

asongroup



5-7 Culverston Road, Minto

Modification 1 to State Significant Development Application (SSD 7500)

29/10/2021

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APPENDICES

Appendix A. Approved Architectural Site Plan

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Appendix C. Design Review

Glossary

| Acronym | Description |
|--------------|--|
| AGRD | Austrroads Guide to Road Design |
| AGTM | Austrroads Guide to Traffic Management |
| CC | Construction Certificate |
| Council | Campbelltown City Council |
| DA | Development Application |
| DCP | Development Control Plan |
| DoS | Degree of Saturation |
| DPIE | Department of Planning, Industry and Environment |
| FSR | Floor space ratio |
| GFA | Gross Floor Area |
| HRV | Heavy Rigid Vehicle (as defined by AS2890.2:2018) |
| LEP | Local Environmental Plan |
| LGA | Local Government Area |
| LoS | Level of Service |
| MRV | Medium Rigid Vehicle (as defined by AS2890.2:2018) |
| NHVR | National Heavy Vehicle Regulator |
| OC | Occupation Certificate |
| RMS Guide | Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002 |
| SRV | Small Rigid Vehicle (as defined by AS2890.2:2018) |
| TDT 2013/04a | TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013 |
| TfNSW | Transport for New South Wales |
| TIA | Transport Impact Assessment |
| TIS | Transport Impact Statement |
| veh/hr | Vehicle movements per hour (1 vehicle in & out = 2 movements) |

1 Introduction

1.1 Overview

Ason Group has been engaged by Charter Hall to prepare a Transport Assessment (TA) supporting the proposed modification (MOD) to the approved State Significant Development Application (SSD 7500). The application relates to development of a warehouse and logistics hub, located at 5-7 Culverston Road, Minto.

The Site is located within the Campbell Town City Council LGA and is therefore subject to that Council's controls. Under the Campbelltown Local Environmental Plan 2015 (LEP), the land is zoned IN1 – General Industrial.

1.2 Summary of Previous Approval

The previous design was granted approval on 23 June 2017 (SSD 7500) for:

Construction, fit-out and operation of a warehouse and logistics hub with 112,000 m² of gross floor area (GFA) including:

- *four warehouse buildings for warehousing and distribution use, with ancillary offices, comprised of:*
 - *Warehouse 1A: 40,000 m² of warehousing GFA and 2,000 m² of office GFA*
 - *Warehouse 1B: 22,000 m² of warehousing GFA and 1,000 m² of office GFA*
 - *Warehouse 1C: 22,000 m² of warehousing GFA and 1,000 m² of office GFA*
 - *Warehouse 1D: 23,000 m² of warehousing GFA and 1,000 m² of office GFA.*
- *6.9 hectares of external hardstand storage space for warehousing and logistics uses;*
- *bulk earthworks;*
- *demolition of existing structure and hardstand areas;*
- *remediation works;*
- *upgrades to existing on-site infrastructure;*
- *loading docks;*
- *car parking;*
- *site landscaping; and*
- *estate and building identification signage.*

With regards to car parking the approved development included the following:

- 481 (and 9 accessible) parking spaces to service the Site;
- 147 future parking spaces (to be provided if required);
- 80 provisional spaces to be provided within the storage area (if required).

1.3 Summary of Proposal

As a result of prospective tenants to occupy the warehouses approved under Stage 2 (being the approved Warehouse 1C and 1B) on the Site, the MOD seeks to modify the approved development as required. It is noted that since the SSDA approval, the naming for the warehouses has changed as a result of the revised staging proposed.

The development for which approval is now sought is detailed in the Environmental Impact Statement report prepared separately by Urbis. In summary, the MOD seeks to redistribute GFA in 3 of the stages, with an overall reduction in the approved development GFA. No changes are proposed to the easternmost warehouse (now Stage 4).

The following summarises the current Proposal:

- Stage 1 (formerly Warehouse 1C, Stage 2):
 - 9,078m² of warehouse GFA and 300m² of office GFA; and
 - 9,423m² of external storage area.
- Stage 2 (formerly Warehouse 1B, Stage 2):
 - 9,500m² of warehouse GFA and 500m² of office GFA; and
 - 9,485m² of external storage area.
- Stage 3 (formerly Warehouse 1D, Stage 3):
 - 31,000m² of warehouse GFA and 1,000m² of office GFA.
- Stage 4 (formerly Warehouse 1A, Stage 1):
 - 40,000m² of warehouse GFA and 2,000m² of office GFA; and
 - 69,066m² of external storage area.

A summary of the key transport-related figures of the approved development and the proposed modification is presented in **Table 1**.

Further details with regard to car parking and traffic generation are detailed in Section 3 and Section 4, respectively. Traffic generation shown in Table 1 and further detailed in this report are total trips (i.e. not “net trips” which exclude the existing traffic generation on site).

TABLE 1: APPROVED DEVELOPMENT (SSD 7500) VS PROPOSED MODIFICATIONS

| Building | | SSD 7500 | Modification 1 | Net change |
|---|---------------------------------|----------|----------------|------------|
| Stage 1 (formerly Warehouse 1C, Stage 2) | Warehouse GFA (m ²) | 22,000 | 9,078 | -13,622 |
| | Office GFA (m ²) | 1,000 | 300 | |
| Stage 2 (formerly Warehouse 1B, Stage 2) | Warehouse GFA (m ²) | 22,000 | 9,500 | -13,000 |
| | Office GFA (m ²) | 1,000 | 500 | |
| Stage 3 (formerly Warehouse 1D, Stage 3) | Warehouse GFA (m ²) | 23,000 | 31,000 | +8,000 |
| | Office GFA (m ²) | 1,000 | 1,000 | |
| Stage 4 (formerly Warehouse 1A, Stage 1) | Warehouse GFA (m ²) | 40,000 | 40,000 | Nil |
| | Office GFA (m ²) | 2,000 | 2,000 | |
| Total GFA | | 112,000 | 93,378 | -18,622 |
| Car Parking Spaces | | 490 | 505 | +15 |
| Future Car Parking Spaces ^{Note 1} | | 147 | 87 | -60 |
| Provisional Car Parking Spaces ^{Note 2} | | 80 | 80 | Nil |
| Morning Peak Hour Trips (veh/ hr) | | 175 | 203 | +28 |
| Evening Peak Hour Trips (veh/ hr) | | 176 | 228 | +52 |
| Daily trips (veh) | | 2,352 | 2,126 | -226 |

Note 1: Refers to additional parking that could be provided, will be utilised for landscaping in the meantime

Note 2: Refers to the parking to be provided (if required) to service the storage area of Stage 4 (previous Warehouse 1A)

A comparison of the approved architectural site plan and the proposed site plan is presented in **Figure 1** and **Figure 2**. Larger figures are provided in **Appendix A** and **Appendix B**.

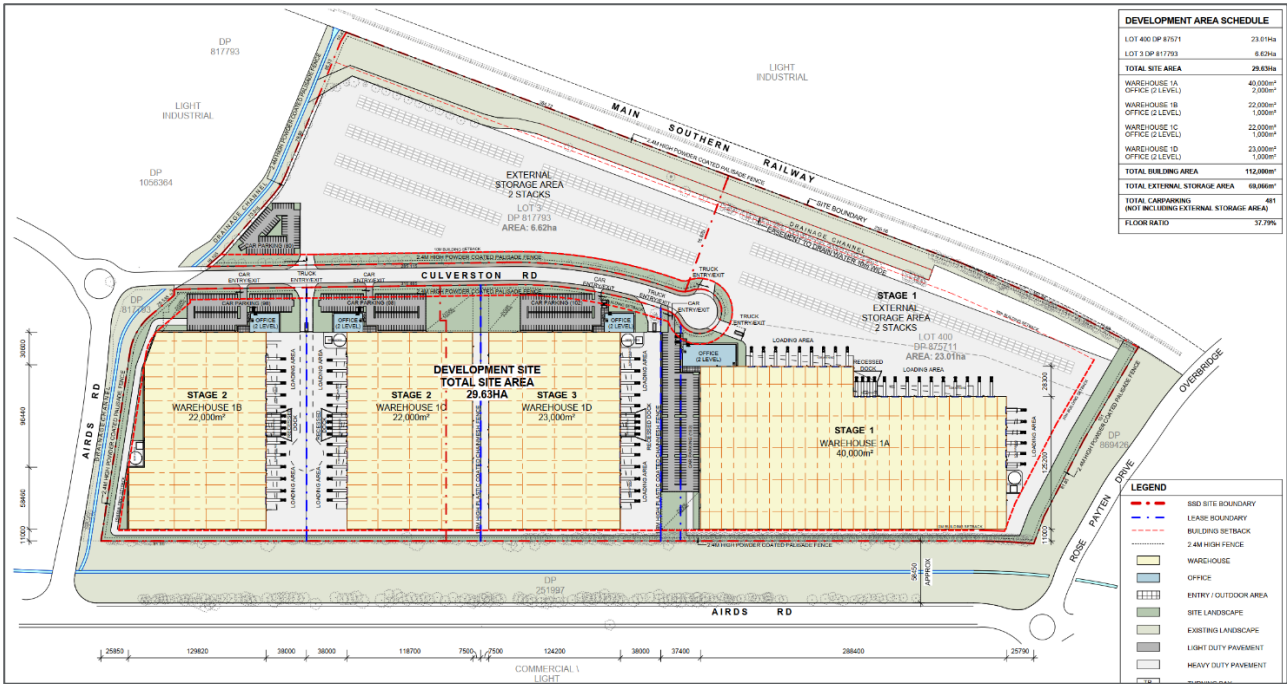


Figure 1: Approved Architectural Site Plan (drawing 116101_A-SSD_A0006, issue 9, by Reid Campbell, dated 29/02/2017)

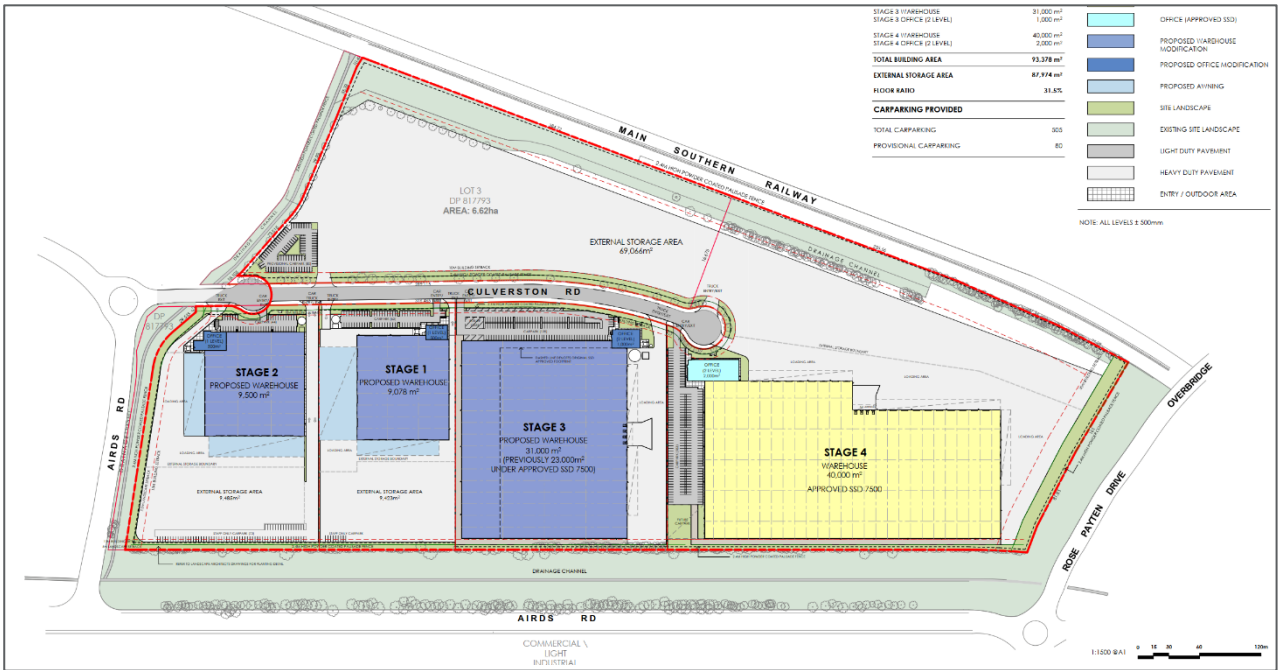


Figure 2: Proposed Architectural Site Plan (drawing CH2CUL – A – 04, revision B, by Watch This Space Design, dated 24/09/2021)

1.4 Secretary Environmental Assessment Requirements

Secretary Environmental Assessment Requirements (SEARS) for the SSD 7500 approved development were issued by the NSW Department of Planning, Industry and Environment (DPIE) on 10 March 2016.

In this regard, the SEARs appropriate for Traffic and Transport matters are reproduced in **Table 2**. A key purpose of this TA is to ensure that the assessment maintains consistency with that undertaken previously, ensuring that the relevant SEARs are satisfied.

TABLE 2: DPIE TRAFFIC & TRANSPORT SEARS – SSD 7500

| Traffic & Transport SEAR | Relevant Section of TA |
|--|---|
| A Traffic Impact Assessment detailing all daily and peak traffic and transport movements likely to be generated (vehicle, public transport, pedestrian and cycle trips) during construction and operation of the development, including a description of vehicle access routes and the impacts on nearby intersections. | <p>Section 4 covers the changes to peak hour and daily operational traffic generation for total vehicle movements as result of the MOD.</p> <p>As there is no change in GFA proposed the previous assessment of person trips for public transport, pedestrian and cycle travel generated by the Proposal remain valid.</p> <p>With regards to construction traffic, the response and conclusion from the previous SSD assessment (that construction traffic would be less than operational traffic) remain valid.</p> |
| Details of access to the site from the road network including intersection location, design and sight distance. | Section 5 provides details on direct site access and internal design requirements, including car parking and loading dock design. |
| An assessment of predicted impacts on road safety and the capacity of the road network to accommodate the development. | As per Section 4, the MOD is not anticipated to materially impact the operation of the road network following completion of the Proposal. |
| Plans of any road upgrades or new roads required for the development if necessary. | <p>As mentioned, the key intersections are anticipated to operate satisfactorily under the current arrangements, with conclusions of the assessment of the approved development maintained.</p> <p>Accordingly, no upgrades are required in response to the traffic demands forecast for the Proposal.</p> |
| Detailed plans of the proposed layout of the internal road network and parking provision on-site in accordance with the relevant Australian Standards. | <p>Relevant architectural plans are attached at Appendix B.</p> <p>Section 3 covers on-site car parking provisions and Section 5 provides details of car parking design with regard to relevant AS2890 standards.</p> |
| Details of any likely dangerous goods to be transported on arterial and local roads to/from the site, if any, and the preparation of an incident management strategy. | The Proposal does not include any operations that would result in the transportation of dangerous goods. |

1.5 Key References

In preparing this TA, a series of key strategic, design and planning documents have informed the assessment of the traffic and transport related elements of the project. These documents include:

- Campbelltown Local Environmental Plan 2015 (LEP)
- Campbelltown (Sustainable City) Development Control Plan 2015 (DCP)

This TA also references general access, traffic and parking guidelines, including:

- Roads and Maritime Services Guide to Traffic Generating Developments (RMS Guide)
- Roads and Maritime Services Guide to Traffic Generating Developments: Updated Traffic Surveys (RMS TDT2013/04a).
- Australian Standard 2890.1:2004 Parking Facilities – Off Street Car Parking (AS 2890.1:2004)
- Australian Standard 2890.2:2018 Parking Facilities – Off Street Commercial Vehicle Facilities (AS 2890.2:2018)

The following background reports/ drawings have also been referenced to provide more detailed information in regard to the existing Site approvals. These include:

- Traffic Impact Assessment Report Proposed Warehouse Development 5 & 9 Culverston Road, Minto, ref: 0191r01v2, by Ason Group, dated 27/04/2016 (Ason 2016 Report)
- Site Masterplan (Overall), drawing 116101_A_SSD_A0006, issue 9, by Reid Campbell, dated 24/02/2017 (Approved Architectural Site Plan)

2 Site Context

2.1 Subject Site

The Site – with the street address of 5 & 9 Culverston Road and which, is legally known as Lot 400 DP 875711 and Lot 3 DP 817793 – is located approximately 3 kilometres northwest of Campbelltown, 30 kilometres southwest of the Parramatta CBD and 40 kilometres southwest of the Sydney CBD. The overall site comprises a total area of about 29.6 hectares and generally occupies the area to the immediate north of Rose Payten Drive, with Airds Road to the west and the rail corridor to the east. The surrounding developments predominantly comprise of industrial facilities used for the purpose of warehousing, distribution and various extractive industries.

The Site is within the Local Government Area (LGA) of Campbelltown Council. A Site and Location Plan is presented in **Figure 3**, which provides an appreciation of the Site and its location. It is noteworthy that Culverston Road is effectively the Site's access road, as the Site comprises all land surrounding the road.

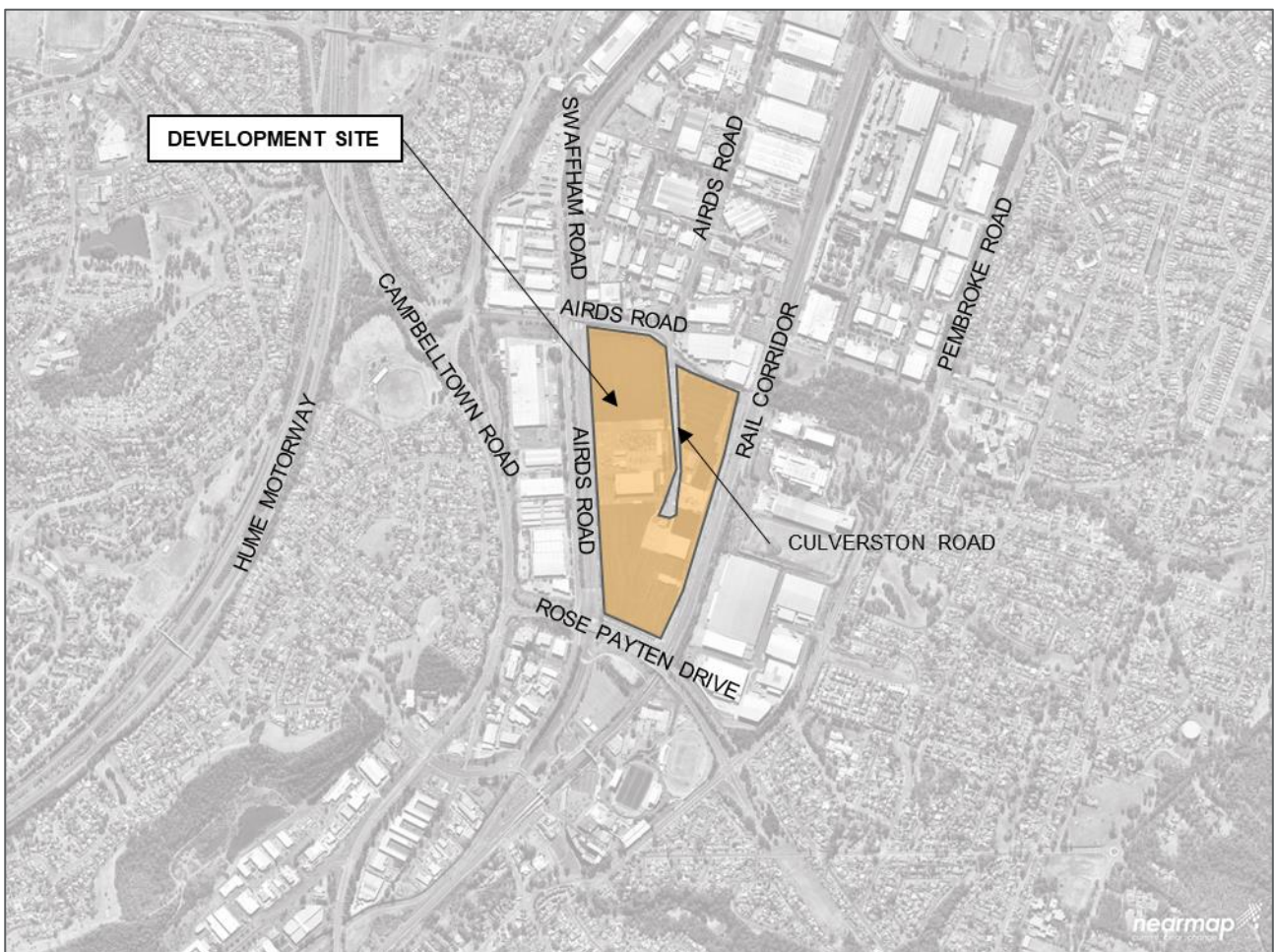


Figure 3: Site and Location Plan

3 Parking Requirements

3.1 Car Parking

Reference is made to the parking rates adopted within the approved design per the SSD 7500 consent. In this regard, the approved parking rates are outlined as follows:

Council's DCP – Part 7 – Industrial Development, Section 7.3 – provides Council's parking controls, which are:

- 1 space for every 100 m² for the first 2,000 m² GFA and 1 space per 250m² for all floor space exceeding more than 2,000 m² GFA
- 1 space for every 35 m² for ancillary office GFA

The RMS Guide provides parking controls for warehouse developments, which are:

- 1 space for every 300 m² of warehouse GFA
- 1 space for every 40 m² for ancillary office GFA

Per the Ason 2016 Report, the now approved development provided a parking provision that met the parking controls of the RMS guide. This was as initial forecasts estimated the warehouses would employ significantly fewer employees than the number of parking spaces that would be required under the Council DCP rate. Notwithstanding, additional area was earmarked for potential car parking on the site in the event that future occupiers of the warehouses had a greater demand (as per Consent Condition B4 of the SSD approval). This potential car parking in conjunction with the proposed car parking satisfied the Council DCP rate.

Table 3 summarises the parking requirements of the MOD on the basis of the DCP and RMS Guide requirements.

| TABLE 3: CAR PARKING REQUIREMENTS | | | | |
|-----------------------------------|-----------|-----------------------|-------------------------|-------------------------|
| Building | Land Use | GFA (m ²) | DCP Parking Requirement | RMS Parking Requirement |
| Stage 1 | Warehouse | 9,078 | 59 | 38 |
| | Office | 300 | | |
| Stage 2 | Warehouse | 9,500 | 66 | 44 |
| | Office | 500 | | |
| Stage 3 | Warehouse | 31,000 | 167 | 128 |
| | Office | 1,000 | | |
| Stage 4 | Warehouse | 40,000 | 231 | 183 |
| | Office | 2,000 | | |
| Total | | | 523 | 393 |

Table 3 demonstrates that the Proposal requires a parking provision of 515 spaces to comply with Council's DCP rates and 393 spaces (122 fewer spaces) to comply with RMS Guide rates.

However, as further information is now known regarding the future prospective tenants of Stage 1 and 2, a more informed car parking calculation has been undertaken for these 2 warehouses.

The following information and assumptions have been provided to inform this updated parking assessment:

Stage 1

- Operating hours to be 24/7
- Employees will operate in 2 shifts initially, with 40 team members per shift. It is expected that this will increase to 3.
- On the basis of Journey to Work data 90% of employees are expected to drive to Site (other 10% walking/ cycling/ catching public transport/ car-pooling)
- Expected visitor parking to be minimal to none, a nominal 5 spaces are allocated for visitor parking purposes
- Therefore, to ensure that the shift change times do not eventuate to overflow parking (when 40 staff are at the end of the shift working on-site and another 40 arriving on-site to commence work); it is proposed to provide **77 parking spaces** $((40 + 40) \times 90\% + 5)$ to meet the demand.

It is noted that this is a very conservative approach and doesn't take any account of any other factors such as early departures and late arrivals by staff, or any change in travel behaviour since the 2016 JTW data was collected.

Stage 2

- Warehouse workers will operate in 3 shifts from Monday to Saturday (with only a single shift on Saturday)
 - The operating hours will be 5am to 1am
 - Assumed shift times are 5am-12pm, 11:30am-6:30pm, 6pm-1am
 - The number of workers on each shift will be 65 for Shift 1, 40 for Shift 2, and 30 for Shift 3
- Office/ sales workers will be on-site from 7am to 4pm and comprise a workforce of 25 employees
- On the basis of Journey to Work data, 90% of employees will drive to site, which is consistent with Ason 2016 Report (other 10% walking/ cycling/ catching public transport/ car-pooling)
- No visitor demand is expected
- Therefore, to ensure that the shift change times do not eventuate to overflow parking (during the changeover between Shift 1 and Shift 2, during the hours of 11am-12:30pm, whilst the office/ sales workers are still on site); it is proposed to provide **117 car parking spaces**. This considers a total of 130 staff $(65 + 40 + 25)$, 90% of whom are expected to drive to Site.

It is again noted that this is a very conservative approach and doesn't take any account of any other factors such as early departures and late arrivals by staff, or any change in travel behaviour since the 2016 JTW data was collected.

Stages 3 and 4

For the Stage 3 and 4 warehouses, the methodology from the approved Ason 2016 Report has been maintained. That is, application of the RMS Guide rate, with the balance of provision required to satisfy the Council DCP rate allocated as provisional car parking.

A summary of the proposed parking provision is provided in **Table 4**, compared against the parking requirements for Stages 1-4, accounting for the prospective tenant information. As is shown, the MOD

Proposal provides for a provision that meets this updated parking requirement assessment, which exceeds the parking requirements on the basis of both Council's DCP and the RMS Guide (which requires between 398 and 529 parking spaces for the Proposal).

| TABLE 4: PROPOSED PARKING PROVISION | | | | |
|--|-----------------|----------------------------|---|------------------|
| Building | Land Use | GFA (m²) | Parking Requirements <small>Note 3</small> | Provision |
| Stage 1 <small>Note 1</small> | Warehouse | 9,078 | 38 (21) | 77 |
| | Office | 500 | | |
| Stage 2 <small>Note 2</small> | Warehouse | 9,500 | 44 (22) | 117 |
| | Office | 500 | | |
| Stage 3 | Warehouse | 31,000 | 128 (39) | 128 |
| | Office | 1,000 | | |
| Stage 4 | Warehouse | 40,000 | 183 (48) | 183 |
| | Office | 2,000 | | |
| Total | | | 393 (130) | 505 |

Note 1: Based on information and assumptions in Section 3.1 – **Stage 1**

Note 2: Based on information and assumptions in Section 3.1 – **Stage 2**

Note 3: Application of RMS rate, difference between RMS and DCP rate (see Table 3) shown in (XX)

As per Table 4, a total of 542 formal parking space are proposed to service the development, with 393-523 spaces required on the basis of Council's DCP and the RMS Guide. The provision proposed for Stages 1 and 2 exceed the requirements of the Council's DCP, with Stage 3 now providing consistency with the DCP requirements.

As no changes are proposed to the approved Stage 4 warehouse, the parking provision as previously approved has been maintained (with a future area for additional parking identified).

3.2 Accessible Parking

Council's DCP – Part 7 – Industrial Development, Section 7.3 requires accessible parking be provided in accordance with the *Disability (Access to Premises – Buildings) Standards 2010, Building Code of Australia*. Accessible parking for industrial developments are to be provided at a rate of:

- 1 space for every 100 car parking spaces or part thereof

Accordingly, the required parking based on the above rates are summarised in **Table 5**.

The accessible parking provision is to comply with the BCA control in accordance with Council's DCP parking requirement. Furthermore, all accessible parking is to be designed in accordance with AS2890.6 and generally located as close as practicable to the building entrance.

TABLE 5: ACCESSIBLE PARKING REQUIREMENT

| Building | Parking Provision | Accessible Parking Requirement | Minimum Accessible Parking Provision |
|--------------|----------------------------|--------------------------------|--------------------------------------|
| Stage 1 | 77 | 1 | 1 |
| Stage 2 | 117 | 2 | 2 |
| Stage 3 | 128 (37) ^{Note 1} | 2 | 2 |
| Stage 4 | 183 (48) ^{Note 1} | 3 | 3 |
| Total | | 8 | 8 |

Note 1: Application of RMS rate, difference between RMS and DCP rate shown as (XX)

3.3 Bicycle Parking

Condition B6 of the Consent Conditions requires a bicycle parking provision in accordance with the *Planning Guidelines for Walking and Cycling* (December 2004).

This requires bicycle parking for industrial uses to be provided for 3-5% of the staff population and 5-10% of the customer/ visitor population. Based on the proposed uses of the warehouses, the visitor demand is expected to be minimal to none, with any visitors likely to arrive via car. Hence, consideration is only made for staff bicycle parking.

In the mode share analysis of the Ason 2016 Report, the anticipated mode share of cycling as a form of travel was 0.2%, based on the land use and comparison to the RMS TDT2013/04a. Hence the lower end of the bicycle parking provision as outlined in the *Planning Guidelines for Walking and Cycling* is considered.

Based on Section 3.1, the peak number of staff on site for Stage 1 and 2 are expected to be 80 and 130, respectively. This equates to a **bicycle parking provision of 4 (3.9) and 3 (2.4) spaces**, respectively.

Fr Stages 3 and 4, bicycle parking will be provided as prescribed by Condition B6. The parking requirement will therefore be confirmed at the time that information about staff numbers is available.

Further to the above, end of trip facilities (EOTF) are to be provided in line with the requirements of the *Planning Guidelines for Walking and Cycling*, as per Condition B6. This provides the following requirements as outlined in **Table 6**.

TABLE 6: EOFT PARKING REQUIREMENTS

| Staff | Lockers | Showers | Change Rooms |
|---------|---------------|-----------------------|-------------------------|
| 0-12 | 1 per 3 racks | 1 | 2 (1 male and 1 female) |
| 13-49 | | 2 (1 male & 1 female) | |
| 50-149 | | 4 (2 male & 2 female) | |
| 150-299 | | 6 (3 male & 3 female) | |
| 300-500 | | 8 (4 male & 4 female) | |

On this basis, Stages 1 and 2 would require the following:

- Stage 1
 - 1 locker
 - 4 showers
 - 2 change rooms
- Stage 2
 - 2 lockers
 - 4 showers
 - 2 change rooms

Stage 3 and 4 would also achieve the levels of EOTF provision as per Condition B6, to be determined at the time that information about staff numbers is available.

The Proposal would provide the above requirements as a minimum. Their use would be monitored as part of the future Work Place Travel Plan to be implemented as part of operational Condition of Consent B7.

3.4 Additional 'External Storage' Parking

As per the approved development, an area of hardstand that will provide up to 69,066m² of external (open) storage is maintained. In addition to this approved area, there is also 9,423m² and 9,485m² of external storage currently proposed for Stages 1 and 2, respectively.

The exact operations and/or the extent of the area to be used by the Stage 3 & 4 warehouses remains to be determined; however, the storage would be ancillary to the function of the warehouses and would attract limited (if any) additional staffing. Accordingly, parking demands would relate solely to the operation of these warehouse buildings, which is covered by the commentary in the sections above.

Notwithstanding, a triangular area in the north-western corner of the external storage area for Stage 3 & 4, identified in the approved development, has been maintained. These spaces are in addition to the proposed warehouse parking spaces. As per the approved development, this area will be retained for parking, but the physical construction and/or line-marking of these spaces will be undertaken at a later date in response to a demonstrated demand.

The approach to the Stage 3 / 4 external area is entirely consistent with the approved development, of which the Ason 2016 TIA concluded that *an area has been identified where up to 80 parking spaces could be provided to respond to unforeseen parking demands generated by the external storage area attached to Warehouse A. Accordingly, the Proposal is supportable on parking grounds.*

In regard to Stages 1 and 2, it is reiterated that the parking provision proposed has been developed on the basis of the prospective tenant staffing and visitor requirements, as identified in Section 3.1. Noting that the storage would be ancillary to the function of the warehouses; and that the staffing parking demand has of the warehouses has already been accounted for; further parking demand is not expected to be generated by the storage areas.

On the basis of the above, and recognising that the Proposal for Stages 1 and 2 already provides for 67 space over and above Council's DCP requirements, no further parking is proposed to service these warehouses to avoid an oversupply of car parking (which in turn encourages people to drive).

4 Traffic Impacts

4.1 Traffic Generation

To determine the traffic generation potential of the proposed Modification reference is made to the traffic generation rates adopted in the Ason 2016 Report under the approved development (SSD 7500). In this regard, the relevant rates are as follows:

- Morning Peak hour: 0.156 trips per 100 m² GFA
- Evening Peak hour: 0.158 trips per 100 m² GFA
- Daily: 2.100 trips per 100 m² GFA

These trip generation rates are from the RMS TDT2013/04a for Business Parks and Industrial Estates developments.

The morning and evening peak hours of the road network per the Ason 2016 Report were identified as follows:

- Morning Peak hour: 7:30am – 8:30am
- Evening Peak hour: 4:15pm – 5:15pm

Similar to the parking assessment, with further operational information now known for Stage 1 and 2, a more detailed assessment of the traffic generation can be undertaken for this component of the development.

The following information and assumptions have been adopted in the updated trip generation assessment:

Stage 1

- Operating hours to be 24/7
- Employees will operate in 2 shifts, with 40 team members per shift, increasing to 3 over time
- On the basis of JTW data, assume 90% of employees will drive (other 10% walking/ cycling/ catching public transport/ car-pooling)
- Shift changeover times are not fixed, so conservatively assume these coincide with the network peak hours. No visitors are expected during the peak hours
 - This is a light traffic generation of 72 trips $((40 + 40) \times 90\%)$
- For heavy vehicles, 26 loads per day are expected. Similar to other warehouse development, it is assumed that this will be distributed across 10 hours, overlapping the network peaks
 - This is a heavy vehicle generation of 6 trips $(26 \div 10 \times 2)$
- Therefore, the trip generation from Stage 1 is expected to be:
 - **78 trips** in the morning peak hour
 - **78 trips** in the evening peak hour
 - **196 daily trips** $((40 + 40) \times 90\% + 26) \times 2$

Stage 2

- Warehouse workers will operate in 3 shifts from Monday to Saturday (with only a single shift on Saturday)
 - The operating hours will be 5am to 1am
 - Hence assume shift times are 5am-12pm, 11:30am-6:30pm, 6pm-1am
 - The number of workers on each shift will be 65, 40, and 30
- Office/ sales workers will be on-site from 7am to 4pm and comprise a workforce of 25 employees
- On the basis of JTW data, assume 90% of employees will drive (other 10% walking/ cycling/ catching public transport/ car-pooling)
- No visitor demand is expected
- Therefore, based on the morning and evening network peak hours and the staff changeover times:
 - No additional light traffic generation is expected to coincide with the network morning peak hour
 - Only office/ sales worker egress is expected to coincide with the network evening peak hour. This is expected to be some 23 light vehicle trips (25 x 90%)
- For heavy vehicles, some 12-16 b-doubles and 20-28 smaller flatbed truck deliveries (in and out) are expected per day
 - Taking the upper end estimate and assuming these are conservatively spread over 10 hours, this is some 9 heavy vehicle trips $((16 + 28) \div 10 \times 2)$ expected to coincide with each peak hour
- Therefore, the trip generation from Stage 2 is expected to be:
 - **5 trips** in the morning peak hour
 - **28 trips** in the evening peak hour
 - **376 daily trips** $((65 + 40 + 30) \times 90\% + (16 + 28)) \times 2$

Stage 2 and 3

For Stages 3 and 4, the methodology from the approved Ason 2016 Report is adopted. That is, application of the trip generation rates from the RMS TDT2013/04a.

Application of the first principles assessment for Stage 1 and 2 and the above traffic generation rates for Stages 3 and 4 results in the traffic generation outlined in **Table 7**.

| TABLE 7: TRAFFIC GENERATION ASSESSMENT | | | | |
|---|-----------------------|------------|------------|--------------|
| Site | GFA (m ²) | AM Peak | PM Peak | Daily |
| Stage 1 ^{Note 1} | 9,378 | 77 | 77 | 196 |
| Stage 2 ^{Note 2} | 10,000 | 5 | 28 | 336 |
| Stage 3 ^{Note 3} | 32,000 | 50 | 51 | 672 |
| Stage 4 ^{Note 3} | 42,000 | 66 | 66 | 882 |
| Total | 93,378 | 198 | 222 | 2,086 |

Note 1: Based on information and assumptions in Section 4.1 – **Stage 1**

Note 2: Based on information and assumptions in Section 4.1 – **Stage 2**

Note 3: Application of RMS TDT2013/04a rate

The traffic generation calculated for the proposed modification is summarised against the approved traffic generation under SSD 7500, in **Table 8**.

| TABLE 8: TRAFFIC GENERATION COMPARISON | | | |
|---|----------------|----------------|--------------|
| Application | AM Peak | PM Peak | Daily |
| Approved SSD 7500 | 175 | 176 | 2,352 |
| Proposed Modification | 198 | 222 | 2,086 |
| Difference | +23 | +46 | -226 |

As seen in Table 8, the daily traffic generation of the Proposal is expected to be less than the permissible threshold set by the Ason 2016 Report, which accompanied the approved design.

During the AM and PM peaks, on the basis of the tenant information, the Proposal would be subject to the following:

- Increase in the AM peak of 23 veh/hr (or a 13% increase)
- Increase in the PM peak of 46 veh/hr (or a 26% increase).

Figure 4 summarises the increase in the PM peak hour at the key intersections assessed by the Ason 2016 Report. As is shown, when distributed across the study network, the increase in trips is minimal, with a maximum of 26 veh/hr for the left-turn movement at the Airds Road / Culverston Road roundabout. This equates to an additional vehicle every 2 minutes.

Noting that this intersection was found to be operating at a LoS A in both peak hours, this volume of traffic would not have a material impact on the operation of this intersection.

Finally it is notable that the MOD will result in a decrease in overall GFA of some 18,400m². The MOD is required to accommodate the required design changes to the Site, rather than as a result of a change in the permissible use; resulting in more intensive site operations than previously envisaged by the approved development.

As such, it is anticipated that the traffic impact of the Site would be consistent, or even reduced, when considered against the previously approved development. For example, adoption of the same methodology detailed in the approved Ason 2016 TA would result in a decrease of 29 veh/hr in both the AM peak and PM peak hours.

As such, it is concluded that the development remains acceptable on traffic planning grounds.

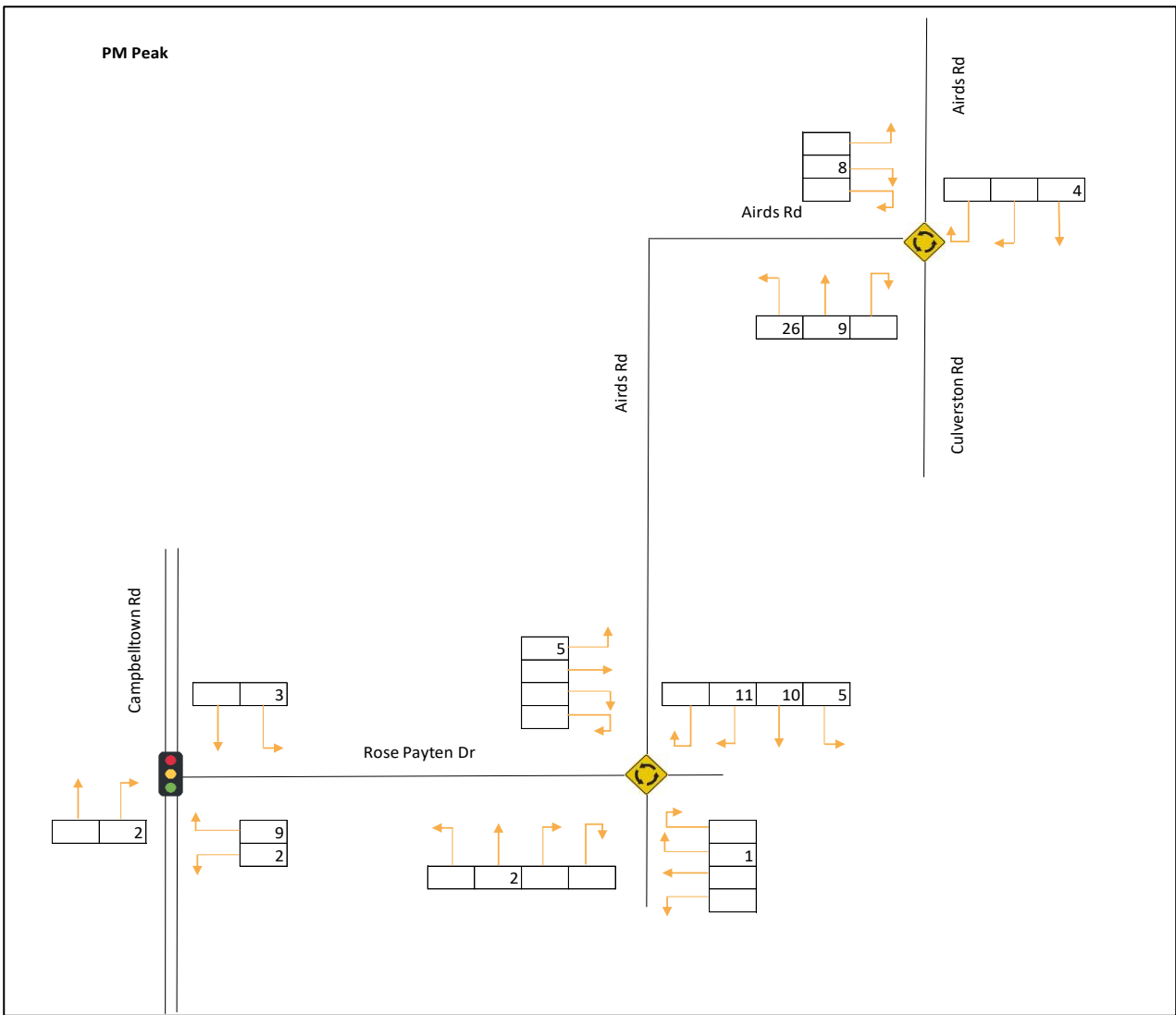


Figure 4: PM Development Traffic Flows

5 Design Review

5.1 Relevant Design Standards

The Site's access, car park and service areas should be designed to comply with the following relevant Australian Standards:

- AS2890.1:2004 for Car parking areas;
- AS2890.2:2018 for Commercial vehicle loading areas;
- AS2890.6:2009 for Accessible (disabled) parking.

It is expected that any detailed construction drawings in relation to the car park or site access would comply with these standards.

5.2 Design Vehicle

A 26m B-double has been adopted as the design vehicle for site access and circulation. 20m semi-trailers are generally adopted for loading dock parking, with smaller vehicles identified as required. Refer to design review in Appendix C.

5.3 Vehicle Access, Internal Circulation, and Parking

All access driveways are generally designed in accordance with AS 2890.1:2004 and AS 2890.2:2018. Site access points and internal hardstand areas have been designed to cater for trucks up to 26m B-doubles, with targeted swept paths of site access points (which have changed from the approved SSD 7500 design) included in Appendix C. Some minor modifications will be conducted at the detailed design stage, prior to Construction Certificate works.

Swept path assessment has also been prepared to demonstrate the suitability of the revised hardstand configuration for Stages 1 and 2.

No alterations to the truck access and parking configurations are proposed for Stage 3 and 4, noting the exception of Stage 3 which includes the addition of a fire truck access.

Minor alternations to car parking areas are proposed. Our assessment indicates these are generally designed in accordance with AS 2890.1:2004.

6 Summary and Conclusions

6.1 Summary

Ason Group has been engaged by Charter Hall to prepare a Transport Assessment (TA) supporting the proposed modification (MOD 1) to the approved State Significant Development Application (SSD 7500) for development of a warehouse and logistics hub, located at 5-7 Culverston Road, Minto.

In summary, the key findings of the MOD 1 TA are as follows:

- The Proposal seeks approval for a modification to the previously approved warehouse and logistics hub (SSD 7500).
- The Proposal seeks to reduce the previously approved GFA from 112,000m² to 93,578m².
- The approved development is required to provide 481 car parking spaces (and 9 accessible car parking spaces) and allocate area aside for a provisional 147 car parking spaces should they be required.
- The Proposal seeks to revise this to be a provision of 505 car parking spaces (inclusive of 8 accessible spaces), with an area maintained for future parking for Stages 3 and 4 (as per the approved development), as well allocation of an area for a provisional 80 car parking spaces.

The parking provision has been informed by a first principles assessment of the projected staff numbers for Stages 1 and 2, as well Council's DCP and RMS Guide rates for Stages 3 and 4.

- The approved development was forecasted (in the Ason 2016 Report which formed part of the original SSD submission) to generate 175 vehicle trips per hour in the morning peak, 176 vehicle trips per hour in the evening peak, and 2,352 daily vehicle trips
- The Proposal is forecast to generate 198 vehicle trips per hour in the morning peak, 222 vehicle trips per hour in the evening peak, and 2,086 daily vehicle trips.

This represents an increase of 23 vehicle trips per hour in the morning peak, increase of 46 vehicle trips per hour in the evening peak, and a decrease of 226 daily vehicle trips.

- When distributed across the study network, the increase in trips is minimal, with a maximum of 26 vehicle trips per hour for the left-turn movement at the Airds Road / Culverston Road roundabout. This equates to an additional vehicle every 2 minutes.

Noting that this intersection was found to be operating at a LoS A in both peak hours, this volume of traffic would not have a material impact on the operation of this intersection.

- Finally it is notable that the MOD will result in a decrease in overall GFA of some 18,600m² of GFA. The MOD is required to accommodate the required design changes to the Site, rather than as a result of a change in the permissible use; resulting in more intensive site operations than previously envisaged by the approved development.

As such, it is anticipated that the traffic impact of the Site would be consistent, or even reduced, when considered against the previously approved development. For example, adoption of the same methodology detailed in the approved Ason 2016 TA would result in a decrease of 29 veh/hr in both the AM peak and PM peak hours.

- An initial design review of the site access, circulation, and parking areas has been conducted against AS2890.1:2004, AS2890.2:2018, and AS2890.6:2009. Swept path assessment for the largest design vehicles has also been conducted, demonstrating that the site generally complies with the relevant standards.
- It is expected that any design development and detailed construction drawings in relation to the site accesses, circulation areas, and parking areas would comply with the relevant standards.

6.2 Conclusions

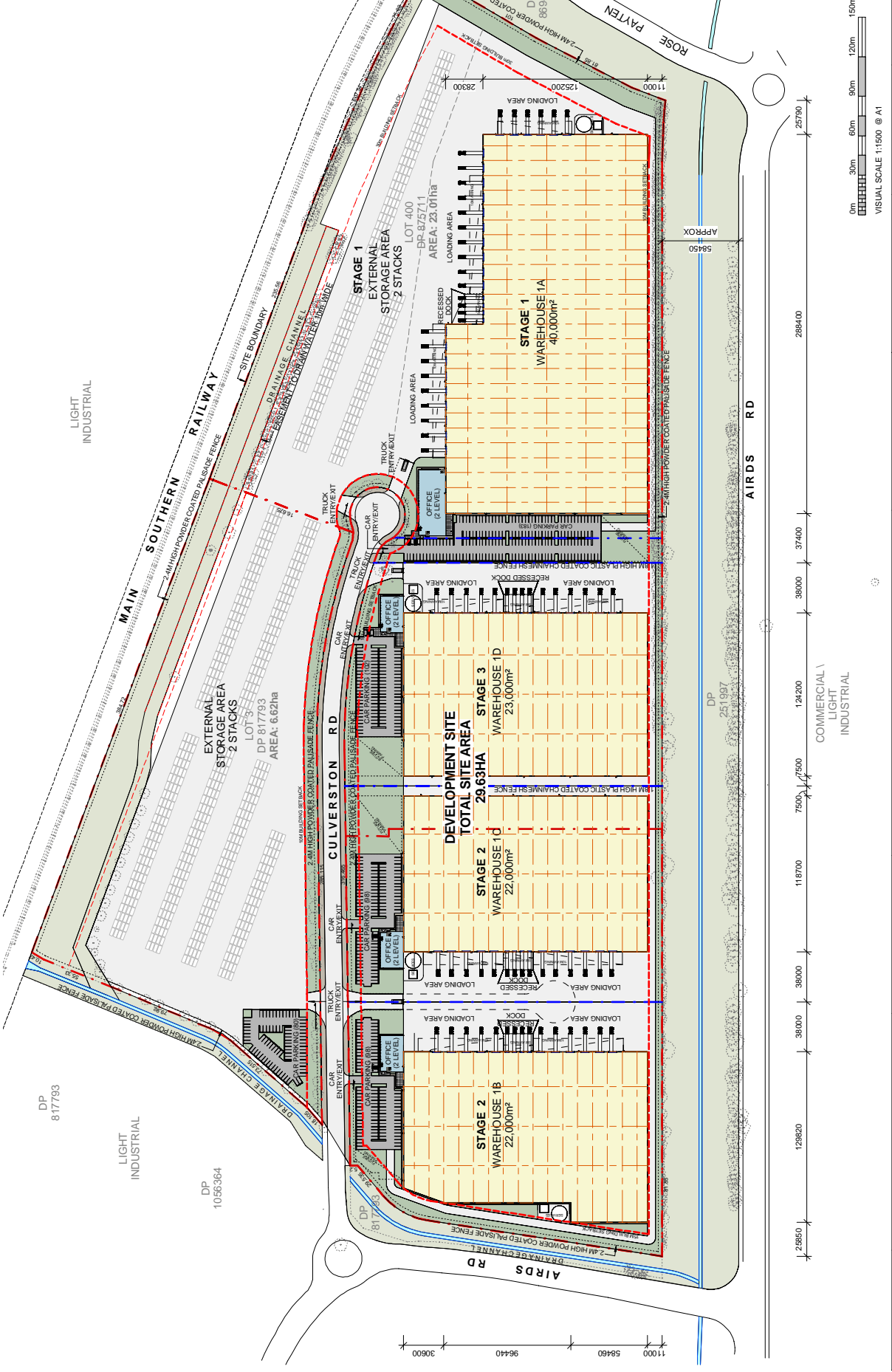
With regard for the above key findings from the transport assessment, the proposed warehouse and logistics hub at 5-7 Culverston Road, Minto is supportable on traffic and transport planning grounds; with no material impacts to the external road network expected over and above the previously approved development.

Appendix A. Approved Architectural Site Plan

| DEVELOPMENT AREA SCHEDULE | |
|---|-----------------------------|
| LOT 400 DP 87571 | 23.01Ha |
| LOT 3 DP 817793 | 6.62Ha |
| TOTAL SITE AREA | 29.63Ha |
| WAREHOUSE 1A OFFICE (2 LEVEL) | 40,000m ² |
| WAREHOUSE 1B OFFICE (2 LEVEL) | 22,000m ² |
| WAREHOUSE 1C OFFICE (2 LEVEL) | 22,000m ² |
| WAREHOUSE 1D OFFICE (2 LEVEL) | 23,000m ² |
| TOTAL BUILDING AREA | 112,000m² |
| TOTAL EXTERNAL STORAGE AREA | 69,086m² |
| TOTAL CARPARKING (NOT INCLUDING EXTERNAL STORAGE AREA) | 461 |
| FLOOR RATIO | 37.79% |

| LEGEND | |
|--------|-----------------------|
| | SSD SITE BOUNDARY |
| | LEASE BOUNDARY |
| | BUILDING SETBACK |
| | 2.4M HIGH FENCE |
| | WAREHOUSE |
| | OFFICE |
| | ENTRY / OUTDOOR AREA |
| | SITE LANDSCAPE |
| | EXISTING LANDSCAPE |
| | LIGHT DUTY PAVEMENT |
| | HEAVY DUTY PAVEMENT |
| | TURNING BAY |
| | SECURITY SLIDING GATE |

| | |
|----------------------------------|------------------------------|
| NOTE: ALL FFL LEVELS ± 500mm | |
| SITE MASTERPLAN (OVERALL) | |
| Project Name | MINTO INDUSTRIAL DEVELOPMENT |
| Client | TACTICAL GROUP |
| Drawn | SK |
| Checked | SK |
| Issue Date | 24/02/2017 3:28:04 PM |
| Revision | 9 |



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STATE SIGNIFICANT DEVELOPMENT

REID CAMPBELL
Architecture, Interiors, Project Management

Project Name: MINTO INDUSTRIAL DEVELOPMENT

Client: TACTICAL GROUP

Drawn: SK

Checked: SK

Issue Date: 24/02/2017 3:28:04 PM

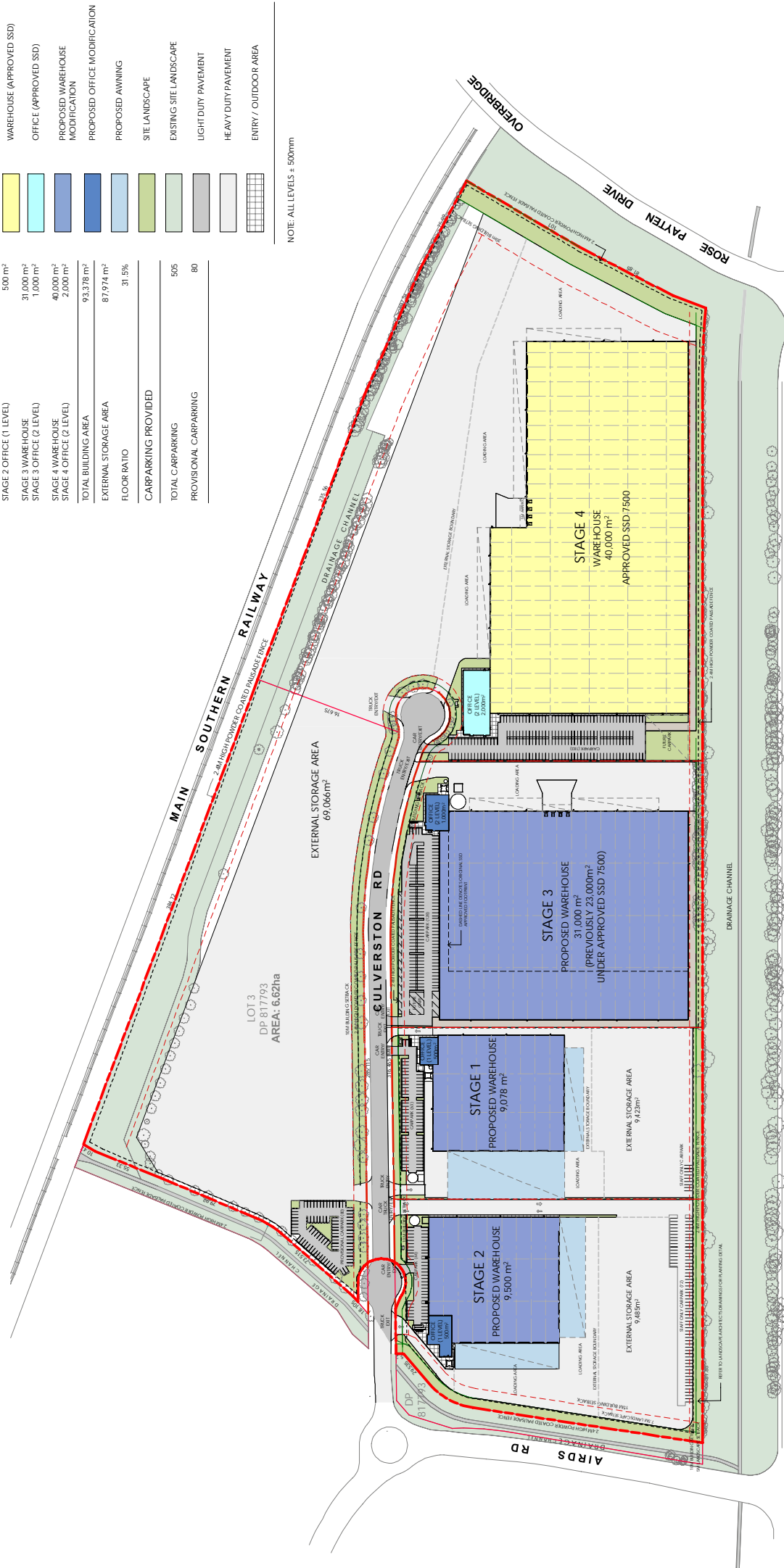
Revision: 9

Appendix B. Proposed Architectural Site Plan

| DEVELOPMENT SUMMARY | |
|------------------------------------|-----------------------------|
| LOT 400 DP817571 | 24.01 Ha |
| LOT 3 DP817793 | 6.62 Ha |
| Less: Culverstone Rd Consolidation | 1 Ha |
| TOTAL SITE AREA (APPROX) | 29.63 Ha |
| STAGE 1 WAREHOUSE | 9,078 m ² |
| STAGE 1 OFFICE (1 LEVEL) | 300 m ² |
| STAGE 2 WAREHOUSE | 9,500 m ² |
| STAGE 2 OFFICE (1 LEVEL) | 500 m ² |
| STAGE 3 WAREHOUSE | 31,000 m ² |
| STAGE 3 OFFICE (2 LEVEL) | 1,000 m ² |
| STAGE 4 WAREHOUSE | 40,000 m ² |
| STAGE 4 OFFICE (2 LEVEL) | 2,000 m ² |
| TOTAL BUILDING AREA | 93,378 m² |
| EXTERNAL STORAGE AREA | 87,974 m ² |
| FLOOR RATIO | 31.15% |
| CARPARKING PROVIDED | |
| TOTAL CARPARKING | 505 |
| PROVISIONAL CARPARKING | 80 |

| LEGEND | |
|--------|---------------------------------|
| | SSD SITE BOUNDARY |
| | LOT BOUNDARY |
| | BUILDING SETBACK |
| | LANDSCAPE SETBACK |
| | 2.4M HIGH PALISADE FENCE/ GATE |
| | WAREHOUSE (APPROVED SSD) |
| | OFFICE (APPROVED SSD) |
| | PROPOSED WAREHOUSE MODIFICATION |
| | PROPOSED OFFICE MODIFICATION |
| | PROPOSED AWNING |
| | SITE LANDSCAPE |
| | EXISTING SITE LANDSCAPE |
| | LIGHT DUTY PAVEMENT |
| | HEAVY DUTY PAVEMENT |
| | ENTRY / OUTDOOR AREA |

NOTE: ALL LEVELS ± 500mm



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Amendments
A DRAFT ISSUE
B DRAFT ISSUE
C SSD ISSUE

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CHARTER HALL
Project
5-9 CULVERSTON ROAD, MINTO NSW

Managing Consultant
TACTICAL
Drawn
Scale
Date
Checked
Scale
Date
Approved
Date
As indicated

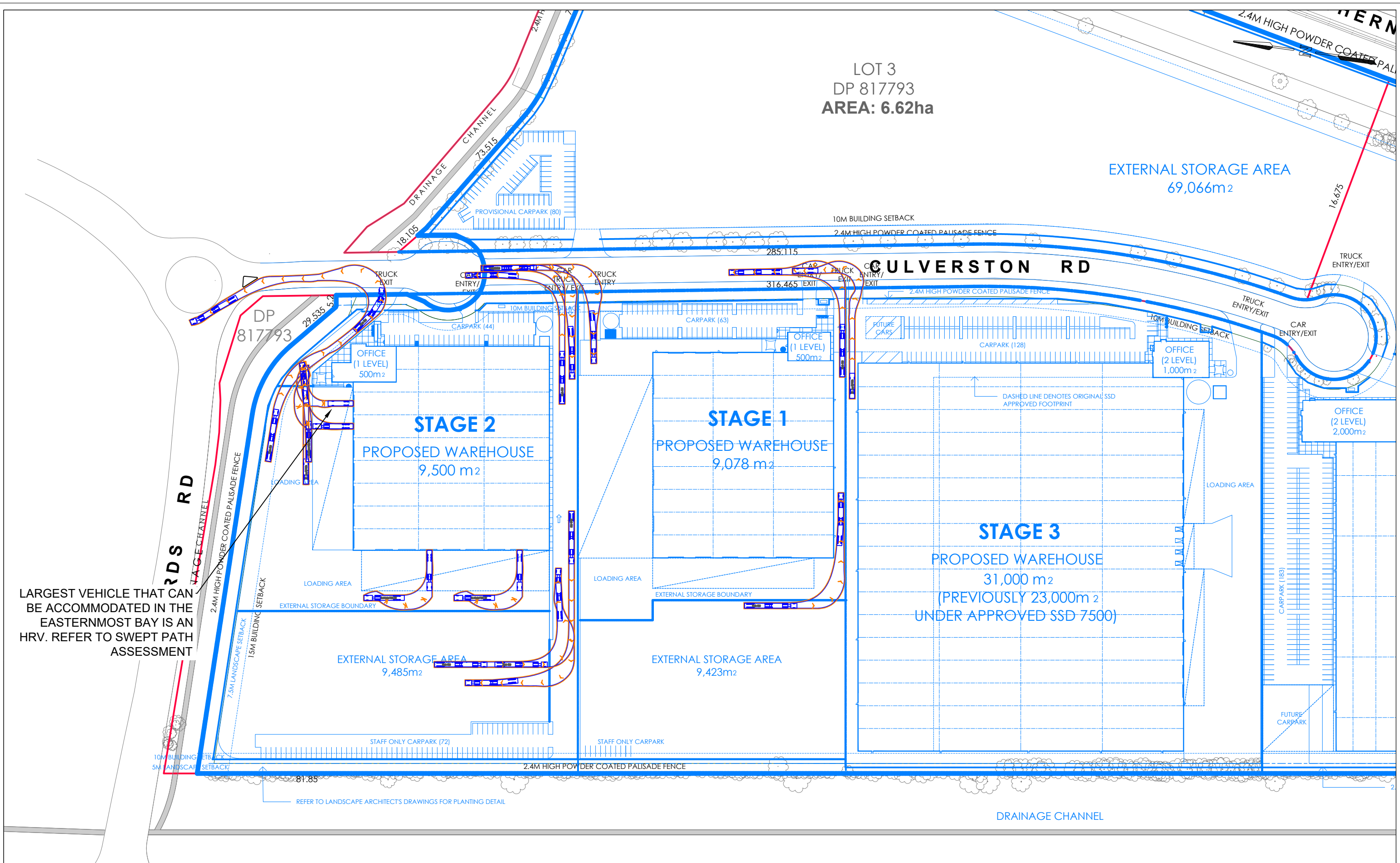
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SITE MASTERPLAN - STAGE 1, 2, 3 & 4
Project Number
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Drawing Number
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Appendix C. Design Review

LOT 3
DP 817793
AREA: 6.62ha



LARGEST VEHICLE THAT CAN BE ACCOMMODATED IN THE EASTERNMOST BAY IS AN HRV. REFER TO SWEEP PATH ASSESSMENT

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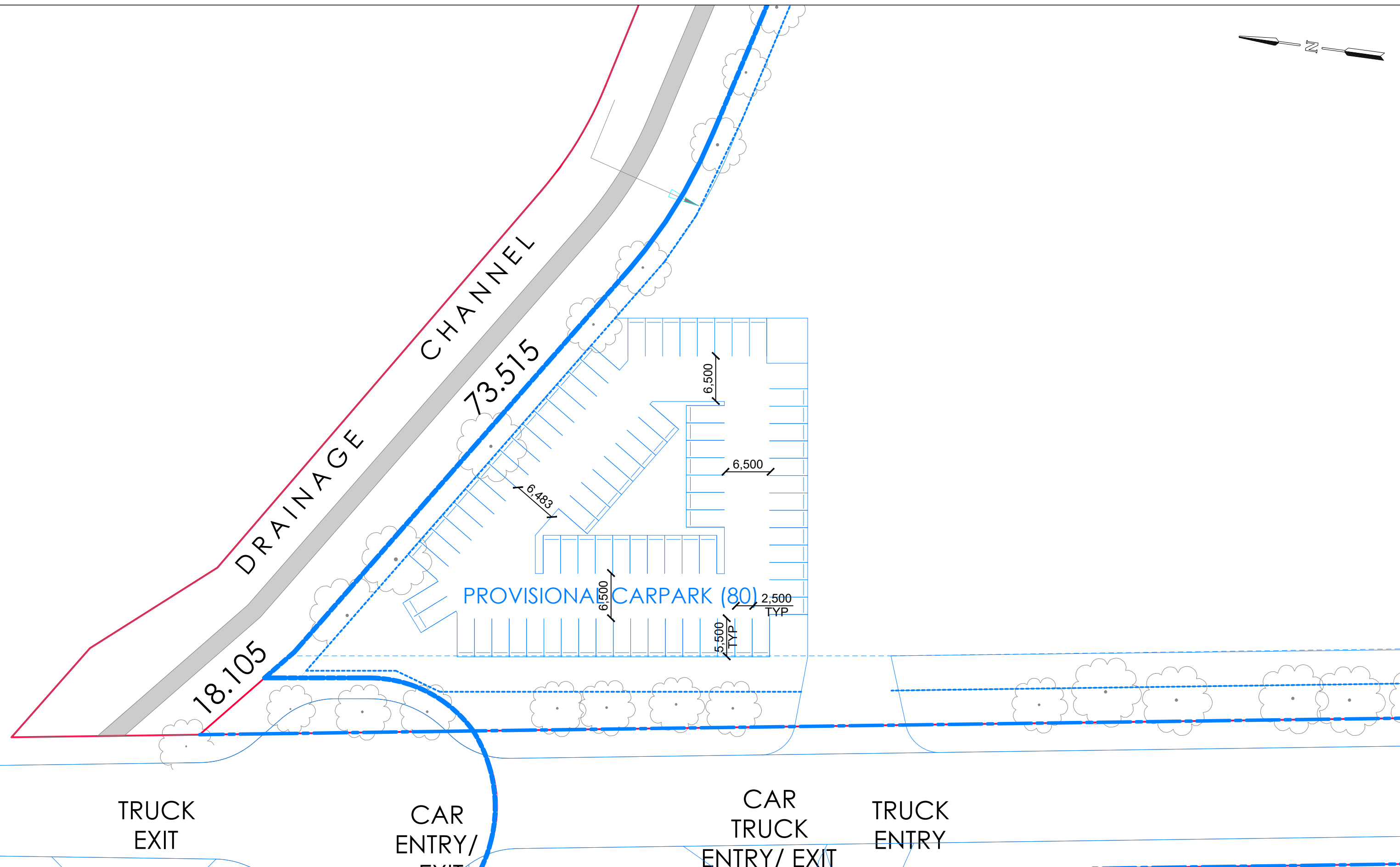
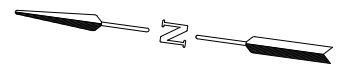
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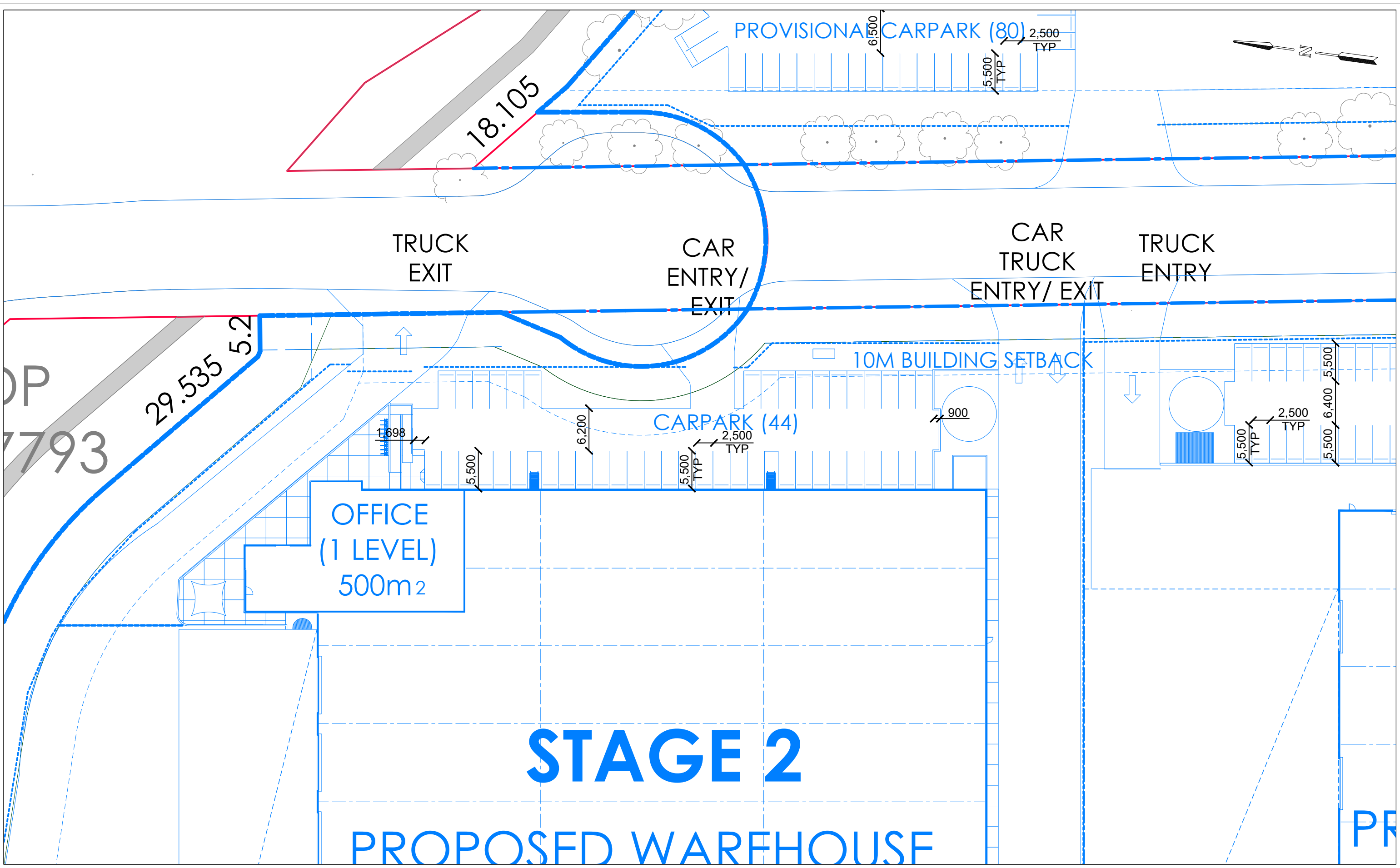
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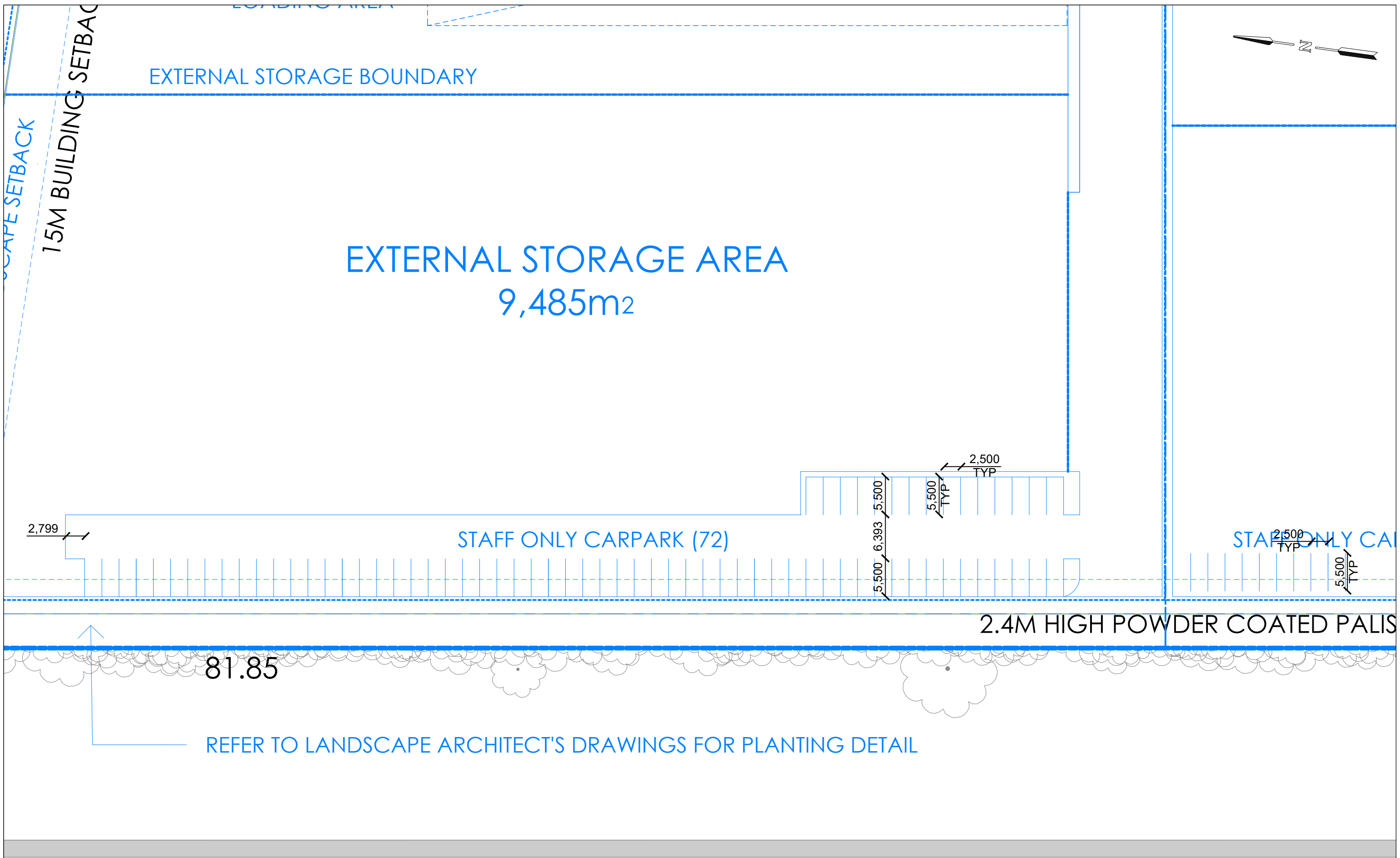
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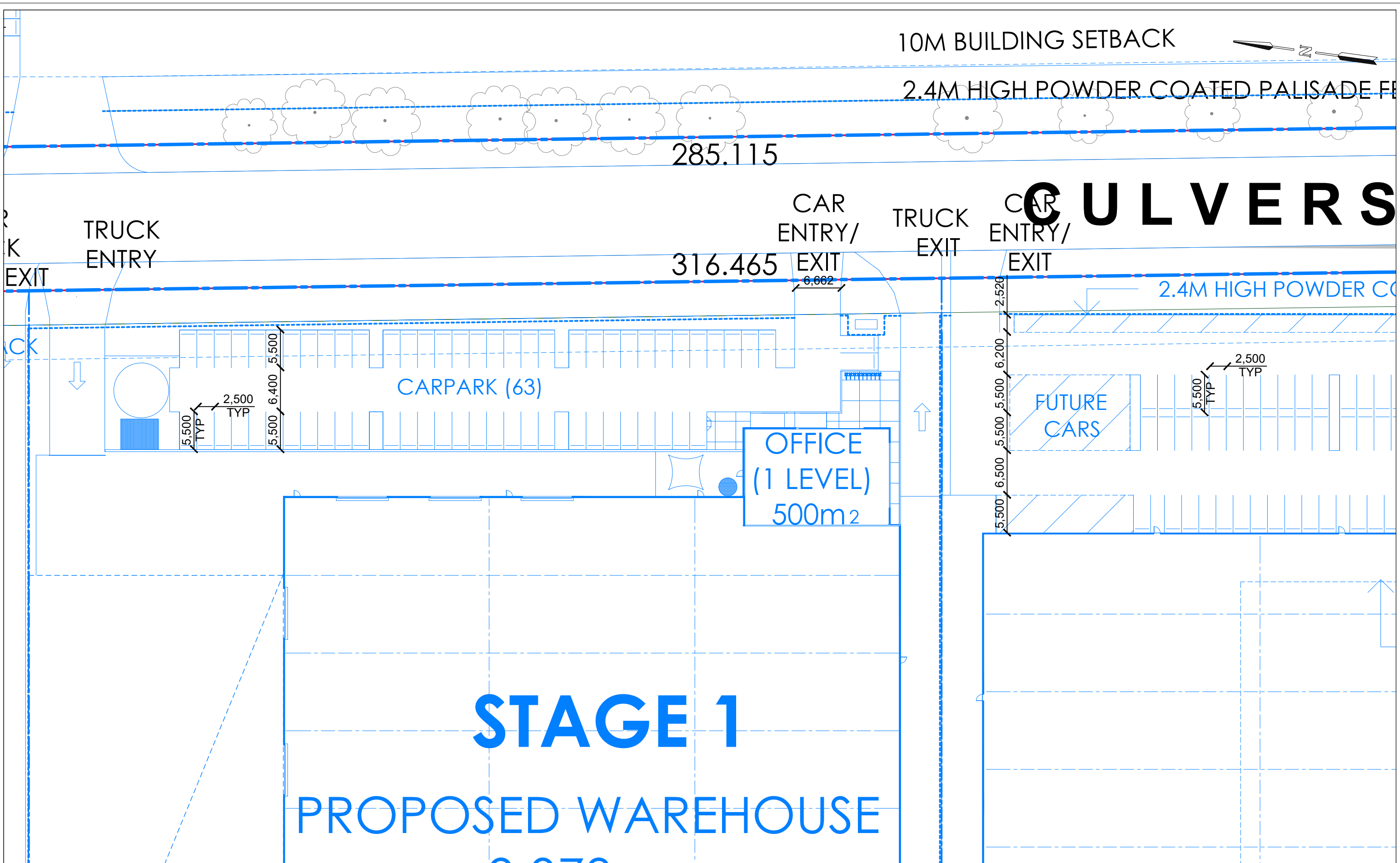
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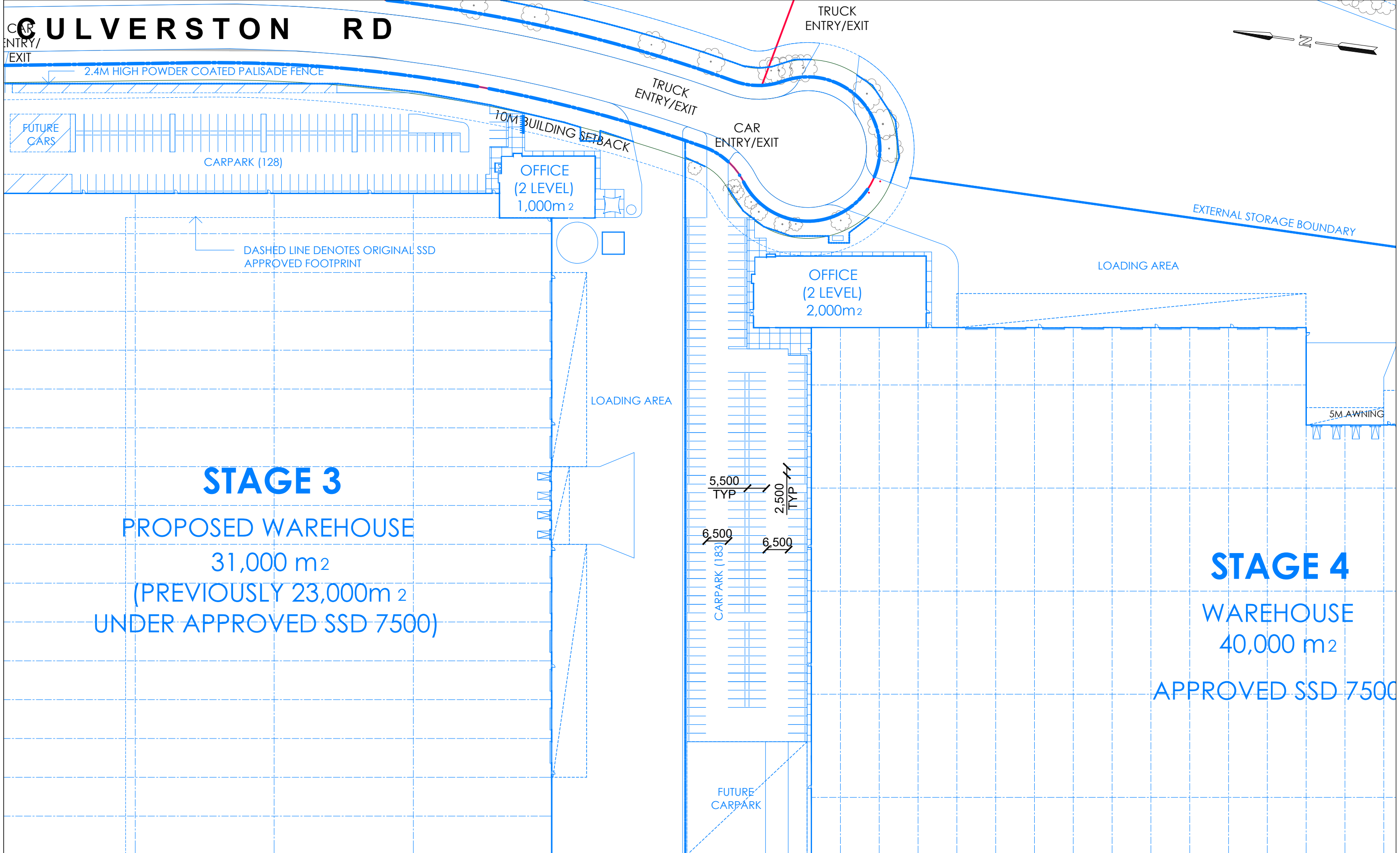
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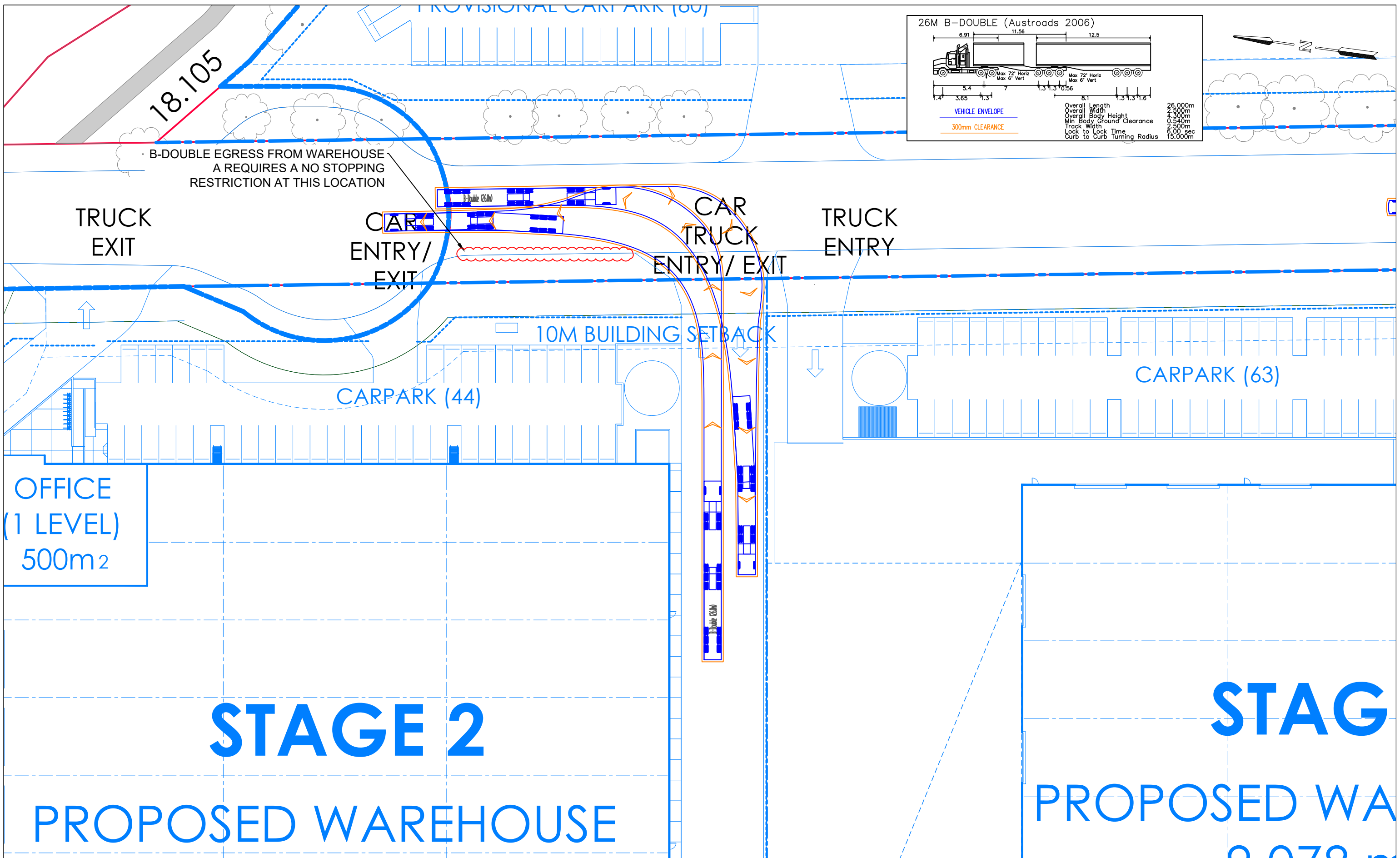
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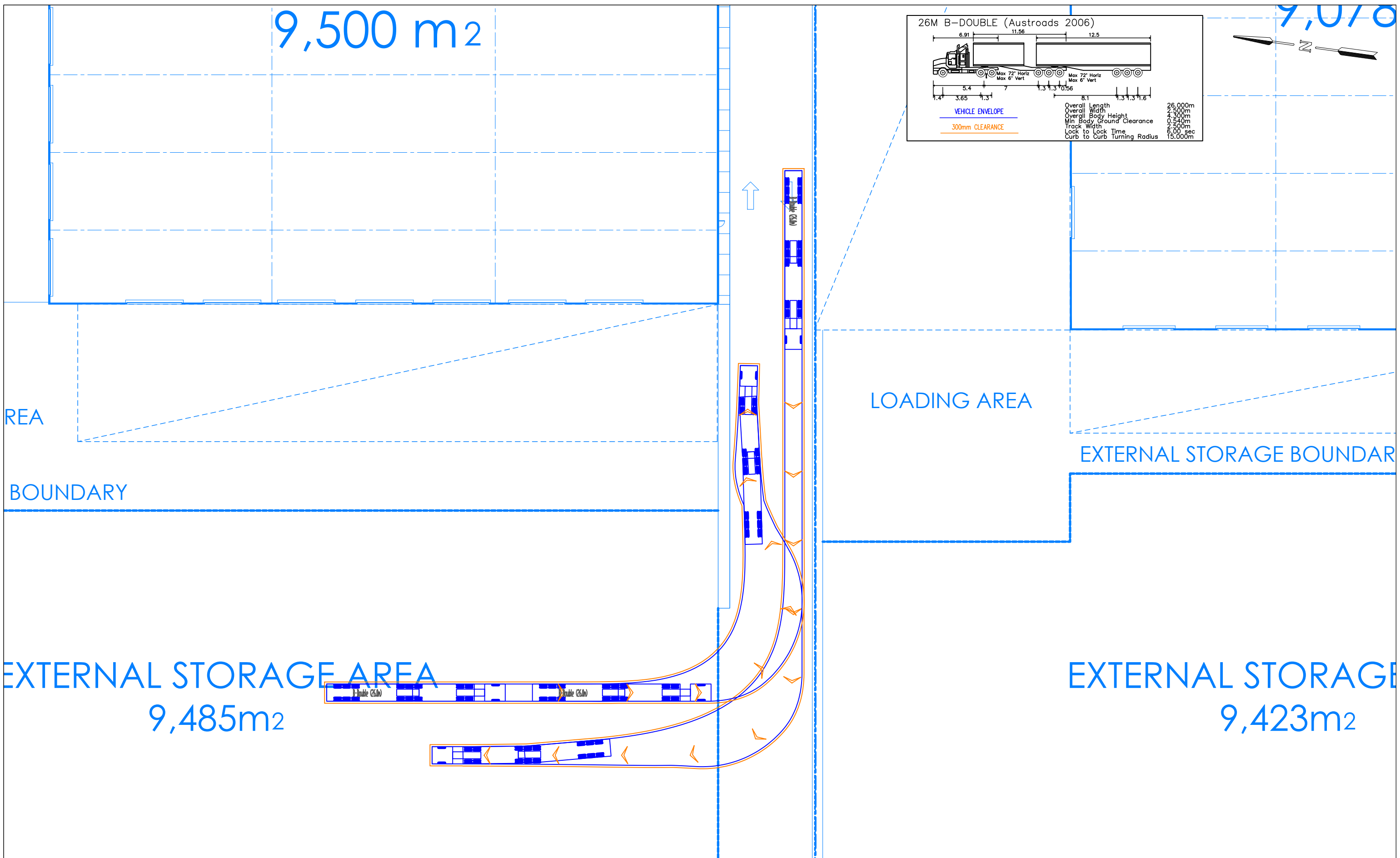
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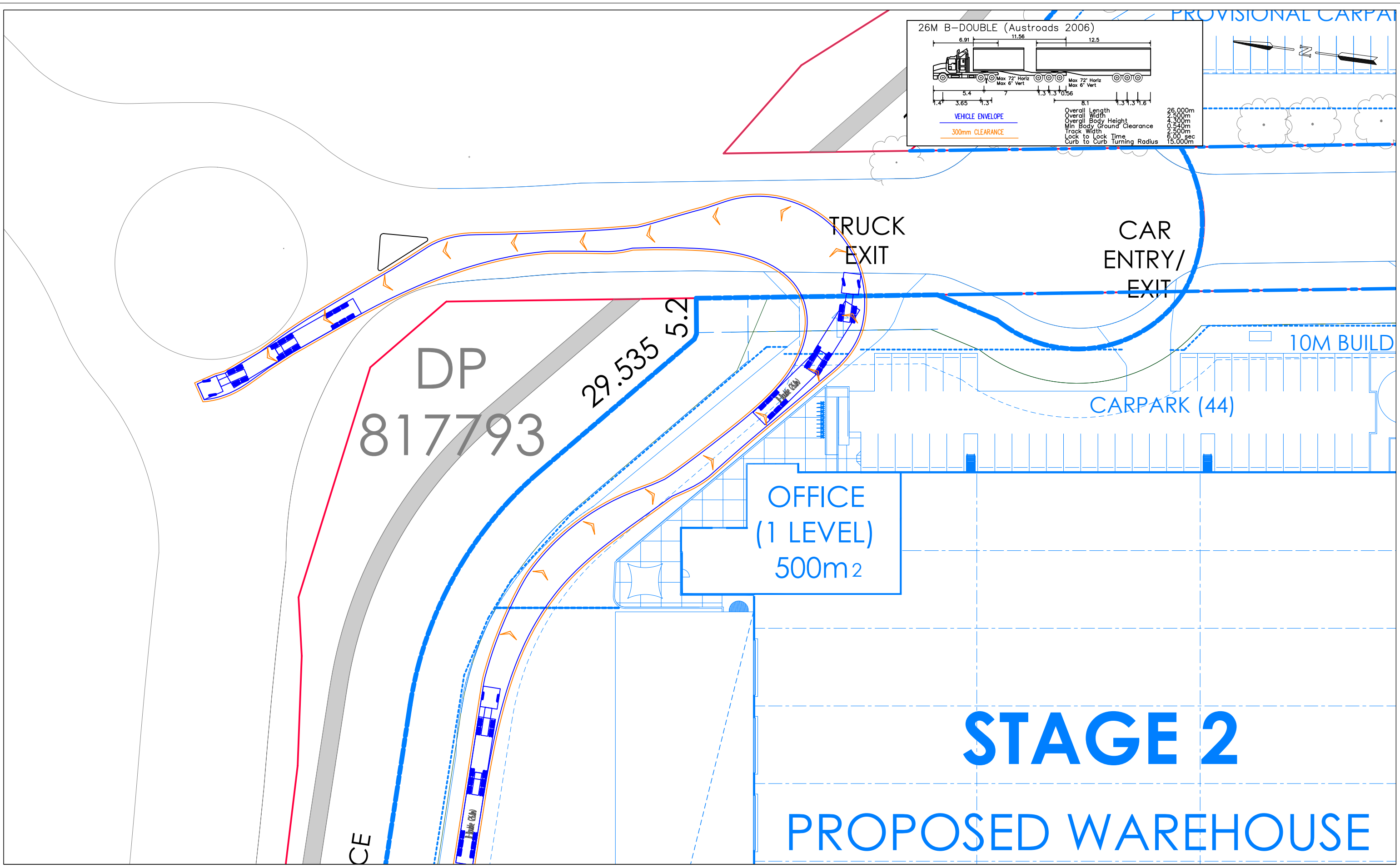
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| CLIENT CHARTER HALL |
| PROJECT P1821 |
| 2 CULVERSTON ROAD, MINTO NSW 2566 |

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|--------------------------------|---------------|
| DOCUMENT INFORMATION | |
| DESIGN REVIEW | |
| SWEEP PATH ASSESSMENT | |
| FILE NAME AG1821-01-v03.dwg | SHEET AG09 |

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 Culverston Road has a posted speed limit of 60 km/h.
 Swept path assessments completed at 10 km/h and 300mm clearance.

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| DESIGNED RebeccaBMadden | PAPER SIZE A3 |
| APPROVED BY Tim Lewis | DATE 07.10.2021 |
| SCALE 1:500 ### | 0 5 10 |

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| CLIENT CHARTER HALL |
| PROJECT P1821 |
| 2 CULVERSTON ROAD, MINTO NSW 2566 |

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| DOCUMENT INFORMATION | |
| DESIGN REVIEW | |
| SWEPT PATH ASSESSMENT | |
| FILE NAME AG1821-01-v03.dwg | SHEET AG10 |

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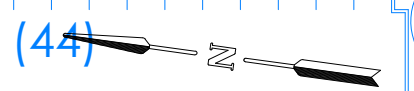
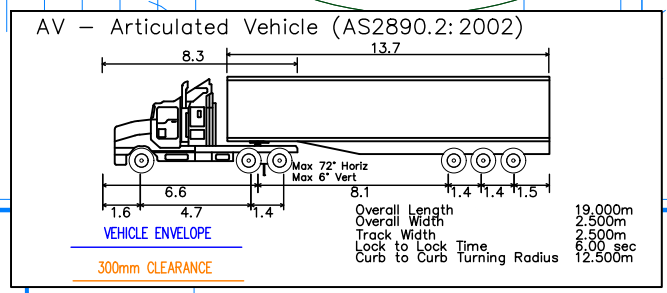
DS RD
GE CHANNEL
POWDER COATED PALISADE FENCE

817793

29.0

OFFICE
(1 LEVEL)
500m²

LOADING AREA



STAGE 2

PROPOSED WAREHOUSE
9,500 m²

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| DESIGNED RebeccaBMadden | PAPER SIZE A3 |
| APPROVED BY Tim Lewis | DATE 07.10.2021 |
| SCALE 1:500 ### | 0 5 10 |

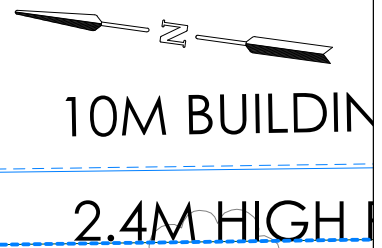
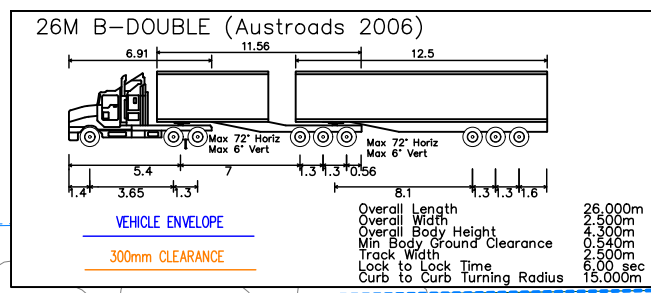
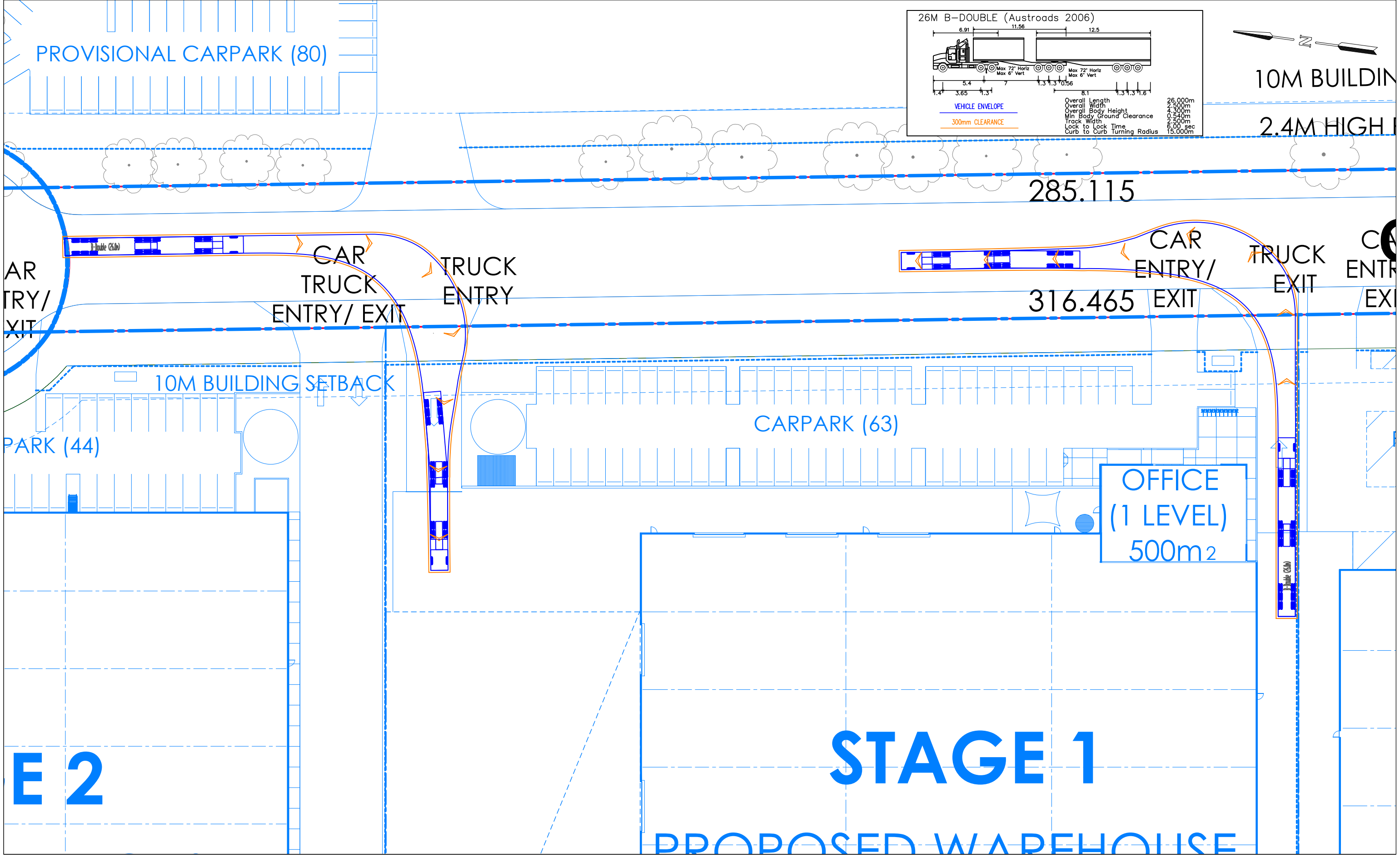
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| CLIENT CHARTER HALL |
| PROJECT P1821 |
| 2 CULVERSTON ROAD, MINTO NSW 2566 |

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| DOCUMENT INFORMATION | |
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| SWEEP PATH ASSESSMENT | |
| FILE NAME AG1821-01-v03.dwg | SHEET AG12 |

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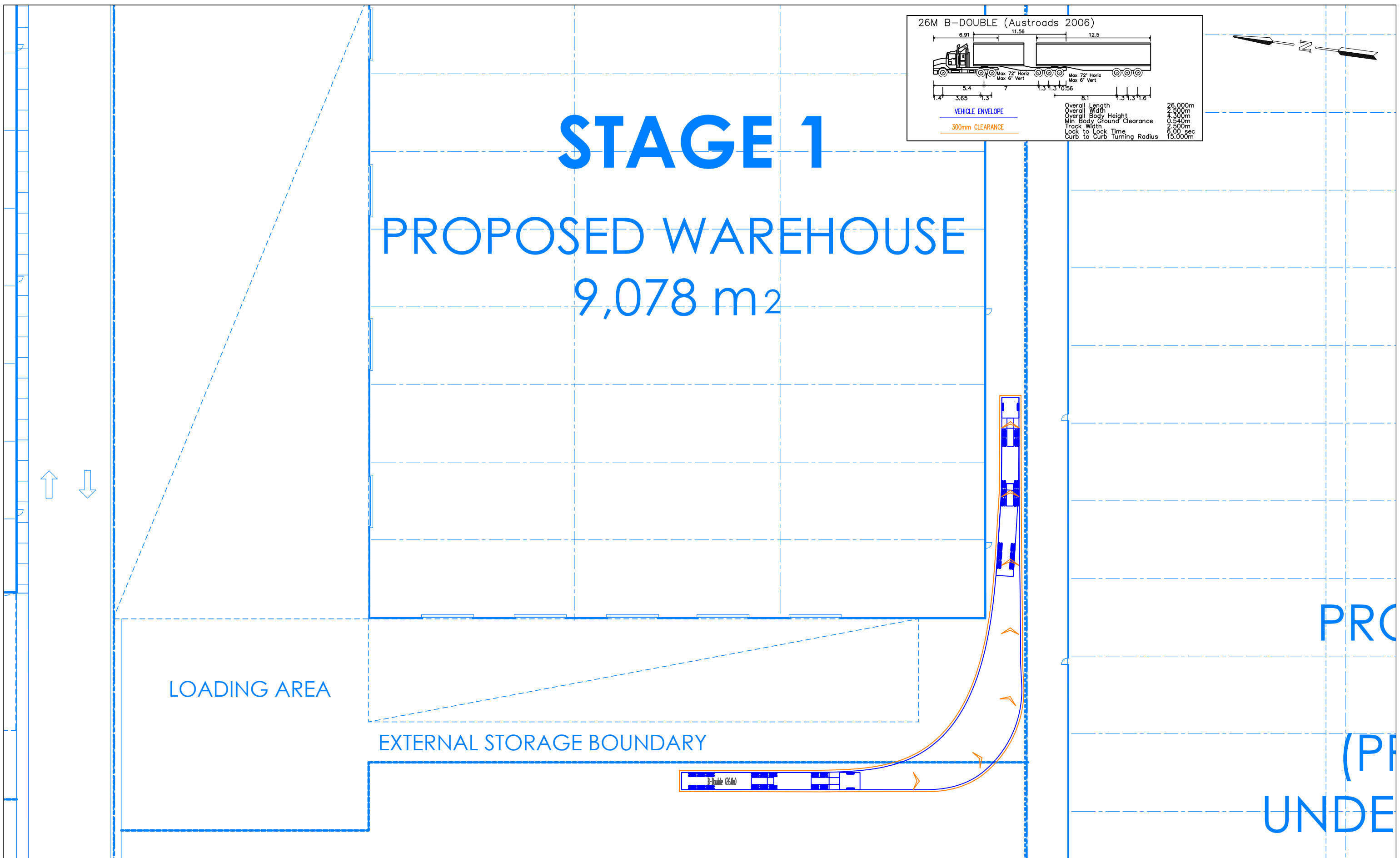
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| | APPROVED BY Tim Lewis | DATE 07.10.2021 | PROJECT P1821 | DESIGN REVIEW | SWEEP PATH ASSESSMENT |
| | SCALE 1:500 ### | | | FILE NAME AG1821-01-v03.dwg | SHEET AG14 |
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| DESIGNED RebeccaBMadden | PAPER SIZE A3 |
| APPROVED BY Tim Lewis | DATE 07.10.2021 |
| SCALE 1:500 ### | 0 5 10 |

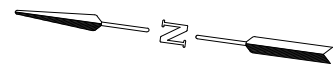
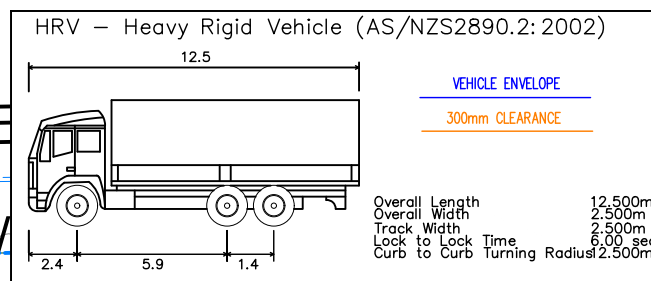
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| CLIENT CHARTER HALL |
| PROJECT P1821 |
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| DOCUMENT INFORMATION | |
| DESIGN REVIEW | |
| SWEEP PATH ASSESSMENT | |
| FILE NAME AG1821-01-v03.dwg | SHEET AG15 |

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10M BUILDING SETBACK

2.4M HIGH POW...

ENCE

285.115

316.465

CULVERSTON

CAR ENTRY/EXIT
TRUCK EXIT
CAR ENTRY/EXIT

2.4M HIGH POWDER COATED PALISADE FENCE

CARPARK (63)

FUTURE CARS

CARPARK (128)

OFFICE
(1 LEVEL)
500m²

DASHED LINE APPROVED

STAGE 1

PROPOSED WAREHOUSE

| | | | | | | |
|---|----------------------------|--------------------|------------------------|--------------------------------|-----------------------|--|
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| | APPROVED BY Tim Lewis | DATE 07.10.2021 | PROJECT P1821 | DESIGN REVIEW | SWEEP PATH ASSESSMENT | |
| | SCALE 1:500 ### | | | FILE NAME AG1821-01-v03.dwg | SHEET AG16 | |

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