

16/09/2021

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**TO** David Lousick; Assistant Development Manager

**FROM** Matthew Tangonan; Traffic Engineer

**CC** Mr. Kane Winwood; Principal Planner  
Dr. Ali Rasouli, Principal Traffic Engineer

**SUBJECT** P1227 Prospect Logistics Estate, Pemulwuy (SSD-10399) – Modification

Dear David,

I refer to the State Significant Development (SSD-10399) of the Prospect Logistics Estate (PLE), situated at Foundation Place and Clunies Ross Street, Pemulwuy. It is considered that the Proposal is currently in response to submissions stage and is anticipated for formal approval in the near future.

Accordingly, the project team is in the process of preparing the lodgement of a modification (MOD) for the Site, with primary works to be centred around the consolidation, redesign, and delivery of Lot 7. In response, this Transport Statement has been prepared to support the transport and accessibility related elements of the MOD scope of works.

### Original SSD Master Plan and Lot 7 Site Plan

Below figures show the (soon to be approved) masterplan for PLE and warehouse 7 approved site plan.

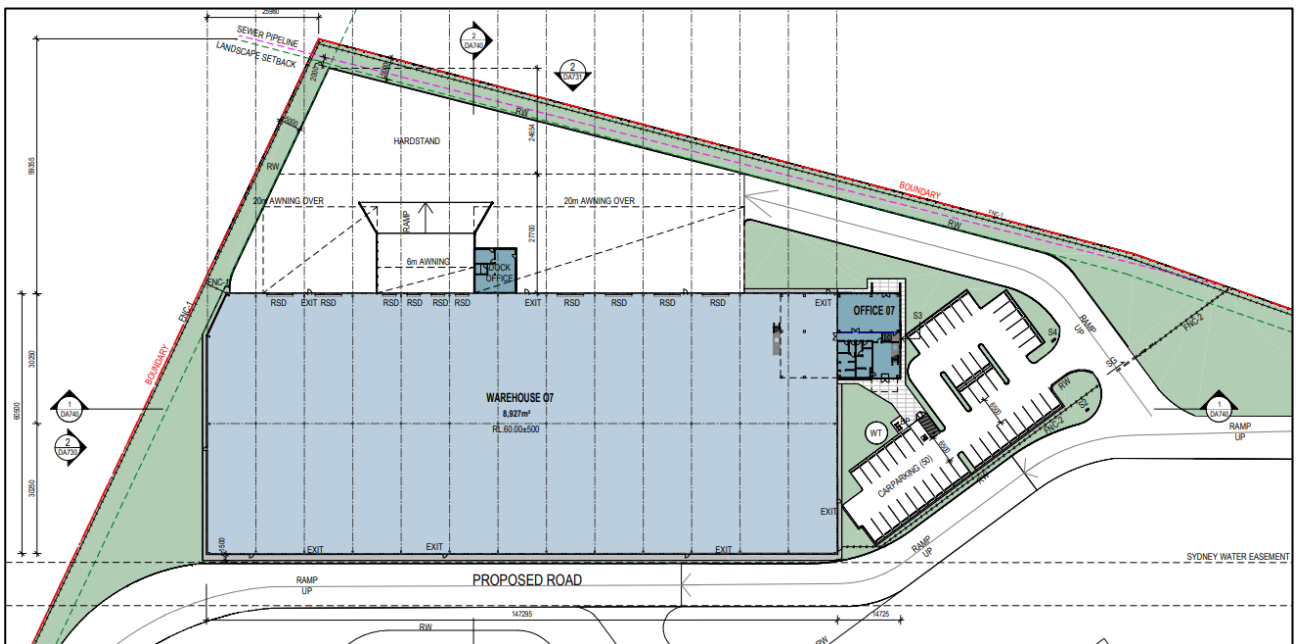


Figure 1: Approved Lot 7 Warehouse

## Modification Description

The modification works for Lot 7 of the PLE generally reflect minor updates to the proposed warehouse configuration, with changes to Site circulation, parking provision and warehouse size. The below highlights the key changes, with the full scope of modification works detailed in the project submission:

Element	Approved Masterplan	Proposed Yield	Difference
Lot 7 Warehouse GFA	8,927 m <sup>2</sup>	9,309 m <sup>2</sup>	+ 382 m <sup>2</sup>
Lot 7 Office GFA	893 m <sup>2</sup>	604 m <sup>2</sup>	- 289 m <sup>2</sup>
Lot 7 Catwalk GFA	n/a	407 m <sup>2</sup>	+ 407 m <sup>2</sup>
Lot 7 Workshop Mezzanine GFA	n/a	40 m <sup>2</sup>	+ 40 m <sup>2</sup>
Lot 7 GFA	9,820 m <sup>2</sup>	9,913 m <sup>2</sup> (assessable area <sup>1</sup> ) 10,360 m <sup>2</sup> (total area)	+ 93 m <sup>2</sup> ( <sup>1</sup> )
Parking Provision	50 spaces	99 spaces	+ 49 spaces

Notes) 1. The assessable area does not include the Catwalk and Workshop Mezzanine areas as part of the assessable GFA for the warehouse.

The below figure shows the revised masterplan for PLE and Lot 7 site plan under the MOD.

In addition to the abovementioned yield changes, an access crossover has been proposed to the west of the Warehouse, as well as a dedicated access crossover to the parking area.

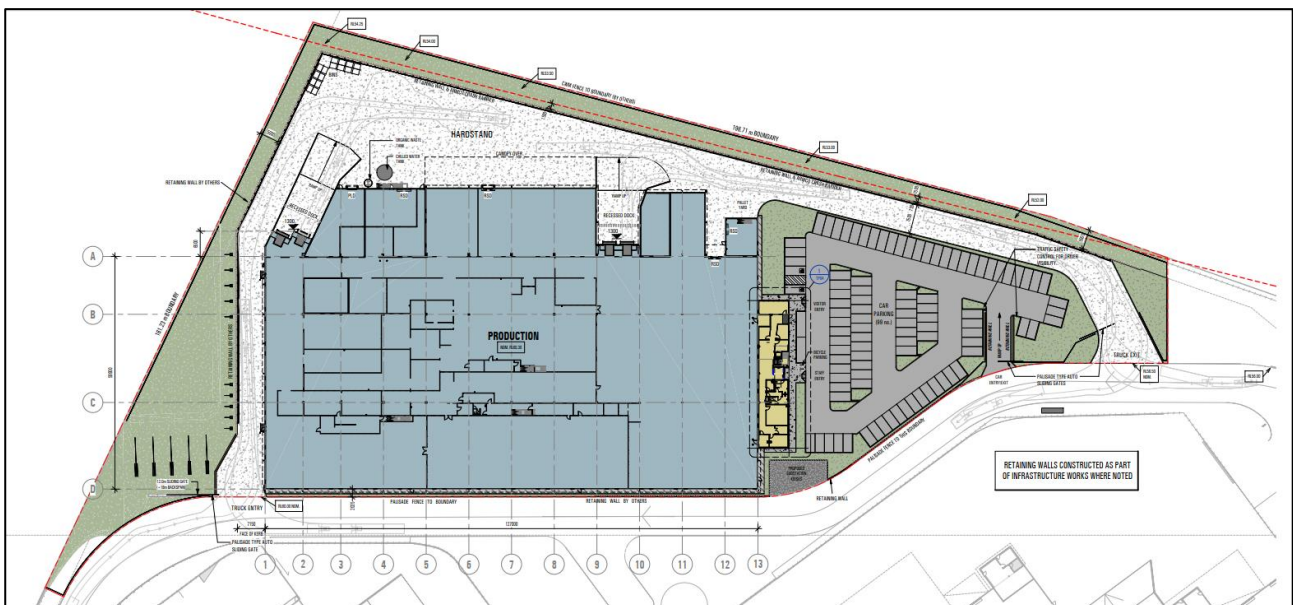


Figure 2: Modified Lot 7 Warehouse

## Traffic Generation

The traffic assessment accompanying the original SSD submission report has been undertaken based on rates from the RMS Guide to Traffic Generation (2002) and RMS Technical Direction (2013/04a). The following rates were adopted for the (soon to be the approved) assessment:

- 0.265 vehicle trips per 100m<sup>2</sup> of GFA per peak hour period; and
- 1.892 vehicle trips per 100m<sup>2</sup> of GFA per day

The below table provides a comparative assessment of traffic generation between the approved and proposed yields for Warehouse 7.

Element	Approved Masterplan	Modification	Difference
AM Traffic	26	26	n/a
PM Traffic	26	26	n/a
Daily Traffic	186	188	+ 2 vehicle trips

The abovementioned table demonstrates that the moderate increase in GFA over the approved warehouse 7 site plan yield is not anticipated to increase traffic generation to the Site during the AM and PM Peaks, and only increases daily vehicle trips by +2 additional total (inbound and outbound) trips. Accordingly, it has been considered that the traffic generation associated with the MOD is insignificant and will not result in any material difference to the outcome of the original SSD submission.

## Parking Provision

As part of the SSD approval, the parking provisions assessment was undertaken against several controls due to the Sites' location between the Blacktown City Council DCP and Cumberland City Council, as well as the RMS Guide. The applicable rates to Lot 7 are provided in the below table.

Land Use	BCC DCP 2015	RMS Guide
Warehouse / Industrial	1 space per 75 m <sup>2</sup> GFA	1 space per 300 m <sup>2</sup> GFA
Office	1 space per 40 m <sup>2</sup> GFA	1 space per 40 m <sup>2</sup> GFA

It is worth consideration that Lot 7 was assessed based against the higher BCC DCP 2015 rates, which required for the provision of 141 parking spaces; however, it was subsequently approved for the provision of 50 spaces, closer in line with the RMS Guides.

An assessment of the revised Lot 7 yields for the MOD has demonstrated that the provision of 99 spaces readily satisfies the minimum requirements of the RMS Guides. In addition, the surplus in parking over the previously approved yield brings the parking provisions closer in line with the BCC DCP 2015 requirements for 141 spaces.

In this regard, the parking provisions under the MOD is deemed acceptable and readily satisfies the requirements of the RMS Guide.

## Design Commentary

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The hardstand area, accesses and parking areas have generally been assessed against compliance with the following relevant Australian Standards:

- AS2890.1:2004 for car parking areas,
- AS2890.2:2018 for commercial vehicle loading areas; and
- AS2890.6:2009 for accessible (disabled) parking.

It is expected that any detailed construction drawings relating to the hardstand area, accesses and parking lot shall comply with these Standards. Furthermore, Australian Standards compliance is expected to form a standard condition of consent to any development approval.

Reference should be made to the design commentary provided in Attachment A.

## Summary

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Based on the above assessments undertaken for the works captured as part of the MOD, the proposed changes can be considered acceptable on traffic and transport planning grounds.

Yours sincerely,



**Matthew Tangonan**

*Traffic Engineer*

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# Attachment A

**Notes:**

The lot, hardstand area and parking space have been assessed in accordance with

- AS2890.1:2009 Off-street car parking
- AS2890.2:2018 Off-street commercial vehicle facilities
- AS2890.6:2009 Off-street parking for people with disabilities

An assessment of headway clearance and ramp gradients has not been undertaken and is subject to further assessment.

Parking spaces have been assessed against User Class 1A. Parking spaces shall be kept clear of pipes, conduit and retain unobstructed headroom space.

**Largest Vehicle to enter Site:**

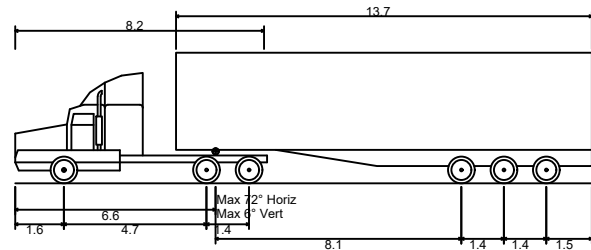
- 26m B-Double

**Typical Service Vehicle:**

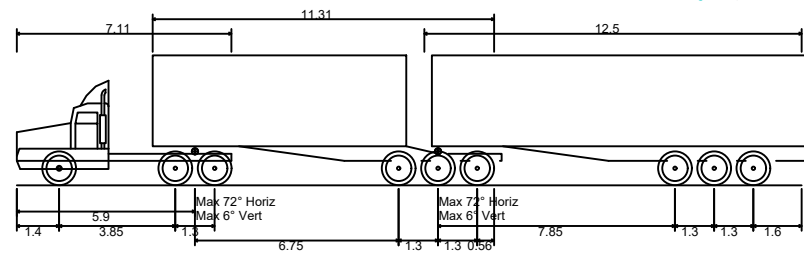
- 19m Semi

**Fire Service Vehicle:**

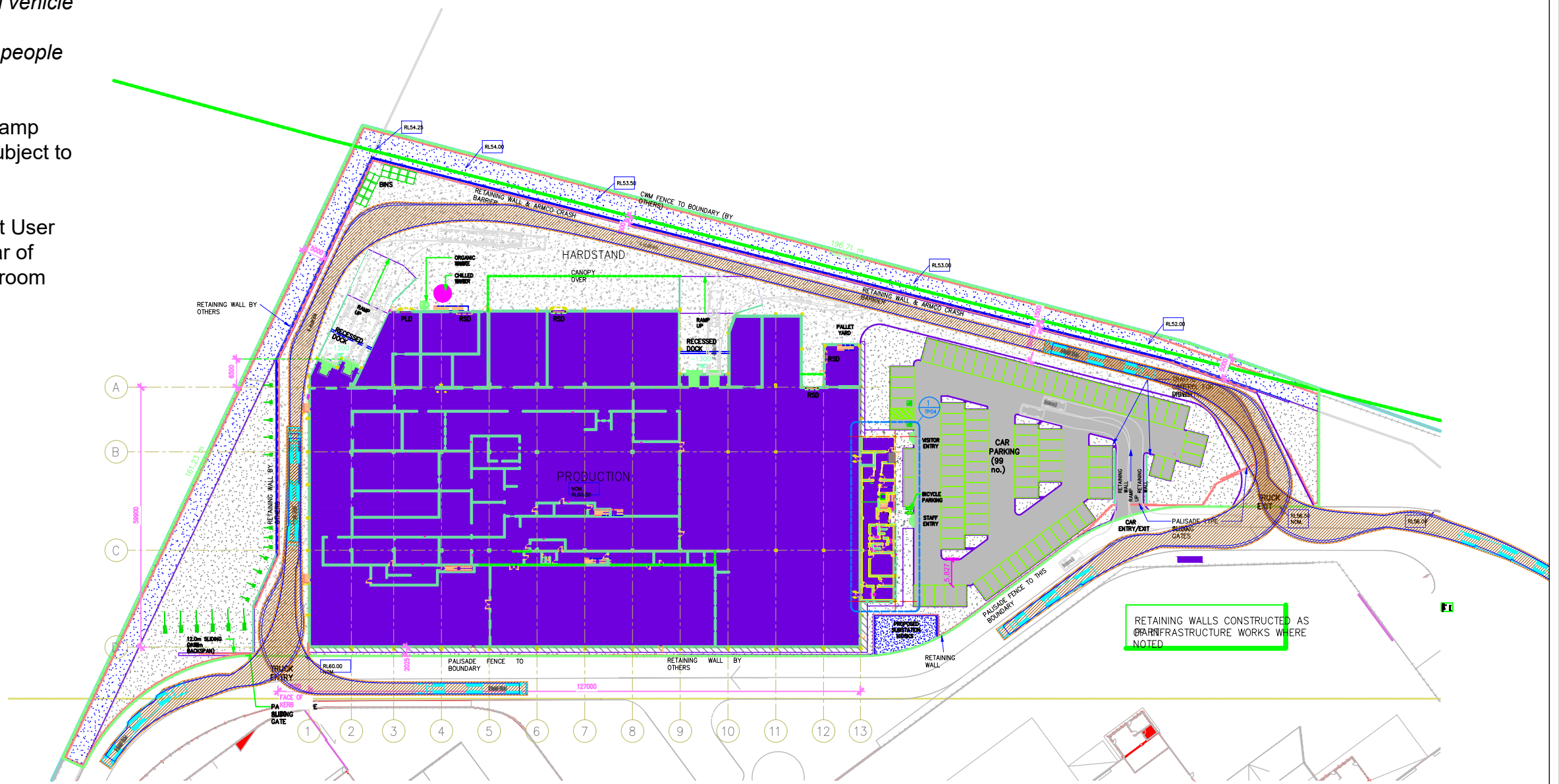
- 12.5m HRV (Aerial Appliance)



AV - Articulated Vehicle  
 Overall Length 19.000m  
 Overall Width 2.500m  
 Overall Body Height 4.301m  
 Min Body Ground Clearance 0.418m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 12.500m



B-Double (26.0m)  
 Overall Length 26.000m  
 Overall Width 2.500m  
 Overall Body Height 4.300m  
 Min Body Ground Clearance 0.540m  
 Track Width 2.500m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 15.000m



**Revision notes:**

Rev:	Date:	Notes:

*For information purposes only - not for construction*

**Drawn By:**  
M TANGONAN

**Client:**  
Aliro

**Project:**  
P1227  
Prospect Logistics Estate MOD

**Drawing Title:**  
Overview

**Date:**  
10-Sep-21

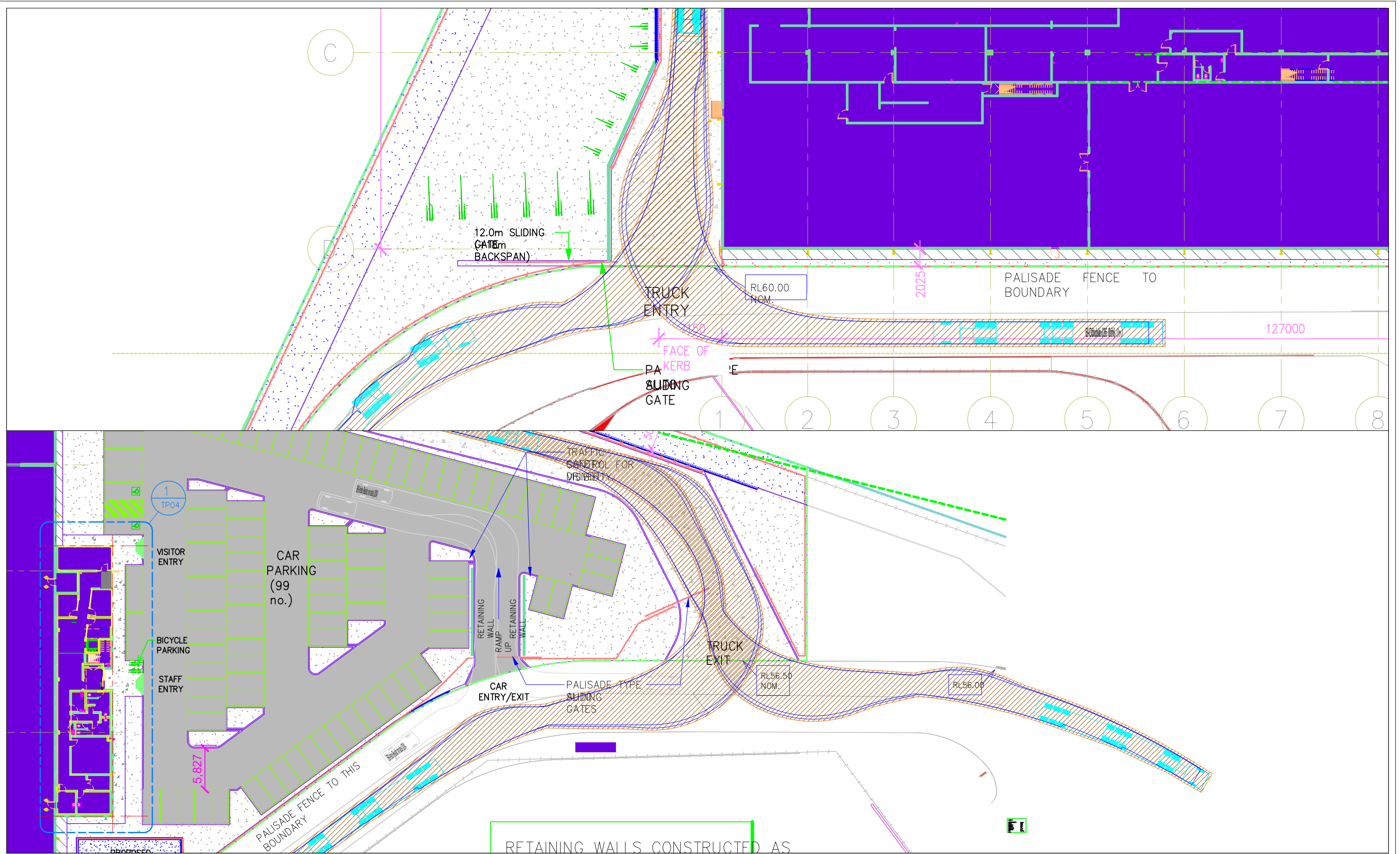
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**Drawing Number:**  
AG00



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M TANGONAN

Client:  
Aliro

Project:  
P1227  
Prospect Logistics Estate MOD

Drawing Title:  
Access & Egress  
26m B-Double

Date:  
10-Sep-21

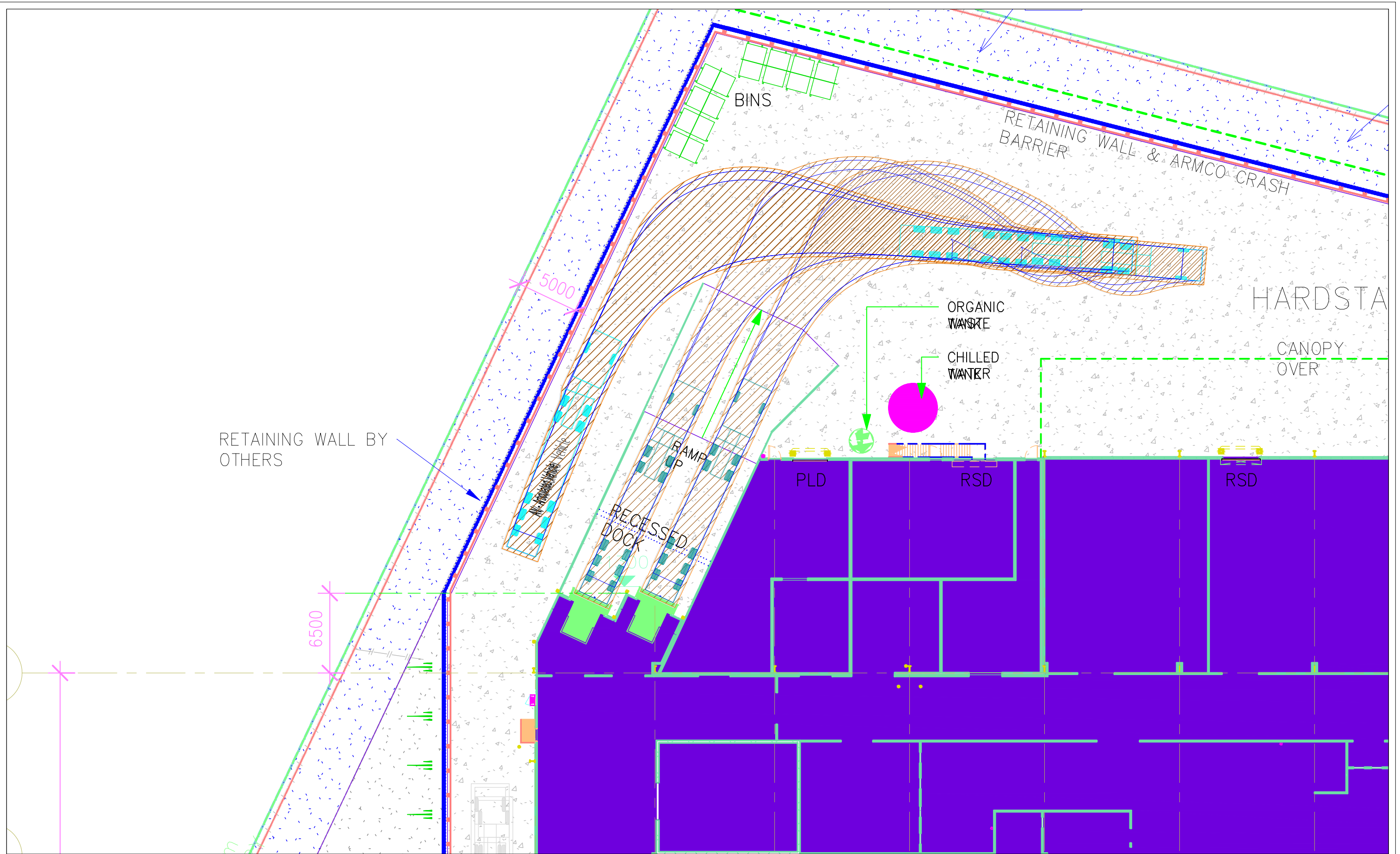
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Drawing Number:  
AG01

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M TANGONAN

Client:  
Aliro

Project:  
P1227  
Prospect Logistics Estate MOD

Drawing Title:  
Hardstand  
19m AV

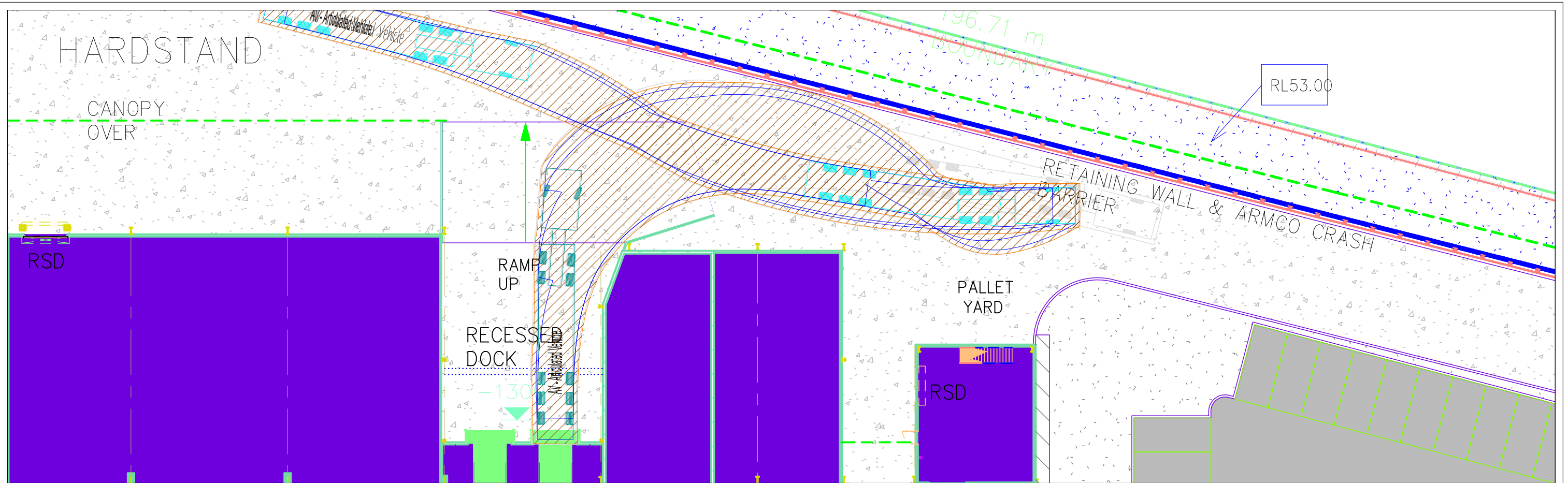
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10-Sep-21

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Drawing Number:  
AG02

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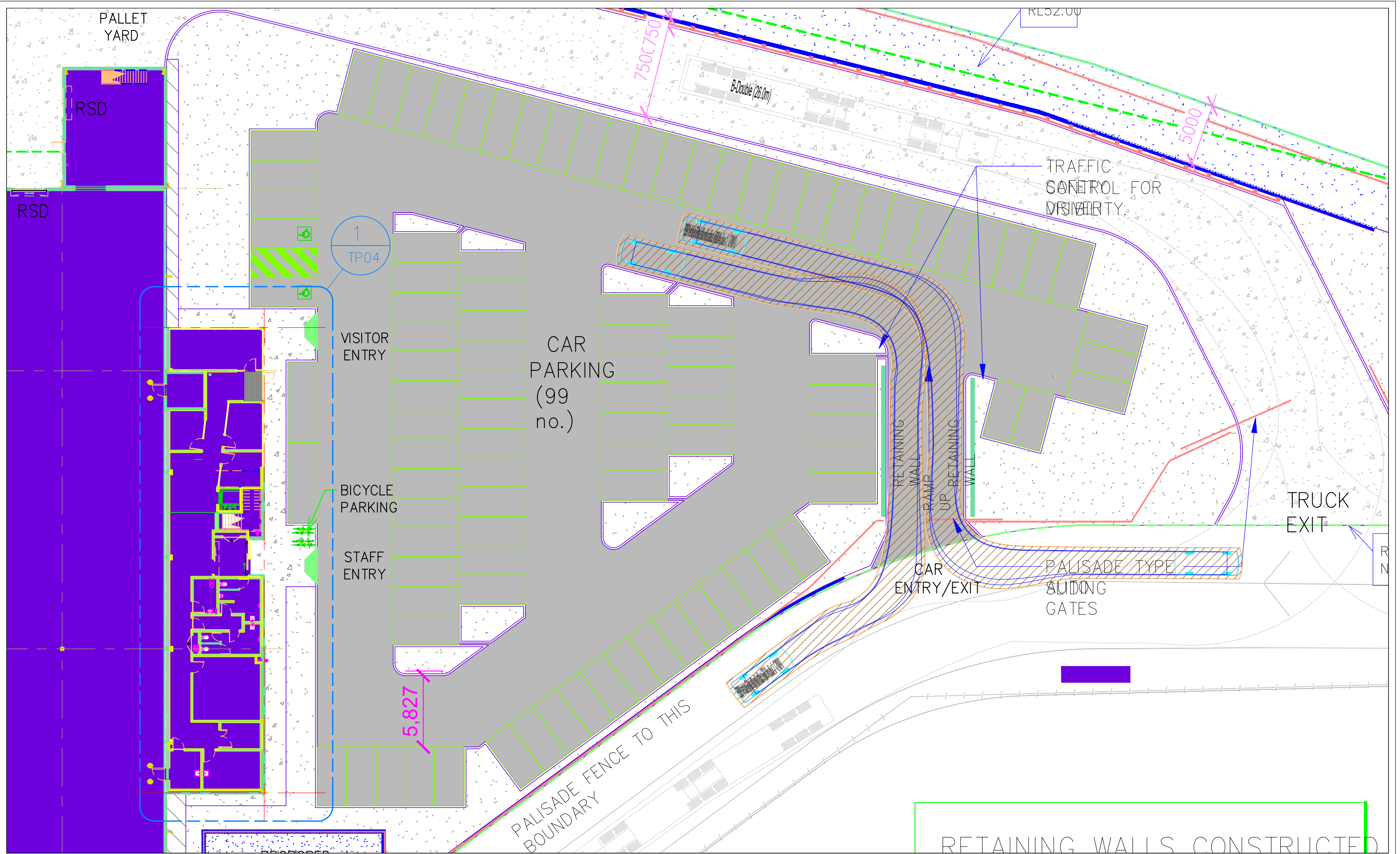
Drawn By: M TANGONAN
Client: Aliro

Project: P1227 Prospect Logistics Estate MOD
Drawing Title: Hardstand 19m AV

Date: 10-Sep-21
Scale @ A3: [scale]
Drawing Number: AG03

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**Drawn By:**  
M TANGONAN

**Client:**  
Aliro

**Project:**  
P1227  
Prospect Logistics Estate MOD

**Drawing Title:**  
Parking Access  
B99

**Date:**  
10-Sep-21

**Scale @ A3:**  
[scale]

**Drawing Number:**  
AG04



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