

TRAFFIC AND PARKING ASSESSMENT

FOR

SECTION 96 MODIFICATION 7
TO SSD6801

DEVELOPMENT CONSENT FOR

QUARRYWEST ESTATE

Ref. 18086r Mod 7

18 June 2018

Prepared By

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1.0 INTRODUCTION

The QuarryWest Estate Masterplan was approved by the Minister for Planning on 20 October 2015. Consent Approval SSD6801 refers.

Dexus is proposing modifications to the approved development for Lot C (Lot 2) and Lot D (Lot 3) within QuarryWest Estate. The modification includes minor changes to the approved warehouse buildings on Lot C (Lot 2) and Lot D (Lot 3). **Figure 1** shows the location of QuarryWest.

This Section 96 application is for Modification No. 7. Six (6) previous Section 96 applications sought modifications to

- Lot A (Lot 1), Lot B (Lots 4 and 5) and Lot E (Lot 6) – Modification 1;
- Lot B (Lots 4 and 5) – Modification 2;
- Lot B (Lots 4 and 5) – Modification 3;
- Lot A (Lot 1) – Modification 4;
- Lots C and D (Lots 2 and 3) – Modification 5;
- Lot F (Lot 8) – Modification 6.

Modifications 1, 2, 3, 4, 5 and 6 have been approved.

This report has been prepared to assess and address the traffic and parking issues associated with Modification 7 for the proposed changes to Lot C (Lot 2) and Lot D (Lot 3).

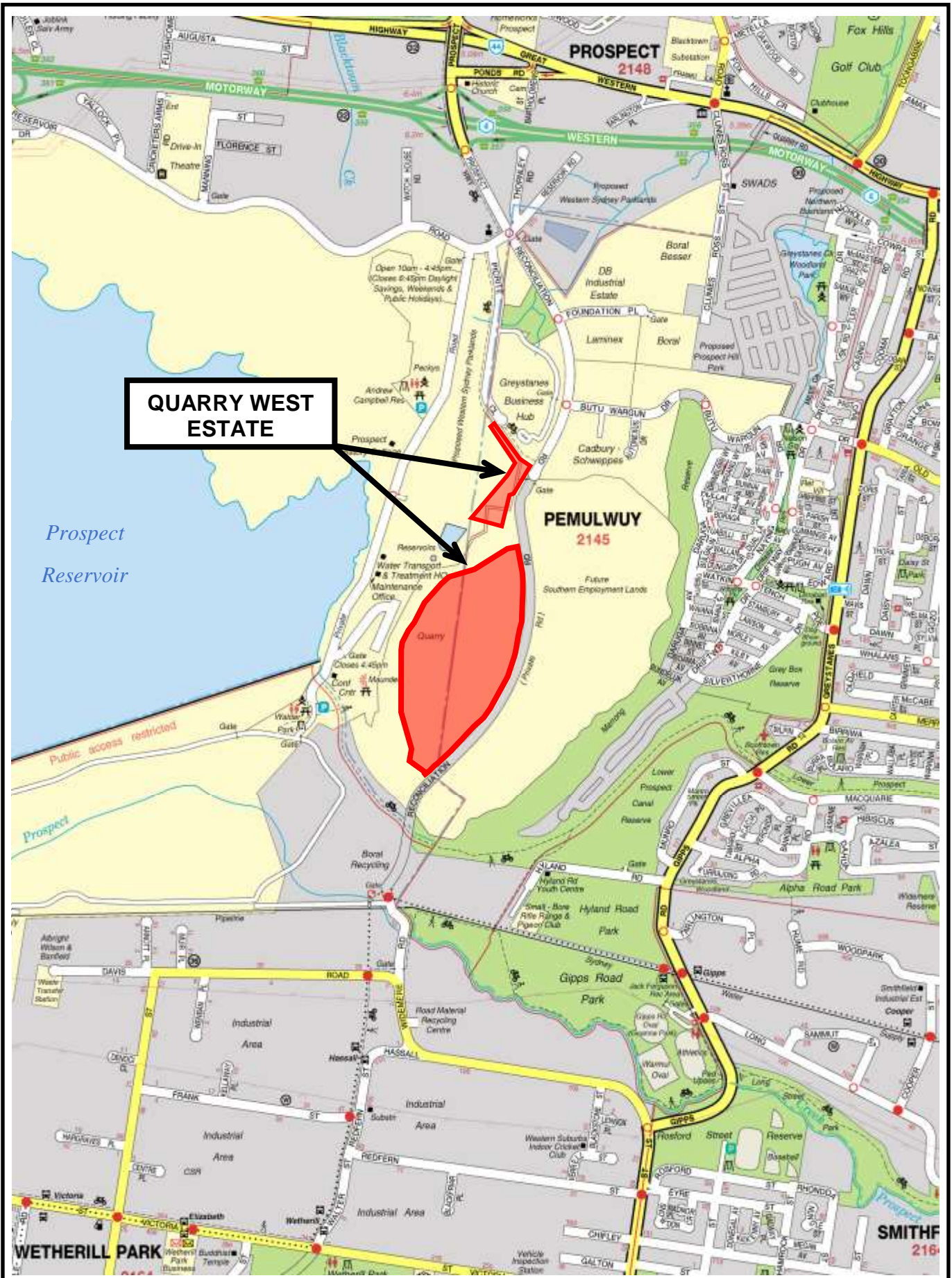
Section 2 of this report provides details of the approved development with the previously approved Modifications 1, 2, 3, 4, 5 and 6 as well as the changes proposed in this Section 96 Modification 7.

Section 3 of this report examines the traffic and parking and other impacts of proposed changes for Modification 7; and

Section 4 provides conclusions.

This report is an addendum report to the previous traffic and parking assessment reports^{1,2,3,4,5,&7} prepared for QuarryWest.

1. *Traffic Assessment Report for QuarryWest Estate Southern Employment Lands Greystanes. Ref. 14136r-1 Revision 1, 19 March 2015, Transport and Urban Planning Pty Ltd.*
2. *Section 96 Modification to SSD6801 Development Consent for QuarryWest Ref. 16079r, 3 May 2016. Transport and Urban Planning Pty Ltd.*
3. *Traffic and Parking Assessment for Section 96 Modification 2 to SSD6801 Development. Consent for QuarryWest Estate 16079r Mod 2 19 July 2016. Transport and Urban Planning Pty Ltd.*
4. *Traffic and Parking Assessment for Section 96 Modification 3 to SSD6801 Development Consent for QuarryWest Estate 17032r Mod 3, 14 February 2017.*
5. *Traffic and Parking Assessment for Section 96 Modification 4 to SSD6801 Development Consent for QuarryWest Estate Ref. 17100r Mod 4, 5 June 2017.*
6. *Traffic and Parking Assessment for Section 96 Modification 5 to SSD6801 Development Consent for QuarryWest Estate Ref. 17178 Mod 5, 9 October 2017.*
7. *Traffic and Parking Assessment for Section 96 Modification 6 to SSD6801 Development Consent for QuarryWest Estate Ref. 17246 Mod 6, 9 February 2018.*

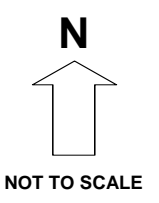


QUARRY WEST ESTATE

Prospect Reservoir

Public access restricted

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NOT TO SCALE

FIGURE 1
 QUARRYWEST ESTATE,
 RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7
SITE LOCATION

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07/06/18

2.0 QUARRYWEST DEVELOPMENT AND PROPOSED CHANGES WITH SECTION 96 MODIFICATION 7

2.1 QuarryWest Approved Development and Approved Section 96 Modifications 1, 2, 3, 4, 5 and 6.

Approved Development

SSD6801 provided development consent for the entirety of the QuarryWest Development which included;

- Subdivision of the site to create nominally eight development lots and roads;
- Construction of internal roads and site services;
- Detailed earthworks;
- Construction and use of industrial (warehouse and distribution centre) and business facilities (retail facilities) across the site with a total GFA of 127,765m² across the site including 2,870m² of retail GFA and 350m² of shop (fast food/petrol); and
- Ancillary development including hardstand, carparking and landscaping with a nominal car parking provision in the QuarryWest Estate Masterplan of 989 car spaces, as well as bicycle parking.

The approval also included vehicle access to QuarryWest from Prospect Highway (Reconciliation Road) via the following signalised and unsignalised intersections.

- Bellevue Circuit Cul-de-Sac, which is a new road opposite Bellevue Circuit;
- Basalt Road West which is an existing road previously constructed opposite Basalt Road East;
- Dolerite Close which is partly constructed at Prospect Highway opposite Turnbull Close and would become a signalised intersection;
- Picrite Close (for Lot F only) which is an existing cul-de-sac accessed off Reservoir Road.

Figure 2 shows the approved road network and access intersections for QuarryWest.

It should be noted that all of the above roads and intersections have been constructed and the traffic signals installed or modified as per the development approval.

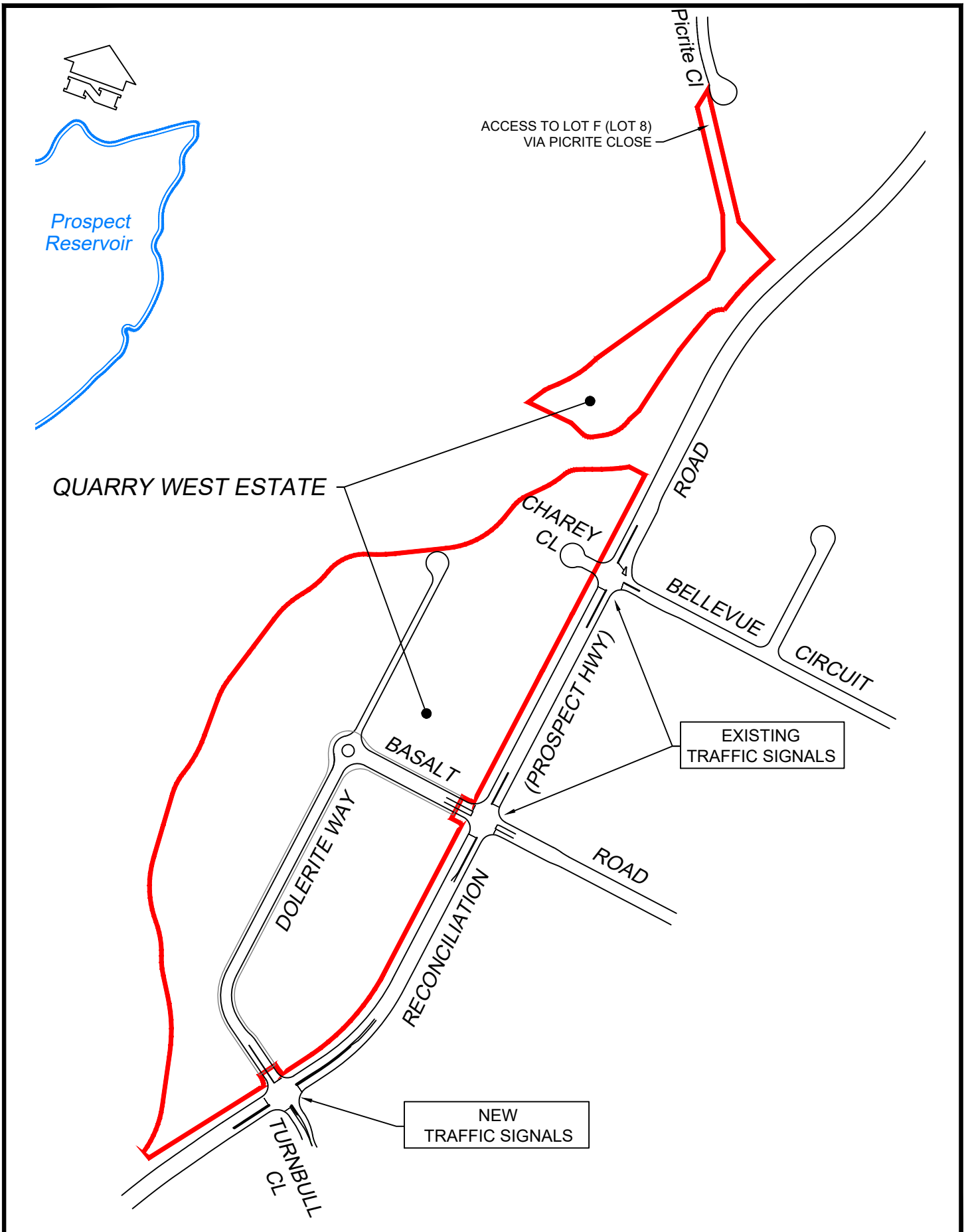
Approved Section 96 Modification 1

The Section 96 Modification 1 included variations to the floor space for the warehouse buildings for Lot A (Lot 1), Lot B (Lots 4 and 5) and Lot E (Lot 6), as well as changes to the parking and hardstand areas.

There was no change to the total approved floor area of 127,765m² GFA and total nominal car parking was provided for 952 cars and bicycle parking for 78 bikes.

Approved Section 96 Modification 2

The Section 96 Modification 2 involved a reduction in the floor area of the warehouse buildings for Lot B (Lots 4 and 5), together with a reduction in parking and changes to the loading areas.



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FIGURE 2

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**APPROVED ROAD NETWORK &
ACCESS INTERSECTIONS FOR QUARRYWEST**

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Total warehouse floor area for Lot B (Lots 4 and 5) is 43,020m² GFA and the total office area is 2,380m².

The required car parking for Lot B (Lots 4 and 5) is 203 spaces and 206 spaces are approved.

Overall the total warehouse and office space for QuarryWest with the Section 96 Modification 2 is 121,130m² GFA which is a reduction of 3,415m² of floor area from the previously approved development.

Approved Section 96 Modification 3

The Section 96 Modification 3 involved changes to the warehouse buildings for Lot B (Lots 4 and 5) as follows:

- A reduction in warehouse floor area from 43,020m² GFA to 40,500m² GFA
- An increase in the office area from 2,380m² GFA to 2,780m² GFA
- An increase in required car parking from 203 car spaces to 205 car spaces;
- An increase in proposed parking provision from 206 car spaces to 272 parking spaces, with reconfigured parking areas for both warehouse buildings; and
- Modifications to the truck loading areas for the warehouse building located in Lot B (Lots 4 and 5), as well as changes to entry/exit driveways.

Approved Section 96 Modification 4

The approved Section 96 Modification 4 involved changes to the warehouse buildings for Lot A (Lot 1) as follows:

- A reduction in the warehouse area of the two buildings from 8,090m² to 7,271m² and office area from 970m² to 745m² with a total reduction of floor area of the buildings of 1,044m² from 9,060m² to 8,016m².
- Warehouse Building A1 to be used as Bunnings Trade Centre with car parking for 30 cars, as well as truck parking for tradesman and deliveries etc.
- Warehouse Building A2 to be used as a Reece Plumbing Trade Centre (A2A) and Hally Labels (A2B) with car parking for 41 cars as well as separate hard stand areas for trucks and deliveries.

Approved Section 96 Modification 5

The Section 96 Modification 5 involved changes to Lot 3 (Lot 2) and Lot D (Lot 3) as follows;

- Replacing the retail, supermarket, petrol station and fast food development on Lot C (Lot 2) with a warehouse building with a total area of 7,105m² GFA, including 700m² GFA of office. Parking for 40 cars was provided as well as a hard stand area for truck deliveries.

- Changes to the two approved warehouse buildings on Lot D (Lot 3) to provide a total floor area of 26,315m², including 2,200m² GFA of office and car parking for 145 cars. Separate hard stand areas were provided for trucks and deliveries.

Total car parking for QuarryWest with Modification 5, was 849 spaces.

Approved Section 96 Modification 6

Modification 6 involved changes to the warehouse on Lot F (Lot 8) which is identified as Lot 37 Prospect Highway and is accessed off Picrite Close. Lot F (Lot 8) is known as Eagles Nest and due to its access is separated from the other development in QuarryWest which are accessed from Dolerite Way, Basalt Road and Charley Close.

Modification 6 increased total warehouse space on Lot F (Lot 8) to 12,327m² which included 1,680m² of office space.

Total car parking for 113 cars was provided on the site (NB: requirement was 80 spaces).

2.2 Proposed Section 96 Modification 7

The proposed Section 96 Modification 7 involves the following changes to Lots C and D (Lots 2 and 3).

- Three warehouse buildings on Lots C and D (Lots 2 and 3) as follows
 - Lot C (Lot 2) – Warehouse C with a total floor area of 13,740m² including an office area of 760m²;
 - Lot D (Lot 3) – Warehouse Buildings D1 and D2 with a total floor area of 20,110m² which includes 1,650m² of office space
- Off street car parking and bicycle parking for the warehouses including;
 - Warehouse C – 76 car spaces and 6 bicycles
 - Warehouses D1 and D2 – 108 car spaces and 7 bicycles.
- Loading docks and hard stand areas for the warehouses.

When compared to the approved development for Lots C and D (Lots 2 and 3) the Modification 7 proposal will increase the total floor area of the warehouse buildings resulting in a small increase in total floor area of 430m². The total warehouse space increases to 31,440m² (i.e. increase of 920m²) and the office space decreases by 490m² to 2,410m².

As part of Modification 7, landscaping changes are also proposed which include;

- The placement of the Jaw Crusher (a piece of heritage machinery) on the centre island of the Basalt Road and Dolerite Way roundabout;
- Heritage Rock placement which is to be located at the north western corner of Reconciliation Road (Prospect Highway) and Dolerite Way.

These landscaping changes are shown in the Landscape Masterplan prepared by Site Image.

The architectural plans for the Modification 7 are listed in Appendix 1.

3.0 ASSESSMENT OF TRAFFIC IMPACTS OF SECTION 96 MODIFICATION 7

3.1 Assessment of Traffic Impacts

3.1.1 Traffic Generation of Modification 7

The approved warehouse uses for Lots C and D (Lots 2 and 3) would have generated some 168 vehicle trips per hour (vph) in the AM and PM peak hours.

The proposed warehouse uses which will have a slightly larger floor area will generate an estimated 170 vehicle trips per hour (vph) which is an increase of two trips per hour in the AM and PM peak hours.

These trips will arrive and depart Dolerite Way via the traffic signal controlled intersections of Reconciliation Road (Prospect Highway)/Basalt Road and Reconciliation Road (Prospect Highway)/Dolerite Way/Turnbull Close.

3.1.2 Assessment of Traffic Impacts including Cumulative Impacts

The additional two trips in the AM and PM peak hours would have minimal impacts on traffic conditions in Dolerite Way and Basalt Road and at the traffic signal controlled intersection in Reconciliation Road (Prospect Highway).

Table 3.2 below shows the traffic generation of QuarryWest as assessed under the original approval and for each of the approved Modifications including the proposed Modification 7.

Reference to Table 3.2 shows that the QuarryWest development with the Section 96 Modification 7 changes will have lower traffic generation than what was assessed and approved in the original Masterplan approval.

TABLE 3.2

TRAFFIC GENERATION OF QUARRYWEST

	AM Peak Hour Two Way Trips	PM Peak Hour Two Way Trips
QuarryWest proposal*	888	1158
Approved Development	869	1158
Modification 1	869	1158
Modification 2	852	1141
Modification 3	842	1131
Modification 4	860	1136
Modification 5	653	660
Modification 6	707	714
Proposed Modification	709	716

*Traffic Modelling for Original Proposal is based on this traffic generation

The traffic modelling that was undertaken for the QuarryWest Estate at the three (3) signalised intersections along Reconciliation Road namely at Dolerite Way/Turnbull Close, Basalt Road and at Bellevue Circuit/Charley Close showed that all these intersections would operate at a satisfactory level of service (i.e. Level of Service B or C operation in the AM and PM peak hours) with satisfactory average vehicle delays. RMS Guidelines indicate that a Level of Service D or better (i.e. A, B, C or D) is a satisfactory operation.

As noted above, the approved development with the changes as proposed under Modification 7 has an overall lower traffic generation for QuarryWest and this would improve the operation of the above intersections (i.e. lower vehicle delays), as compared to the original approved development.

In concluding, the traffic impacts of the Modification 7 changes will be satisfactory and the traffic signal controlled Reconciliation Road (Prospect Highway)/Dolerite Way/Turnbull Close intersection, as well as the other adjacent traffic signal controlled intersections will continue to operate in a satisfactory manner, with lower vehicle delays, as compared to the approved QuarryWest development.

3.2 Assessment of Parking Provision

3.2.1 Car Parking

It is proposed to provide;

- 76 car parking spaces including one (1) accessible space for Warehouse C on Lot C (Lot 2) plus a car turn area at the end of the car park.
- 108 car parking spaces including two accessible spaces for Warehouses D1 and D2, on Lot D (Lot 3).

The required parking rates for the proposed warehouse, industrial and office uses for the Section 96 Modification 5 application are based on Condition C5 of the QuarryWest Project Approval and the SEPP (State Significant Precincts) 2005, which are as follows:

- Warehouse - one (1) space per 300m² GFA
- Commercial/office - one (1) space per 40m² GFA
- Industrial - one (1) space per 77m² GFA

Table 3.2 sets out the parking calculation for the warehouse buildings on Lots C (Lot 2) and Lot D (Lot 3) as proposed in Modification 7.

Reference to Table 3.2 shows that the warehouse C on Lot C (Lot 2) requires a total of 62 car spaces and warehouses D1 and D2 on Lot D (Lot 3) requires a total of 103 spaces.

As noted above the Modification 7 proposes 76 car spaces for the warehouse on Lot C (Lot 2) and 108 car spaces for the warehouses on Lot D (Lot 3) and therefore meets the requirements of Condition C5 of the Project Approval.

TABLE 3.2

**CAR PARKING ASSESSMENT BASED ON PROJECT APPROVAL
SEPP (STATE SIGNIFICANT PRECINCTS) 2005**

Building	Floor Area m ² GFA		Total Required Spaces
	Warehouse	Office	
Warehouse C Lot C (Lot 2)	12,980m ² 43.3 spaces	760m ² 19.0 spaces	63 spaces
Warehouse D1 & D2 Lot D (Lot 3)	18,460m ² 61.5 spaces	1,650m ² 41.3 spaces	103 spaces

The car parking areas are and will be designed to comply with the requirements of AS2890.1 and AS2890.6 with regard to space size, aisle widths and grades. Driveways to car park areas will be designed to AS2890.1 standards and will provide sufficient sight distance in accordance with AS2890.1. The total car parking for QuarryWest will be 910 spaces and based on Condition C5 of the Project Approval, 749 car spaces are required.

3.2.2 Bicycle Parking

Bicycle parking provision requirements are;

- 2 spaces; plus
- 5% of car park spaces if development exceeds 4,200m² floor area.

Based on this, a total of 62 bicycle parking spaces are required for the QuarryWest development.

For the proposed Section 96 Modification 7 changes to Lot C (Lot 2) and Lot D (Lot 3) the required bicycle parking for both lots is 13 bicycles and a total of 13 bicycle parking spaces will be provided. Lot C (Lot 2) will have 6 bicycle parking spaces and Lot D (Lot 3) will have 7 bicycle parking spaces.

The overall QuarryWest development with the Section 96 Modification 7 will provide a total 87 spaces for bicycles, and therefore the requirements of bicycle parking are easily met for QuarryWest

3.3 Internal Manoeuvring within Warehouse Developments and Truck Parking

The warehouse layouts and hard stand areas for Lot C (Lot 2) and Lot D (Lot 3) will be designed to accommodate the largest vehicle which will use these warehouses.

The driveways to the warehouse buildings located on Lots C and D (Lots 2 and 3) are located in Dolerite Way.

All driveways and internal roads that will provide access to hardstand areas for the Lot C (Lot 2) and Lot D (Lot 3) warehouse sites are/will be designed to fully comply with AS2890.2 requirements for the largest vehicle that will visit the development, which is a B Double. Driveway locations will provide adequate sight distance.

Warehouses C, D1 and D2 will generally accommodate 19 metre articulated vehicles and B doubles, as well as 12.5 metre long Heavy Rigid Vehicles (HRV).

B Doubles may use loading docks in each warehouse, but will also unload in the yard (hard stand area) so that unloading from the side of the trucks can occur.

Figure 3A to 3C show the truck swept paths for a 19 metre articulated vehicle and a B double using the driveways and the loading docks for Warehouse C.

Figures 4A to 4C show the truck swept paths for a 19 metre articulated vehicle and a B double using the driveways and the loading docks for Warehouse D1.

Figures 5A to 5C show the truck swept paths for a 19 metre articulated vehicle and a B double using the driveways and the loading docks for Warehouse D2.

Reference to the above figures show that all truck manoeuvring for the three warehouses (C, D1 & D2) is satisfactory and fully in accordance with AS2890.2.

As noted above the hardstand areas are/will be designed to comply with AS2890.2 requirements with respect to manoeuvring, grades etc.

3.4 QuarryWest Estate Road Network

In accordance with the approved conditions, the public roads within QuarryWest subdivision are designed to the relevant standards (i.e. Austroad and Cumberland Council standards). These public roads and new access intersections are designed to accommodate a PBS Level 2 B-double vehicles (up to 30 metres in length) using these roads.

3.5 Assessment of Proposed Landscaping Changes at Roundabout Intersection of Dolerite Way/Basalt Road

As part of Modification 7, landscaping changes are proposed which includes:

- (i) the placement of a heritage rock with a plaque on the north western corner of Reconciliation Road (Prospect Highway) and Dolerite Way; and
- (ii) the placement of the Jaw Crusher on the centre island of the Basalt Road and Dolerite Way roundabout.

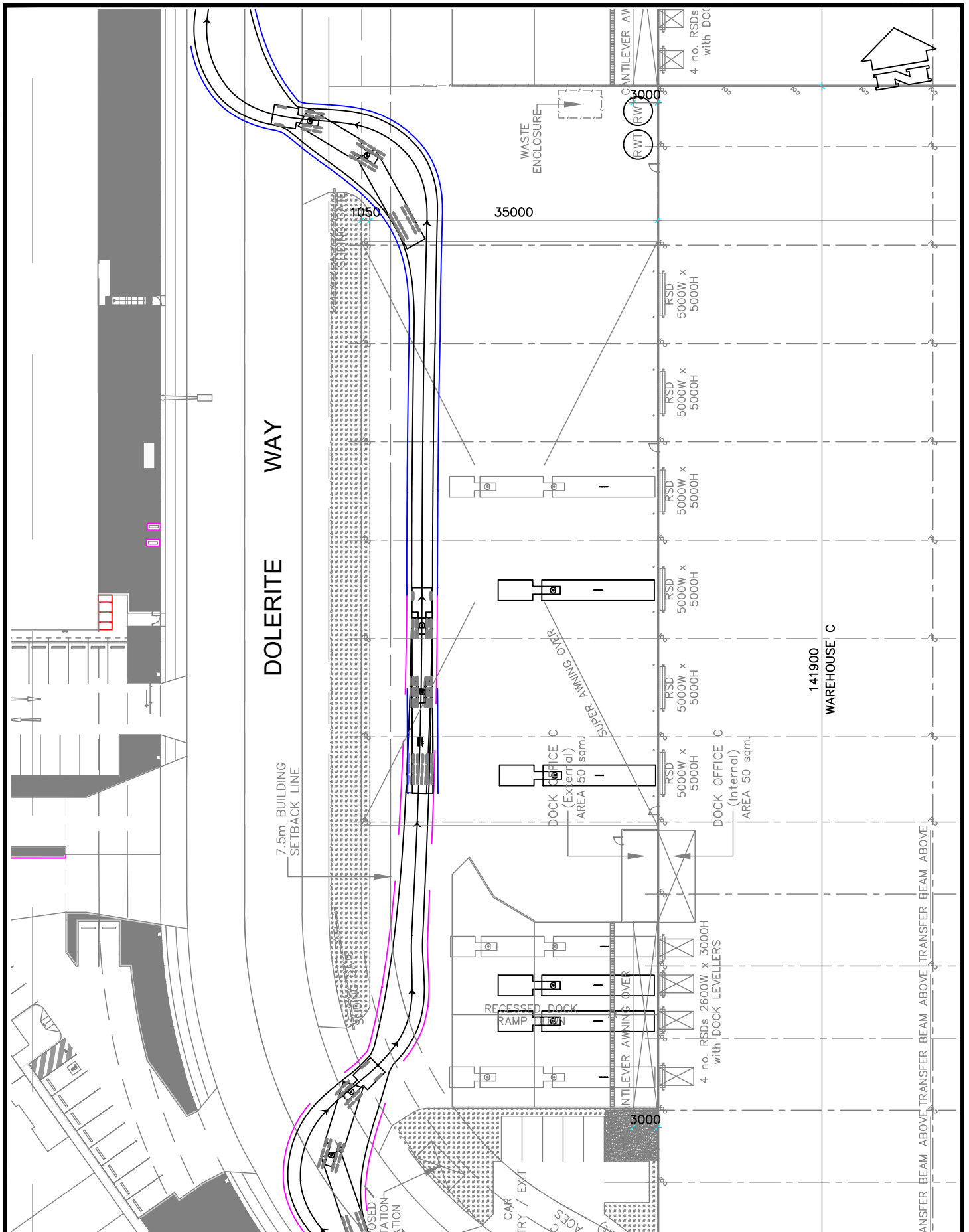
The heritage rocks and plaque (Item (1) above) will not have any potential traffic implications as it is located on the edge of the corner within the property boundary of Warehouse C. Its location will not affect driver sight lines and or obstruct pedestrians and or cyclists.

The placement of the jaw crusher (Item (ii) above) on the centre island of the Basalt Road/Dolerite Way roundabout has been examined as part of this assessment.

The jaw crusher is a piece of heritage machinery from the previous quarry operations at the quarry site.

The jaw crusher is approximately 4 metres long x 2 metres wide and at its highest point is 2.1m high. (see photograph on **Figure 6**).

It is proposed to locate this on the non mountable section of the centre island at the roundabout, which has a diameter of 11.5 metres.



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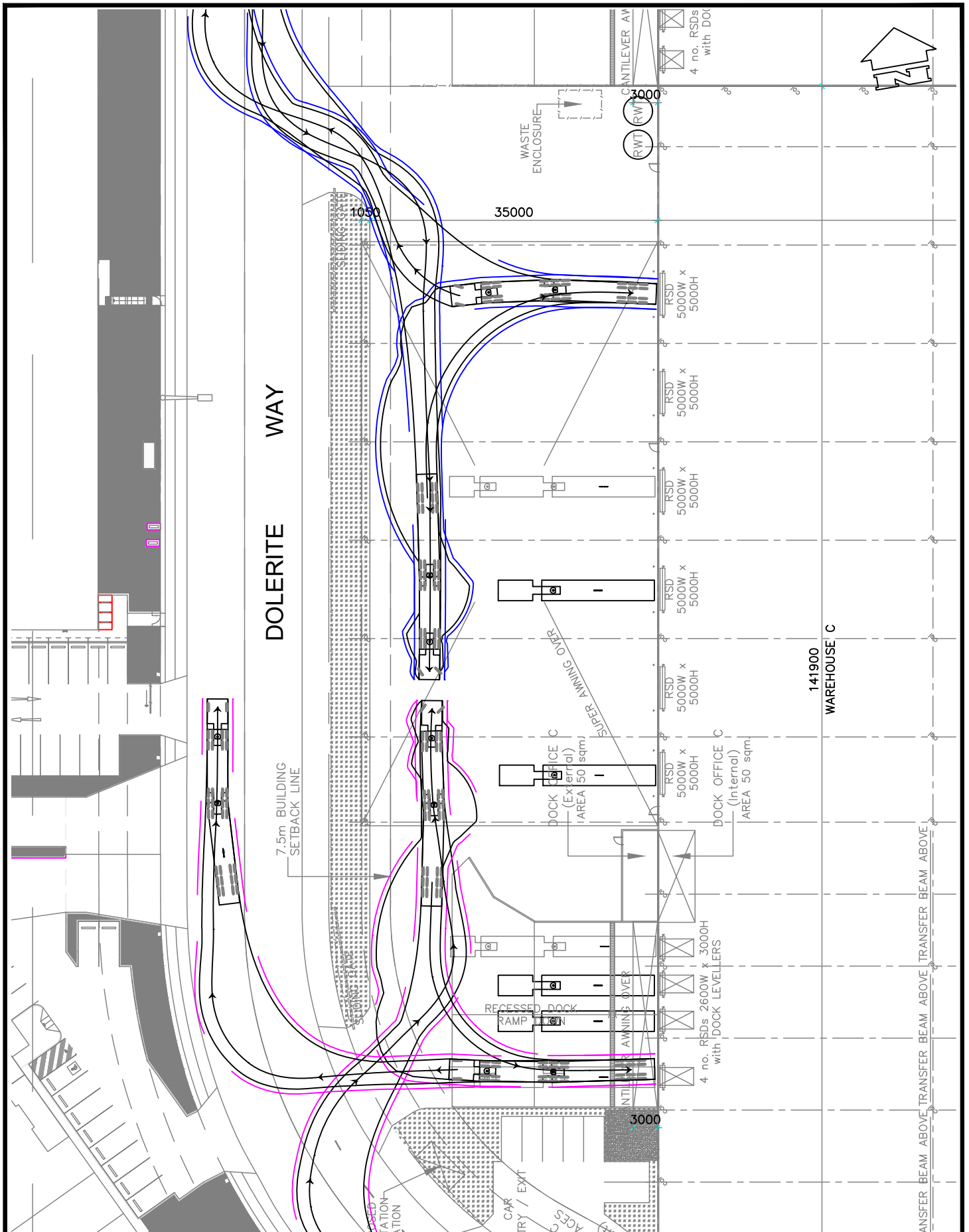
FIGURE 3A

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE C - B-DOUBLE TURNPATHS
ENTRY & EXIT AT DRIVEWAYS**

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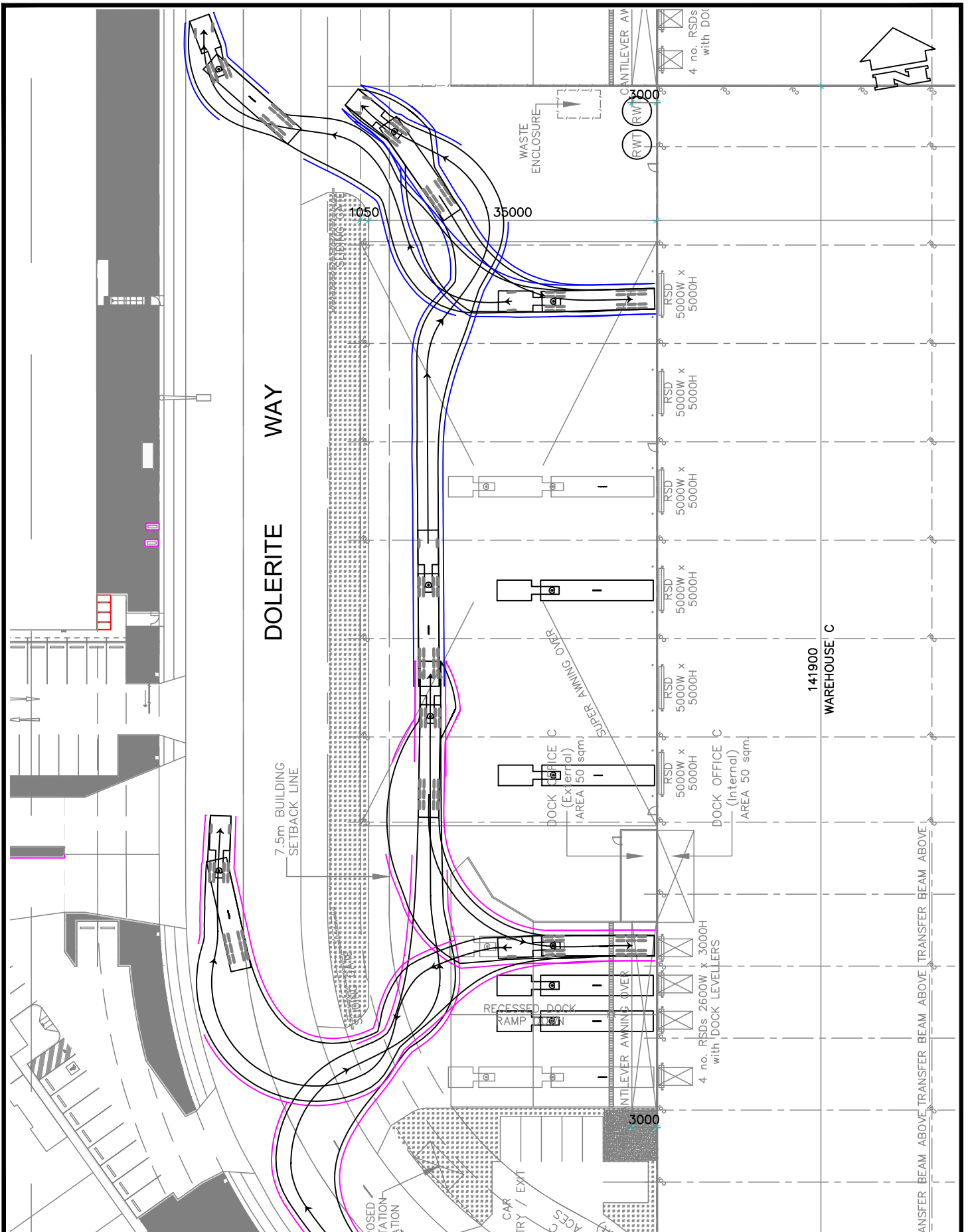
FIGURE 3B

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE C - B-DOUBLE TURNPATHS
MANOEUVRING TO LOADING DOCKS**

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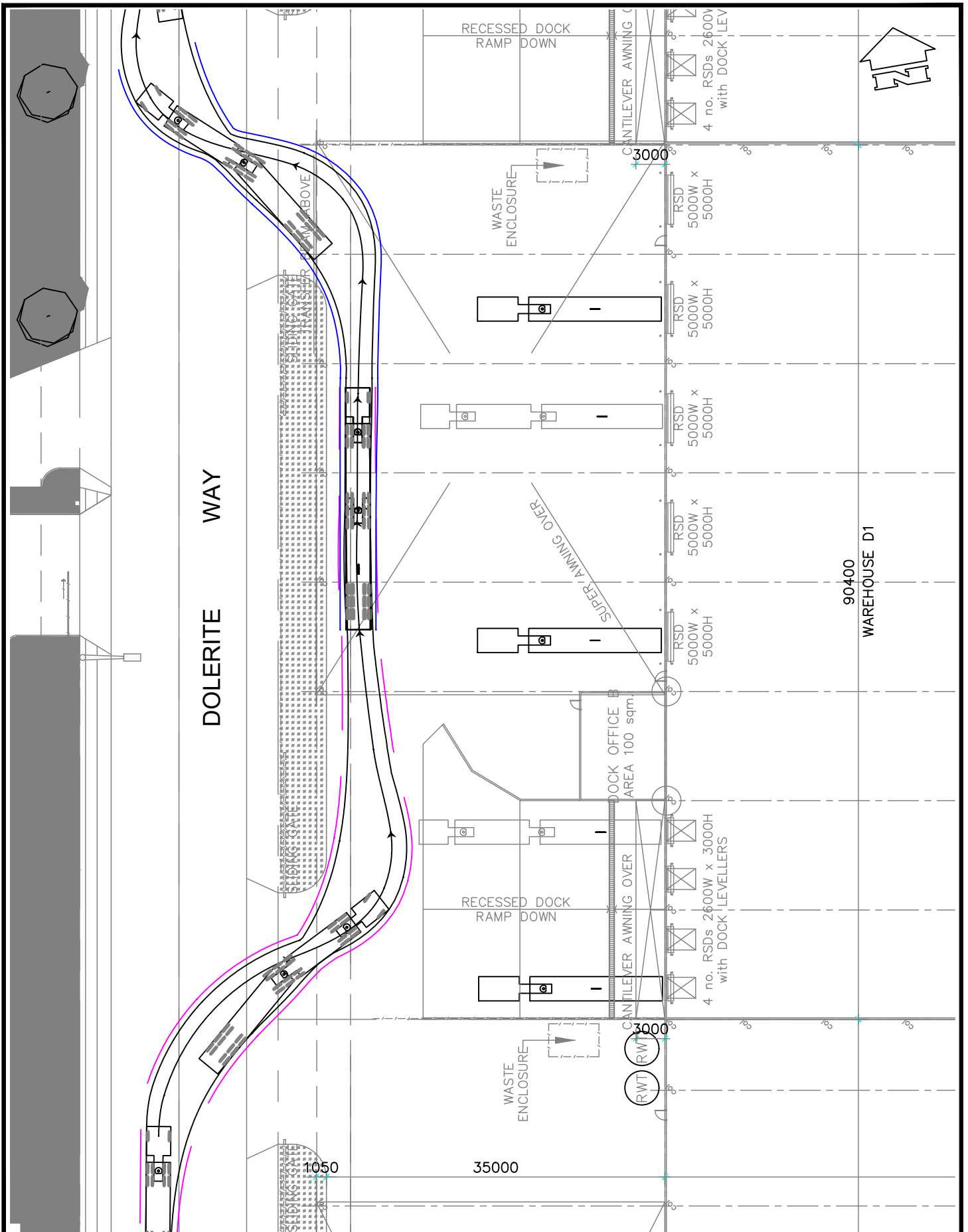
FIGURE 3C

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE C -19m ARTICULATED TURNPATHS
MANOEUVRING TO LOADING DOCKS**

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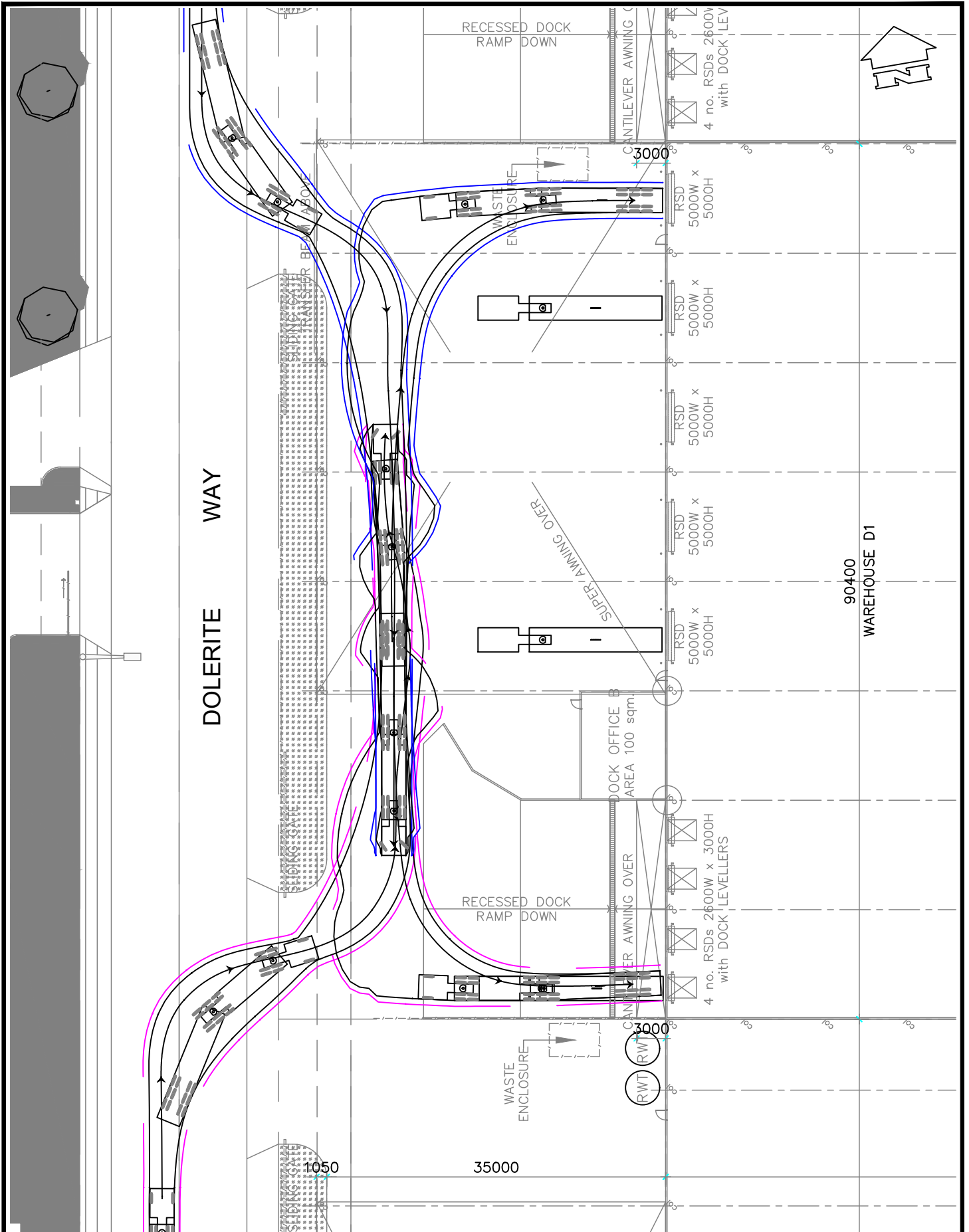
FIGURE 4A

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE D1 - B-DOUBLE TURNPATHS
ENTRY & EXIT AT DRIVEWAYS**

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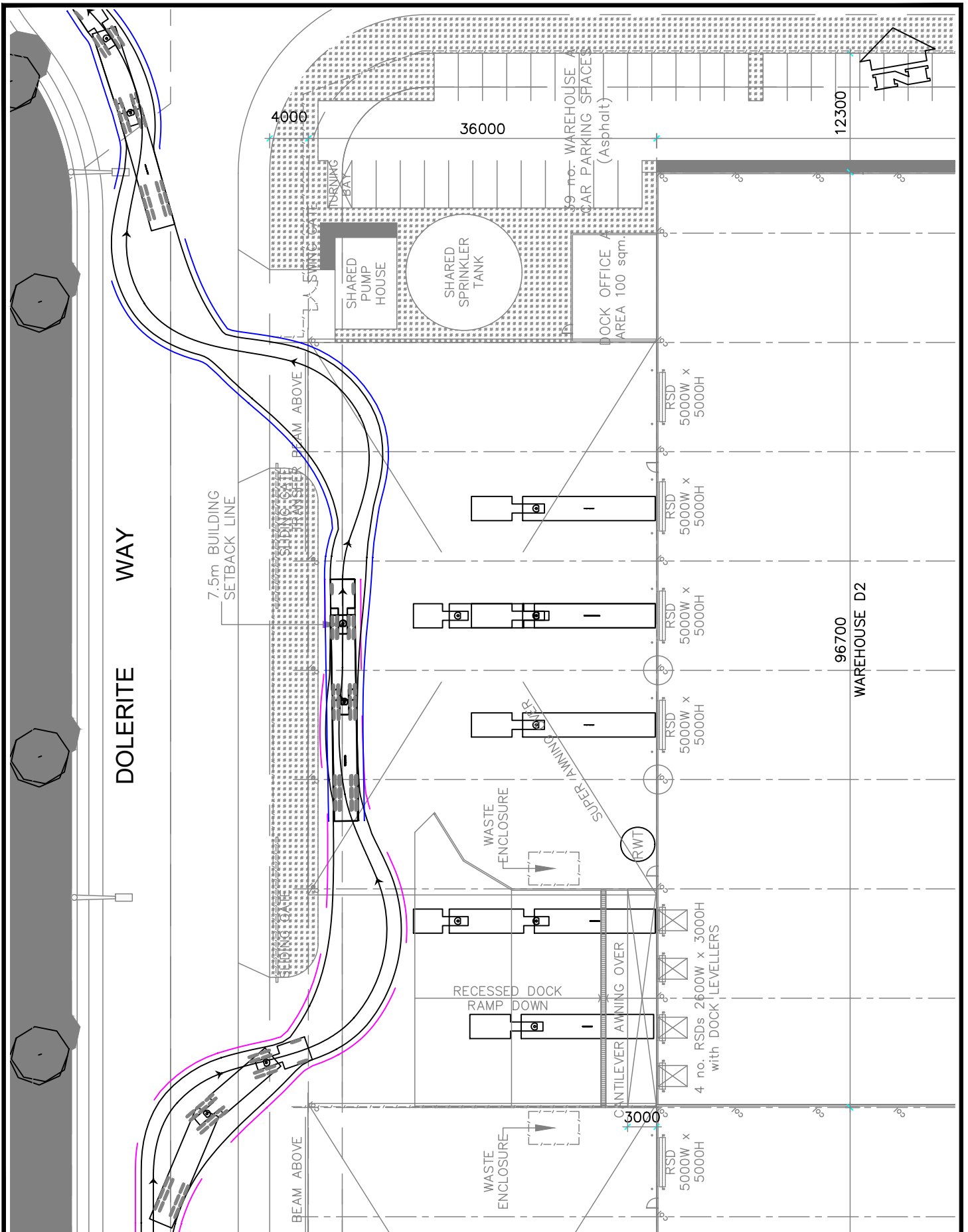
FIGURE 4B

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE D1 - B-DOUBLE TURNPATHS
MANOEVRRING TO LOADING DOCKS**

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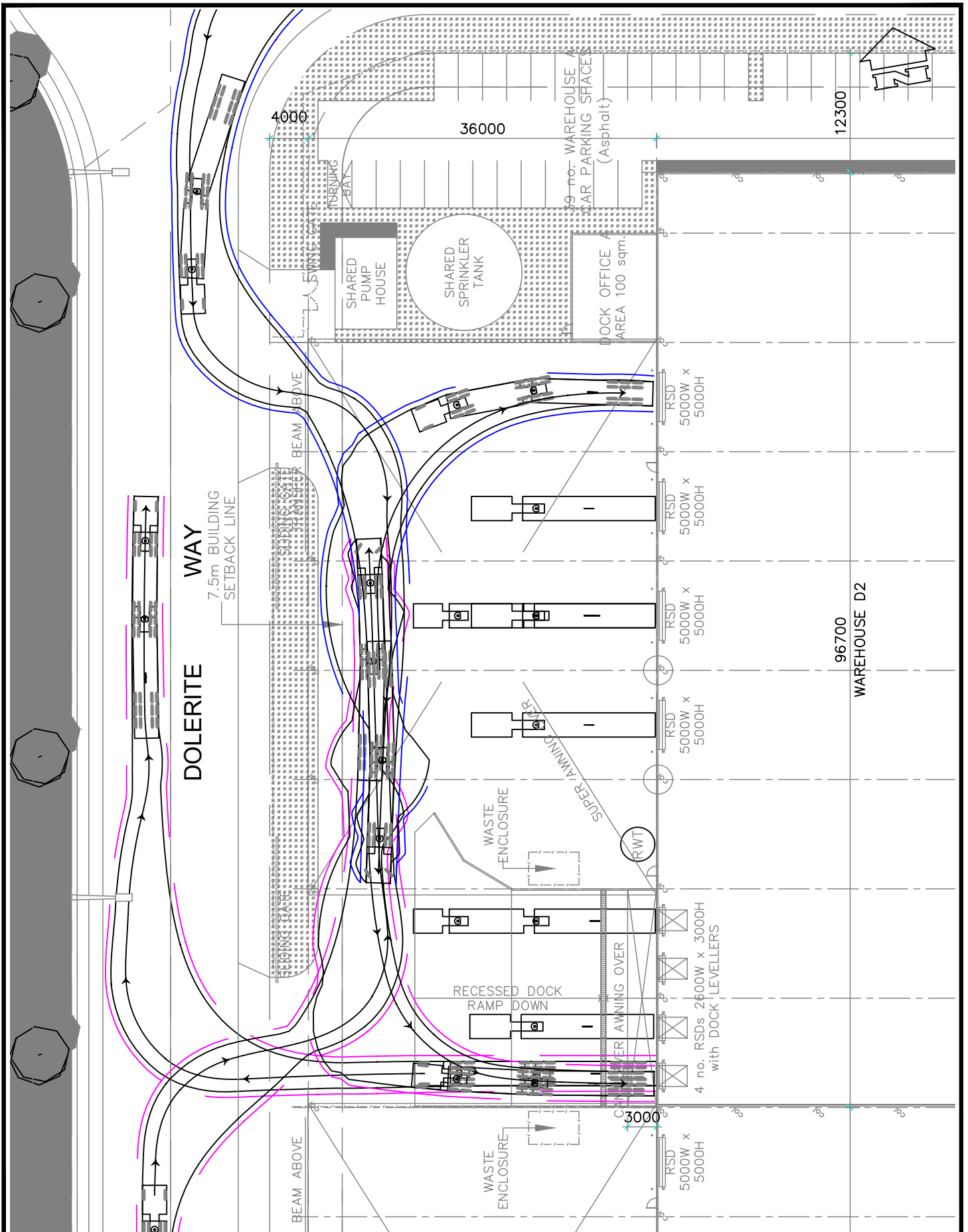
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FIGURE 5A

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE D2 - B-DOUBLE TURNPATHS
ENTRY & EXIT AT DRIVEWAYS**



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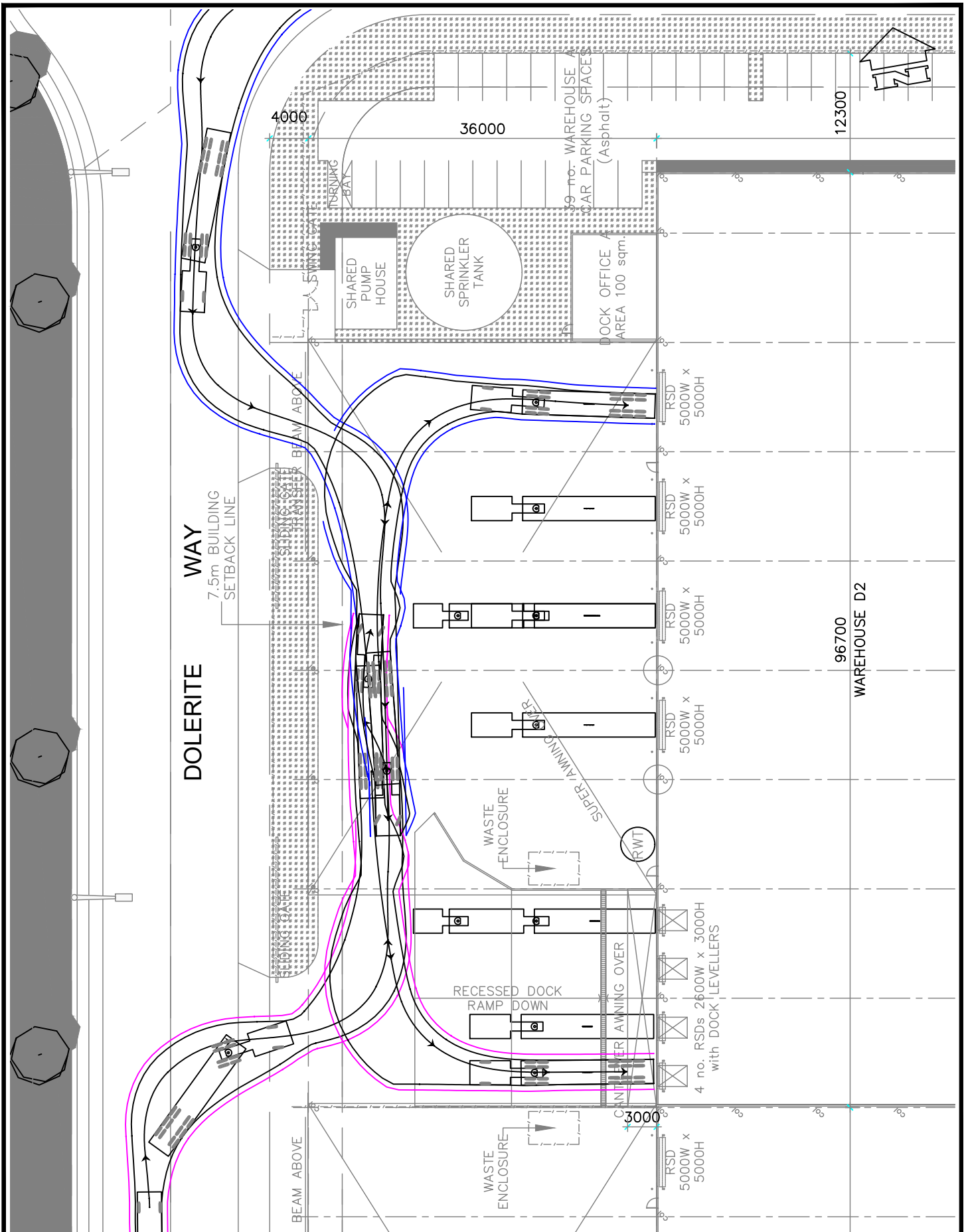
FIGURE 5B

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**WAREHOUSE D2 - B-DOUBLE TURNPATHS
MANOEUVRING TO LOADING DOCK**

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FIGURE 5C

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7
**WAREHOUSE D2 - 19m ARTICULATED TURNPATHS
MANOEUVRING TO LOADING DOCK**

JOB NO.18086

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The central island has a total diameter of 15.0 metres which includes the mountable section which is 1.75 metres wide.

Figure 6 shows the proposed position of the jaw crusher on the central island. It will be located some 5.5 metres to 6.5 metres from the mountable edge of the central island and 3.75 metres to 4.75 metres from the non mountable edge. Its location will be well clear of the trafficable section of the circulating roadway and outside of the nominal clear zone.

As noted above the roundabout has been designed to accommodate PBS Level 2 B-double vehicles (30 metres long). **Figures 7A, 7B and 7C** shows the turnpaths for a range of vehicle including cars, B-doubles and 30 metre long B-doubles using the roundabout. Reference to these figures shows that all these vehicles can manoeuvre on the circulatory roadway without impinging on the central island.

The jaw crusher will not affect sight lines at the roundabout. **Figure 8** shows that driver sight lines are maintained in all approaches.

The roundabout design requires all vehicles to negotiate the intersection at a relatively low vehicle speed (i.e. less than 40km/h) and this reduces the potential risk of vehicles losing control, due to high or inappropriate speeds.

The jaw crusher, given its simple shape, is unlikely to be a distraction to drivers using the roundabout.

In summary, it is considered that the placement of the jaw crusher on the non mountable section of circular island at the roundabout would not impact on the potential safety or capacity of the roundabout.

3.6 Construction Impacts

The Section 96 Modification 7 to the warehouse buildings for Lot C and D (Lots 2 and 3) will not change the construction impacts previously assessed for the approved QuarryWest Development.

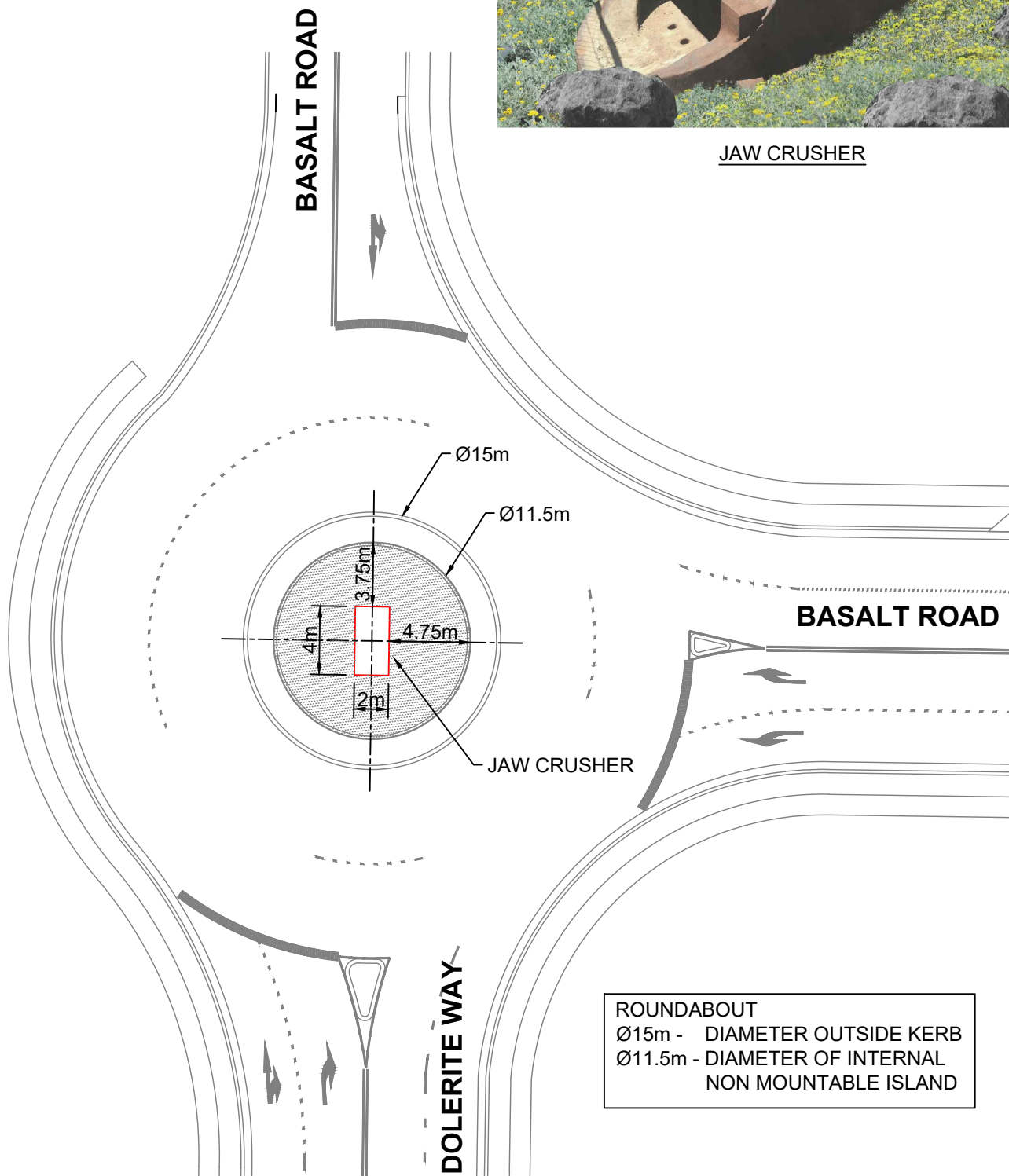
The construction impacts are being managed through the Construction Traffic Management Plan for QuarryWest Estate, Revision 2 dated 15 December 2015.

3.7 Public Transport, Bicycle Network, Pedestrian Network

The Section 96 Modification will have no impact on existing and future public transport services, the bicycle network or the pedestrian network at QuarryWest.



JAW CRUSHER



ROUNDABOUT
 Ø15m - DIAMETER OUTSIDE KERB
 Ø11.5m - DIAMETER OF INTERNAL
 NON MOUNTABLE ISLAND

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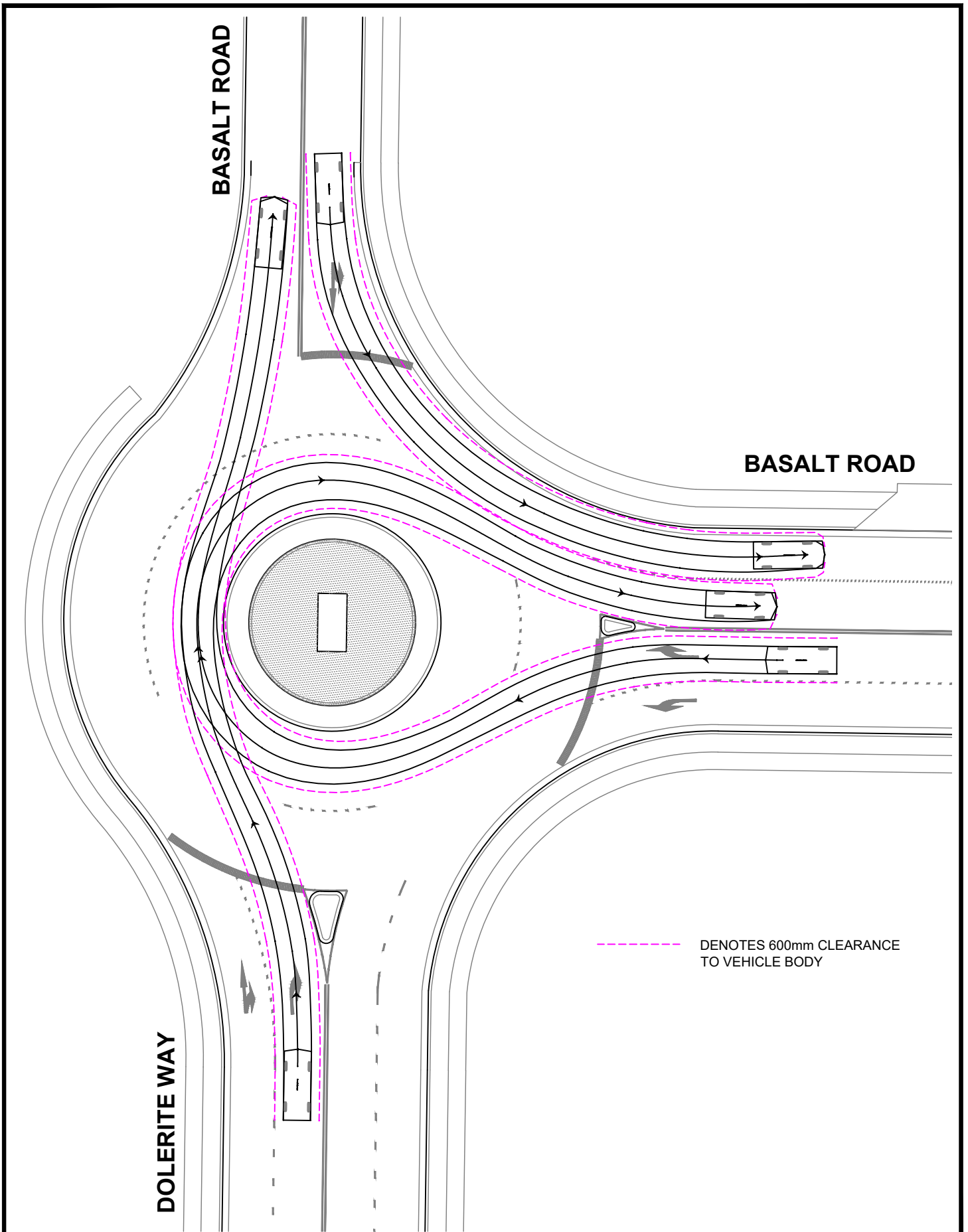
admin@transurbanplan.com.au

FIGURE 6

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
 SECTION 96 MODIFICATION 7
**LOCATION OF JAW CRUSHER AT
 BASALT ROAD & DOLERITE WAY ROUNDABOUT**

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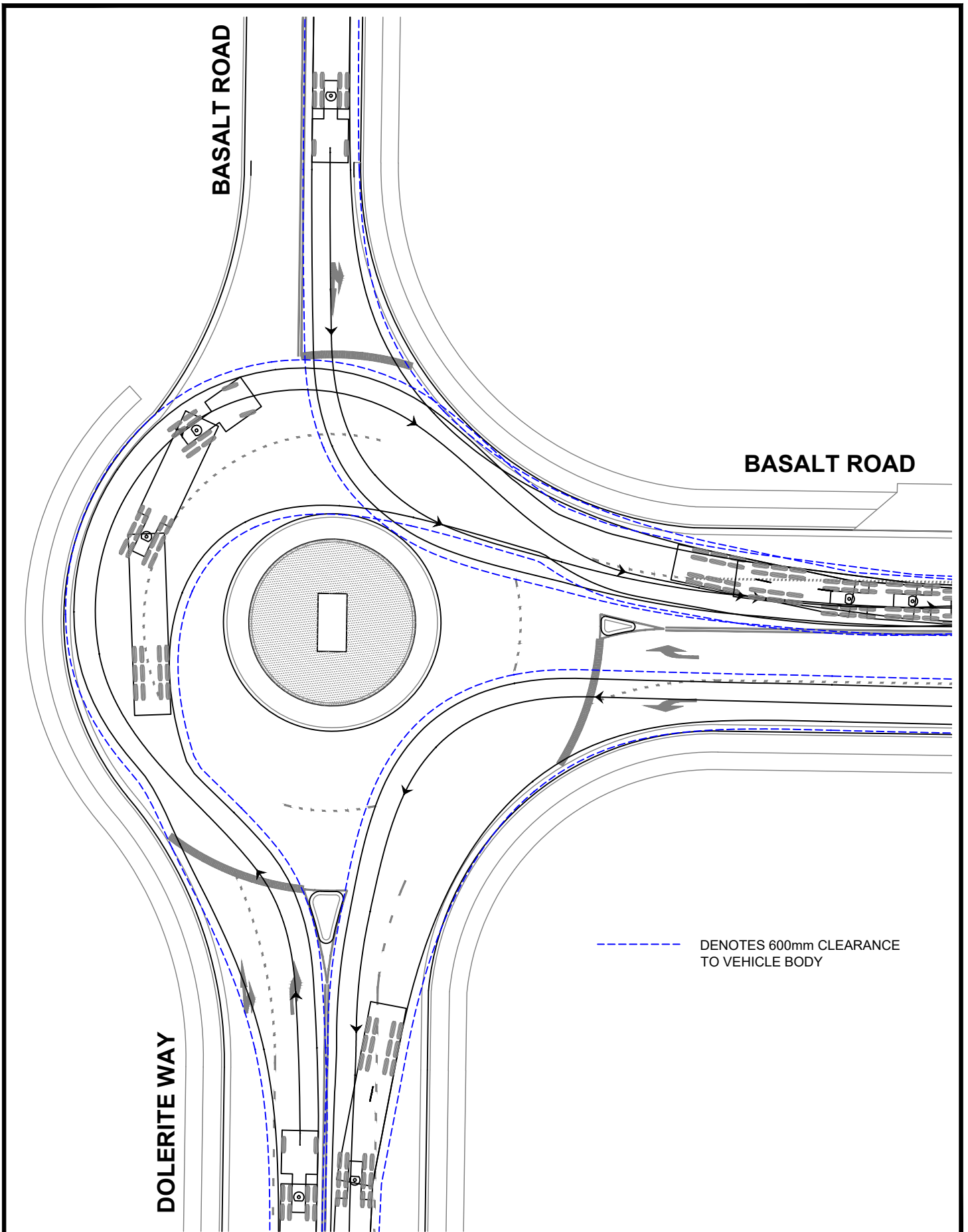
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FIGURE 7A
QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7
TURNPATHS
85TH PERCENTILE CAR

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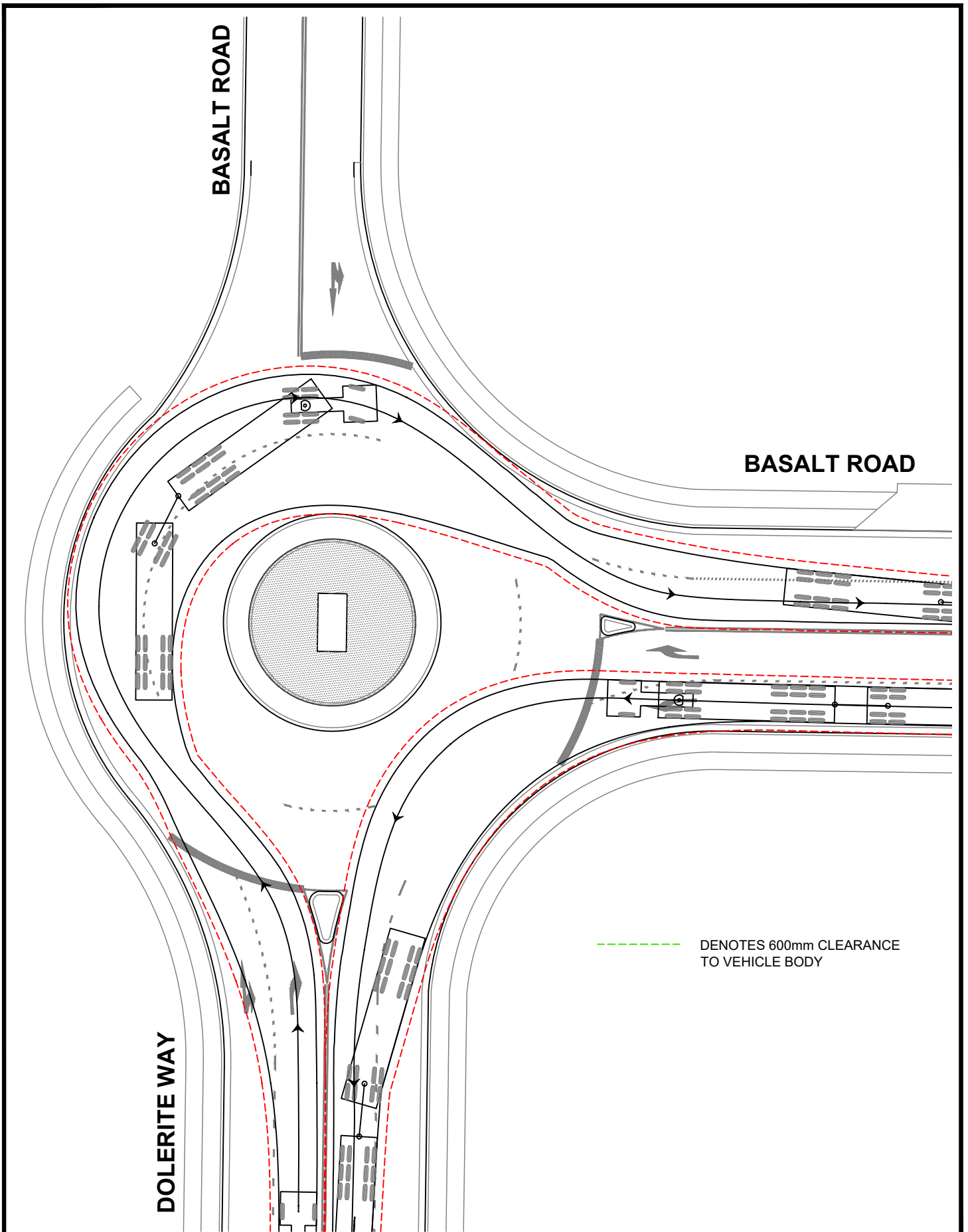
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FIGURE 7B

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**TURNPATHS
25m B-DOUBLE**



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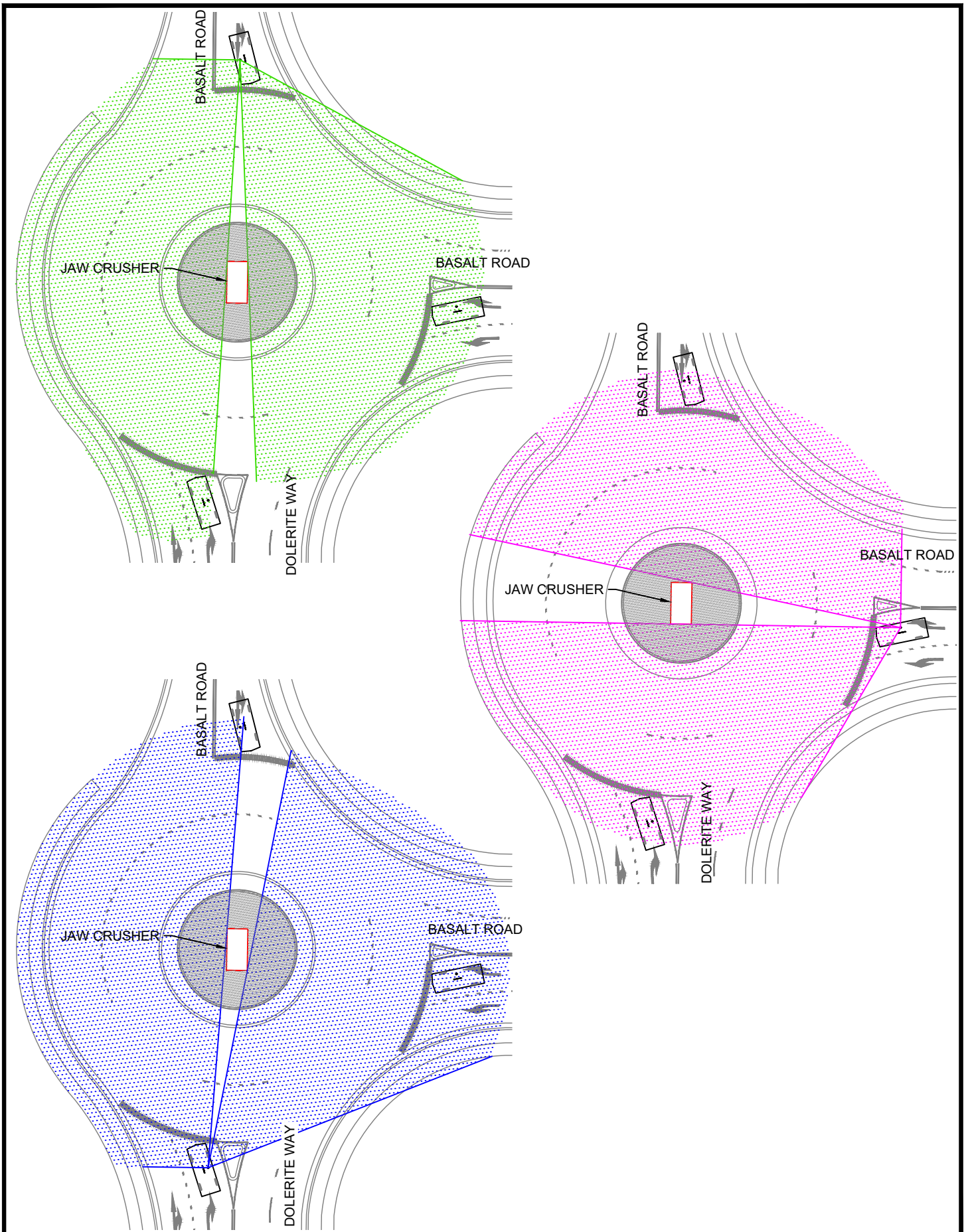
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FIGURE 7C

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**TURNPATHS
30m B-DOUBLE**



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FIGURE 8

QUARRYWEST ESTATE, RECONCILIATION RD, PEMULWUY
SECTION 96 MODIFICATION 7

**DRIVER SIGHT LINES AROUND JAW CRUSHER
BASALT ROAD & DOLERITE WAY ROUNDABOUT**

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07/06/18

4.0 CONCLUSIONS

Dexus is proposing a seventh modification to the approved QuarryWest Estate Masterplan which was approved by the Minister for Planning 20 October 2015.

The proposed changes are part of a Section 96 Modification 7 Application which involves changes to the approved warehouse development (three warehouse buildings) on Lot C (Lot 2) and Lot D (Lot 3).

An assessment of the traffic impacts for the Section 96 Modification 7 indicates that there will be a small increase in the traffic generation from the Modification 7 changes for Lots C and D (Lots 2 and 3).

However the overall traffic generation of QuarryWest with the Modification 7 changes is significantly lower than the traffic generation that was assessed for the original approved development.

The small increase of 2vph in the AM and PM peak hours will have minimal impacts of traffic conditions on the adjacent road network and traffic conditions are expected to remain satisfactory.

QuarryWest Estate will have sufficient car and bicycle parking for each individual development including Lot C (Lot 2) and Lot D (Lot 3) and for the QuarryWest Estate as a whole and meets the parking requirements of the Project Approval and SEPP (State Significant Precincts) 2005.

Car parking and vehicle access driveways, as well as the hardstand areas for truck loading and manoeuvring for Lots C and D (Lots 2 and 3) are and will be designed to AS2890.1 and AS2890.2 requirements, as appropriate. Accessible parking spaces will be provided as required and will be designed to comply with AS2890.6.

The Section 96 Modification 7 does not propose any changes to the QuarryWest Estate road network which was previously approved.

There will be no change to the construction impacts previously assessed for the approved development and the construction impacts will continue to be managed through the Construction Traffic Management Plan for QuarryWest Estate.

APPENDIX 1

List of Plans for Section 96 Modification 7 for QuarryWest Masterplan.

- Quarry Masterplan - 3966_MP.001(N)
- Overall Site Plan - 3966_MP-002 (N)
- Subdivision Plan - 3966_MP-003 (M)
- Developable Lots C & D Plan - 3966_MP-011 (O)
- Elevations Developable Lots A and B - 3966_MP-021 (J)
- Street Elevations - 3966_MP-024 (N)
- Developable Lots C&D Coloured Elevations_Sheet 1-3966_MP-200 (J)
- Developable Lots C&D Coloured Elevations_Sheet 2-3966_MP-201 (K)