

MEMO



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Attn: David Lousick, Assistant Development Manager

RE: Prospect Logistics Estate (SSD-10399) – Response to Submissions

Dear David,

I refer to the abovementioned State Significant Development (SSD) and the recent Request for Information (RFI) received from the Department of Planning, Industry and Environment (DPIE), dated 22 October 2020. In this regard, we have been requested to review and address the traffic and transport related comments.

Having regard for the above, the following **Table 1**.

Table 1: Authority Comments and Ason Group Response

Ref.	Authority Comments	Ason Group Response
A4	Provide further specific measures to manage the traffic impacts of the development on Clunies Ross Street and the intersection of Foundation Place and Prospect Highway	It is important to note that the Foundation Place is the primary vehicular access for the proposed development traffic with the Clunies Ross Street being the secondary access. In accordance with the Ason Group original Traffic Impact Assessment (P1227r01) dated 1 June 2020 (the TIA) the intersection of Great Western Highway / Clunies Ross Street will operate with "LoS D" or better with and without the Proposal by the year 2021 and 2031 with minor increase in average intersection delays. This means that the proposed development traffic is not expected to have any material impact on the operation of the signalised intersection of Great Western Highway / Clunies Ross Street. Furthermore, SIDRA results demonstrate that the roundabout intersection of Clunies Ross Street / Wombat Street will continue to operate at "LoS A" for the future project case by 2031 (with the development). The TIA identifies additional upgrade required on Prospect Highway and its intersection with Foundation Place to accommodate the background traffic as well as the development traffic. This upgrade includes duplication of the Prospect Highway from its intersection with Reservoir Road to Foundation Place as well as provision of a two lane roundabout at this intersection. Based on the advice provided to us we understand that the Project Team are currently in the process of entering into a Voluntary Planning Agreement (VPA) to address this request in accordance with the TIA suggestions.
	Provide SIDRA files to Transport for NSW as requested in their submission.	Electronic SIDRA files have been provided to the Project Team.

B8	The Transport Impact Assessment indicates that the proposed development will generate approximately 1,807 vehicles per day, and a net increase of 444 vehicles per day. This increase would adversely impact on the road environmental capacity, particular for Clunies Ross Street, which should be addressed	The TIA identifies necessary upgrades to accommodate the future traffic volumes. Furthermore, it is understood that the project team are now in the process of entering into a VPA to address this request in accordance with the TIA suggestions.
	Appropriate measures should be incorporated as part of the development, to improve the intersection performance of Prospect Highway / Foundation Place.	Refer response above. Necessary upgrades have been identified at this roundabout and further upgrade along Prospect Highway are expected to be resolved as part of the VPA process.
	Any existing / proposed new signs and line marking plans shall be issued to Council, which will be subject to the approval of the Cumberland Traffic Committee.	Noted. This request can readily be addressed as part of a suitable Condition of Consent (CoC). Appropriate signage and line-marking plan will then be prepared as part of the future Traffic Management Plan and will be submitted to Council for review and approval.
B10	- Loading area, car park dimensions and sight distances are to comply with the relevant Australian Standards: Applicant to confirm information relating to suitability for largest heavy vehicle and corresponding facilities. Adequate facilities should be provided on-site for servicing of the development. Details should be provided demonstrating that the design (largest) heavy/delivery vehicle is suitable for the proposed development, and measures to ensure safety while heavy vehicles are entering, manoeuvring and exiting the site. Sight distance at the entry / exit points should be demonstrated to comply with AS2890.1-2004. Details such as heights of fencing, parked vehicles on the road or other structures adjacent to the driveway, should be considered. Clearances from walls, columns and other structures should be shown on the plans - Swept path analysis and long sections of road/ramps to be provided - Turning area to be provided - Delivery vehicles should be accommodated on site - Pedestrian safety to be maintained at all times.	Review of the proposed loading area (for all warehouses) have been undertaken as part of the TIA. Furthermore, swept path analysis of the design vehicle (26.0m B-Double) has also been undertaken to ensure suitability of the design to accommodate such vehicles. Proposed car parking facilities have also been reviewed against relevant Australian Standards. In this regard, it is important to mention that all entry and exit movements to/from the Estate Roads will be in a forward direction. Furthermore, compliance with Australian Standards and provision of pedestrian connection for all warehouses can be considered as CoC which can readily be addressed at Construction Certificate (CC) stage of the project.
C6	Car Parking Rates - The proposed car parking rates are not satisfactory and do not comply with the current rates applied across the Blacktown Local Government Area, specifically areas which also fall under State Environmental Planning Policy (Western Sydney Employment Area) 2009. - The DCP for the Blacktown Local Government Area should be amended to provide the following rates: - Warehouse - 1 space per 100 sqm GFA - Office - 1 space per 40sqm GFA - Cafe - 1 space per 10 sqm of dining area and 1 space per 2 employees - The DCP should be amended to ensure the car parking rates are a minimum control and not a maximum control. - Requests the car parking rates be amended to comply with the Blacktown DCP Car parking rates should be a minimum control and not a maximum control.	Reference should be to the Section 5 of the TIA. In this regard, the parking provision for this SSD is deemed sufficient to accommodate the demand for future tenancies on the following grounds: - parking provision based on RMS Guides have previously been approved for developments within the broader WSEA area, - RMS Guides parking rates and Holroyd parking rates have largely been satisfied by the proposed on-site parking provision, - TfNSW's have previously supported parking provisions in accordance with RMS Guide rates, - requirements for Green Travel Plan (GTP) which is intended to reduce reliance on the use of motorised vehicles and inherently is more in line with provision of parking in accordance with RMS rates (lower parking rates).
C7	Car parking areas Pedestrian links within all car parks are to be provided, including pedestrian line markings and footpaths.	This requirement can readily be addressed at CC stage of the project and in response to a suitable CoC.

E3	The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004 and AS2890.6-2009.	This requirement can readily be addressed at CC stage of the project and in response to a suitable CoC.
E4	All vehicles are to enter and exit the site in a forward direction.	Noted. All vehicles will enter and exit the Site in forward direction.
E5	All vehicles are to be wholly contained on site before being required to stop.	Noted.
E6	Bicycle facilities and end of trip facilities for staff and visitors should be located in secure, convenient, accessible areas close to the main entries incorporating lighting and passive surveillance and in line with the Cycling Aspects of Austroads guidelines.	This requirement can readily be addressed at CC stage of the project and in response to a suitable CoC. It is expected that all warehouses will provide sufficient on-site bicycle parking and EoTF to satisfy their demand.
E7	Prior to the issue of the Occupation Certificate, the Applicant shall prepare a Travel Plan in consultation with the relevant Councils. The Travel Plan shall include: - Objectives and targets that would promote, encourage and support the alternatives to single occupant private vehicle trips and increase the mode share of active and public transport for staff and visitors access the site throughout the day. - Program of measures to increase active transport use, encourage public transport use, reduce single occupancy vehicle trips, reduce the need to travel, particularly during peak periods. Under the proposed measures, specific actions need to be identified to support targets. - Details of proposed number of employees and visitors to the site as well as site access times e.g. work shifts, number visitors to the site and time of access - Consideration of e-bike charging stations on site for employees - Better Integrated promotion of carpooling/ car share e.g. onsite priority car parking for all tenants, e-charging stations for cars - Incentives for employees to use public transport such as provision of Opal cards schemes Review of mode share to be done annually	A Green Travel Plan (GTP) has already been prepared for the proposed development. Reference should be made to: Ason Group, <i>Prospect Logistics Estate, Clunies Ross Street & Foundation Place, Pemulwuy (P1227r02)</i>, 29 May 2020. Furthermore, requirements such as e-bike charging stations can readily be satisfied at CC and in response to a suitable CoC.
E8	A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be submitted to Council for approval prior to the issue of a Construction Certificate	This requirement can readily be addressed at CC stage of the project and in response to a suitable CoC.
Other Comments		
1	Concerns with "rat runs" through residential areas and trucks using local roads through Pemulwuy (Warin Ave, Wombat St)	<u>Potential Rat run through residential area:</u> It is unlikely that the development traffic will decide to traverse through the residential areas on the following grounds: - Clunies Ross Street provides a straight and comfortable access (~750m travel) onto Great Western Highway, hence providing accessibility to the broader road network. - The next available route to provide access onto Great Western Highway is Greystanes Rd which requires a huge detour for incoming and outgoing traffic and increases their travel time, hence, drivers are not

		expected to choose that pathway when they have a comfortable pathway through Clunies Ross Street. - Larger trucks associated with this site are not even permitted on any of those residential areas, illegal movement. <u>Potential Rat run through the Site:</u> Following measures are provided to minimise chances for potential rat run through the Site: - Provision of appropriate signages at both Foundation Place and Clunies Ross Street entries to warn road users that it is a "Private Property". - Example of such signages are "Private Road" Or "No Through Traffic". - Undertake periodic (say annual) monitoring review and traffic surveys. This is likely a requirement as part of CoC to prepare an Operational Traffic Management Plan (OTMP) and revise that every year. - Upon review of the annual OTMP and if necessary, electrical signages can also be provided on both entries.
2	Traffic generation from the proposed buildings	Refer item B8 response.
3	Additional traffic along Clunies Ross Street will choke the entry and exit into Pemulwuy for residents	- Clunies Ross Street access is a secondary access with majority of traffic expected to travel to/from the estate via Foundation Place. - As part of the TIA we have reviewed the performance of Clunies Ross Street / Wombat Street roundabout. According to the simulation this roundabout will operate with minimum delays and queues for 10 years' time. - It is important to note that the proposed development and its associated traffic are actually in line with permissible land-use on this site.
4	Traffic generation from construction activities	A CTMP will be prepared to review details of the construction traffic volumes. However, it is expected that the construction traffic volumes will be less than the operational traffic generation of the proposed SSD and as such the construction traffic impact will be less than the operational traffic.
Additional Comments		
5	Proposed reduction to the height of Warehouse 1 from 42 metres to 25 metres.	It is noted that the reduction in height proposed for this warehouse will not have any impact on the vehicular traffic generation estimations noting that this amendment will not change the overall GFA.
6	Potential car / truck parking along Clunies Ross Street.	The Proposal will provide on-site car parking facility and loading bays for each individual building to readily meet their operational demand and should ensure there is no need for cars and trucks to park on the street. Furthermore: - An overarching Operational Traffic Management Plan (OTMP) and further site-specific OTMPs will be prepared (in response to a suitable condition of consent) to set practical measures to minimise chances of parking on Local Roads (including Clunies Ross Street). - Drivers Code of Conduct likely to be included as part of the OTMPs to stop truck drivers from parking off-site. - Attendees to all warehouses will be regular users (mainly staff) including truck drivers. The site operators will provide sufficient induction as to where the on-site loading bays are located and will advise them NOT to park on Local Roads, in any events.

		• The Estate will provide a café / restaurant to self-contain such demand without requiring staff / visitors to unnecessarily leave the site. • “No Stopping” signage – the Project Team are keen to provide such controls on Clunies Ross Street site frontage if deemed necessary by Council.
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We trust the above is of assistance and please contact the undersigned should you have any queries or require further information in relation to the above.

Yours sincerely,



Ali Rasouli
Senior Traffic Engineer – Ason Group
 Email: ali.rasouli@asongroup.com.au

[END]