Reference: P1730B **20/07/2026**

RP Infrastructure
Level 9, Bond Street
Sydney NSW 2000

Attention: Ben Prior – Senior Project Manager

Subject: Westgate Industrial Estate – 253-267 Aldington Road, Kemps Creek (SSD-23480429)
Modification Transport Assessment

Dear Ben,

RP Infrastructure have engaged Ason Group to prepare a transport statement to support a modification application to SSD-23480429 for Westgate Industrial Estate, located at 253-267 Aldington Road, Kemps Creek.

In preparing this statement, the below key documents have been referenced:

- Mamre Road Development Control Plan 2021 (MRP DCP)
- Transport Management & Accessibility Plan 253-267 Aldington Road, Kemps Creek, dated 03/11/2023, revision XII (Approved TMAP)

Proposal Overview

The modification seeks to make minor design changes to the approved Warehouse 1B and 1C on Lot 1 as follows:

- Introduction of an additional inter-tenancy wall so that the approved Warehouse 1B/1C building can accommodate three (3) tenancies. The modified warehouse tenancies proposed to be identified as "Warehouse 1B/1C/1D".
- Re-distribution of ancillary office space to support three (3) warehouse tenancies:
  - A reduction in warehouse GFA from 13,540m^2 to 12,962m^2 (reduction of 578m^2); and
  - An increase in office GFA from 614m^2 to 717m^2 (increase of 103m^2).
- Consolidated communal area servicing the warehouse building.
- Modified parking provision of 62 spaces (44 undercroft + 18 at-grade).
- Relocation to the driveway location to the undercroft carparking to the west end of the lot, accessible via road 2.

A breakdown of the proposed development yield is shown in **Table 1**, and a comparison of the approved and proposed development yield is shown in **Table 2**. The proposed site plan as part of the modification is shown in **Figure 1**.

Table 1: Proposed Development Yield

Warehouse	Warehouse GFA (m^2)	Office GFA (m^2)
1B	3,713	225
1C	4,244	246
1D	5,005	246
Total	**12,962**	**717**

Table 2: Comparison of Approved and Proposed Development Yield

Component	Approved GFA (m^2)	Modification GFA (m^2)	Net GFA Change from Approval (m^2)
Warehouse	13,540	12,962	-578
Office	614	717	103
Total	**14,154**	**13,679**	**-475**

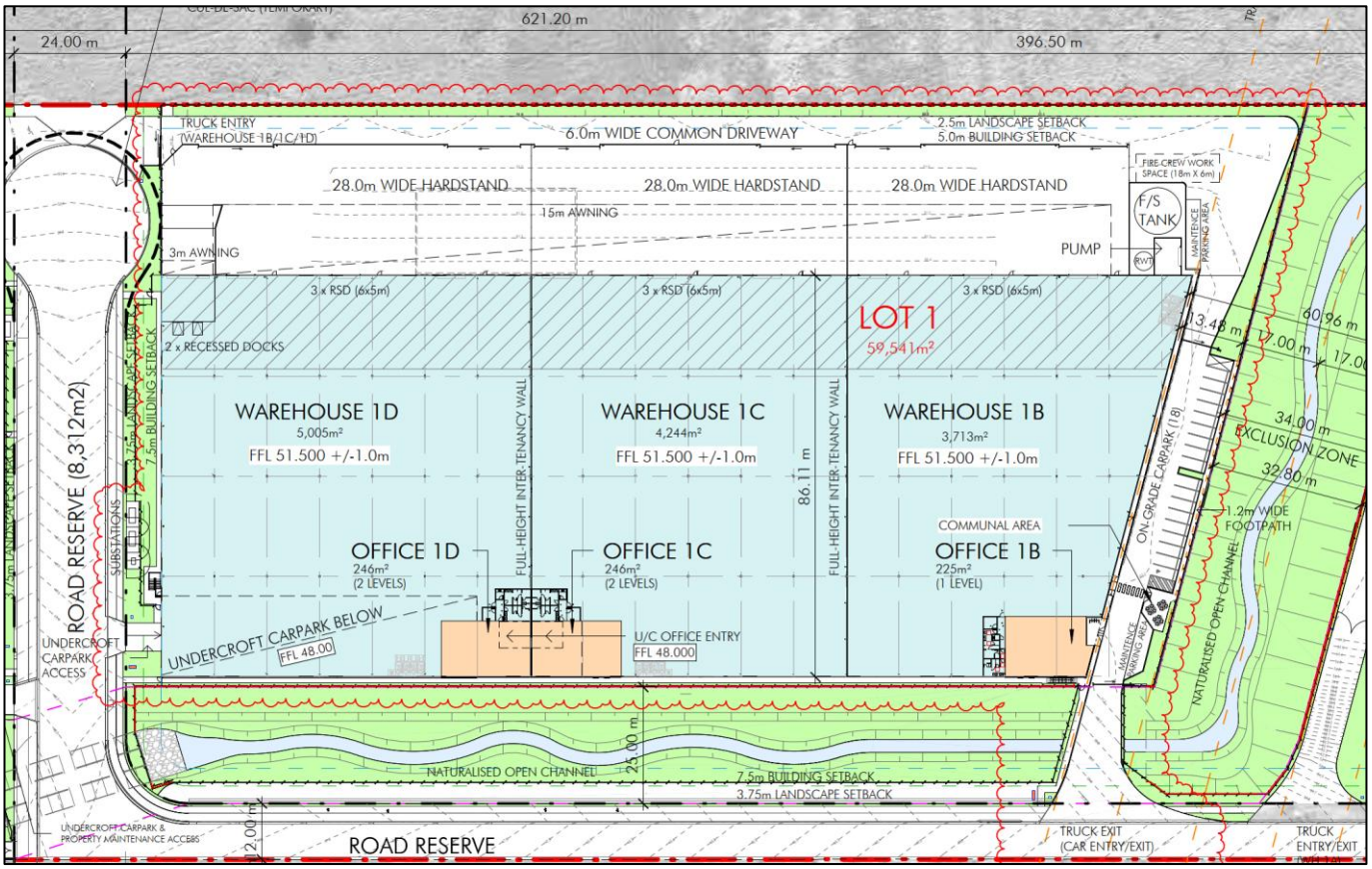


Figure 1: Site Plan

Parking Assessment

Car Parking

An assessment of the car parking as part of the proposed scheme against the Mamre Road DCP 2021 (MRP DCP) is documented below.

Table 3: Car Parking Requirements and Proposed Provision

Component	GFA (m^2)	Car Parking Rate	Car Parking Requirement	Proposed Car Parking Provision
Warehouse	12,962	1 per 300 m^2	44	62
Office	717	1 per 40 m^2	18	
Total			**62**	**62**

Considering the above assessment, the proposed car parking provision meets the required car parking per the MRP DCP.

Accessible Car Parking

The MRP DCP refers to accessible parking provision in line with the National Building Code of Australia (BCA). In this regard, the NCC 2019 Building Code of Australia – Volume One highlights the following requirements for buildings characterised as 5 or 7b:

- 1 space for every 100 carparking spaces or part thereof.

Considering this above requirement, there would be a requirement for one accessible space. As part of the proposal, there are two accessible spaces proposed which satisfies this requirement.

Electric Vehicle Charging

The MRP DCP notes the following in reference to electric vehicle charging:

- Parking areas should incorporate dedicated parking bays for electric vehicle charging

It is proposed that 5% of the car parking provision is to be designated as electric vehicle charging bays, which is consistent with the Approved TMAP. As such, there would be three electric vehicle charging spaces required. The proposed scheme includes three electric vehicle charging bays which meets this requirement.

Bicycle Parking

An assessment of the bicycle parking requirement in accordance with the MRP DCP for the proposed scheme is detailed below.

Table 4: Bicycle Parking Requirements

Lot	Land Use	GFA (m^2)	Bicycle Parking Rate	Bicycle Parking Requirement
1B	Warehouse	3,713	1 per 1,000 m^2 (over 2,000m^2 gross floor area)	4
	Office	225	1 per 600 m^2 (over 1,200m^2 gross floor area)	-
1C	Warehouse	4,244	1 per 1,000 m^2 (over 2,000m^2 gross floor area)	4
	Office	246	1 per 600 m^2 (over 1,200m^2 gross floor area)	-

1D	Warehouse	5,005	1 per 1,000 m^2 (over 2,000m^2 gross floor area)	5
	Office	246	1 per 600 m^2 (over 1,200m^2 gross floor area)	-
Total				**13**

As part of the proposal there are 13 bicycle spaces provided which meets this above requirement established by the MRP DCP.

End of Trip Facilities

Relevant rates from the MRP DCP with regards to requirements for end of trip facilities are provided below:

- Warehouse: For industrial activities with a gross floor area over 4,000m^2, at least 1 shower cubicle with ancillary change rooms
- Office: For ancillary office and retail space with a gross floor area over 2,500m^2, at least 1 shower cubicle with ancillary change rooms

An assessment of the end of trip facility requirements in accordance with the MRP DCP for the proposed scheme is detailed below.

Table 5: End of Trip Facility Requirements

Lot	Land Use	GFA (m^2)	End of Trip Facility Requirement	End of Trip Facility Provision
1B	Warehouse	3,713	-	2
	Office	225	-	
	Sub-total		**0**	**2**
1C	Warehouse	4,244	1	2
	Office	246	-	
	Sub-total		**1**	**2**
1D	Warehouse	5,005	1	2
	Office	246	-	
	Sub-total		**1**	**2**
Total			**2**	**6**

Per the above assessment, the proposed end of trip facility provision satisfies the requirements established by the MRP DCP.

Traffic Impact Assessment

As documented above, there is a net reduction in overall proposed GFA when comparing the proposed scheme to the approved scheme. Acknowledging this reduction, there would be no additional traffic impact, and rather, it is expected that there would be a slight reduction in traffic generation and impact relative to the approved scheme. As such, the proposed scheme is deemed supportable from a traffic perspective.

Site Layout and Design

The site access arrangements, on-site car parking, loading docks and hardstand areas have generally been designed to comply with relevant Australian Standards. This includes specific reference to the following:

- Australian Standard 2890.1:2004 – Parking Facilities – Off Street Car Parking.
- Australian Standard 2890.2:2018 – Parking Facilities – Off Street Commercial Vehicle Facilities.
- Australian Standard 2890.3:2015 – Bicycle Parking
- Australian Standard 2890.6:2022 – Parking Facilities – Off Street Parking for People with Disabilities.

A design review of the proposed layout has been undertaken which confirms that the proposed site layout is expected to operate satisfactorily, subject to detailed design.

A range of heavy vehicle swept paths have been completed and included in **Attachment 1**. These confirm appropriate access to and from the site and demonstrate appropriate design and layout with regard to loading bays and hardstand area layout. This includes capacity for 26 metre B-Double vehicles to enter the site, manoeuvre as required and exit in a forward direction. The loading docks can accommodate rear loading for service vehicles up to 20 metre Articulated Vehicles with select docks limited to use by 12.5 metre Heavy Rigid Vehicles. All necessary heavy vehicle movements can be achieved independently, where required.

It is noted that one of the access driveways has been designed to accommodate shared access between light and heavy vehicles which includes heavy vehicle exit movement and light vehicle entry and exit movements. In order to ensure the safe interaction between the two users, an Operational Traffic Management Plan (OTMP) is to be prepared which includes signage and linemarking plan and any other desirable traffic management devices.

As part of the management plan, the following may be taken into consideration:

- General measures to separate light and heavy vehicle movements within the general heavy vehicle manoeuvring area e.g. access control to be provided which will be closed to prevent heavy vehicles from accessing the aisle whilst a light vehicle is accessing the eastern car parking area. The indicative layout is illustrated in **Figure 2**.

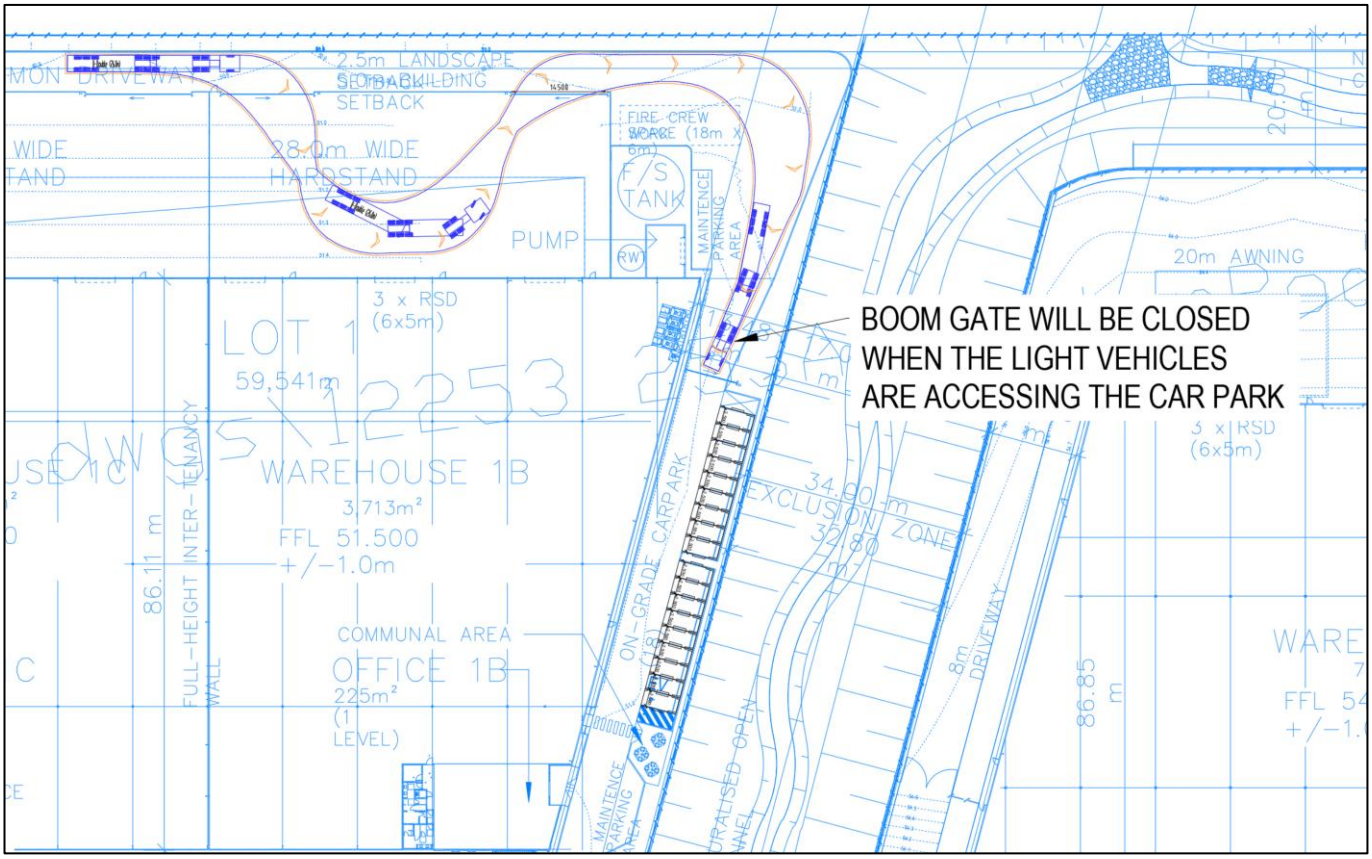


Figure 2: Indicative Boom Gate Layout

- Allocation of light vehicle spaces within the circulation roadway to all-day parkers to minimise light vehicle movements during peak heavy vehicle movement periods.

- The proposal involves provision of 1.2m wide dedicated footpath behind the car parking spaces with a pedestrian crossing provided near the office area to minimise interaction between pedestrians and light vehicles. The management plan is to ensure appropriate signage and linemarking are installed to raise awareness of the pedestrian crossing with speed reducing measures such as speed humps to be installed prior to the pedestrian crossing.

The OTMP will detail specific measures deemed appropriate to ensure that the Site operates in a safe and efficient manner.

Summary

The key findings of this transport statement are:

- The modification proposes minor design changes to the approved Warehouse 1B and 1C on Lot 1 including a modified tenancy split to allow an additional tenancy, a modified parking provision of 62 spaces and relocation of the driveway location to the undercroft parking to the west end of the lot.
- The proposed car parking provision meets the minimum parking requirements of the MRP DCP.
- No additional traffic generation and impact is expected with the proposed scheme compared to the approved scheme, and rather, it is expected that there would be slight reduction in traffic generation and impact. Therefore, the proposed scheme is considered to be supportable from a traffic perspective.
- The proposed site layout and design has been generally designed appropriately in regard to the relevant Australian Standards (AS2890 series), with vehicle swept paths also confirming the suitability of site access and vehicle circulation.

Sincerely,

Jae Jeon
Senior Transport Engineer

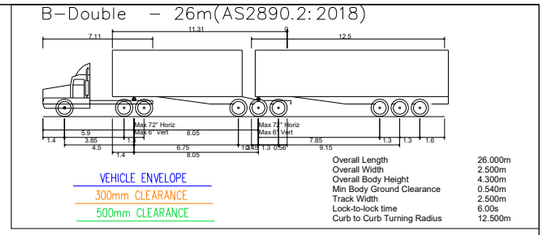
Attachment 1 Swept Path Assessment

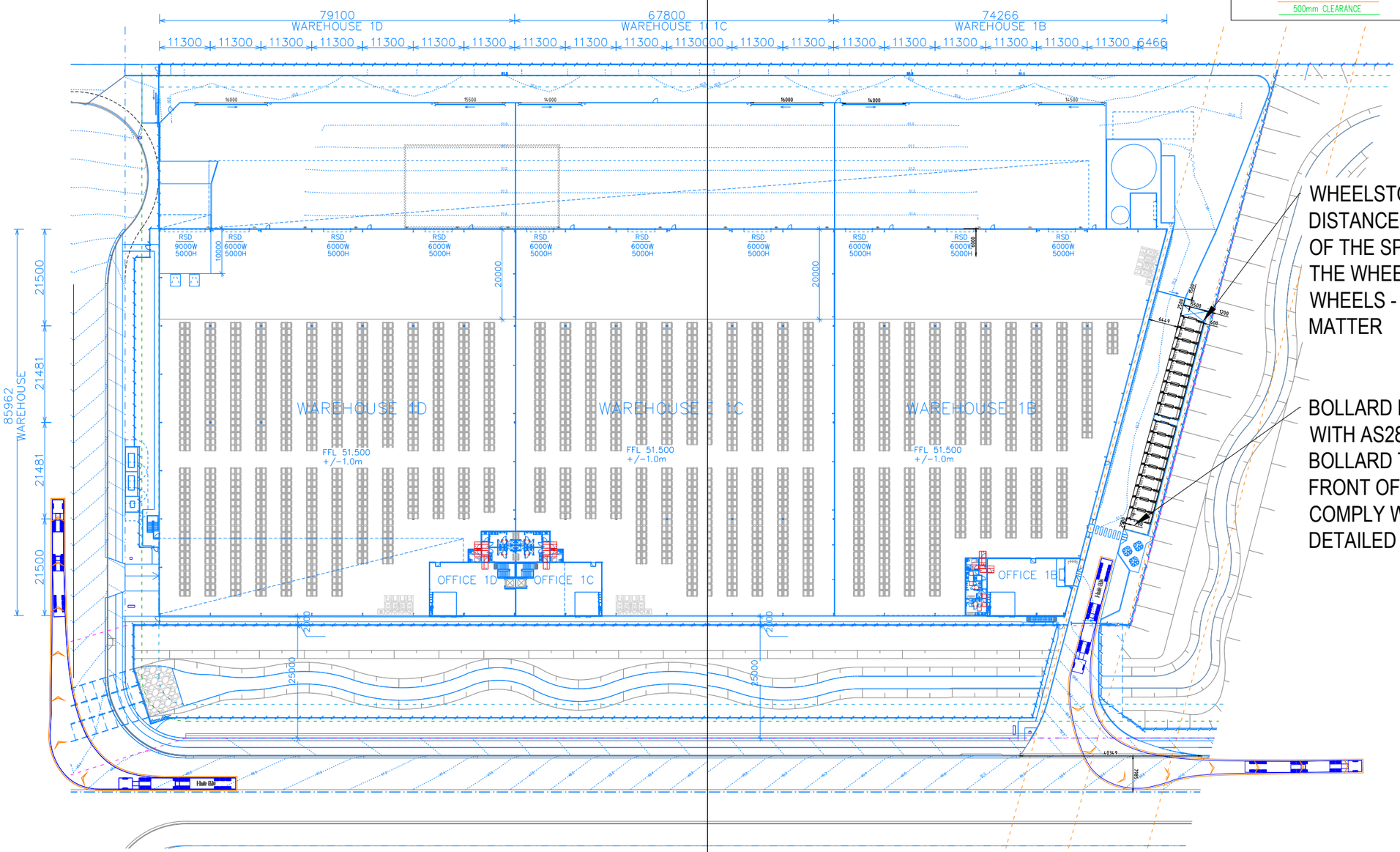
info@asongroup.com.au
+61 2 9083 6601

Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney NSW 2000

ABN: 81 168 423 872

OPERATIONAL TRAFFIC MANAGEMENT PLAN AND DETAILED BOOKING SYSTEM REQUIRED TO ACCOMPANY B-DOUBLE SIDE-LOADING ACCESS





WHEELSTOPS ARE TO BE 1.1M DISTANCE FROM THE FRONT OF THE SPACE TO THE SIDE OF THE WHEELSTOP FACING THE WHEELS - DETAILED DESIGN MATTER

BOLLARD LOCATION COMPLIES WITH AS2890.6:2009 - MOVE BOLLARD TO BE 750MM FROM FRONT OF SPACE AS SHOWN TO COMPLY WITH AS2890.6:2022 - DETAILED DESIGN MATTER

N

WAREHOUSE 1B-1D

GENERAL NOTES

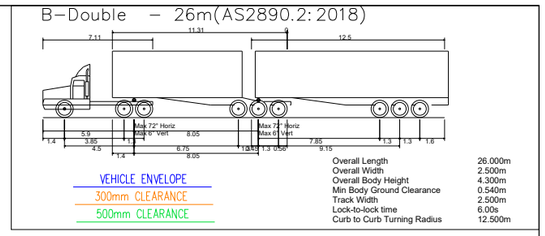
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Nettleton Tribe, received 2026.07.20.

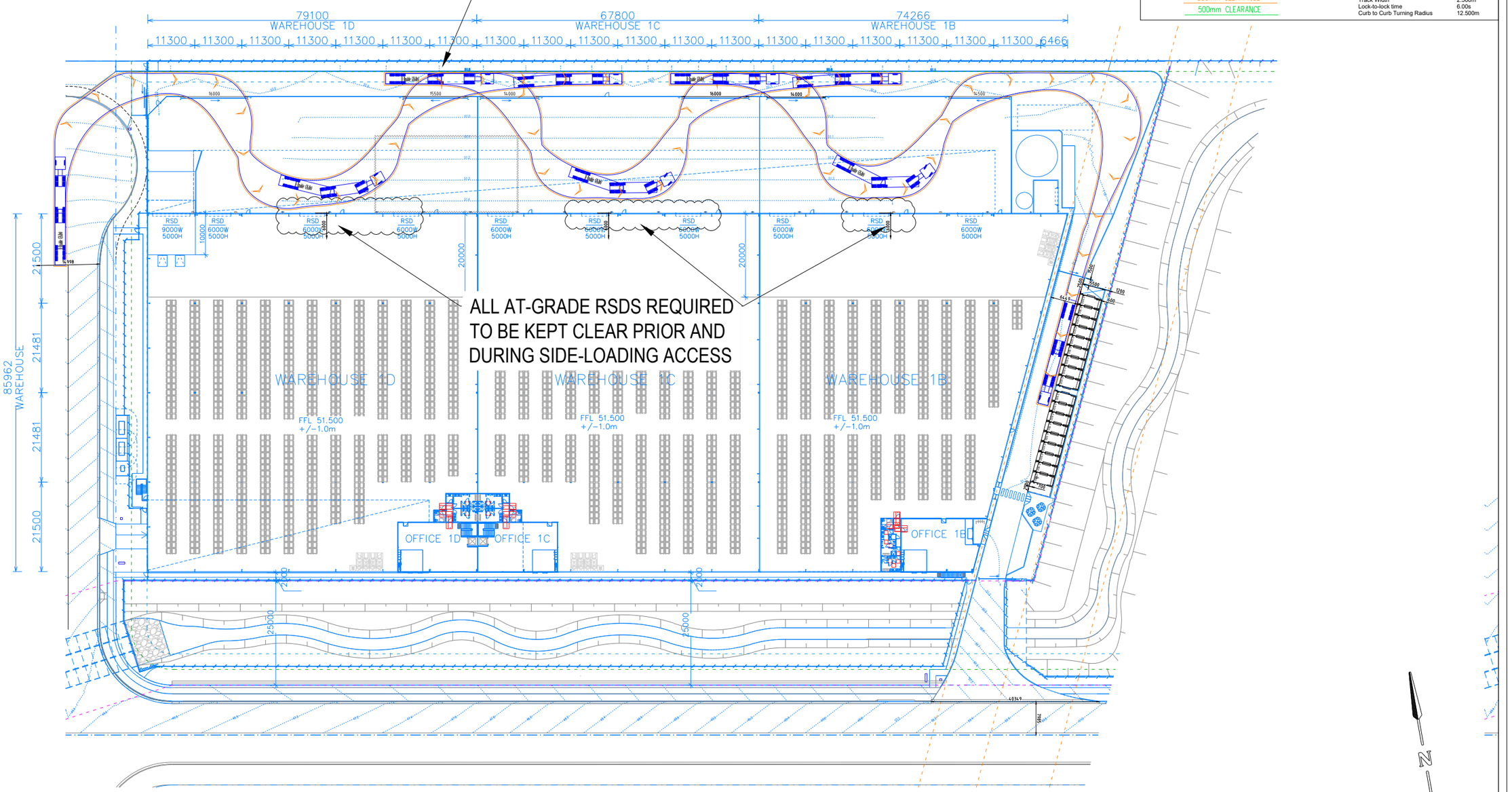
DESIGNED Jensen Wu	PAPER SIZE A3	CLIENT RP Infrastructure	DOCUMENT INFORMATION SWEPT PATH ASSESSMENT
APPROVED BY JJ	DATE 20.07.2026	PROJECT P1730B	
SCALE 1:1000	0 10 20	253-267 Aldington Road, Kemps Creek	FILE NAME AG1730B-01-v06.dwg / SHEET AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

OPERATIONAL TRAFFIC MANAGEMENT PLAN AND DETAILED BOOKING SYSTEM REQUIRED TO ACCOMPANY B-DOUBLE SIDE-LOADING ACCESS

CONVEX MIRRORS TO BE PROVIDED TO SUPPORT EXIT MOVEMENTS AS PART OF SIGNAGE AND LINE-MARKING PLAN ACCOMPANYING OTMP



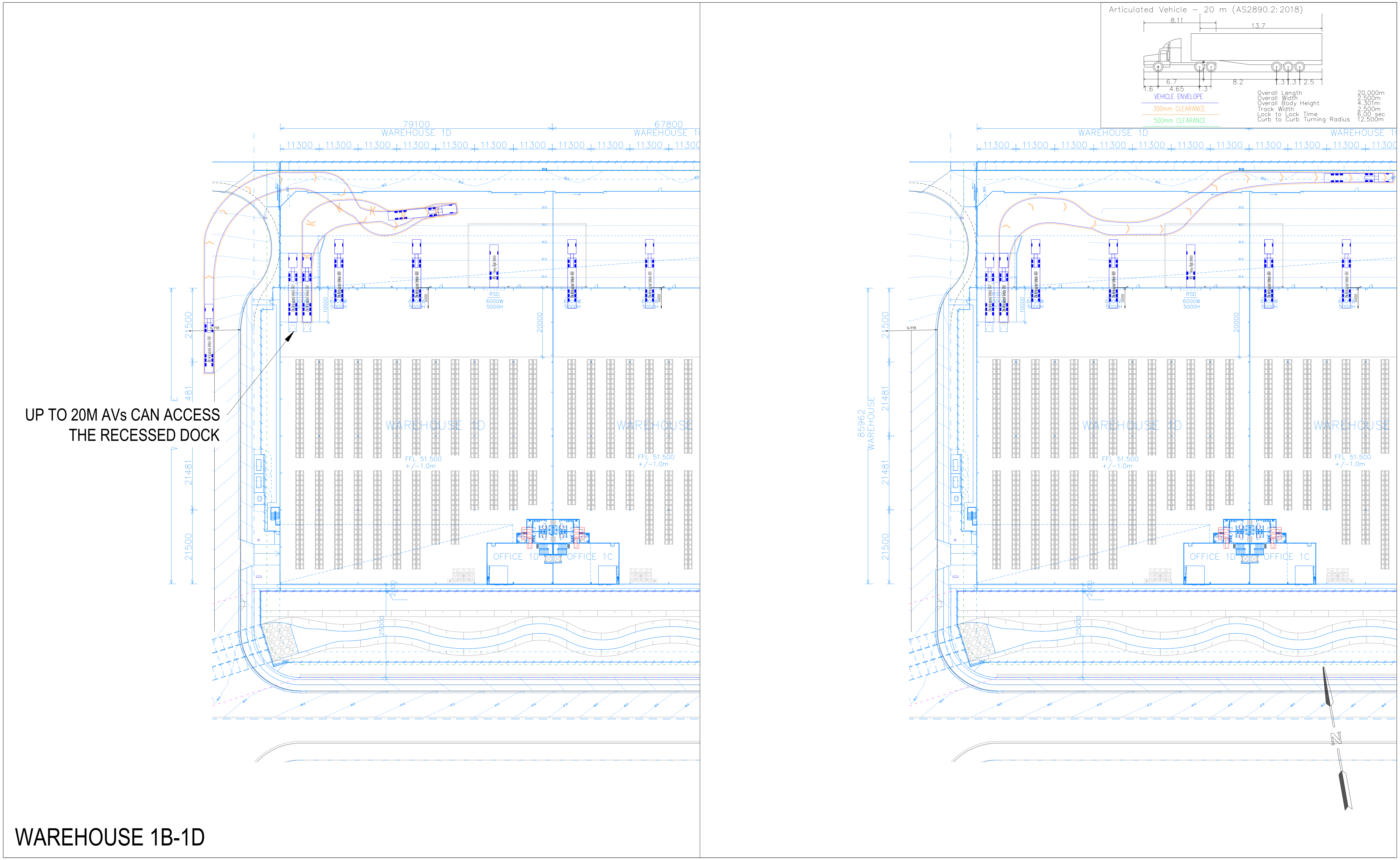


WAREHOUSE 1B-1D

GENERAL NOTES
This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Nettleton Tribe, received 2026.07.20.

DESIGNED: Jensen Wu	PAPER SIZE: A3	CLIENT: RP Infrastructure	DOCUMENT INFORMATION: SWEPT PATH ASSESSMENT
APPROVED BY: JJ	DATE: 20.07.2026	PROJECT: P1730B	
SCALE: 1:1000	0 10 20	253-267 Aldington Road, Kemps Creek	FILE NAME: AG1730B-01-v06.dwg / SHEET: AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



WAREHOUSE 1B-1D

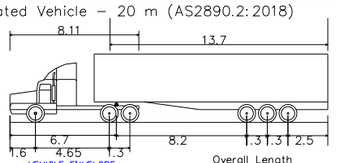
GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Nettleton Tribe, received 2026.07.20.

DESIGNED: Jensen Wu	PAPER SIZE: A3	CLIENT: RP Infrastructure	DOCUMENT INFORMATION: SWEPT PATH ASSESSMENT
APPROVED BY: JJ	DATE: 20.07.2026	PROJECT: P1730B	
SCALE: 1:1000	0 10 20	253-267 Aldington Road, Kemps Creek	FILE NAME: AG1730B-01-v06.dwg; SHEET: AG03

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

Articulated Vehicle – 20 m (AS2890.2:2018)

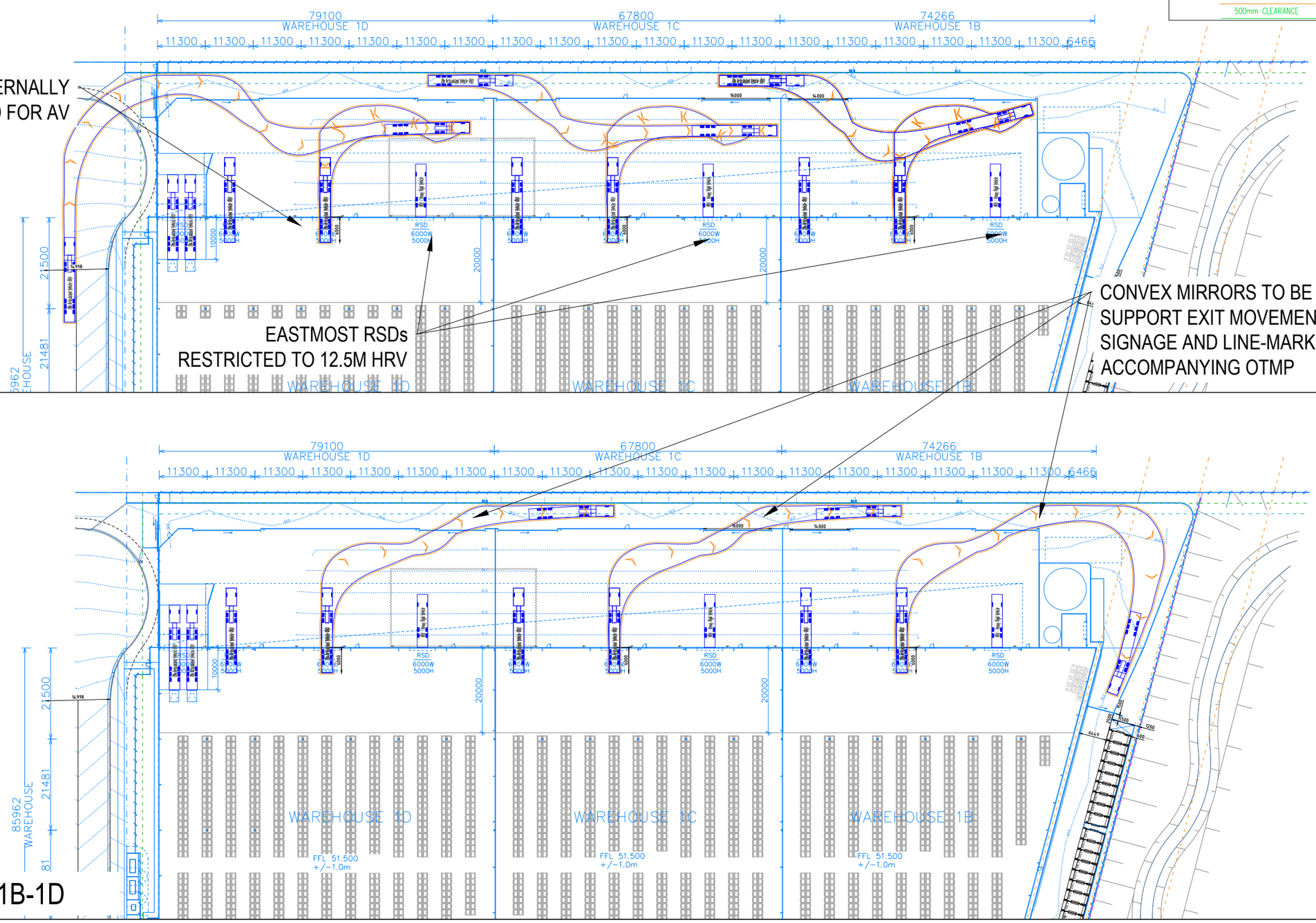


Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	4.301m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

6 METRES OF INTERNALLY LOADING ASSUMED FOR AV

EASTMOST RSDs RESTRICTED TO 12.5M HRV

CONVEX MIRRORS TO BE PROVIDED TO SUPPORT EXIT MOVEMENTS AS PART OF SIGNAGE AND LINE-MARKING PLAN ACCOMPANYING OTMP



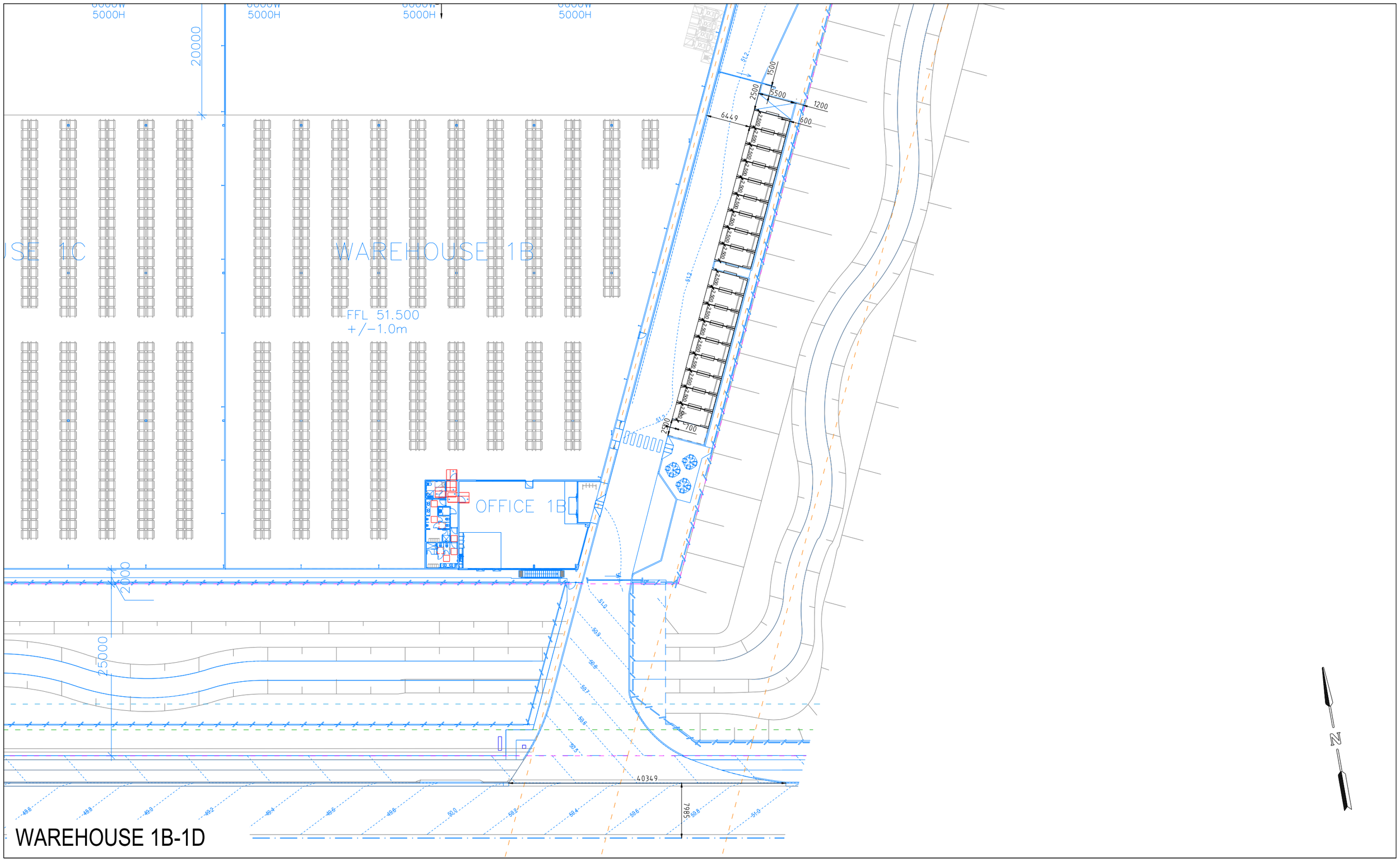
WAREHOUSE 1B-1D

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Nettleton Tribe, received 2026.07.20.

DESIGNED: Jensen Wu	PAPER SIZE: A3	CLIENT: RP Infrastructure	DOCUMENT INFORMATION: SWEPT PATH ASSESSMENT
APPROVED BY: JJ	DATE: 20.07.2026	PROJECT: P1730B	
SCALE: 1:1000	0 10 20	253-267 Aldington Road, Kemps Creek	FILE NAME: AG1730B-01-v06.dwg / SHEET: AG04

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au



GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Nettleton Tribe, received 2026.07.20.

DESIGNED	Jensen Wu
APPROVED BY	JJ
SCALE	1:500
PAPER SIZE	A3
DATE	20.07.2026

0 10 20

CLIENT: RP Infrastructure

PROJECT: P1730B

253-267 Aldington Road, Kemps Creek

DOCUMENT INFORMATION

DESIGN REVIEW

FILE NAME	SHEET
AG1730B-01-v06.dwg	AG05

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au