VEHICLE ENVELOPE
300mm CLEARANCE
500mm CLEARANCE
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.30m
N

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DESIGNED: Masoud Khodadadifard	PAPER SIZE: A3	
APPROVED BY: X.XXXX	DATE: 04.11.2024	
SCALE: 1:1200	NTS	

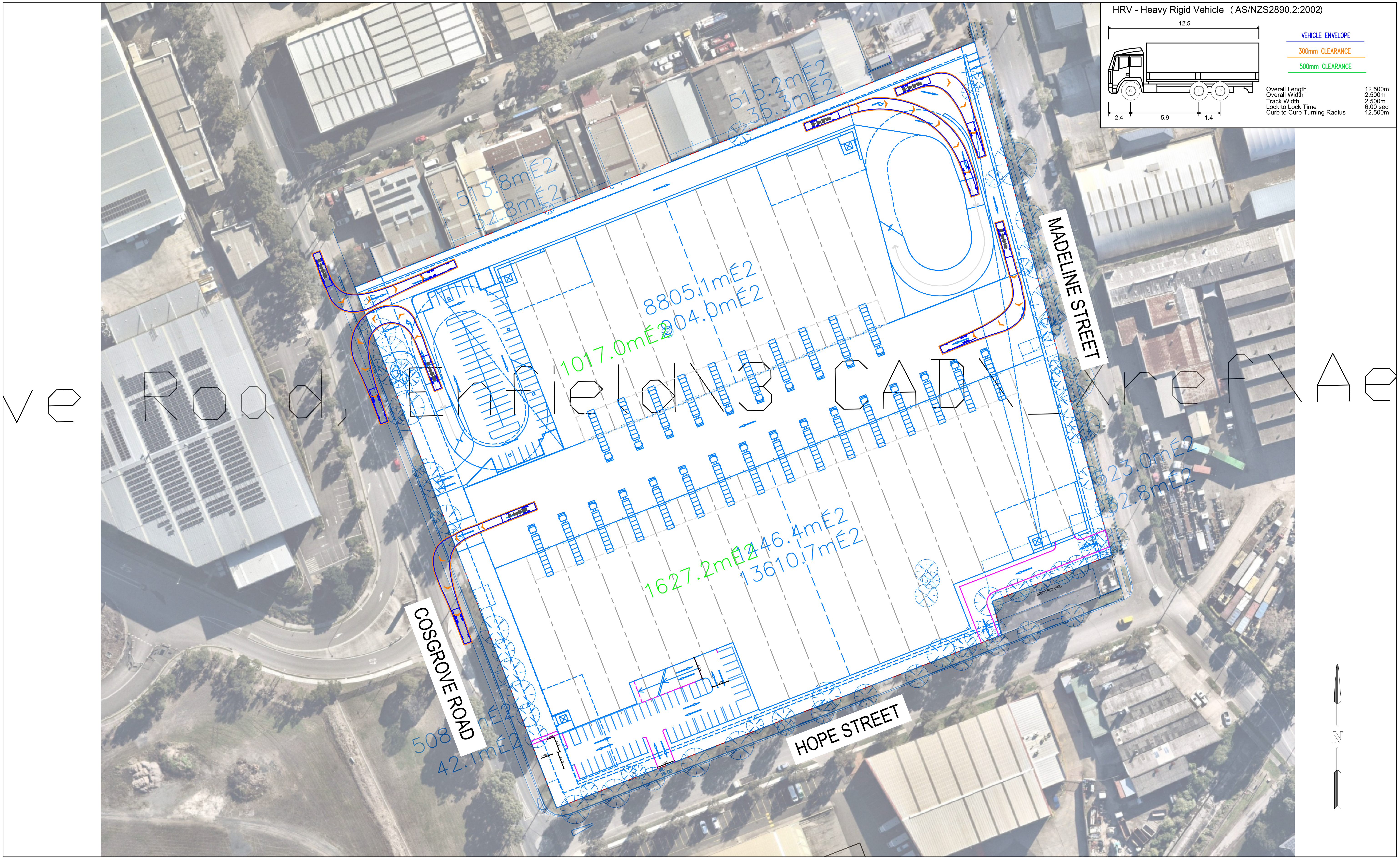
CLIENT
Centuria Capital Limited

PROJECT
2526
94-98 Cosgrove Road, Strathfield

DOCUMENT INFORMATION
DESIGN COMMENTARY
GROUND FLOOR - 26m B-Double Vehicle

FILE NAME	SHEET
AG2526-01-v04.dwg	AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



GENERAL NOTES

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Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED	Masoud Khodadadifard
PAPER SIZE	A3
APPROVED BY	X.XXXX
DATE	04.11.2024
SCALE	1:1200
	NTS

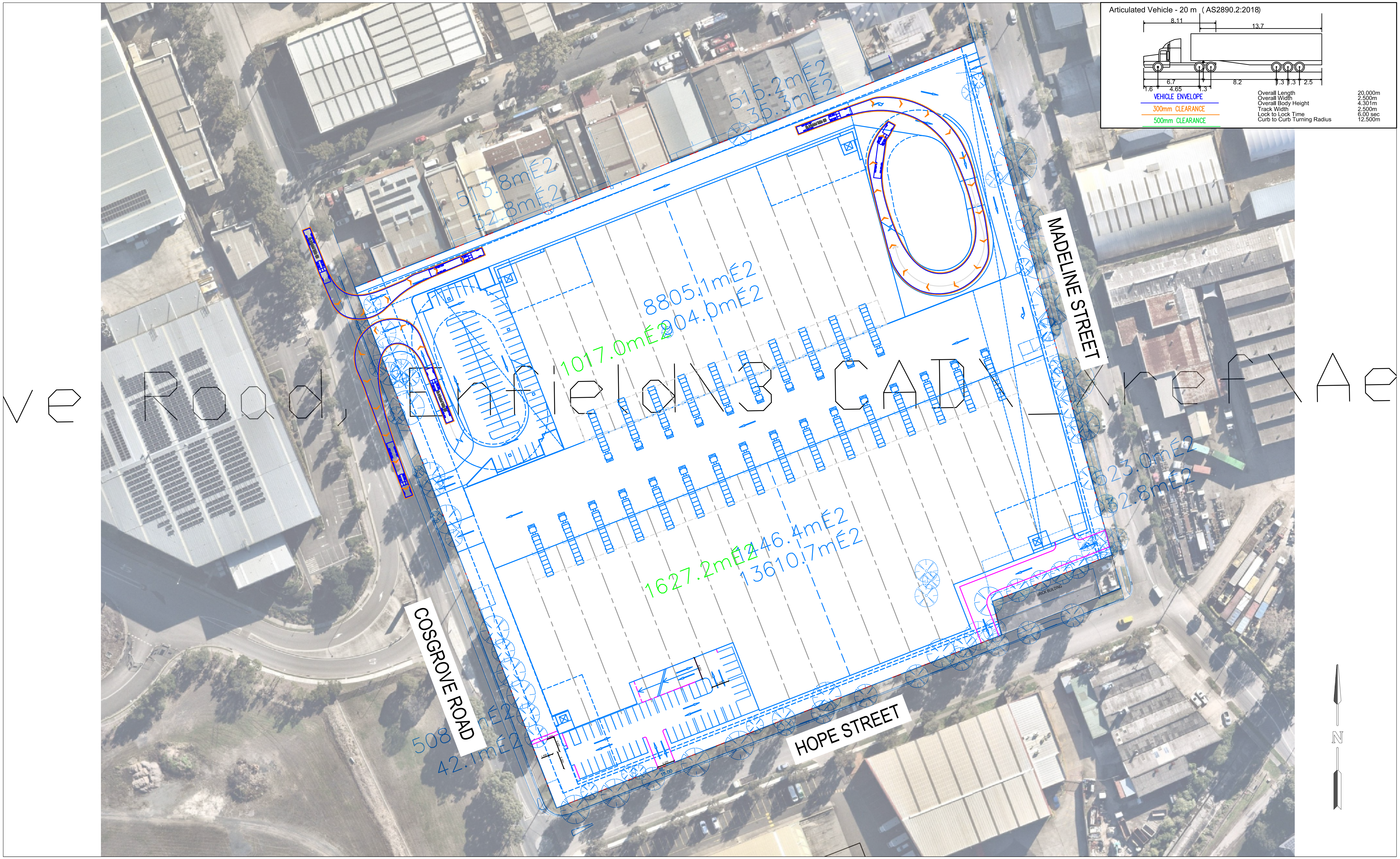
CLIENT
Centuria Capital Limited

PROJECT
2526
94-98 Cosgrove Road, Strathfield

DOCUMENT INFORMATION
DESIGN COMMENTARY
GROUND FLOOR - FIRE BRIGADE INTERNAL CIRCULATION (HRV)

FILE NAME	SHEET
AG2526-01-v04.dwg	AG03

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



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Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED: Masoud Khodadadifard	PAPER SIZE: A3	CLIENT: Centuria Capital Limited
APPROVED BY: X.XXXX	DATE: 04.11.2024	PROJECT: 2526
SCALE: 1:1200	NTS	94-98 Cosgrove Road, Strathfield

DOCUMENT INFORMATION

DESIGN COMMENTARY

LEVEL 1 FLOOR - 20m AV

FILE NAME	SHEET
AG2526-01-v04.dwg	AG04

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Appendix B. Strathfield Council and TfNSW Correspondence

Emily Duan

From: Jack Griffiths <Jack.Griffiths@strathfield.nsw.gov.au>
Sent: Tuesday, 2 July 2024 7:30 AM
To: Emily Duan
Cc: Ali Rasouli; James Laidler; Masoud Khodadadifard; John Inglese
Subject: FW: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note
Attachments: P2526tn01v01_94-98 Cosgrove Road, Strathfield_ECTN.pdf

Hi Emily,

Thank you for the below Early Consultation Technical Note and preliminary information for the proposed development.

Council concurs with the ECTN, noting that the formal Transport Assessment is to address items like parking rates as per Council DCPs, vehicle swept paths, largest vehicle to access the site, driveway widths, grades etc. and also again discuss trip generation rates. In the TA, please discuss the peak period traffic volumes as those identified in the ECTN are outside school hours, where school traffic is a significant factor in peak traffic levels in the Strathfield LGHA.

Kind regards,

STRATHFIELD COUNCIL

Jack Griffiths | *Traffic and Transport Engineer*
P +612 9748 9636 M +61 429 886 177
65 Homebush Rd, Strathfield NSW 2135
www.strathfield.nsw.gov.au

From: Emily Duan <emily.duan@asongroup.com.au>
Sent: Wednesday, June 19, 2024 12:11 PM
To: Strathfield Municipal Council <council@strathfield.nsw.gov.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Masoud Khodadadifard <masoud.khodadadifard@asongroup.com.au>
Subject: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Dear Sir/Madam,

By the way of an introduction, this is Emily, a traffic Engineer with Ason Group.

Ason Group is the traffic consultants and have been commissioned by Centuria Capital Limited to undertake a Transport Assessment (TA) and associated traffic analysis in support of a planning proposal relating to a multi-level industrial warehouse development located at 94-98 Cosgrove Road, Strathfield (the Site), in the Strathfield Council Local Government Area (LGA). With that, please see the attached Early Consultation Technical Note (ECTN) for

your review, feedback and endorsement. The objective of this document is to provide you with the opportunity for early consultation of our proposed methodology in undertaking our traffic assessment. We will send you the TA document as part of formal planning proposal lodgement.

If you have any questions / require clarifications, please let us know.

Many thanks, and look forward to your endorsement / comments.

Kind Regards,

Emily Duan
MS. Transport Eng.
Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 421 619 518 | E: emily.duan@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

Emily Duan

From: Ashish Tamhane <Ashish.Tamhane2@transport.nsw.gov.au>
Sent: Wednesday, 14 August 2024 10:42 AM
To: Masoud Khodadadifard
Cc: Ali Rasouli; James Laidler; Emily Duan; joseph.gillies; Carina Gregory
Subject: RE: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Hi Masoud

Thanks for your email. I suggest you add a narrative in your report justifying what you are adopting trip generation rate of 0.202 trips/100m2 and show a comparison of traffic generation with both the rates (0.202 and 0.25).

Regards

Ashish Tamhane
Land Use Planner – Strategic Land Use (Eastern)
Planning & Programs, Greater Sydney Division
Transport for NSW

M 0468 658 454 E ashish.tamhane2@transport.nsw.gov.au

transport.nsw.gov.au

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Parramatta NSW 2150

Transport for NSW

I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.

OFFICIAL

From: Masoud Khodadadifard <masoud.khodadadifard@asongroup.com.au>
Sent: Wednesday, August 14, 2024 10:36 AM
To: Ashish Tamhane <Ashish.Tamhane2@transport.nsw.gov.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Emily Duan <emily.duan@asongroup.com.au>; joseph.gillies <joseph.gillies@strathfield.nsw.gov.au>; Carina Gregory

<Carina.Gregory@transport.nsw.gov.au>
Subject: RE: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Thank you, TfNSW team, for taking the time to review the ECTNv2 and providing comments on that.

I acknowledge the TfNSW-advised trip generation rate of 0.25 trips per 100 m² of GFA for AM and PM peaks. Please note, at this stage we have completed our SIDRA modelling using our proposed trip generation rate of 0.202 trips per 100 m² of GFA. We believe the modelling results will be close to those at 0.25, with minimal differences in the SIDRA outcomes.

Thank you again for reviewing the ECTNv2 and please let me know if you have any questions / recommendations.

Kind Regards,

Masoud Khodadadifard
Transport Modeller | Ason Group

T: +61 2 9083 6601 | M: +61 420 509 006 | E: masoud.khodadadifard@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

OFFICIAL

From: Ashish Tamhane <Ashish.Tamhane2@transport.nsw.gov.au>
Sent: Tuesday, August 13, 2024 3:15 PM
To: Masoud Khodadadifard <masoud.khodadadifard@asongroup.com.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Emily Duan <emily.duan@asongroup.com.au>; joseph.gillies <joseph.gillies@strathfield.nsw.gov.au>; Carina Gregory <Carina.Gregory@transport.nsw.gov.au>
Subject: FW: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Hi Masoud

Thanks for your email dated 29 July 2024 and the updated ECTN (ECTNv2) sent to TfNSW for review. TfNSW have reviewed updated technical note and comments are attached for your consideration.

Please do not hesitate to contact us if you have any questions.

Regards

Ash Tamhane
Land Use Planner – Strategic Land Use (Eastern)
Planning & Programs, Greater Sydney Division
Transport for NSW

M 0468 658 454 E ashish.tamhane2@transport.nsw.gov.au

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Transport for NSW

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Ash

OFFICIAL

OFFICIAL

From: Masoud Khodadadifard <masoud.khodadadifard@asongroup.com.au>
Sent: Monday, July 29, 2024 2:01 PM
To: Ashish Tamhane <Ashish.Tamhane2@transport.nsw.gov.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Emily Duan <emily.duan@asongroup.com.au>
Subject: RE: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Hi Ash,

Hope you are doing well.

By way of introduction, this is Masoud, a traffic engineer from Ason Group.

Thank you for your time reviewing and providing comments on the early consultation technical note (ECTNv1), which was issued on 19 July 2024. We have reviewed your comments dated 12 July 2024 and provided our responses. The attached file is the updated ECTN (ECTNv2) for your review, feedback, and endorsement.

If you have any questions or require clarifications, please let us know.

Many thanks, and we look forward to your endorsement or comments.

Kind Regards,

Masoud Khodadadifard
Traffic Engineer | Ason Group

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OFFICIAL

From: Ashish Tamhane <Ashish.Tamhane2@transport.nsw.gov.au>
Sent: Thursday, July 4, 2024 10:48 AM
To: Emily Duan <emily.duan@asongroup.com.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Masoud Khodadadifard <masoud.khodadadifard@asongroup.com.au>
Subject: RE: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Hi Emily

Please find attached TfNSW comments for your consideration in response to early consultation Technical Note submitted to TfNSW on 19 June 2024.

Please do not hesitate to contact me if you have any questions.

Regards

Ash Tamhane
Land Use Planner – Strategic Land Use (Eastern)
Planning & Programs, Greater Sydney Division
Transport for NSW

M 0468 658 454 E ashish.tamhane2@transport.nsw.gov.au

transport.nsw.gov.au

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Parramatta NSW 2150

NSW GOVERNMENT
Transport for NSW

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OFFICIAL

From: Emily Duan <emily.duan@asongroup.com.au>
Sent: Wednesday, June 19, 2024 11:47 AM
To: Development Sydney <Development.Sydney@transport.nsw.gov.au>
Cc: Ali Rasouli <ali.rasouli@asongroup.com.au>; James Laidler <james.laidler@asongroup.com.au>; Masoud

Khodadadifard <masoud.khodadadifard@asongroup.com.au>
Subject: 94-98 Cosgrove Road, Strathfield, Planning Proposal - Ason Group Early Consultation Technical Note

Dear Sir/Madam,

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If you have any questions / require clarifications, please let us know.

Many thanks, and look forward to your endorsement / comments.

Kind Regards,

Emily Duan
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