

Technical Memorandum

Addendum Transport

Impact Assessment



Date	25/11/2025	Project Number	P0057666
Client	FDC	Prepared By	Sedrik Aralar
Project	Arnott's Processing Facility, Huntingwood	Reviewed By	John Parnell

Introduction

Background

In 2021, Urbis completed the Transport Impact Assessment (TIA) for the proposed expansion of the Arnott's Processing Facility in Huntingwood (SSD-17352813). This SSDA was approved by the former Department of Planning and Environment (DPE) in July 2022. Since then, a modification application has been identified to support the changing needs of the Arnott's facility and allow staging of the proposed expansion of the processing facility. Arnott's have identified an opportunity to increase the production capacity of the new processing facility from 13,000t/yr to 50,000t/yr. The modification will introduce an increase in vehicle trip generation for both light and heavy vehicles.

This addendum letter should be read in conjunction with the previously completed TIA and provides further assessment to support the modification.

Existing Conditions

The site is located at 65 Huntingwood Drive, Huntingwood, NSW. There are two access driveways from Huntingwood Drive and one access from Brabham Drive. The eastern Huntingwood Drive driveway primarily services heavy vehicles while the western driveway provides access to the car park. The Brabham Drive driveway provides access to the high bay warehouse for heavy vehicles.

The site has three key building components, as follows:

- HW1 – The existing Arnott's biscuit processing facility.
- HW2 – The proposed processing facility.
- High-bay warehouse – Existing high-bay distribution warehouse, accessed from Brabham Drive.

Approved Development

Development Consent SSD-17352813 was granted approval on 1 July 2022. The approved development comprises the construction and operation of a new food processing facility (bakery) with a production capacity of 13,000 tonnes per annum, and supporting ancillary structures and infrastructure, including:

- Two ingredient silo buildings, processing building and storage building.
- Multi-level car parking facility for 468 vehicles.
- Landscaping works.
- Replacement of the existing on-site detention basin with a new on-site detention tank.
- Demolition of a number of ancillary structures including the main existing car park and driveway, recreational amenities and two small engineering sheds.

Figure 1 provides an overview of the site location and approved building footprint.

Figure 1 Site location



Source: Nearmap, modified by Urbis

Proposal

Arnott's has reviewed the staging and feasibility of the development and has identified the need for short-term "interim" works to establish a new production line within the existing processing facility. As a result, the modification proposes two stages of development as follows:

- Stage 1:
 - An extension to the eastern side of the HW1 building to accommodate an oven annex for new biscuit line (1,635m²).
 - New storage shed (325m²).
 - Minor increase to the approved chocolate manufacturing area (442m² increase).
 - An extension to the existing enrober area on the southern side of the HW1 building (360m²).
 - An extension to the northern side of the HW1 building to accommodate a new packaging store warehouse (990m²).

- Reconfiguration of the perimeter vehicle access for the fire brigade.
- Stage 2:
 - Reduction in the area of the approved HW2 processing building (1,080m²).
 - Construction of a basement car park.

The proposed alterations and additions outlined above result in a total GFA increase from 45,310m² to 49,036m².

Figure 2 provides an overview of the building footprint of the proposed development stages.

Figure 2 Proposed development stages



Source: Nearthmap, modified by Urbis

Trip Generation Review

A review of trip generation for both light and heavy vehicles has been undertaken to understand the difference between the approved SSDA and this modification as a result of the increase in production capacity.

Heavy and Service Vehicle Trip Generation

As a result of the changes to the proposed development, a modest increase in heavy vehicle trip generation across the day is proposed. **Table 1** highlights the proposed changes.

Table 1 Proposed changes to heavy vehicle trip generation across a 24-hour period

Vehicle type	Arrival Time	Approved SSDA	Proposed Stage 1	Proposed Stage 1 +2
Raw Materials				
Semi-trailer tanker	24 hrs a day	15	16	21
Semi-trailer	Between 7 AM and 7 PM	12	5	7
Rigid truck	Between 7 AM and 7 PM	7	4	5
Waste				
Rigid waste collection vehicle	Between 5 AM and 11 PM	8	5	7
Semi-trailer	Between 7 PM and 3 PM	3	1	2
Packing materials				
B-double		1	0	0
Semi-trailer	Between 7 AM and 6 PM	9	11	14
Rigid truck	Between 7 AM and 6 PM	7	5	7
High Bay Warehouse				
B-double	24 hrs a day	11	21	28
Semi-trailer	24 hrs a day	17	66	86
Rigid truck	24 hrs a day	1	16	21
Service and support vehicles				
Courier vans	Between 7 AM and 5 PM	4	11	14
Engineering Vans		1	0	0
Delivery trucks (assume MRV)	Between 7 AM and 5 PM	3	11	14
Total		99	172	226
Increase from the original approval over a 24-hour period			+73	+127

Source: Arnott's

As shown in Table 1, the proposed modification results in an increase from 99 to 226 total daily heavy vehicle/service vehicle trips, or a total increase of 127 trips following the completion of Stage 2. The introduction of Stage 1 will see an increase of 73 truck trips compared to the original SSDA approval.

The proposed increase of 127 heavy and service vehicle trips per day will be distributed throughout the day, with some trucks operating 24 hours a day, while others operate during the day. Compared to the existing SSDA approval, this translates to an increase of 7 heavy vehicles per hour (accounting for even distribution across the arrival times for each operation). This is not considered significant, given the industrial context of the site.

Overall, the impact of the proposed increase to heavy and service vehicle generation is anticipated to be acceptable.

Light Vehicle Trip Generation

Consistent with the previous SSDA TIA and to remain conservative, it has been assumed that all staff will drive to the site. Associated with the revised staging and production capacity, Arnott's has identified the need to increase the daily number of employees on-site. The total increase in staff across the site is detailed in **Table 3**.

Table 2 Increases in total staff at the facility

Proposal	Morning	Afternoon	Evening	Total
Approved SSDA	284	171	178	633
Proposed Modification	347	176	213	736
Increase	+63	+5	+35	+103

Source: Arnott's

The proposed development will see an increase of 103 in light vehicle trip generation compared to the approved following the completion of Stage 2. However, new trips associated with the development will be operating on an offset shift compared to the existing operation. This is summarised in **Table 4**.

Table 3 Shift times

Shift type	Morning	Afternoon	Evening
HW1	7:00-15:00	15:00-23:00	23:00-7:00
HW2	6:00-14:00	14:00-22:00	22:00-6:00

Source: Arnott's

Table 5 shows how the arrivals and departures of these vehicles will occur throughout a standard operating day. At the fully operational stage (i.e. completion of Stage 2), it has been assumed that staff will arrive 30 minutes before their shift and will leave 30 minutes after their shift.

This demonstrates that all trips will be occurring outside the network peak periods (7:45 AM – 8:45 AM and 4:30 PM – 5:30 PM). Additionally, the staggered arrival times of staff between HW1 and the proposed HW2 is anticipated to provide a minimal impact on the surrounding road network due to spreading of the arrival and departures rather than one intense peak period.

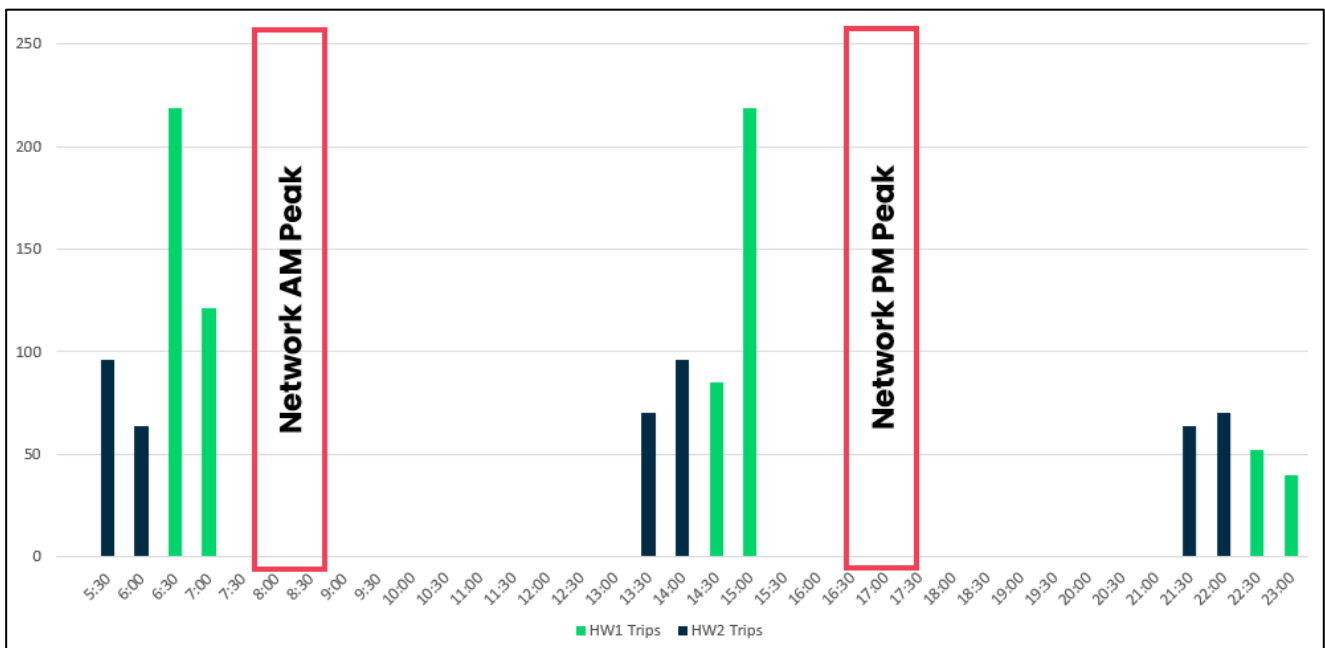
Table 4 Light vehicle arrival and departures throughout the working day

Staff type	Time	In	Out
HW1 Headcount	6:30 AM - 7:00 AM	219	
	7:00 AM - 7:30 AM		121
	2:30 PM - 3:00 PM	85	
	3:00 PM - 3:30 PM		219
	10:30 PM - 11:00 PM	121	
	11:00 PM - 11:30 PM		85
HW2 Headcount	5:30 AM - 6:00 AM	96	
	6:00 AM - 6:30 AM		64
	1:30 PM - 2:00 PM	70	
	2:00 PM - 2:30 PM		96
	9:30 PM - 10:00 PM	64	
	10:00 PM - 10:30 PM		70

Source: Arnott's

Figure 3 illustrates the implication of the additional trips generated by the proposed modification. The staggered arrival times of staff between the existing facility (green) and proposed facility (dark blue) will have no impact on the network peak periods.

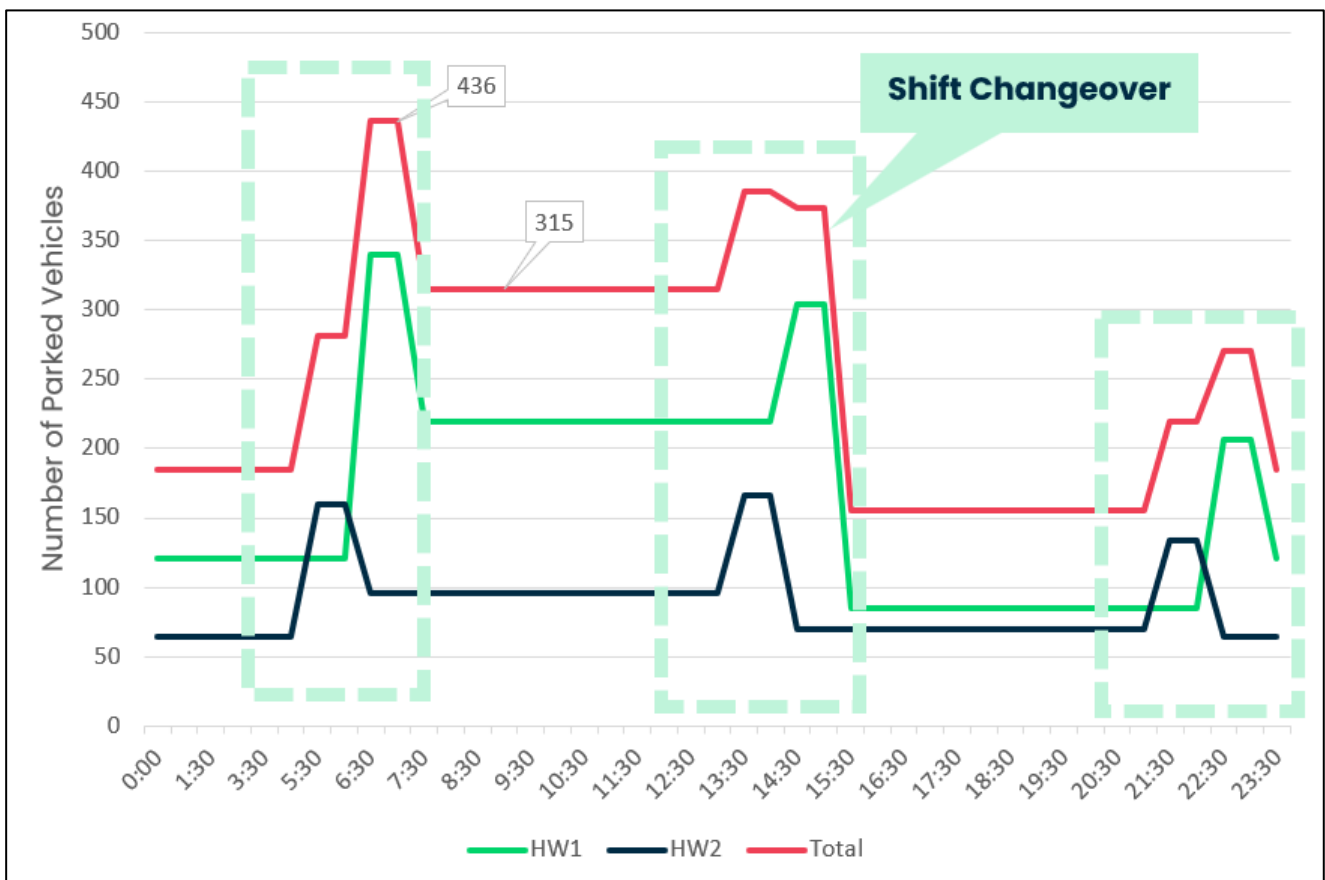
Figure 3 Staff Trips for Existing and Proposed Processing Facilities



Parking Adequacy

As per the approved proposal, the proposed basement car park will accommodate most of the staff and visitor light vehicle parking following the completion of Stage 2. A total of 468 spaces are approved for the new basement car park, and 95 spaces have been retained in the southeast corner of the site near the high bay warehouse (resulting in 563 total spaces). Based on the light vehicle trip generation, the peak number of vehicles parked for an extended period will be 315 vehicles (see Figure 4). During shift changeover periods (indicated by dashed boxes), there will be times when more vehicles are parked in the car park, with a maximum of 436 cars expected during the morning changeover. The supply of 563 parking spaces is therefore sufficient for the anticipated maximum demand. This considers the conservative scenario in which all staff individually drive to work.

Figure 4 Number of Parked Light Vehicles Throughout the Day



During the construction of Stage 1, the existing car park will service the site with a provision of 355 spaces. During the construction of the Stage 2 development, temporary car parking arrangements will provide 270 spaces, as shown in Figure 5. This will be managed by the contractor, and mitigation measures outlined in the Construction Traffic Management Plan (CTMP) to ensure adequate parking supply is provided for the site during the construction period.

Total Spaces = 270

Hardstand Area Linemarked in Accordance with the Necessary Standards. Number of Spaces = 105

2671.68 m²

Hardstand Area Linemarked in Accordance with the Relevant Standards. Number of Spaces = 110

3364.91 m²

All Weather Parking Prepared by Contractor. Number of Spaces = 55

1371.68 m²

Wed May 28 2025

Nearmap

Vehicle Manoeuvrability

Traffic Impact Assessment

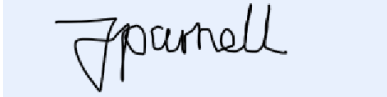
Following the completion of Stage 2, the proposed basement car park can sufficiently support all light vehicles accessing the site in the case that all staff drive. There are 468 car parking spaces in the basement, and the peak period will be during the morning shift changeover when staff are arriving and leaving simultaneously. However, given the staggered shift times, and the fact that arrivals/departures will likely be staggered in the 30 minutes before/after the shift. As a result, the 563 parking spaces proposed are still sufficient to support the increase.

Summary

Based on the findings in this letter, the proposed modification to the Arnott's Huntingwood facility can be supported, with minimal impact on the surrounding road network, and all parking demand can be contained within the existing parking (Stage 1) and approved basement car park (Stage 2).

Should you have any queries or require further information about this assessment, please do not hesitate to contact me.

Kind regards,

A handwritten signature in black ink on a light blue rectangular background. The signature appears to read 'J Parnell' in a cursive, stylized script.

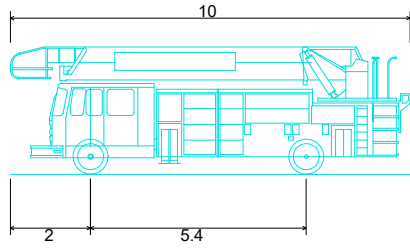
John Parnell
Associate Director

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Appendix

A

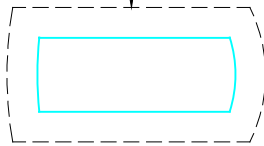
Swept Path Analysis



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Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Wall to Wall Turning Radius

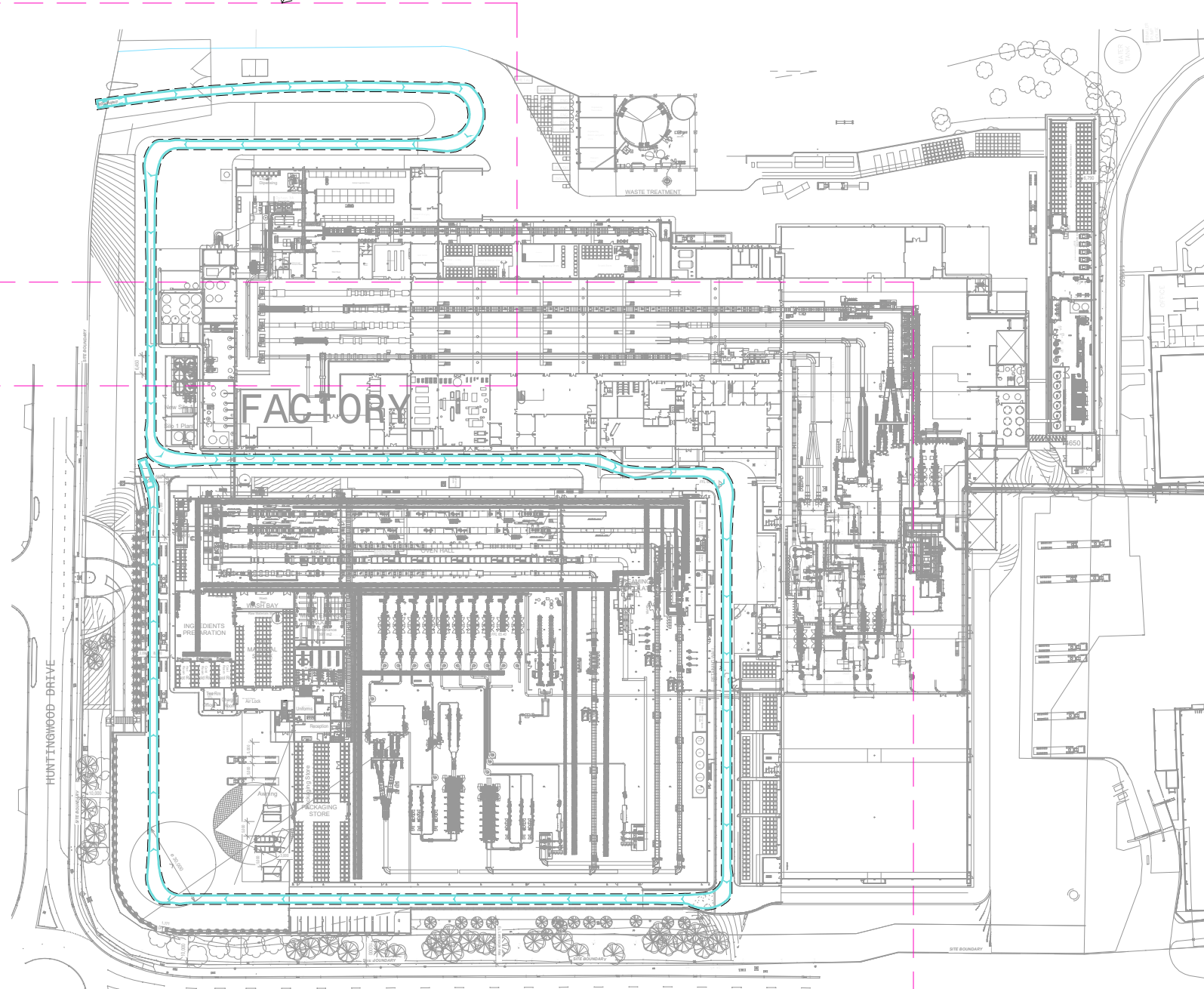
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2.500m
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0.274m
2.500m
4.00s
11.500m

600MM CLEARANCE ENVELOPE
FOR CIRCULATION MOVEMENTS



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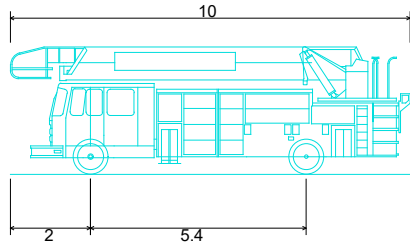
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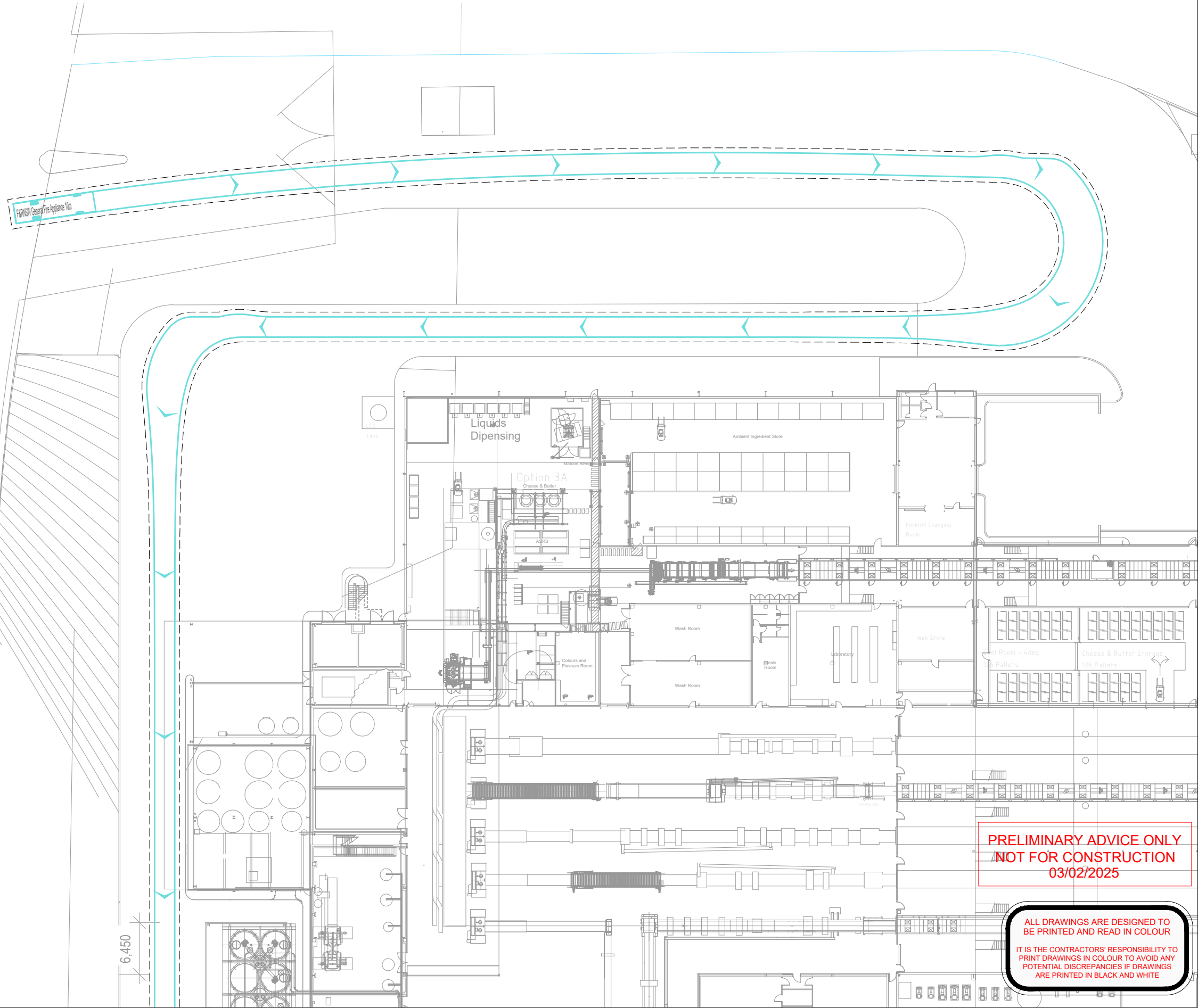
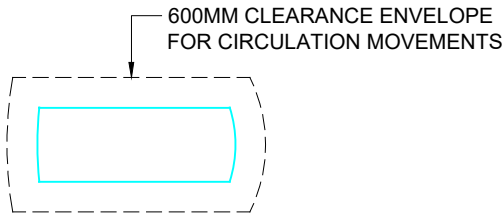
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03/02/2025

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ARE PRINTED IN BLACK AND WHITE



F&RNSW General Fire Appliance 10m
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.190m
Min Body Ground Clearance 0.274m
Track Width 2.500m
Lock-to-lock time 4.00s
Wall to Wall Turning Radius 11.500m



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DATA SOURCE
200810-AR-A003
PROJECTION

A SWEEP PATH
REV DESCRIPTION

SA LB 03/02/25
DWN CHK DATE

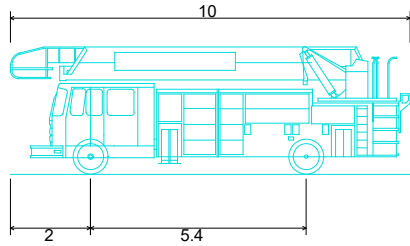
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FDC

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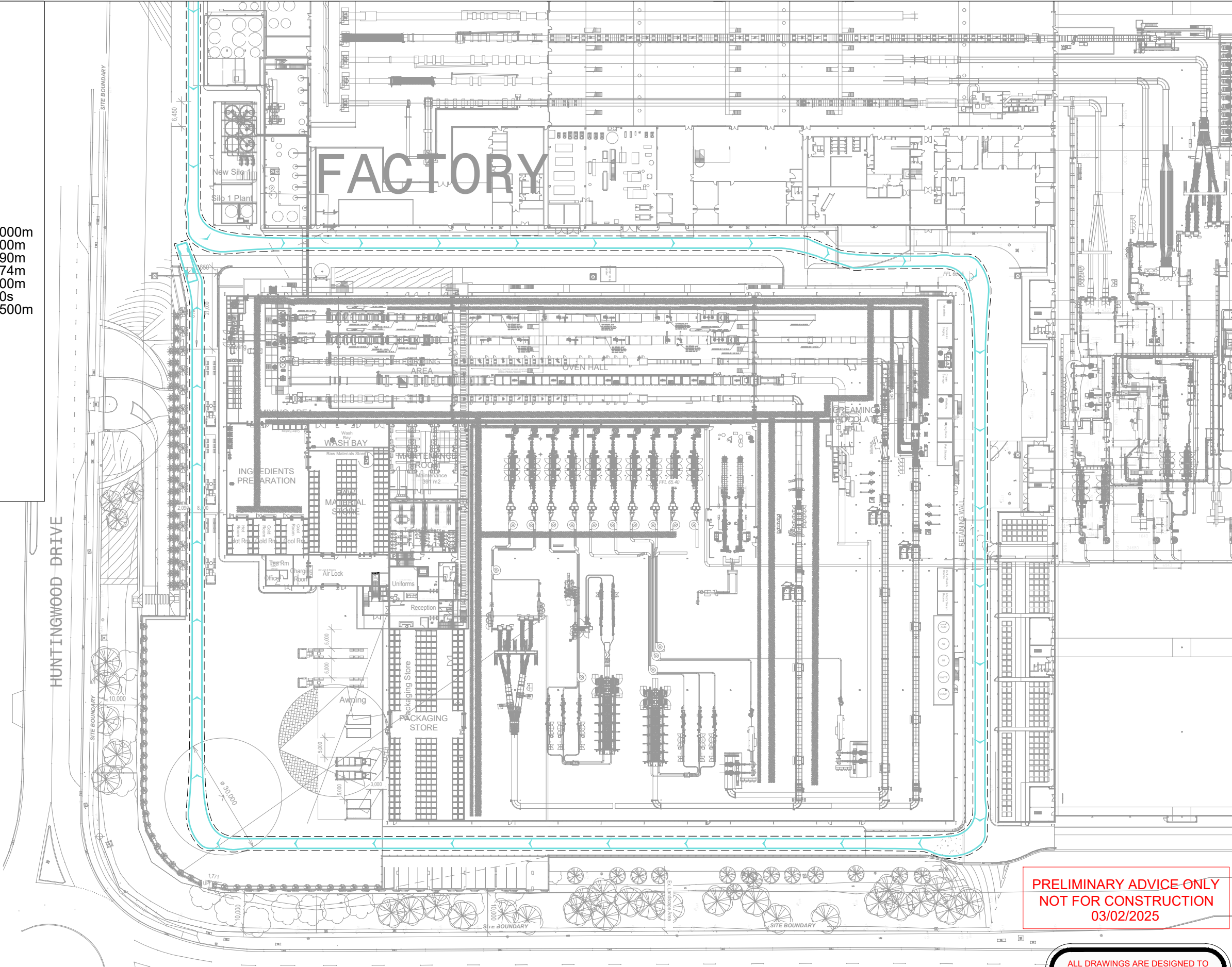
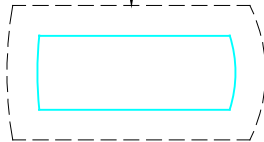
PROJECT NO.
P0057666
DRAWING NO.
02

DATE
03/02/25
REVISION
A



F&RNSW General Fire Appliance 10m
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.190m
Min Body Ground Clearance 0.274m
Track Width 2.500m
Lock-to-lock time 4.00s
Wall to Wall Turning Radius 11.500m

600MM CLEARANCE ENVELOPE
FOR CIRCULATION MOVEMENTS



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REV DESCRIPTION

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P0057666
DRAWING NO.
03

DATE
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A