Reference: #N105790

13 March 2018

Logos Property Group
Suite 2, Level 29, Aurora Place
88 Phillip Street
SYDNEY NSW 2000

Attention: Mr Fraser McDonald (Assistance Development Manager)

Dear Fraser

RE: LOTS 23 AND 24 DP 262886 HOLLINSWORTH ROAD, MARSDEN PARK
LETTER OF RESPONSE TO AGENCY SUBMISSION

This letter has been prepared in response to comments received from the Department of Planning and Environment, Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) on the traffic impact assessment prepared by GTA Consultants (GTA) for the State Significant Development (SSD 8606) at lots 23 and 24 DP 262886 Hollinsworth Road, Marsden Park.

In preparing this letter, the following documents have been referenced:

- Lots 23 and 24 DP 262886 Hollinsworth Road, Marsden Park, Transport Impact Assessment, prepared by GTA Consultants, reference number N105790 dated 15 November 2017
- Response (OBJ 17/09558, SF/FA698158), NSW Department of Planning and Environment
- Response (CD18/00402), Transport for NSW dated 23 February 2018
- Response (SYD17/00935 – A21143355), Roads and Maritime Services dated 26 February 2018
- Plans for the proposed development prepared by Watch This Space Design Pty Ltd, Drawing Number ACAD-LG MAR DA00-74, dated 6 March 2018 (overall site layout provided in Attachment 1).

This letter should be read in conjunction with the aforementioned GTA Traffic Impact Assessment report.

Department of Planning and Environment

Comment 1: Site Access

Swept path analysis in the Traffic Impact Assessment does not show vehicle paths turning left into Warehouse 3 from Hollinsworth Road.

Considering the closeness of the crossover to the future roundabout and driveway of the Ingenia Estate, updated swept path analysis for the largest likely heavy vehicle accessing Warehouse 3 from Hollinsworth Road should be provided.
Response 1: Site Access

The swept path assessment for the left turn movement into Warehouse 3 from Hollinsworth Road by a 26-metre B-Double vehicle was provided in sheet number 4 of Appendix C of the GTA Traffic Impact Assessment report.

The swept path analysis has been updated to consider the new roundabout and central median island requested on Hollinsworth Road to restrict access to Building 3 via this crossover to left-in only. The updated swept path and modified driveway are shown in Attachment 2.

Transport for NSW


The site is well located to take advantage of future frequent bus transit services, which will stop along the future bus link.

Future employees will have suitable options to travel to the site without need to travel via private vehicle.

Parking provisions could be reduced to levels closer to that recommended within the RTA Guide to Traffic Generating Developments.

The Applicant should reassess parking assumptions and allocations, having regard for the expected high frequency bus movements through the area.

Investigate potential to restrict parking supply to promote increased public transport usage and support walking and cycling initiatives.


As illustrated in Section 4 of the GTA Traffic Impact Assessment report, proposed car parking for the site (663 spaces) is provided below Council’s Development Control Plan 2016 (1,167 spaces) and closer to the requirements recommended within the RMS Guide to Traffic Generating Development (503 spaces).

The proposed provisions consider the automated nature of modern warehouse and distribution facilities that are less reliant on floor staff to operate the facility and are considered appropriate having consideration of the proximity of the site to future high frequency bus services.

Comment 3: Bicycle Parking

The provision of parking in accordance with the recommendations of the Transport Impact Assessment should be clearly indicated on the plans.

The plans should identify appropriate areas within each warehouse to accommodate an expansion of bicycle parking, should demand exceed the recommend provisions.

Response 3: Bicycle Parking

The updated architectural plans prepared by Watch This Space Design show bicycle parking and area for future expansion, with a summary of the provisions provided in Table 1.
Table 1: Bicycle parking requirement

<table>
<thead>
<tr>
<th>Building</th>
<th>Total size (m²)</th>
<th>Parking provision</th>
<th>DCP bicycle parking requirement</th>
<th>Recommended provision [1]</th>
<th>Proposed parking provisions</th>
<th>Potential parking provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building 1a</td>
<td>6,725</td>
<td>34 spaces</td>
<td>34 spaces</td>
<td>4 spaces</td>
<td>6 spaces</td>
<td>10 spaces</td>
</tr>
<tr>
<td>Building 1b</td>
<td>6,745</td>
<td>50 spaces</td>
<td>34 spaces</td>
<td>5 spaces</td>
<td>6 spaces</td>
<td>12 spaces</td>
</tr>
<tr>
<td>Building 2a</td>
<td>10,065</td>
<td>92 spaces</td>
<td>50 spaces</td>
<td>10 spaces</td>
<td>12 spaces</td>
<td>18 spaces</td>
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<tr>
<td>Building 2b</td>
<td>10,065</td>
<td>72 spaces</td>
<td>50 spaces</td>
<td>8 spaces</td>
<td>12 spaces</td>
<td>18 spaces</td>
</tr>
<tr>
<td>Building 3</td>
<td>39,443</td>
<td>165 spaces</td>
<td>197 spaces</td>
<td>17 spaces</td>
<td>20 spaces</td>
<td>30 spaces</td>
</tr>
<tr>
<td>Building 4</td>
<td>3,563</td>
<td>28 spaces</td>
<td>18 spaces</td>
<td>3 spaces</td>
<td>6 spaces</td>
<td>12 spaces</td>
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<tr>
<td>Building 5</td>
<td>6,224</td>
<td>66 spaces</td>
<td>31 spaces</td>
<td>7 spaces</td>
<td>10 spaces</td>
<td>14 spaces</td>
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<tr>
<td>Building 6</td>
<td>12,140</td>
<td>59 spaces</td>
<td>61 spaces</td>
<td>6 spaces</td>
<td>12 spaces</td>
<td>14 spaces</td>
</tr>
<tr>
<td>Building 7</td>
<td>12,802</td>
<td>97 spaces</td>
<td>65 spaces</td>
<td>10 spaces</td>
<td>12 spaces</td>
<td>16 spaces</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>645 spaces</strong></td>
<td><strong>539 spaces</strong></td>
<td><strong>70 spaces</strong></td>
<td><strong>96 spaces</strong></td>
<td><strong>144 spaces</strong></td>
<td></td>
</tr>
</tbody>
</table>

[1] Based on approximately 1 space per 10 car spaces

Comment 4: Workplace Travel Plan

The Applicant should be conditioned to prepare Workplace Travel Plans (WTP) for each warehouse.

These plans should be submitted to DPE and must be approved prior to issue of occupation certificate.

The WTPs must be implemented accordingly, updated annually and reflect the operational requirements of each warehouse tenant.

Response 4: Workplace Travel Plan

It is recommended that Framework Workplace Travel Plan should be conditioned prior to occupancy certificate and form the basis for plans adopted by each warehouse tenancy.

Roads and Maritime Services (RMS)

Comment 5

The impact of the development on the intersection of Richmond/Hollinsworth/Townson should be investigated.

Richmond Road will ultimately be upgraded to six lanes; however, no timeframe has been determined. The applicant should demonstrate that the development can be accommodated within the capacity of the existing intersection given the area is denser than originally planned.

Response 5

The proposed warehouse and distribution development is consistent with the intended land uses plan for the industrial precinct and therefore, would have been captured in the future year modelling completed in the Transport and Access Study (Arup, 2009) and subsequent AECOM report (2011).
The 2021 modelling completed by AECOM assessed a layout of the Richmond Road/ Hollinsworth Road/ Townson Road intersection that is generally consistent with the existing layout, minus the additional right turn lane on Hollinsworth Road from the north and the dedicated bus queue jump lanes on both Richmond Road approaches.

These studies were accepted/approved as part of the land release/subdivision and have since informed the design, development and funding arrangements (Council Section 94 Plan) of the road network and intersections within the Industrial Precinct, which the proposed development will contribute towards, as required.

For this reason, further modelling of the intersection is not required, noting that only part of the precinct is developed and therefore establishing an accurate interim scenario to model would be difficult.

Further to this, GTA has completed traffic studies for several other industrial/bulky goods developments within the Industrial Precinct (that were consistent with the intended land uses) where such further analysis of the approved future intersection arrangements has not been required.

GTA is happy to discuss this further with RMS on this comment.

**Comment 6**
The proposed heavy vehicle access to Building 3 should be restricted to left in only. It is recommended that the splitter island (for the above discussed roundabout) be extended to restrict access. The raised median is to extend 10 metres west of the driveway.

**Response 6**
The updated architectural plans prepared by Watch This Space Design include a splitter island along Hollinsworth Road to restrict access to Building 3 via this road to left in only. Swept path analysis for the modified access arrangement is provided in Attachment 2.

I trust the above addresses the comments on the traffic impact assessment. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

**GTA CONSULTANTS**

Nicole Vukic
Director

encl.
Attachment 1 – Updated Master Plan
Attachment 2 – Swept Path Analysis
Attachment 1

Updated Master Plan
Attachment 2

Swept Path Analysis
B-DOUBLE 26M

<table>
<thead>
<tr>
<th></th>
<th>Metres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tractor Width</td>
<td>2.50</td>
</tr>
<tr>
<td>Trailer Width</td>
<td>2.50</td>
</tr>
<tr>
<td>Tractor Track</td>
<td>2.50</td>
</tr>
<tr>
<td>Trailer Track</td>
<td>2.50</td>
</tr>
<tr>
<td>Lock to Lock Time</td>
<td>6.0</td>
</tr>
<tr>
<td>Steering Angle</td>
<td>23.4</td>
</tr>
<tr>
<td>Articulating Angle</td>
<td>70.0</td>
</tr>
</tbody>
</table>

**SWEPT PATH KEY**

- Vehicle Centre Line
- Vehicle Body Path
- Clearance from Vehicle Body
- Assumed Speed 10km/h

**VEHICLE BODY PATH**

- 600mm Clearance from Vehicle Body

**VEHICLE TYRE PATH**

- Vehicle Tyre Path

**VEHICLE CENTRE LINE**

- Vehicle Centre Line

**Preliminary Plan**

- 1:500 Scale
- DP 262886 HOLLINSWORTH ROAD MARSDEN PARK
- PROPOSED ROUNDABOUT SWEPT PATH ASSESSMENT
- N105790-01 SHEET 01 OF 02 SCALE P1