

Fife Kemps Creek Pty Ltd
Level 12, 89 York Street
Sydney NSW 2000

info@asongroup.com.au
+61 2 9083 6601
Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney, NSW 2000
ABN: 81 168 423 872

Attn: Richard Harris; Development Manager

RE: 200 Aldington Road Estate, Mamre Road – Planning Consolidation Report – Transport Review

Dear Richard,

We refer to the minor amendments now sought to the Concept Master Plan, including:

- Inclusion of a General Industrial use for the Estate Concept Master Plan, and
- Refinement of Lot A building and carparking to be within building setbacks.

It is noted that no changes to the Stage 1 development are required.

Study Purpose

Having regard for the above, we have been requested to comment upon the traffic and parking implications of the changes.

It is noted that this relates to the Concept Master Plan, and that detailed design review – including swept paths – for individual warehouses shall be undertaken separately as part of relevant Development Applications and Design Development processes. Furthermore, parking requirement for individual warehouses would be amended as necessary depending on the nature of use (i.e., industry or warehousing).

Summary of Changes

In undertaking this assessment, reference is made to the following plans prepared by SBA Architects:

- MP 04, SSDA Estate Masterplan, Revision W, dated 28/07/2022 (Current Plan)
- MP 04, SSDA Estate Masterplan, Revision V, dated 5/04/2022 (as considered for TMAP Revision VI dated 30/06/2022).

A summary of the currently proposed development is provided below.

TABLE 1: DEVELOPMENT SCHEDULE

Land Use	GFA (m ²)	Parking ¹
Warehouse / Distribution Centre and General Industrial	325,535	1,515
Office	17,010	
Total	342,545	

Notes: 1) Requirements have been based on the MRP DCP warehousing parking rates. Parking provisions for each of the Concept Master Plan warehouses is to be reviewed as part of the relevant application process for each Lot.

Traffic Generation Implications

In regard to the potential industrial use for the Concept Master Plan, it is recognised that this use may generate higher volumes of traffic than warehousing uses.

However, the traffic assessment undertaken adopted conservative traffic generation rates; the purpose of which was to take account of other permissible uses under the current IN1 zoning (such as “Industries”).

The adoption of conservative rates provides for a level of additional capacity to be designed into the road network, over and above the minimum required to accommodate traditional warehousing. The trip rates adopted, as advised by TfNSW, were as follows:

- AM Peak – 0.23 vehicle trips per hour per 100m² GFA; and
- PM Peak – 0.24 vehicle trips per hour per 100m² GFA.

For the purposes of assessing warehouse development within the Mamre Road Precinct, Ason Group previously conducted surveys of 6 operational industrial / warehouse estates within the Western Sydney Area. These surveys found the following trip generation rates:

- AM Peak – 0.17 vehicle trips per hour per 100m² GFA; and
- PM Peak – 0.15 vehicle trips per hour per 100m² GFA

Nevertheless, TfNSW requested the use of the more conservative trip rates. As such, the additional use has already been considered in the assessment; and the additional use will not have an impact on the conclusions already provided by the traffic modelling undertaken.

Car Parking

The car parking provision has been reviewed against the parking requirements on the basis of a warehouse development. The total car parking provisions contemplated under the Mamre Road Precinct Development Control Plan (MRP DCP) requires a minimum provision of 1,512 spaces for warehouse development. The Site proposes the provision of 1,515 spaces which complies with the controls.

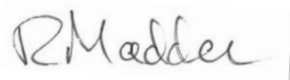
It is envisaged that the Site would be utilised for largely warehousing uses and has been assessed as such. However, the parking requirements will be reassessed for each Lot as part of the relevant detailed development application (DA) stages, when further information is available in regards to the intended use. Should an industrial use be identified as part of the future DAs, the parking requirements would be based on the industrial parking rate provided in the MRP DCP.

Summary

In summary, the proposed modifications will not have an adverse impact on operational traffic implications or car parking demands. Further, any changes required to carparking provision of the Concept Master Plan will be subject to future land use and development specific DAs.

We trust the above is of assistance and please contact the undersigned or Tim Lewis should you have any queries.

Yours sincerely,



Rebecca Butler-Madden

Senior Transport Planner

E: rebecca.bmadden@asongroup.com.au