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Attn: Daniel Brook; Senior Development Manager

ABN: 81 168 423 872

RE: Aspect Industrial Estate Modification 2 – SSD 10448 Proposed Mod 2 – Response to Submissions

Dear Daniel,

We refer to the relevant submissions received in relation to the aforementioned State Significant Development (SSD-10448-Mod-2¹). Specifically, reference is made to the submissions by Penrith City Council (Council, dated 24 August 2022). A summary of the relevant traffic and access comments, and the Ason Group response is provided below.

TABLE 1: RESPONSE TO COUNCIL COMMENTS

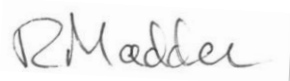
Council Comment	Ason Group Response
2. Planning Considerations	
2 (b) – it is reiterated that heavy vehicles be fully separated from staff and visitor vehicles	<p>The Site has been designed in compliance with the requirements of AS289.1:2004 and AS289.2:2018, as required by the Mamre Road Development Control Plan.</p> <p>Shared access by cars and trucks is permitted under the relevant Australian Standards. Indeed, Section 3.3.2 of AS289.2:2018 makes provision for car parking on circulation roadways used by trucks and other commercial vehicles.</p> <p>It is only the “service area” – where trucks are reversing – that should be separated from car parking areas and pedestrian activity, as per Section 4.1 of AS289.2:</p> <p><i>The design of service areas <u>should</u> provide separation from areas of car parking, pedestrian activity, entrances and exits.</i></p> <p>The driveway would operate in a manner consistent that of any roadway, with the light and heavy vehicle accesses off of the main driveway, into separated car parking and hardstand areas. Therefore, there would be no conflict between light vehicles parking, and heavy vehicles manoeuvring in and out of loading bays.</p> <p>This approach has minimised the access driveways from the internal precinct road whilst maintaining the efficiency and safety of Warehouse 2 and 3 and therefore, the design is considered appropriate.</p> <p>The shared driveway will be for truck exit only. The flow through the hardstand will be line marked and signposted accordingly to ensure no heavy vehicles utilise this point to enter the Site. Further, at the internal point of exit from the hardstand to the driveway, “stop” line marking and signage is</p>

¹ <https://www.planningportal.nsw.gov.au/major-projects/projects/aspect-industrial-estate-modification-2>

	<p>to be provided to ensure that light vehicles exiting the car park have priority.</p> <p>This will form part of the signage design requirements, which is detailed prior to the occupation. It is anticipated that this could be ensured via a suitable Condition of Consent, to prepared by a suitably qualified consultant during detailed Construction Certificate design coordination.</p> <p>Further to the above, a minor change has been made to layout, to ensure that the exiting heavy vehicle would not cross over the centre of the driveway. Thus, therefore would be no conflicts between light and heavy vehicles.</p> <p>Swept path analysis for Warehouse 3 on the updated masterplan is annexed in Appendix A.</p>
4. Traffic Management Considerations	
<p>The updated traffic report states that the proposed heavy vehicle driveway at the western side of Warehouse 1 which is located in close proximity to the signalised intersection of Mamre Road and Access Road 1 and that it performs satisfactorily and is safe. However, having the heavy vehicle access driveway off Access Road 2 would lead to better safety and traffic outcomes, therefore the proposed heavy vehicle driveway location is not supported.</p>	<p>The current access strategy, with the entry driveway on Road 01, allows for clockwise circulation around the warehouse. As such, all loading bays can be accessed with the driver on the inside of the manoeuvre, (i.e. driver can perform a can perform right-hand down reverse manoeuvres). This is recommended by AS2890.2:2018 and results in more efficient and safe operation of loading areas.</p> <p>Therefore, the proposed access arrangements remain the preferred option.</p>
<p>The proposed internal circulation roadways for Warehouse 3 shared between passenger vehicles accessing the carpark and heavy vehicles accessing the hardstand this is not supported on safety grounds.</p> <p>Swept path assessments were not included in the Appendix of the updated traffic report and in this respect DPE should request and review.</p>	<p>As above, see response to Item 2 (b).</p>

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

Yours sincerely,



Rebecca Butler-Madden

Senior Transport Planner

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Attachments:

Appendix A. Design Review

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