

11 August 2022



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TO	Stephen O'Connor (Project Director, Altis Property Partners)
FROM	Mario Dizon (Traffic Engineer, Ason Group)
CC	Cameron Gray (Senior Planner, Willow Tree Planning) Dr. Ali Rasouli (Principal Traffic Engineer, Ason Group)
SUBJECT	Ardex Warehouse and Manufacturing Facility - Lot 10 - 657-769 Mamre Road, Kemps Creek – Response to additional DPE Comments

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## Introduction

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Ason Group has been engaged by Altis & Frasers JV Pty Ltd (the JV) to prepare a letter outlining the responses to the Department of Planning & Environment's (DPE) request for additional information regarding the Ardex Warehouse and Manufacturing Facility, which is located at Lot 12 (within the Lot 10 under SSD-9522-MOD1), 657 – 769 Mamre Rd, Kemps Creek.

Reference has been made to the Department of Planning and Environment's (DPE's) Request for Additional Information (RFI) in relation to the abovementioned project which was received on 21 July 2022. A copy of the relevant comment is reproduced below:

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*"CTMP:*

*CTMP requested in the Department's letter dated 11/4/2022 has not been provided."*

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It is noted that the Willow Tree Planning – acting on behalf of the JV – has responded to the DPE comment above stating the below:

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*"The approved CTMP by Ason Group has considered the construction traffic of the entire approved MSP (SSD-9522), including the Ardex development. Ason Group have prepared a further response detailing consideration of the proposed development within the existing approved CTMP and this has been provided in Appendix C31 of the RTS"*

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Following JV's response, DPE has provided additional comments which is also reproduced below:

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*"The Department notes that the CTMP for SSD-9522 excludes construction of future warehouses, including the construction of the current proposed development. Please provide a response to address this matter and provide details of any specific mitigation measures required for this development."*

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As such, the below response has been prepared to respond to DP&E's comment.

## Response

The approved Construction Traffic Management Plan (CTMP) by Ason Group (*the 2021 CTMP, ref: 1281r01v9.1*) has considered the construction traffic of the entire approved MSP (SSD-9522) and already includes the Ardex development. It is noteworthy that the approved CTMP has been reviewed on several occasions by TfNSW and Penrith City Council. Community consultation has also been undertaken as part of the approved CTMP.

Having regard for the traffic generation summary as part of the SSD-9522 submission the operational traffic generation for the entire masterplan are significantly higher than the anticipated construction traffic volumes for the entire MSP including the Ardex development, as stated in the 2021 CTMP and reproduced in **Table 1**.

For the purpose of this letter, 1 vehicle per hour is equal to 1 inbound movement plus 1 outbound movement which equals to 2 movements.

**TABLE 1: SSD TRAFFIC VS. MAXIMUM CONSTRUCTION TRAFFIC**

Period	SSD	Maximum CTMP Traffic Generation	Difference
Road Network AM Peak (veh/hr)	1,042	76 (6) <sup>1</sup>	- 966
Road Network PM Peak (veh/hr)	768	76 (6) <sup>1</sup>	- 692
Daily (veh/day)	11,136	1,100	-10,036

Notes) 1) Figures in bracket demonstrates the maximum traffic movements during site establishment.

The current programme assumptions have been provided to Ason Group by the JV and are outlined as follows:

- Infrastructure programme – On-going works and expected to be completed in July 2023,
- TTI (Lot 5) – On-going works and expected to be completed in April 2023, and
- Ardex development (Lot 12) – to commence in October 2022 and completed in September 2023

As of this letter, the construction activities in relation to earthworks and TTI building construction are being carried out. As stated above, the Ardex development is assumed to commence in October 2022 where earthwork truck volumes are expected to reduce. In addition, Ardex development's construction traffic volumes are not expected to peak until February/ March 2023 when earthworks traffic and TTI construction are even lower. In either case (on average), it is expected that the current traffic volumes are still within the threshold stipulated in the approved CTMP and are expected to remain within the threshold when Ardex development commences. Also, given the assumed programme above, there is an expected overlap of construction events particularly between October 2022 and July 2023.

The JV has assessed the average workday peak data with the contractors for the period of May to July 2022 which are presented in **Table 2**.

**TABLE 2: AVERAGE WORKDAY PEAK (MAY TO JULY 2022)**

Vehicle Type	Infrastructure vehicle volume (veh/day)	TTI vehicle volume (veh/day)	Total (veh/day)
Heavy Vehicles (HV)	830	20	850
Light Vehicles (LV)	30	30	60
<b>Total</b>	<b>860</b>	<b>50</b>	<b>910</b>

From Table 2, it can be seen that the total volume (HV and LV combined) equates to 910 vehicles per day which is below the approved maximum CTMP traffic generation and approved SSD traffic generation as presented in Table 1.

It is advised by the JV that the volumes presented in Table 2 will be more or less maintained when the construction of Ardex development commences. As such, **Table 3** summarises the traffic volumes during the commencement of Ardex development construction till April 2023 when TTI construction is completed.

**TABLE 3: CONSTRUCTION TRAFFIC VOLUMES (LOT 12 COMMENCEMENT)**

Vehicle Type	Infrastructure vehicle volume (veh/day)	TTI vehicle volume (veh/day)	Ardex vehicle volume (veh/day)	Others <sup>1</sup>	Total (veh/day)
Heavy Vehicles (HV)	800	50	50	100	1,000
Light Vehicles (LV)	30	30	30	10	100
<b>Total</b>	<b>830</b>	<b>80</b>	<b>80</b>	<b>110</b>	<b>1,100</b>

Notes) 1) This includes miscellaneous construction traffic for contingency.

From Table 3, it can be seen that the total volume (HV and LV combined) equates to 1,100 vehicles per day which is at the threshold of the approved maximum CTMP traffic generation and below the approved SSD traffic generation as presented in Table 1. Accordingly, no additional traffic assessment or modelling is deemed necessary.

Furthermore, as stated in the 2021 CTMP, the estate-wide construction traffic volumes generally represent a small proportion of the existing background traffic occurring on Mamre Road. In this regard, it is evident that the construction traffic volumes are significantly lower than the background traffic volumes (maximum of 140 veh/hr between 6-7am, 126 veh/hr between 6-7pm and 76 veh/hr outside these periods) on surrounding road network and as such will not have any material impact onto these roads. Furthermore, assessment within the 2021 CTMP shows that the construction peak periods are OUTSIDE the road network peak hours. Table 3 makes it clear that the light vehicle movements will never reach the limit of 76 vehicle per hour during road network peak hour noting that the staff attendance will be prior to AM peak and after PM peak hours.

Given that the construction traffic volumes do not exceed the estate-wide construction traffic volumes, the assessments presented above in relation to the Ardex development should be deemed sufficient to address DPE's comments above.

Should you require any further information or clarification, please do not hesitate to contact the undersigned or Dr Ali Rasouli.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'MD', with a large, sweeping initial 'M' and a stylized 'D'.

Mario Dizon, Jr.

*Traffic Engineer*

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## Appendix A

Ason Group RtS letter dated 06 May 2022

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TO	Stephen O'Connor (Project Director, Altis Property Partners)
FROM	James Laidler (Senior Traffic Engineer, Ason Group)
CC	Ali Rasouli (Principal Traffic Engineer, Ason Group)
SUBJECT	Ardex Warehouse and Manufacturing Facility - Lot 10 - 657-769 Mamre Road, Kemps Creek – Response to DPE Comments

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## Introduction

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Ason Group has been engaged by Altis & Frasers JV Pty Ltd (the JV) to prepare a letter outlining the responses to the Department of Planning & Environment's (DPE) request for additional information regarding the Ardex Warehouse and Manufacturing Facility, which is located at Lot 1-, 657 – 769 Mamre Rd, Kemps Creek.

Reference has been made to the Department of Planning and Environment's (DPE's) Request for Additional Information (RFI) in relation to the abovementioned project which was received on 11 April 2022. A copy of the RFI is provided within **Appendix A**.

As such, the below response has been prepared to respond to DP&E's RFI.

## Response

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The Kemps Creek Warehouse, Logistics and Industrial Facilities Hub (also known as the Mamre South Precinct – MSP) is located at 657 – 769 Mamre Road, Kemps Creek, and is partially located within the Western Sydney Employment Area (WSEA) and the Western Sydney Aerotropolis (WSA). The original SSD for MSP (SSD-9522) was approved on 21 December 2020, which outlined a proposal for the construction and operation of 8 warehouses comprising a total of 162,355 m<sup>2</sup> of Gross Floor Area (GFA).

It is understood however that majority of other precincts surrounding this site have not reached the approval stage. It is also important to note that the JV does not have access to other precincts' detailed construction information such as their construction volumes and program timeframes, therefore it is not possible for the JV to undertake a cumulative construction assessment of the traffic impacts within the broader Mamre Road Precinct (MRP).

Notwithstanding, the current proposal seeks to construct and operate a warehouse / industrial facility within the broader MSP site (herein referred to as the Ardex development to be located at Lot 10 of MSP). The Ardex development is proposed to occupy 4.3 ha of the 15.8 ha available for developments within.

The approved Construction Traffic Management Plan (CTMP) by Ason Group (the 2021 CTMP, ref: 1281r01v9.1) has considered the construction traffic of the entire approved MSP (SSD-9522) and already includes the Ardex development. It is noteworthy that the approved CTMP has been reviewed on several occasions by TfNSW and Penrith City Council. Community consultation has also been undertaken as part of the approved CTMP.

Having regard for the traffic generation summary as part of the SSD-9522 submission the operational traffic generation for the entire masterplan are significantly higher than the anticipated construction traffic volumes for the entire MSP including the Ardex development, as stated in the 2021 CTMP and reproduced below.

**TABLE 1: SSD TRAFFIC VS. MAXIMUM CONSTRUCTION TRAFFIC**

Period	SSD	Maximum CTMP Traffic Generation	Difference
Road Network AM Peak (veh/hr)	1,042	76 (6) <sup>1</sup>	- 966
Road Network PM Peak (veh/hr)	768	76 (6) <sup>1</sup>	- 692
Daily (veh/day)	11,139	1,100	-10,039

Notes) 1) figures in bracket demonstrates the maximum traffic movements during site establishment.

We also re-iterate that the 2021 MSP report includes SIDRA modelling for the existing intersection of Mamre Rd / Bakers Lane for the existing layout during construction. SIDRA modelling results are summarised in Table 2.

**TABLE 2: MODELLING OF MAMRE RD / BAKERS LANE**

Intersection	Peak Period	Average Delay (Seconds)	Level of Service (LoS)	Queue Length (m)	
				Mamre Road (North approach)	Mamre Road (South approach)
<b>Baseline<sup>1</sup> (2018 Existing)</b>	AM	18.2	B	157	148
	PM	47.2	D	477	166
<b>Baseline + Construction Traffic</b>	AM	18.8	B	179	160
	PM	56.2	D	601	181

As such, the assessments presented for the approved construction program under JV site, should be deemed sufficient for Ardex construction assessment based on the consultation process undertaken last year.

It is also important to note that the existing left-in/ left-out (LILO) vehicular access crossover on Mamre Road will provide access for construction of the JV site including the Ardex development. This LILO access is an existing approved and constructed access by TfNSW and provides temporary access to the JV construction activities. This access will then be removed when Mamre Road/ Bakers Lane sequence 1A is delivered.

Should you require any further information or clarification, please do not hesitate to contact the undersigned or Ali Rasouli.

Yours sincerely,



James Laidler  
*Senior Traffic Engineer*  
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## Appendix A

Department of Planning and Environment response dated 11 April 2022

Michael Robinson  
Frasers Property Industrial Construction Pty Limited  
Level 2, 1C Homebush Bay Drive  
RHODES NSW 2138

11 April 2022

Dear Mr Robinson

**ARDEX Warehouse and Manufacturing Facility (SSD-25725029)  
Request for Additional Information – Construction Traffic**

I refer to the Department of Planning and Environment's (the Department's) request for a Response to Submissions report following the exhibition of the above proposal.

Several developments in the Mamre Road Precinct will have overlapping construction periods. As such, a key issue for the Department's assessment concerns the potential impacts from construction activities by individual projects as well as the potential cumulative impact with other developments in the Mamre Road Precinct. Further details on how these impacts will be managed is required to assist with the Department's assessment, including how construction traffic will be co-ordinated and mitigated to ensure impacts are managed to acceptable levels.

Therefore, the Department has identified additional information that will need to be addressed as part of your Response to Submissions report.

If you have any questions regarding this matter, please contact Rebecka Groth on (02) 8275 1723 or via email at [rebecka.groth@dpie.nsw.gov.au](mailto:rebecka.groth@dpie.nsw.gov.au).

Yours sincerely



Chris Ritchie  
**Director**  
**Industry Assessments**

as delegate for the Planning Secretary

*Attached: Additional information required on construction traffic*

## **Attachment 1**

### **Construction traffic**

- A key consideration in the Mamre Road Precinct is the capacity of the regional and local road network (namely Mamre Road, Aldington Road and Abbotts Road) to safely accommodate the number of concurrent developments in the precinct and to ensure the functionality of the roads and associated intersections are maintained at an acceptable standard and level of performance, including during the construction stages of these developments. Your project needs to adequately assess and demonstrate construction traffic can be accommodated to ensure safety, functionality and performance is maintained to acceptable standards. This includes daily construction traffic generation and movement times.
- Your Environmental Impact Statement does not include an assessment of cumulative construction traffic impacts on the regional and local road network.
- You are requested to provide detailed information on proposed the staging and delivery of the construction of your development for consideration prior to determination of your application. This should include the timing of necessary external road upgrades as well as construction works on your site. Clarification is sought on what temporary road upgrades may be required to accommodate construction traffic.
- Details on how construction traffic may impact on the delivery of road infrastructure in the precinct is required, particularly if these road infrastructure works are being undertaken at the same time your project will be generating construction traffic.
- You are strongly encouraged to consult and coordinate with other landowners in the Mamre Road Precinct on the management of cumulative construction traffic from development sites within the Precinct and coordination with road upgrade works. Details of precinct-wide, coordinated traffic control measures (short and longer term), timeframes for commencing and completing construction works, traffic generation, consideration of other proposed developments and the potential overlap of works is required.