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Sydney, NSW 2000

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-2<sup>1</sup>). 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
<b>2. Planning Considerations</b>	
<b>2 (b)</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 <b>service areas</b> should 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>

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

	<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 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 be 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 <b>Appendix A</b> (see Sheet AG06).</p>
<b>4. Traffic Management Considerations</b>	
<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. 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 <b>Item 2 (b)</b>.</p>

Further to the comments received from Council, it is noted that the access for Warehouse 1 have been modified following comments received from Transport for New South Wales (TfNSW). The following key changes have been made:

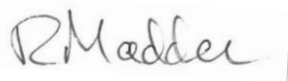
- Removal of the proposed deceleration lane into the Warehouse 1 access;
- Relocation of the entry driveway to approximately 100m from the Mamre Road intersection;
- Removal of parking spaces to allow for the shift of the driveway.

Updated swept path analysis is provided as Appendix A.

In regard to the parking provision, we note that Warehouse 1 is required to provide 140 parking spaces based on the parking requirements of the Mamre Road Precinct Development Control Plan (2021). The Proposal maintains 141 parking spaces. Therefore, the changes to the parking area does not impact the Proposal's parking compliance.

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*

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

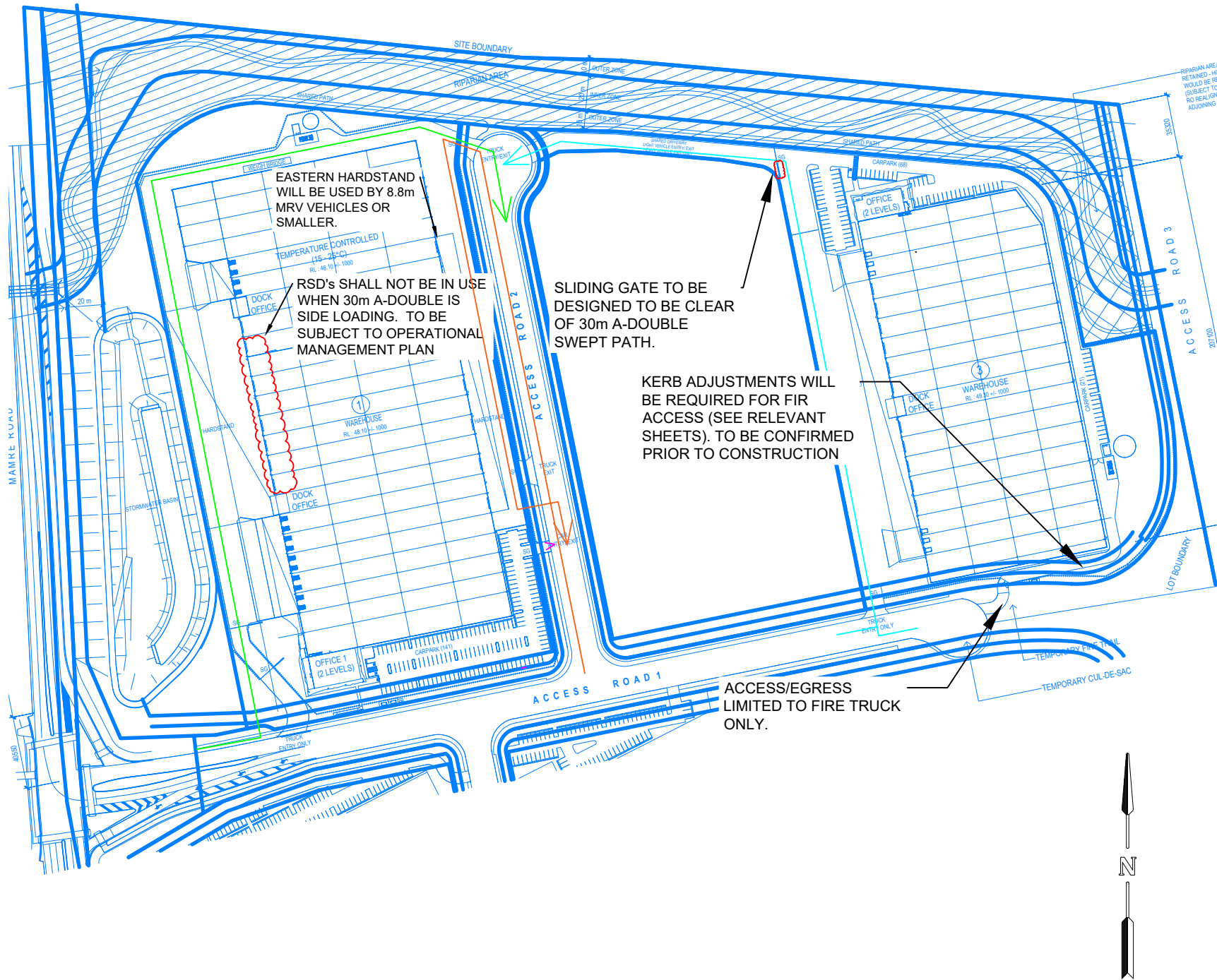
***Attachments:***

**Appendix A. Design Review**

**Appendix A. Design Review**

NOTES:

- ACCESS DOES NOT CATER FOR SIMULATENOUS ENTRY & EXIT WITH A 30m A-DOUBLE, OR FACILITATE 36.5m PBS LEVEL 3 ACCESS.
  - REFER TO IMAGE FOR ASSUMED CIRCULATION
  - 30m A-DOUBLE TRUCKS CAN SIDE LOAD INTO WAREHOUSE 1. REFER TO AG01 FOR FURTHER DETAILS. SOME RSDs SHALL NOT BE IN USE WHEN 30.0m A-DOUBLE TRUCKS ARE SIDE LOADING.
- THE EASTERN HARDSTAND OF WAREHOUSE 1 IS TO FACILITATE RSD LOADING OF 8.8m MRVs. REFER TO AG04 FOR FURTHER DETAILS.
  - FIRE TRUCKS WILL BE ABLE TO TURN AROUND WAREHOUSE 1 AND 3 IN BOTH A CLOCKWISE AND COUNTER CLOCKWISE DIRECTION. KERB AND BOUNDARY ADJUSTMENTS MENTIONED IN AG07 HAVE BEEN INDICATED TO PROVIDE EMERGENCY VEHICLE (HRV) ACCESS AND EGRESS TO WAREHOUSE 3.
    - TO FACILITATE FUTURE (ULTIMATE) ACCESS ROAD 1 FIRE TRUCK MOVEMENTS, MINOR KERB AND MEDIAN (INDICATED IN PREVIOUS PLANS) ADJUSTMENTS ARE RECOMMENDED. REFER TO AG07 FOR MORE DETAIL.
  - THE CLASS OF CAR PARKING SPACES ACHIEVES GREATER THAN THE MINIMUM USER CLASS 1A AS REQUIREMENTS. TURNING BAYS ARE REQUIRED IN DEAD-END PARKING MODULES > 15m (~6 SPACE) IN LENGTH, AT THE INDICATED LOCATIONS ON THIS PAGE.
    - USER CLASS 1A PARKING SPACES ARE TO HAVE A MINIMUM WIDTH OF 2.4M AND LENGTH OF 5.4m, WITH A MINIMUM AISLE OF 5.8m (EXCLUDES REQUIRED CLEARANCES).
  - FIRE TRUCK STANDING AREA NEED FURTHER CONSIDERATION DURING DETAILED DESIGN PHASE TO DETAIL OUTLET CONNECTION. IT IS UNDERSTOOD THAT THE CONNECTION MUST BE ORIENTED SUCH THAT A MAXIMUM OF A 45 DEGREE CONNECTION IS MADE TO THE REAR OF THE TRUCK. FURTHER DETAIL SHOULD BE CONFIRMED WITH RELEVANT FIRE CONSULTANT.
  - STAGE 1 HAS BEEN REVIEWED IN DETAIL. THE MASTERPLAN, EXCEPT FOR WAREHOUSE 2, HAS NOT BEEN MODIFIED AND HAS THEREFORE NOT FORMED PART OF THIS REVIEW.



GENERAL NOTES

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Base Plan prepared by SBA, received 20.10.2022.  
Swept path assessments completed at 10 km/h and 300mm clearance.

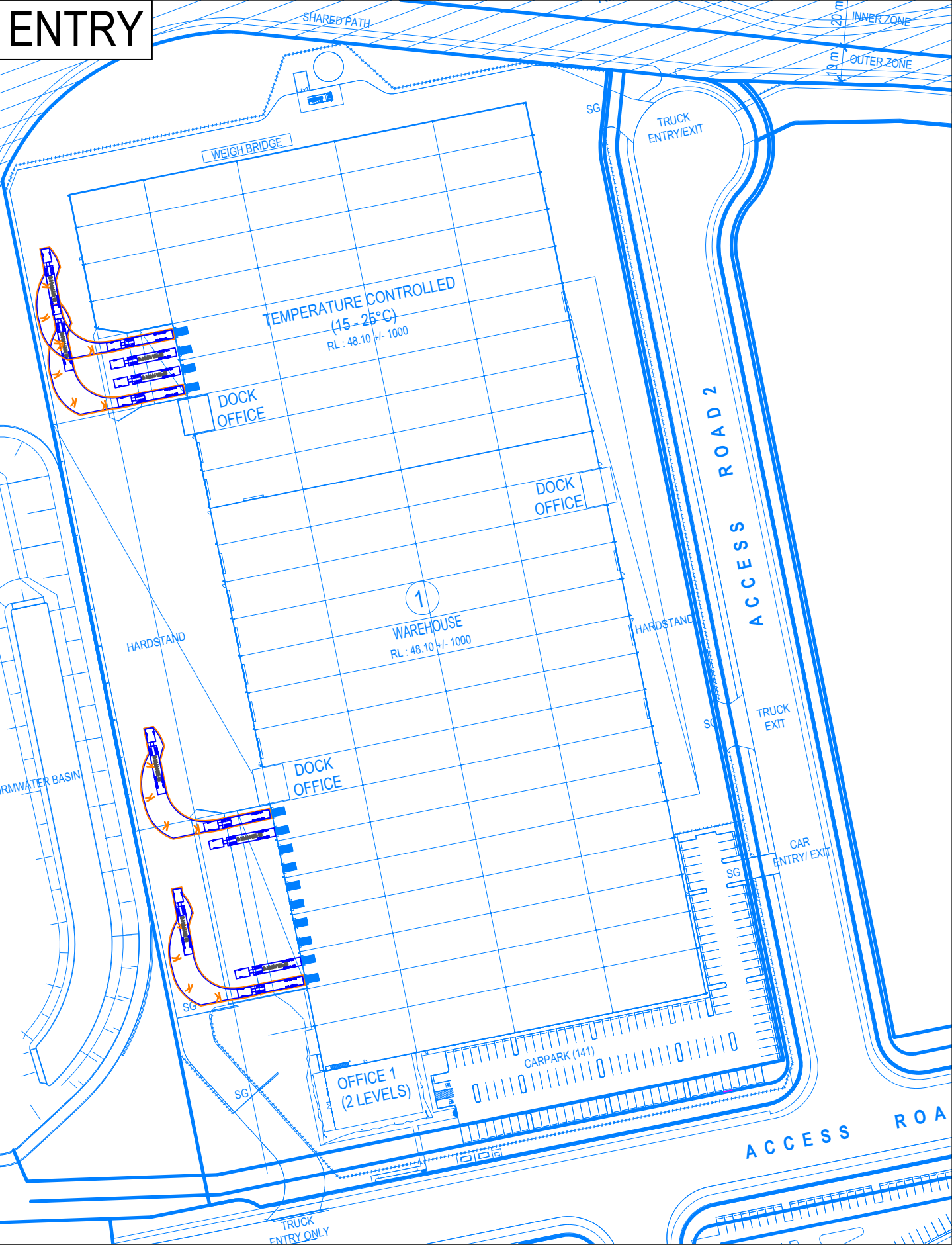
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SCALE 1:3000	NTS	Lots 54-58 Mamre Road, Kemps Creek	GENERAL NOTES	
			FILE NAME AG1897-01-v11.dwg	SHEET AG00

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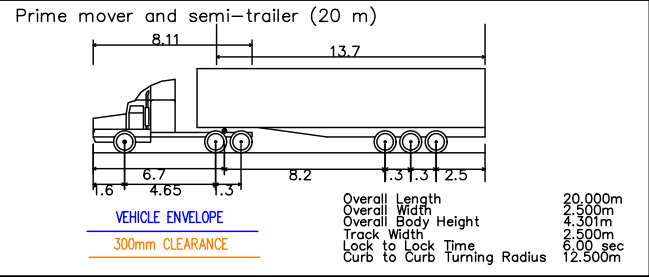
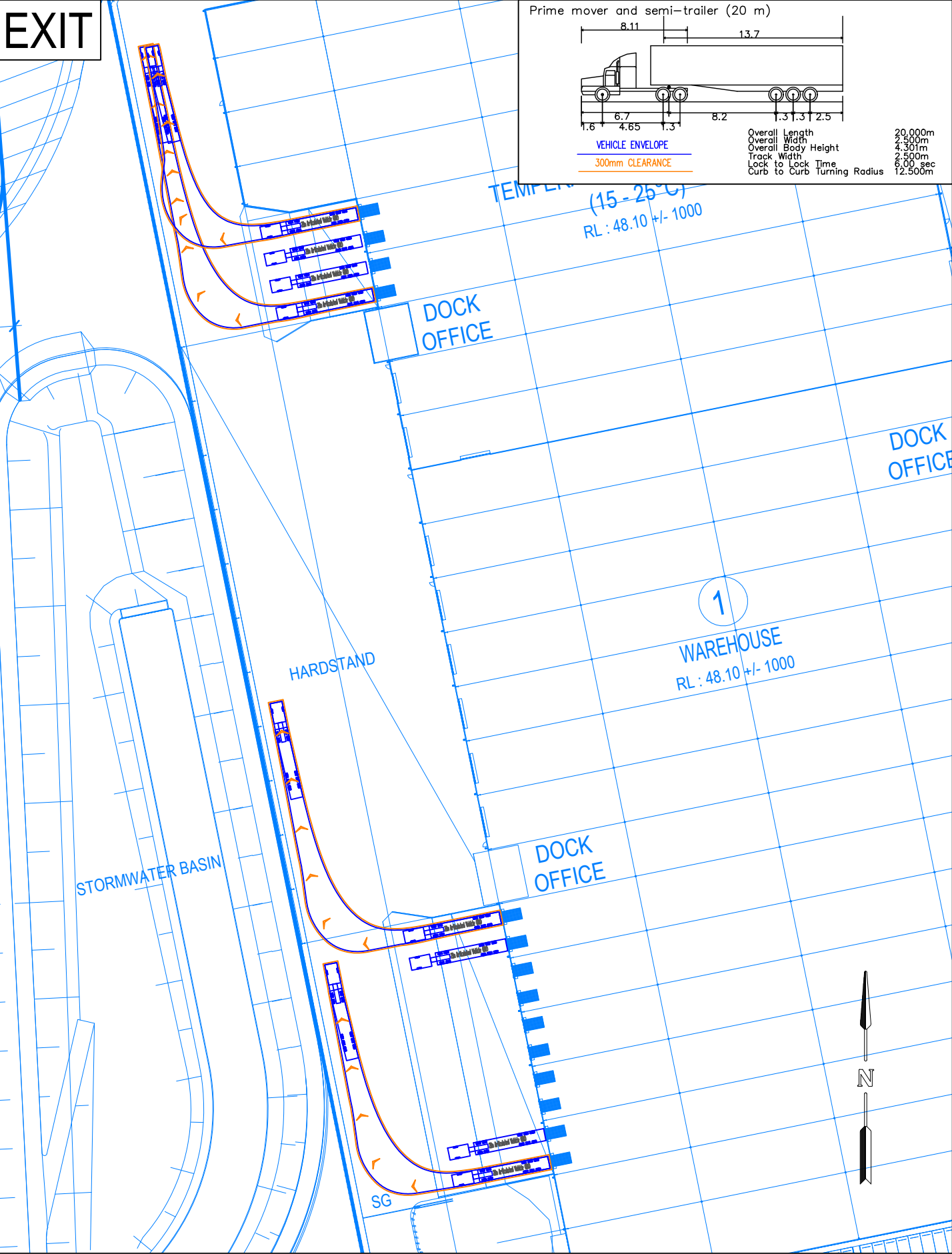




ENTRY



EXIT



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Musstafa Abdullah

PAPER SIZE  
A3

CLIENT  
Mirvac

DOCUMENT INFORMATION

STAGE 1 SWEEP PATH ASSESSMENT

WAREHOUSE 1 20m AV TRUCK

FILE NAME  
AG1897-01-v11.dwg

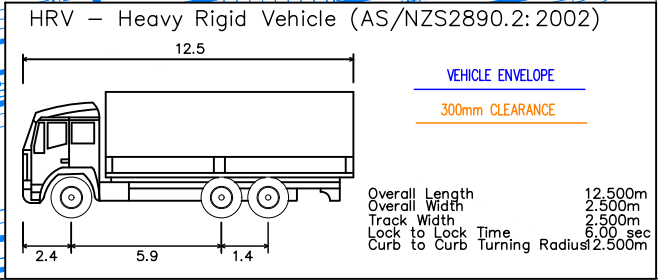
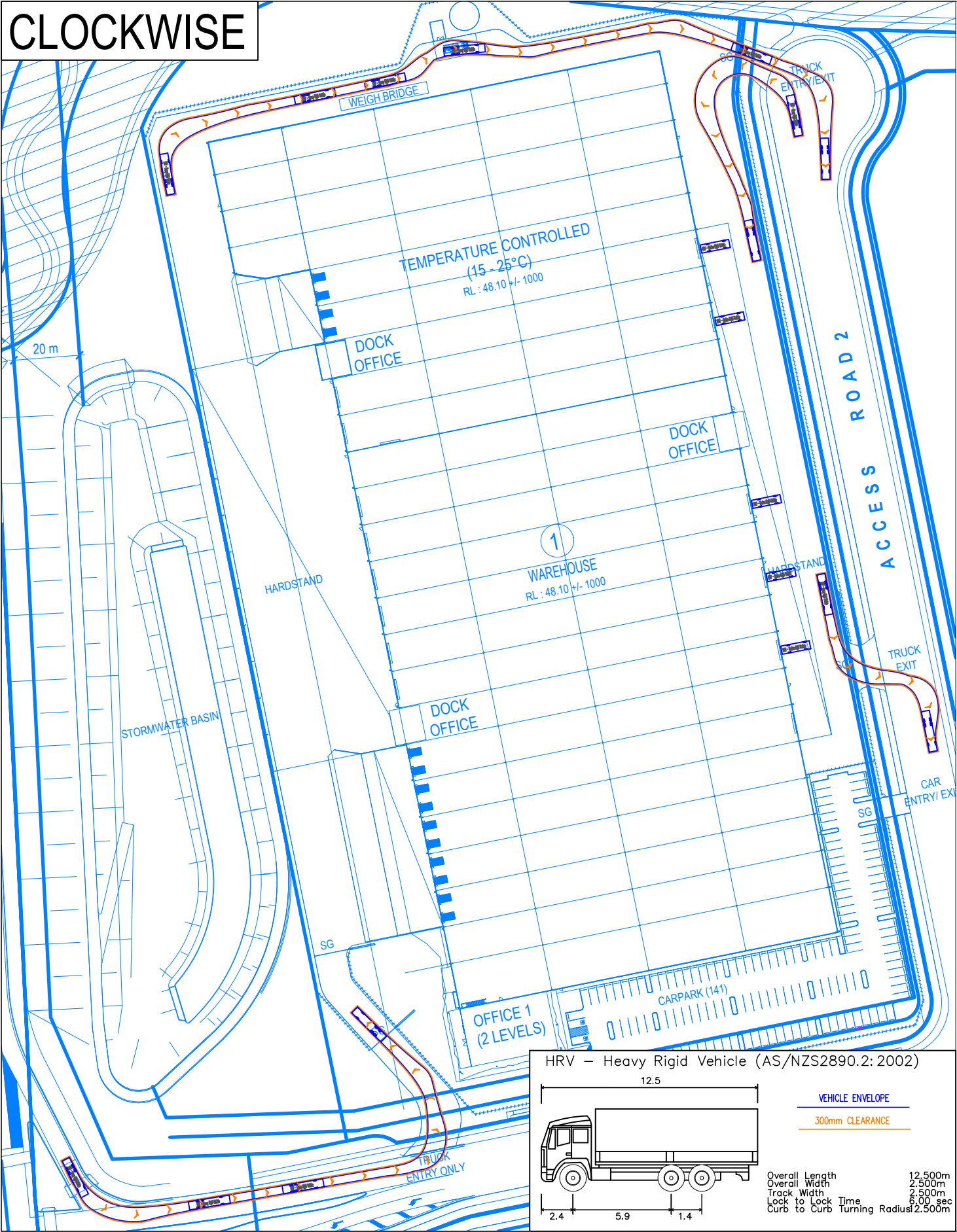
SHEET  
AG02

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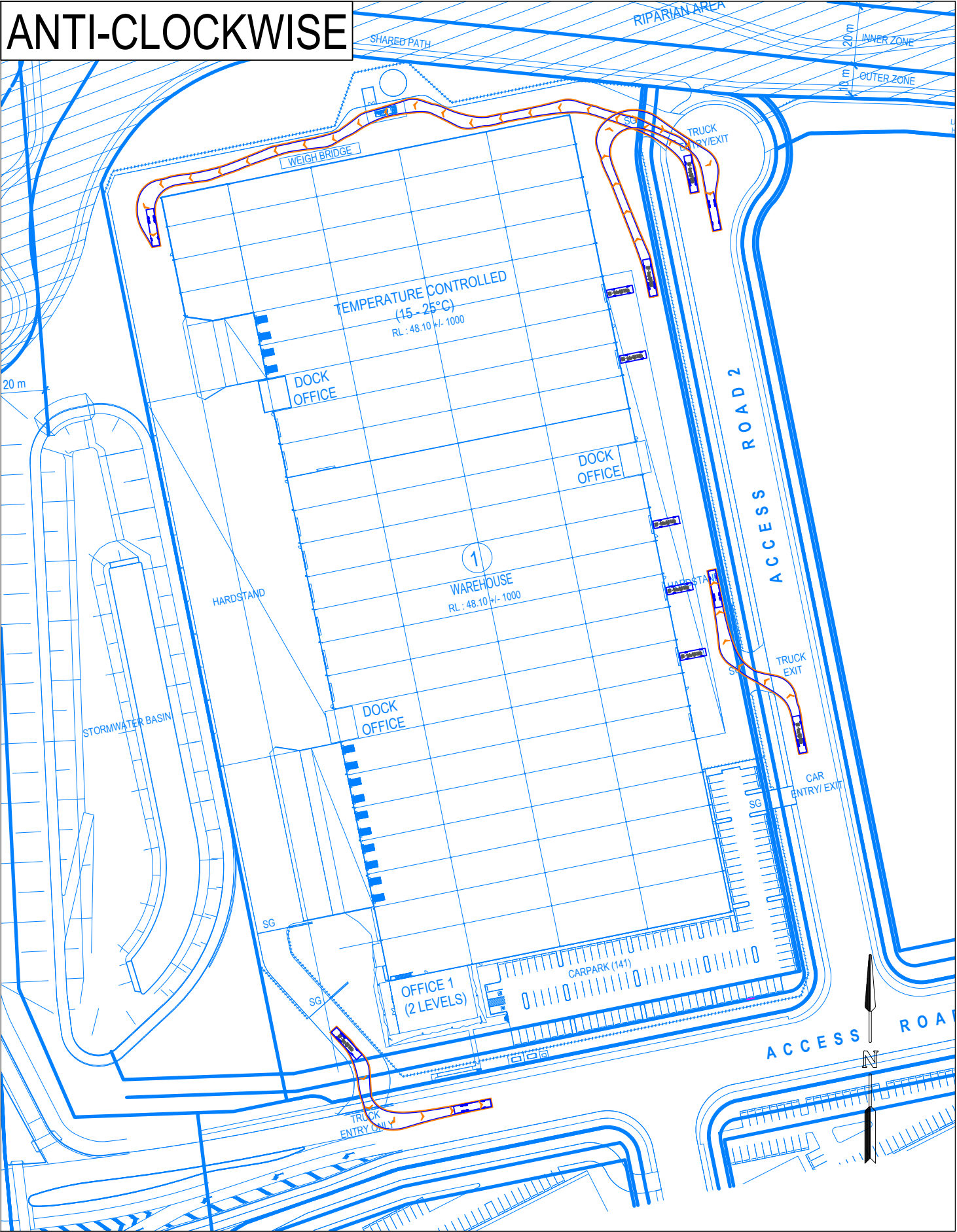
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CLOCKWISE



ANTI-CLOCKWISE



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	APPROVED BY X.XXXX	DATE 21.10.2022	PROJECT 1897	SWEPT PATH ASSESSMENT	
	SCALE 1:1500	NTS	Lots 54-58 Mamre Road, Kemps Creek	12.5m HRV FIRE TRUCK	SHEET AG03
				FILE NAME AG1897-01-v11.dwg	Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au



ENTRY

EASTERN HARDSTAND  
WILL BE USED BY 8.8m  
MRV VEHICLES OR  
SMALLER.

TEMPERATURE CONTROLLED  
(15 - 25°C)  
RL : 48.10 +/- 1000

DOCK  
OFFICE

DOCK  
OFFICE

1  
WAREHOUSE  
RL : 48.10 +/- 1000

DOCK  
OFFICE

OFFICE 1  
(2 LEVELS)

CARPARK (141)

ACCESS ROAD 2

ACCESS ROAD 1

TRUCK  
ENTRY/EXIT

TRUCK  
EXIT

CAR  
ENTRY/EXIT

OUTER ZONE

SHARED DRIVEWAY  
LIGHT VEHICLE ENTRY/EXIT  
HEAVY VEHICLE EXIT ONLY

FUTURE STAGE

EXIT

EASTERN HARDSTAND  
WILL BE USED BY 8.8m  
MRV VEHICLES OR  
SMALLER.

TEMPERATURE CONTROLLED  
(15 - 25°C)  
RL : 48.10 +/- 1000

DOCK  
OFFICE

DOCK  
OFFICE

1  
WAREHOUSE  
RL : 48.10 +/- 1000

DOCK  
OFFICE

ACCESS ROAD 2

HARDSTAND

TRUCK  
EXIT

CAR  
ENTRY/EXIT

MRV Vertical Model (AS/NZS2890.2: 2002)

Overall Length	8.800m
Overall Width	2.500m
Overall Clearance Height	4.500m
Min Body Ground Clearance	0.150m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

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A3

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DOCUMENT INFORMATION

WAREHOUSE 1 SWEEP PATH ASSESSMENT

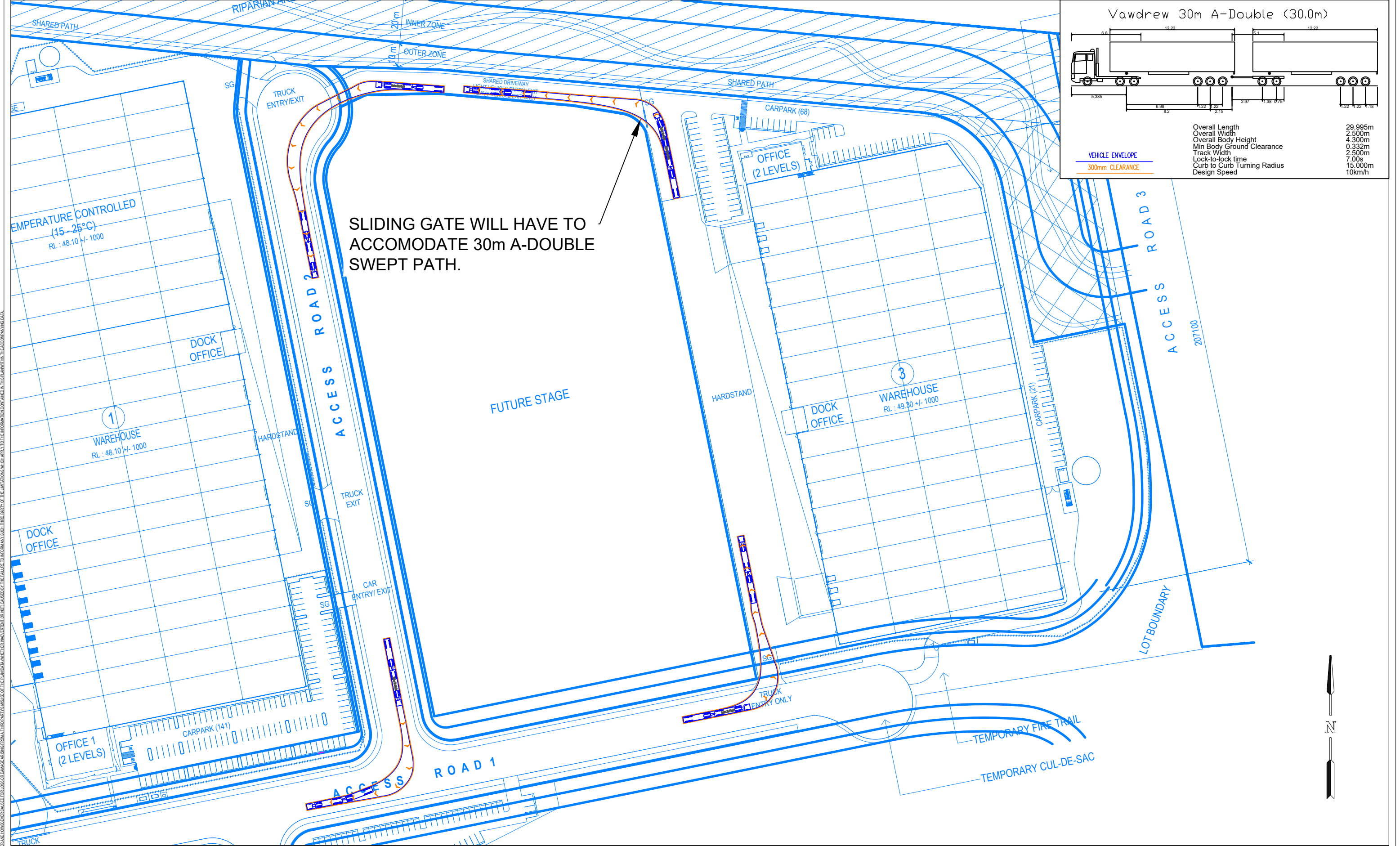
8.8m MRV TRUCK

FILE NAME  
AG1897-01-v11.dwg

SHEET  
AG04

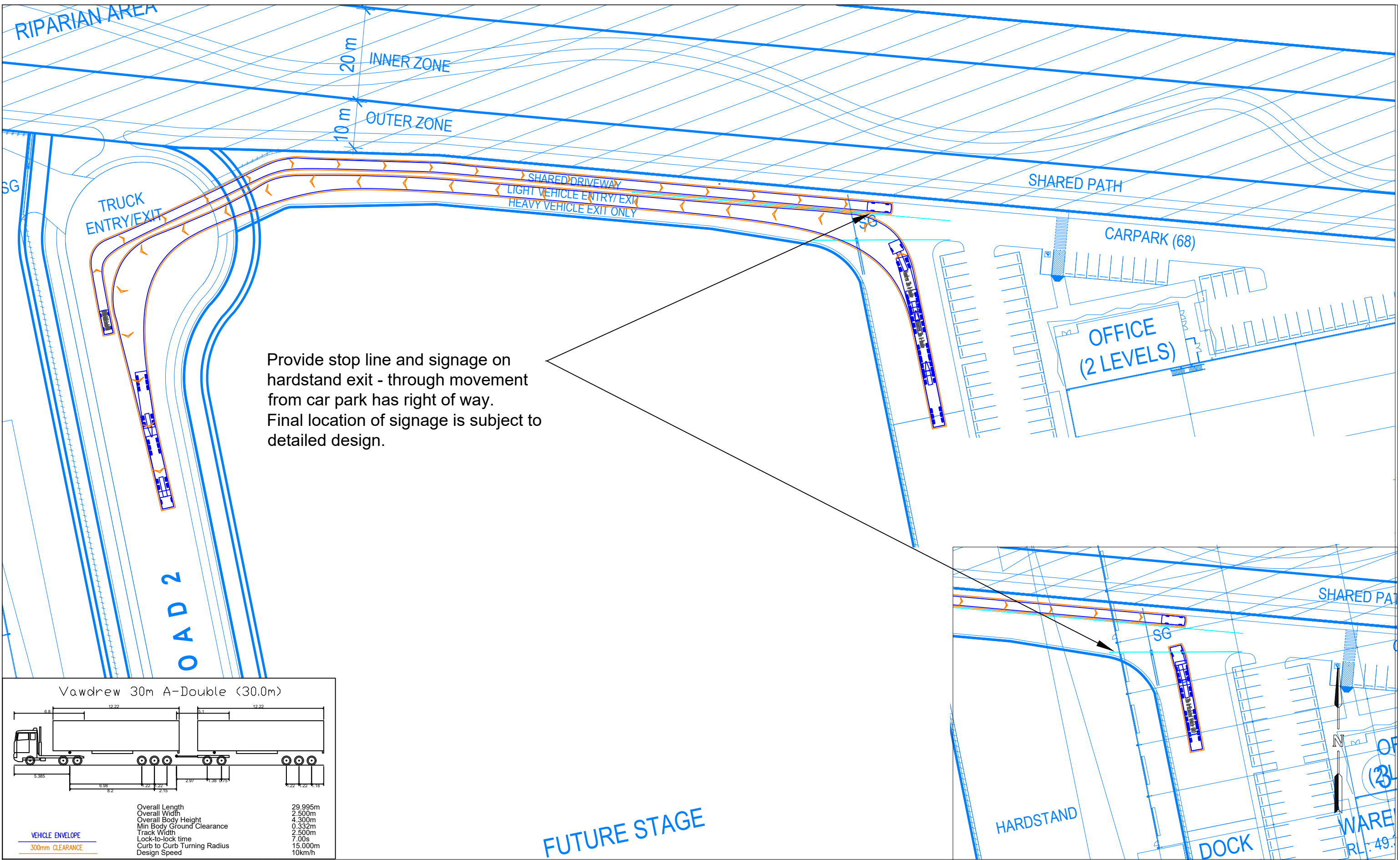
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	<div>APPROVED BY</div> <div>X.XXXX</div>	<div>DATE</div> <div>21.10.2022</div>	<div>PROJECT</div> <div>1897</div>		
	<div>SCALE</div> <div>1:1500</div>	<div>NTS</div>	<div>Lots 54-58 Mamre Road, Kemps Creek</div>	<div>FILE NAME</div> <div>AG1897-01-v11.dwg</div>	<div>SHEET</div> <div>AG05</div>





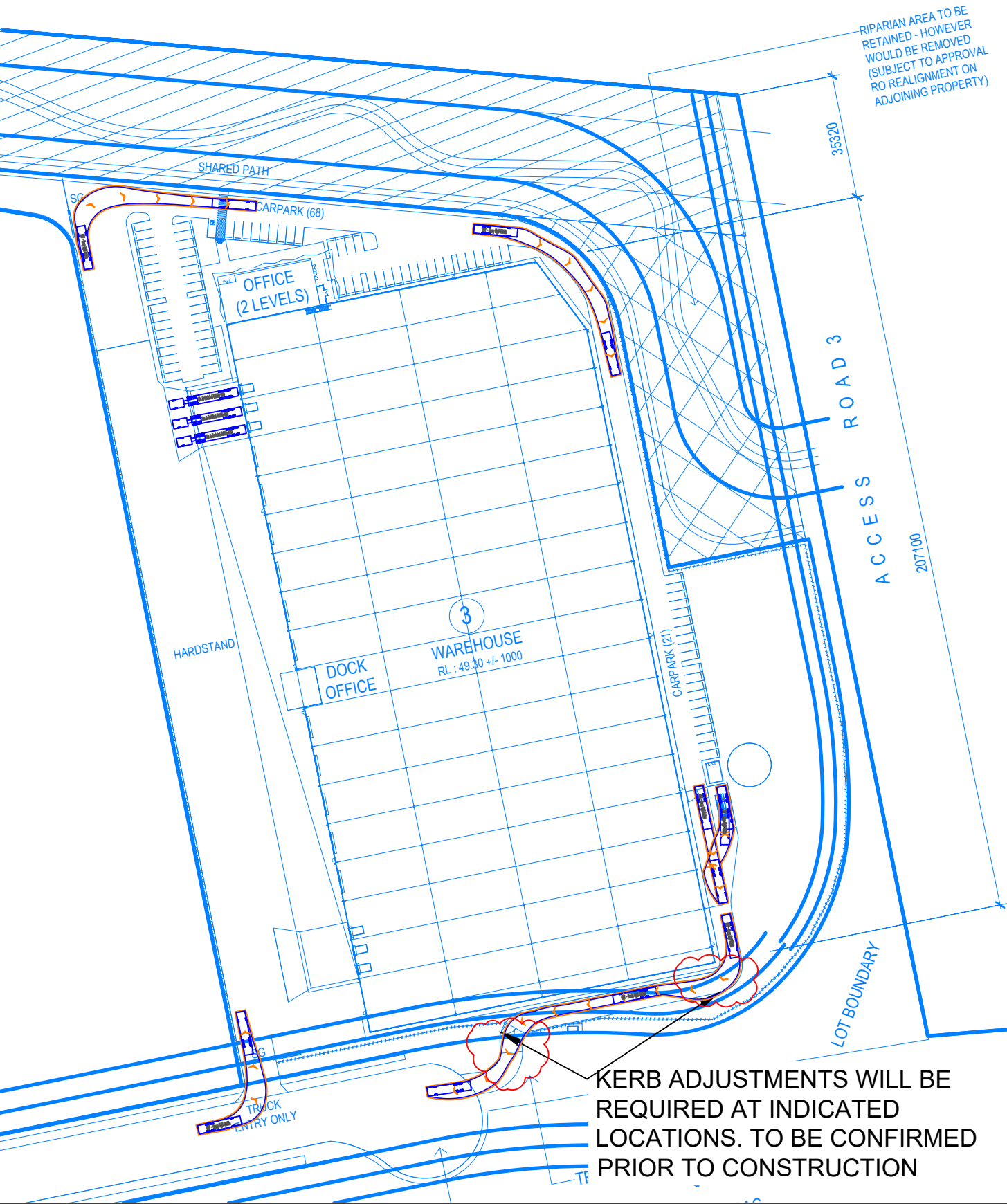
<div>GENERAL NOTES</div> <div>This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 20.10.2022. Swept path assessments completed at 10 km/h and 300mm clearance.</div>	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION		<div>asongroup</div> <div>Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au</div>
	Musstafa Abdullah	A3	Mirvac	DESIGN ASSESSMENT		
	APPROVED BY	DATE	PROJECT	Warehouse 3 30m A-DOUBLE		
	X.XXXX	21.10.2022	1897			
	SCALE	NTS	Lots 54-58 Mamre Road, Kemps Creek	FILE NAME	SHEET	
	Custom			AG1897-01-v11.dwg	AG06	



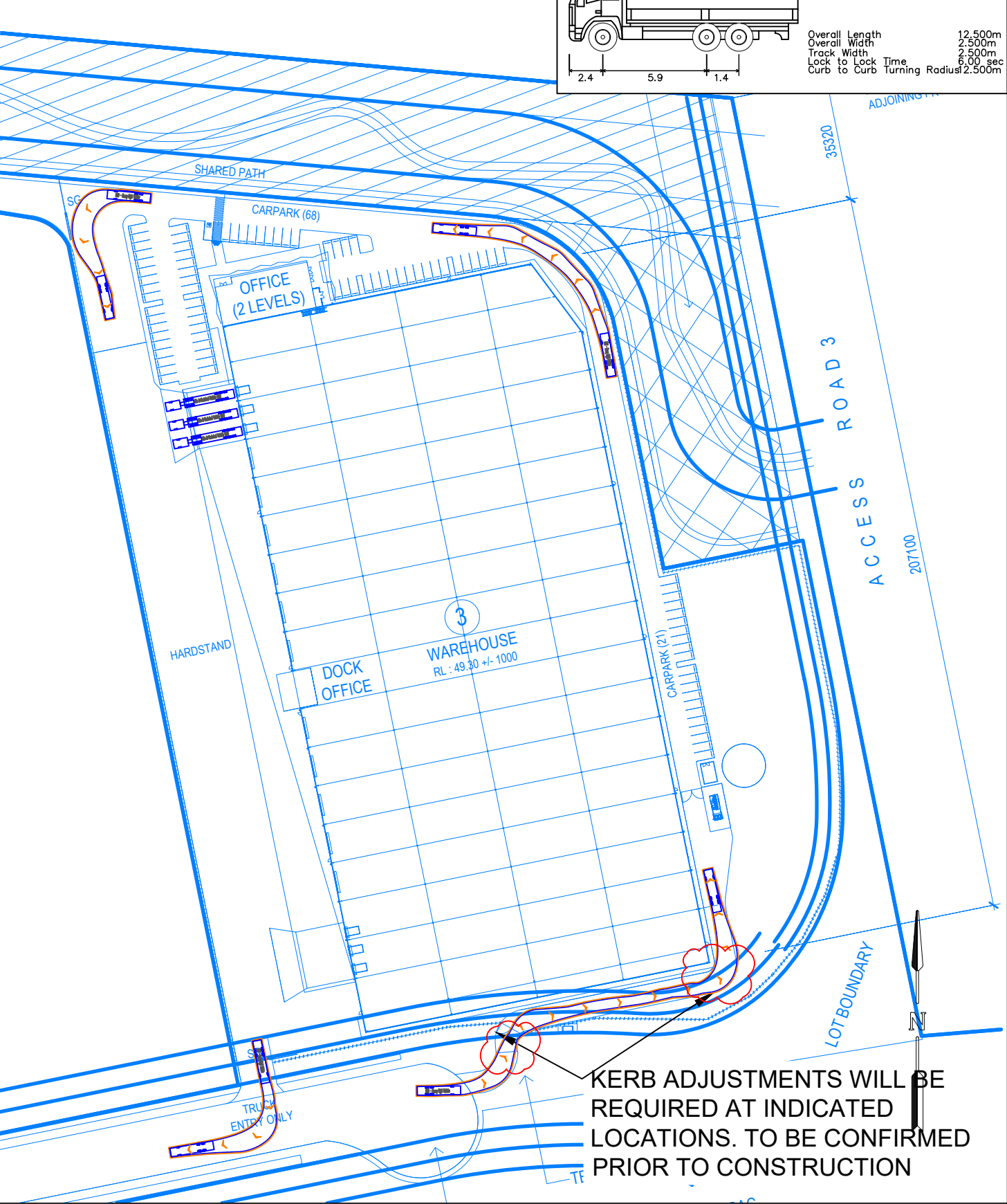


GENERAL NOTES	DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
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	APPROVED BY	DATE	PROJECT	20m AV TRUCK	
	X.XXXX	21.10.2022	1897	FILE NAME	SHEET
This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by SBA, received 20.10.2022. Swept path assessments completed at 10 km/h and 300mm clearance.	SCALE	NTS	Lots 54-58 Mamre Road, Kemps Creek	AG1897-01-v11.dwg	AG07
	Custom			 Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	

CLOCKWISE



ANTI-CLOCKWISE



HRV – Heavy Rigid Vehicle (AS/NZS2890.2: 2002)

12.5

VEHICLE ENVELOPE

300mm CLEARANCE

Overall Length 12.500m  
Overall Width 2.500m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Curb to Curb Turning Radius 2.500m

2.4 5.9 1.4


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Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED	PAPER SIZE	CLIENT	DOCUMENT INFORMATION	
Musstafa Abdullah	A3	Mirvac	WAREHOUSE 3 SWEEP PATH ASSESSMENT	
APPROVED BY	DATE	PROJECT	12.5m HRV FIRE TRUCK	
X.XXXX	21.10.2022	1897		
SCALE	NTS	Lots 54-58 Mamre Road, Kemps Creek	FILE NAME	SHEET
1:1500			AG1897-01-v11.dwg	AG08



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