

5 May 2022

**asongroup**

Mirvac  
Level 28, 200 George 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: Daniel Brook

## **RE: Aspect Industrial Estate, Mamre Road – Planning Consolidation Report – Transport Review**

Dear Daniel,

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

- Adjustments to the bulk earthworks levels (with a view to balance Cut to Fill);
- Updates to the design of the roundabout between Road 01 & Road 03 to a dual lane roundabout. This is to reflect the modelling adopted in support of the broader Mamre Road Precinct;
- Inclusion of a Light Industrial use for Warehouse 3 (alongside a Warehouse and Distribution use), and
- Refinement of building floor area calculations, as necessary.

### **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 Plan, as well as minor changes to Stage 1, 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. Notwithstanding, the layout of each warehouse lot is similar to that of the previous scheme and, as such, we do not envisage material changes to the swept paths and associated advice provided previously during the Response to Submissions phase.

### **Summary of Changes**

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

- MP 02, SSDA Estate Masterplan, Revision AL, dated 25/02/2022 (Current Plan)
- MP 02, SSDA Estate Masterplan, Revision U, dated 26/02/2021 (Original Plan)

Full details regarding the amendments are provided separately. However, it is understood that the Original Plan – as per the Response to Submissions phase plans - involved the import of some 270,000m<sup>3</sup> of material. With the Current Plan, there is balance cut-to-fill and accordingly no imported material required. A summary of relevant changes between schemes is provided below.

**TABLE 1: SUMMARY OF KEY CHANGES**

	Original Plan (Response to Submissions)	Current Plan	Net Change
Plan Ref:	Revision U	Revision AL	n/a
Total Building Area (m <sup>2</sup> ) <sup>1</sup>	248,917	248,112	-805
Import Volume (m <sup>3</sup> )	270,000	50,000m <sup>3</sup>	-220,000
Car Parking (spaces)	1,257	1,283	+26

Notes: 1) Based on sum of individual Warehouse figures. May differ slightly from Overall Development Data summary due to rounding

### Traffic Generation Implications

With reference to the above, it is noted that the overall Gross Floor Area (GFA) contemplated under the Concept Plan has been subject to a slight decrease (805m<sup>2</sup>). As such, the amendments will have minimal impact on the future operational traffic volumes envisaged for much of the Concept Plan.

Furthermore, with the reduced volume of import material required, there will be a reduction of some 11,000 truck & trailers movements associated with construction activities.

In regard to the additional light industrial use proposed for warehouse 3 (Stage 1), it is recognised that this use may generate higher volumes of traffic than traditional warehousing.

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 100m<sup>2</sup> GFA; and
- PM Peak – 0.24 vehicle trips per hour per 100m<sup>2</sup> 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 100m<sup>2</sup> GFA; and
- PM Peak – 0.15 vehicle trips per hour per 100m<sup>2</sup> GFA

Nevertheless, TfNSW requested the use of the more conservative trip rates. As such, the additional use nominated for Warehouse 3 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 of the relevant controls. The total car parking provisions contemplated under the Concept Plan has been increased to 1,283 parking spaces.

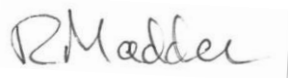
However, it is noted that the Mamre Road Precinct Development Control requires a minimum provision of 1,124 spaces, inclusive of the light industrial use considered for Warehouse 3. As such, the Site provides compliance with the controls, with all Lots readily satisfying the MRP DCP minimum requirements.

## Summary

In summary, the proposed modifications will not have an adverse impact on operational traffic implications or car parking demands. Heavy vehicle movements during construction will be substantially reduced which is beneficial for the surrounding transport network.

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](mailto:rebecca.bmadden@asongroup.com.au)