

Snack brand

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Attn: Nick Ingleby; Project Director

RE: 14 Distribution Drive, Orchard Hills – Request for Additional Information - Transport Statement (SSD18204994)

Dear Nick,

I refer to your request to address the relevant traffic and transport comments raised by Transport for New South Wales (TfNSW) dated 14/10/2021 for 14 Distribution Drive, Orchard Hills (the Site). The comments are outlined in **Table 1** below along with our respective responses.

TABLE 1 RESPONSE TO SEARS – SSD 18204994

No.	Comment	Ason Response
Transport		
1	TfNSW provides the following traffic and safety recommendations to be addressed for further review:	
2	TfNSW raises concerns to the Department with regard to the adopted trip generation rate. The adopted trip generation rate for this development of 1.892 vehicles per day per 100m ² of GFA is considered very low. The various land-use changes within the Western Sydney Employment Area (WSEA) has meant that the current adopted trip generation rate is 2.91, which is much higher than what has been used to assess this development. If an assessment is not completed based on the current adopted figure then there might be unknown adverse impacts on the network in future. In this regard TfNSW does not support the use of the lower trip generation rate and recommends that the preferred trip rate of was 2.91 vt/100m ² GFA (0.23 AM & 0.24 PM) is to be used. The model provided as part of the Transport Assessment (TA) is to be updated to reflect this.	<p>It is noted that the application of the Mamre Road Precinct (MRP) traffic generation rates as suggested by TfNSW has already been applied in a separate traffic study which is currently under review by TfNSW. The modelling results indicated that the road network can perform acceptably in the future years analysed (2026, 2031 and 2036) further to factoring in the higher MRP trip rates for the entire Mamre West Precinct including stages 1 and 2 of Snack brands.</p> <p>Regardless, as indicated in the original TA, the proposed SSD traffic has already been analysed and approved under previous SSDs and as such, additional modelling for this SSD is not deemed necessary.</p> <p>Finally, it is again important to emphasise that DPIE has previously agreed that additional modelling specific to this SSD is not required (refer to Attachment A which showcases the email advice from DPIE dated 10 August 2021).</p> <p>In summary, no additional modelling is needed for this SSD.</p>
3	The TA states that a total of 274 car parking spaces are proposed for the overall Lot 10 & 11 site, including an additional 160 spaces (as part of the extension) to the existing 114 spaces. This is still a deficit of 183 spaces in accordance with the Mamre West DCP. TfNSW raises the question as to how will this impact the	As discussed in the Ason Group Transport Assessment (ref: 1654r01v7), it is expected that there will be up to 380 employees (415 during seasonal peak periods) over 24 hours which are broken up over the day, afternoon, night and office shifts.

	circulation in the local network and interface with Mamre Road.	<p>At any given time, the maximum on-site parking demand for the Site is expected to be approximately 226 spaces during non-seasonal peak periods and 259 spaces during seasonal peak periods.</p> <p>Notwithstanding, it is noted that the amended Site plan (shown within Attachment B) provides 8 less car parking spaces when compared to the Site plan referenced with the original TA. Therefore, the total car parking provision is now 266 (when compared to 274 within the previous Site plan).</p> <p>The proposed 266 car parking spaces are considered sufficient to accommodate the actual on-site parking demand (as determined by the First Principles Assessment).</p> <p>In summary, the First Principles Assessment undertaken as part of the original TA confirms that the proposed on-site parking supply will be sufficient to accommodate the Snack brands operation for Stages 1 and 2.</p>
4	The forecasted trip generation indicates that the PM peak will increase from 87 veh/hr (approved threshold) to 98 veh/hr. This should be modelled to indicate how the intersections on Mamre Road will perform. It may be considered a minor increase for an individual site, however if we allowed a number of these minor increases across multiple sites without assessment, the cumulative traffic impacts would not be captured. It is recommended that the increased forecasted trip generation rate be modelled.	Refer to the response in item 2.
5	The TA relies on outdated data from the approved First Estate Masterplan. The Masterplans base model does not take into account the current traffic flows in the area and therefore does not adequately indicate what the actual impacts will be as a result of this development. In addition it is not clear whether the current interim access (Distribution Drive and Mamre Road) works efficiently and what the impacts will be with the additional traffic proposed under this development. It is recommended that updated data be provided to validate any model undertaken to date. TfNSW requests the raw SIDRA files for review once the model has been updated. The model is to be provided in line with TfNSW key issues advice for consideration in the draft SEARs.	Refer to the response in item 2.
6	It is noted that the Mamre West Precinct Stage 2 planning proposal is currently being assessed by Penrith City Council, the expected traffic generation for this proposal should be considered in the updated future year modelling.	<p>Refer to the response in item 2.</p> <p>The additional modelling undertaken as part of the "other" transport studies will review the performance of the intersections in the longer-term future. The traffic associated with this SSD has already been approved through previous SSD approvals (indicated in the original TA) and as such, additional modelling for the purpose of this study is deemed unnecessary. Furthermore, we have discussed this approach with DPIE before and they have agreed that no additional modelling is needed (refer to Attachment A). Hence, it is suggested that this SSD can be approved without additional modelling.</p>

Freight and Heavy Vehicles

7	<p>Mamre Road is an approved PBS 2B route and large industrial development within Western Sydney Employment Area should consider PBS 2B as the design vehicle. However, the Transport Assessment (TA) site accesses and internal hardstand areas have been designed to cater for trucks of up to 26.0 metres B-doubles.</p> <p>The TA needs to graphically demonstrate site accesses and internal hardstand areas have been designed to cater for trucks of up to a 30m PBS Level 2B vehicle.</p>	<p>Refer to Attachment C which showcases the swept path assessment with the 30.0m PBS Level 2B vehicle (30.0m Super B-double truck) as the chosen design vehicle.</p> <p>The swept path assessment indicates that the 30.0m Super B-double truck can enter and exit the Site as required. Furthermore, the swept path assessment also demonstrates the 30.0m Super B-double truck manoeuvring through the hardstand area.</p>
8	<p>The TA has acknowledged two RSDs where B-doubles will be need to be reversed to unload from the rear. As the rear trailer is in the way, the front trailer (or A-trailer) of a B-double is typically unloaded by de-coupling the trailers, or jack-knifing the combination.</p> <p>The TA needs to clarify whether a de-coupling area is required so that both the 'A' and 'B' trailers can be unloaded from the rear for the two RSDs which require Bdouble reverse movements</p>	<p>Refer to Attachment C which shows the proposed de-coupling area on AG03 and AG04. The decoupling zone is in line with the relevant AS requirements.</p> <p>Furthermore, a swept path analysis has been undertaken to indicatively show the operation of this zone as well.</p>

To conclude, the responses provided above further clarify and respond to the comments raised by TfNSW. We trust the above is of assistance and if you have any questions, please do not hesitate to contact the undersigned or Dr. Ali Rasouli.

Yours sincerely,



Traffic Engineer – Ason Group

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Attachment A

Email Advice from DPIE (Dated 10 August 2021)

Regarding Additional Modelling

From: Shaun Williams <Shaun.Williams@planning.nsw.gov.au>
Sent: Tuesday, 10 August 2021 3:28 PM
To: Ali Rasouli <ali.rasouli@asongroup.com.au>; Eleisha Burton <eburton@willowtp.com.au>
Cc: William Hodgkinson <William.Hodgkinson@planning.nsw.gov.au>; Andrew Cowan <acowan@willowtp.com.au>; Nick Ingleby <Nick.Ingleby@tmx.global>; Sara Hu <sara.hu@asongroup.com.au>; Michael Tran <michael.tran@asongroup.com.au>
Subject: RE: SSD-18204994 - Snack Brands Manufacturing Facility

Hi Ali,

Thank you for your time on the phone again today to clarify your below email.

As discussed, we are satisfied with the assessment approach moving forward and no further traffic modelling is required at this stage.

However, could you please amend the TIA to provide greater clarity to the assessment approach used as per our discussion and your email below. In addition, could you also make sure to include reference to the traffic generation approved under Snack Brands Stage 1 (SSD-9429) to provide greater context and comparison between the existing and proposed traffic generation.

If you have any further questions, please do not hesitate to contact me.

Regards,

Shaun Williams
Senior Environmental Assessment Officer

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The Department of Planning, Industry and Environment acknowledges that it stands on Aboriginal land. We acknowledge the traditional custodians of the land and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

From: Ali Rasouli <ali.rasouli@asongroup.com.au>

Sent: Friday, 6 August 2021 12:30 PM

To: Eleisha Burton <eburton@willowtp.com.au>; Shaun Williams <Shaun.Williams@planning.nsw.gov.au>

Cc: Chris Ritchie <Chris.Ritchie@planning.nsw.gov.au>; William Hodgkinson

<William.Hodgkinson@planning.nsw.gov.au>; Andrew Cowan <acowan@willowtp.com.au>; Nick Ingleby

<Nick.Ingleby@tmx.global>; Sara Hu <sara.hu@asongroup.com.au>; Michael Tran <michael.tran@asongroup.com.au>

Subject: RE: SSD-18204994 - Snack Brands Manufacturing Facility

Dear Shaun,

Many thanks for your time over the phone earlier this morning.

Reference has been made to **Section 2.3.2** of our traffic report related to this SSD-18204994, stating that, **Stages 1 and 2** of Snackbrands have already been **approved** with 84veh/hr (during AM peak period) and 87veh/hr (during PM peak period) and 1,186veh/day under the **SSD-7173**. Furthermore, **Section 5.1.3** concludes that the operation of Snackbrands for Stages1 and 2 – under SSD-18204994 – would generate 84veh/hr (during AM peak period) and 96veh/hr (during PM peak period) and 1,120veh/day which is only marginally higher than the approved threshold by 11 trips during the PM Peak. Therefore, the traffic generation for the SSD-18204994 is deemed to **NOT** have any material impact over and above what has already been approved for the site, hence additional modelling is not warranted.

In addition – we also discussed about the ongoing modelling being completed for the area as part of other traffic studies and I suggested that if the Department would like to see the operation of Stages 1 and 2 on the Distribution Drive signal (without James Erskine Drive upgrades) we will include SIDRA analysis for the existing signalised intersection of Mamre Road / Distribution Drive. This assessment is to confirm that the SSD-18204994 traffic generation can be accommodated through the existing signal regardless of the upgrades to the James Erskine Drive signal.

Finally – On the basis of the above, it is our view that in addressing item 5 of TOA (see below), undertaking a study for all 4 nominated intersections is not required for this SSD, but we will include a performance review for Mamre Road / Distribution Drive on its current signal format to confirm the impact of Snackbrands Stages 1 and 2.

I trust the additional information provided in this email satisfies the current deliberation and please do not hesitate to contact us if you have any questions.

Regards,

Ali Rasouli

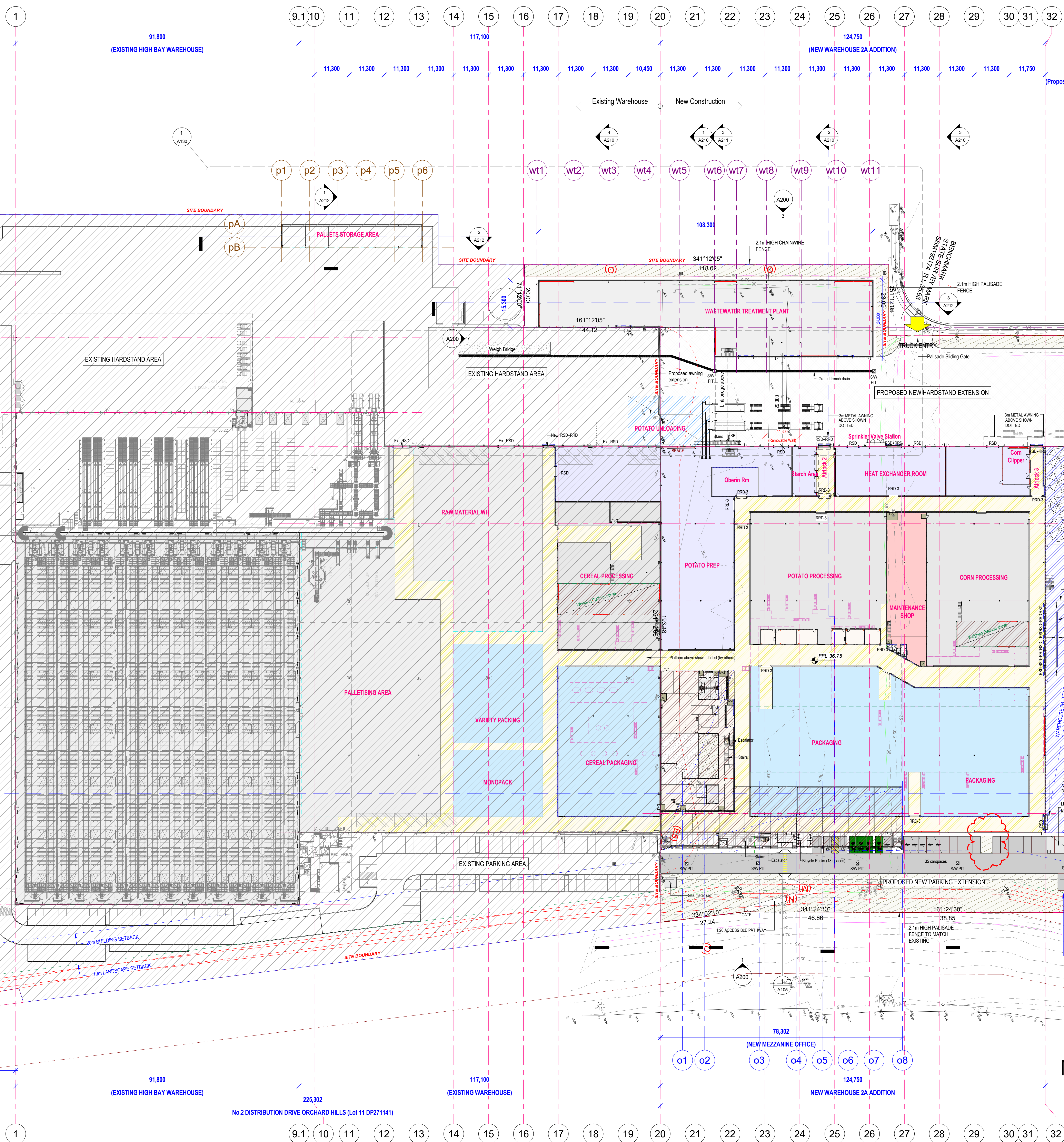
PhD. MIEAust CPEng NER. MTAS. MAITPM. MIPWEA. MRPEQ.

Principal Traffic Engineer | Ason Group

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Attachment B
Proposed Site Plan



DEVELOPMENT SUMMARY (LOT 10)		
LOT 10 SITE AREA (Proposed Additions)	51,715 sqm	
TOTAL SITE AREA	104,327 sqm	
PROPOSED WAREHOUSE 2A ADDITION	15,512 sqm	
PROPOSED L1 MEZZANINE (Steel Platform)	3,160 sqm	
PROPOSED L1 MEZZANINE (Concrete Platform)	810 sqm	
PROPOSED GROUND FLOOR OFFICE	155 sqm	
PROPOSED FIRST FLOOR OFFICE	2,330 sqm	
PROPOSED WASTE WATER TREATMENT PLANT	2,105 sqm	
PROPOSED OUTDOOR PALLET STORAGE	350 sqm	
TOTAL AREA OF NEW BUILDINGS	24,572 sqm	
PROPOSED WAREHOUSE 2B (STAGE 2)	2,813 sqm	
PROPOSED NEW CAR PARKING	152 spaces	
FLOOR SPACE RATIO (Excluding Stage 2)	0.2371	

Car Parking Schedule (New Additions)		
Type	Description	Spaces
PK-CP1	PK-CP1 5.5 x 2.5m - 30 day (Disable)	2
PK-CP2	PK-CP2 5.5 x 2.5m - 30 day	140
PK-CP4	PK-CP4 5.5 x 2.5m - 30 day Future EV	6
PK-CPE	PK-CP EV Charging Bay	4
Grand total		152

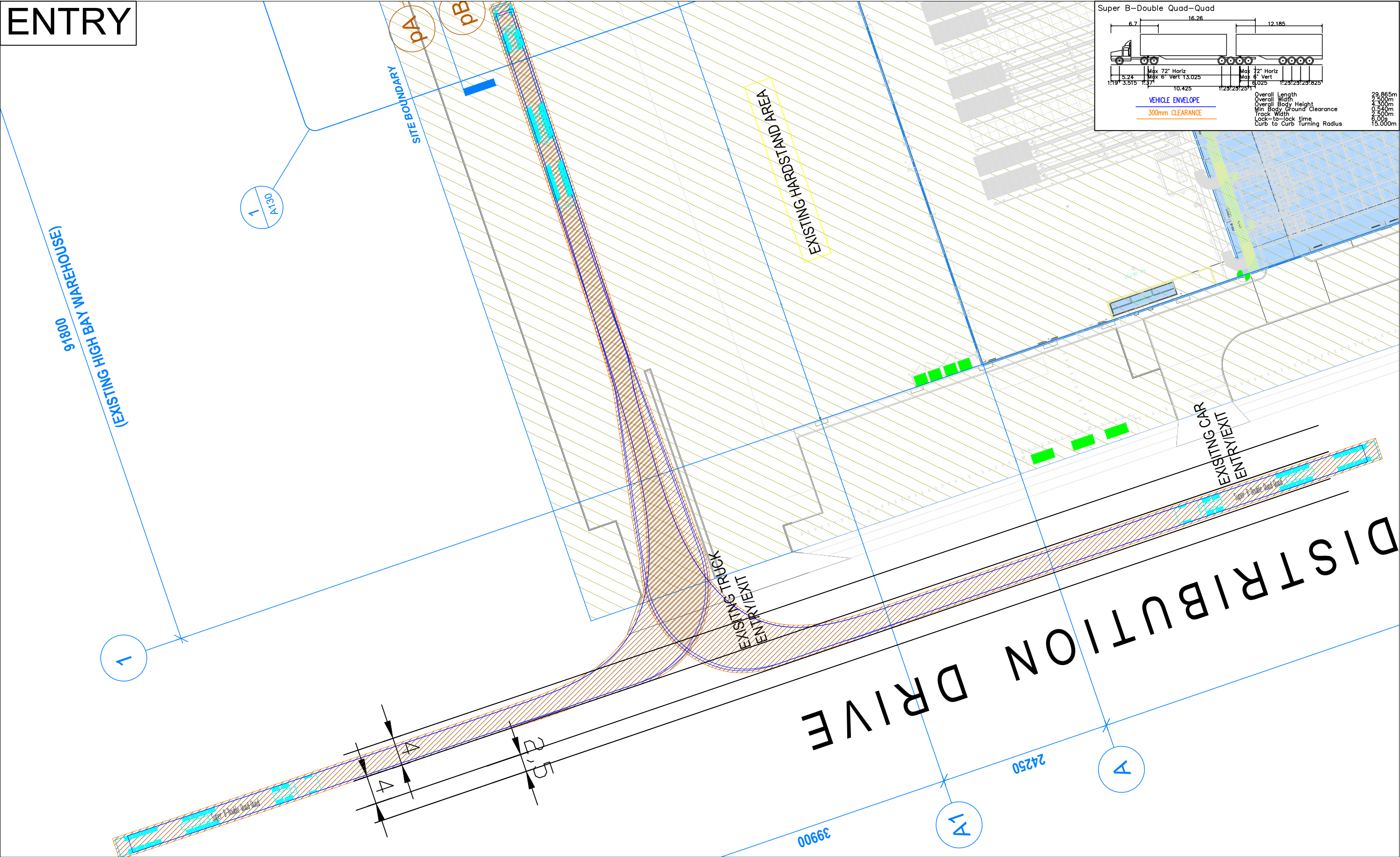
NOTES ON AS-BUILT CONDITIONS:
ALL EXISTING SITE & BUILDING INFORMATION SHOWN ARE TAKEN FROM ARCHITECTURAL DRAWINGS BY NETTLETON TRIBES (10736) AND STRUCTURAL DRAWINGS BY NORTHROP (JOB NO. 5180001). CONTRACTOR TO CONDUCT SITE VERIFICATION AND REPORT ANY DISCREPANCIES TO THE SUPERINTENDENT PRIOR TO SHOP DETAILING, FABRICATION AND ERECTION OF NEW BUILT ELEMENTS.
ALL LEVELS ARE INDICATIVE AND SHOULD BE READ IN CONJUNCTION WITH CIVIL ENGINEERING DRAWINGS.
ALL LEVELS ARE TO BE +/- 1,000mm

FOR TENDER

Attachment C

Swept Path Analysis and Design Commentary

ENTRY



Notes:

All swept paths are completed at 10 km/hr with 300 mm clearances
Note plans assessed were provided by HL Architects on 06.12.2021

This drawing is provided for information purposes only and should not be used for construction.

Document Info:

Drawn by: O HASHMI
File name: AG1654-08-v03.dwg

Client:

SNACK BRANDS

Project:

AG1654
14 DISTRIBUTION DRIVE, ORCHARD HILLS

Drawing Title:

SWEPT PATH ASSESSMENT

Date:

06/12/2021

Scale @ A3:

1:500

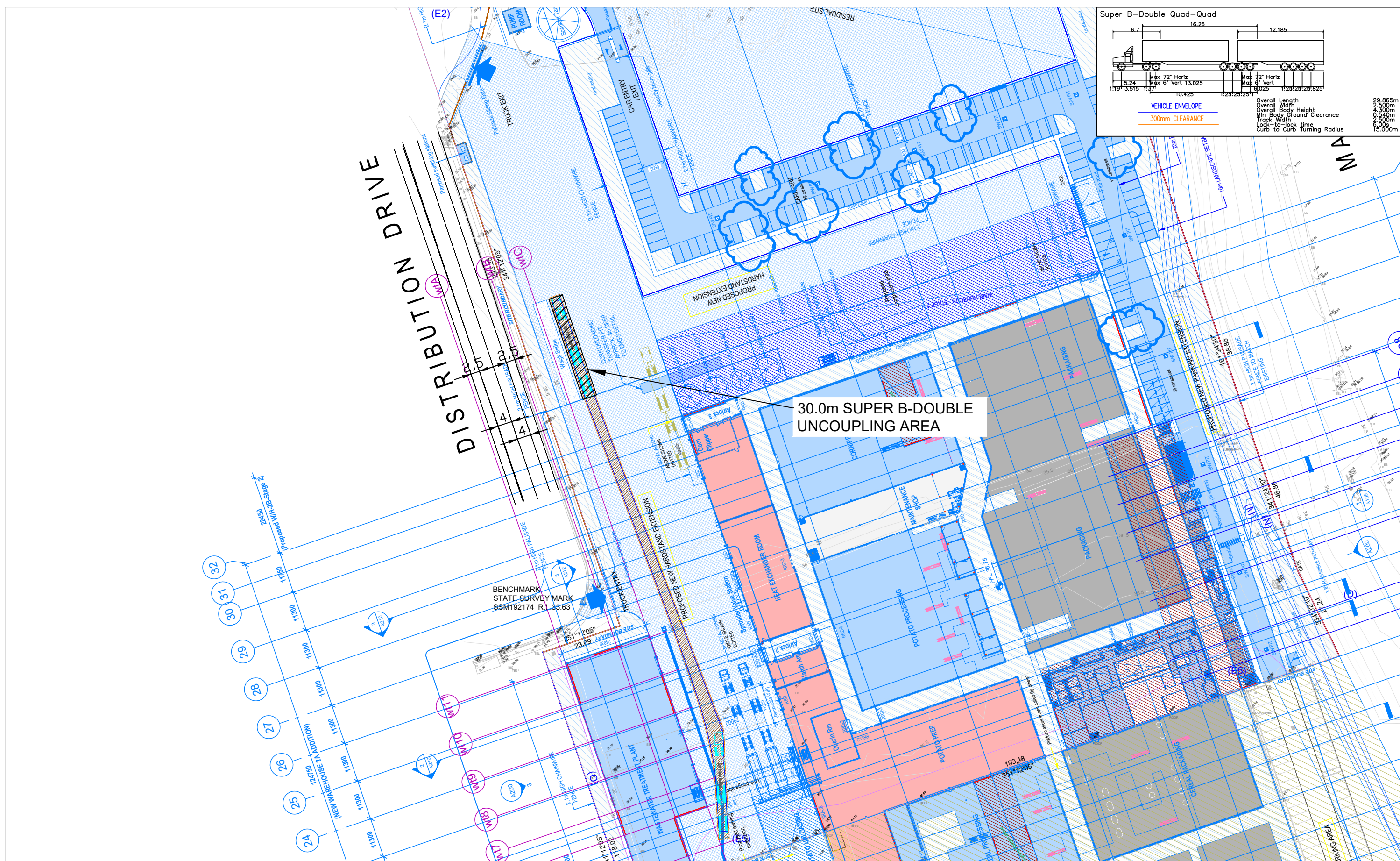
Drawing Number:


AG01

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<div>Notes:</div> <div>All swept paths are completed at 10 km/hr with 300 mm clearances Note plans assessed were provided by HL Architects on 06.12.2021</div> <div>This drawing is provided for information purposes only and should not be used for construction.</div>	<div>Document Info:</div> <div>Drawn by: O HASHMI File name: AG1654-08-v03.dwg</div>	<div>Project:</div> <div>AG1654 14 DISTRIBUTION DRIVE, ORCHARD HILLS</div>	<div>Date:</div> <div>06/12/2021</div>	<div></div> <div>Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000</div> <div>info@asongroup.com.au</div>
			<div>Scale @ A3:</div> <div>1:1000</div>	
	<div>Client:</div> <div>SNACK BRANDS</div>	<div>Drawing Title:</div> <div>SWEPT PATH ASSESSMENT</div>	<div>Drawing Number:</div> <div>AG03</div>	

