

**STEELFORCE**  
**Proposed Warehouse**  
**Lot 8, Bringelly Road Business Hub**

**S75W Application**  
**Traffic and Parking Impact Assessment**

Ref: 17184

Date: November 2018

Issue: DRAFT

# Table of Contents

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<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>PROPOSED DEVELOPMENT .....</b>	<b>4</b>
2.1	Site, Context and Existing Circumstances.....	4
2.2	Bringelly Road Business Hub.....	4
2.3	Approved Development.....	5
2.4	Proposed Modified Development .....	6
<b>3.0</b>	<b>ROAD NETWORK AND TRAFFIC CONDITIONS .....</b>	<b>7</b>
3.1	Road Network.....	7
3.2	Traffic Controls .....	8
3.3	Traffic Conditions .....	8
3.4	Transport Services .....	9
<b>4.0</b>	<b>SUSTAINABLE TRAVEL PLAN .....</b>	<b>10</b>
<b>5.0</b>	<b>PARKING .....</b>	<b>11</b>
<b>6.0</b>	<b>TRAFFIC .....</b>	<b>12</b>
<b>7.0</b>	<b>CONSTRUCTION TRAFFIC MANAGEMENT PLAN.....</b>	<b>14</b>
<b>8.0</b>	<b>ACCESS, INTERNAL CIRCULATION AND SERVICING .....</b>	<b>15</b>
8.1	Access.....	15
8.2	Internal Circulation .....	15
8.3	Servicing .....	15
<b>9.0</b>	<b>CONSULTATION PROCESS.....</b>	<b>16</b>
<b>10.0</b>	<b>CONCLUSION .....</b>	<b>17</b>

## List of Figures

Figure 1	Location
Figure 2	Site
Figure 3	Road Network
Figure 4	Traffic Controls
Figure 5	Projected 2026 & 2031 Traffic Volumes
Figure 6	Truck Routes

## List of Appendices

Appendix A	SEARs Requirements
Appendix B	Plans of Approved Development
Appendix C	Plans of Modified Development
Appendix D	Turning Path Assessment
Appendix E	Consultation Process

# 1.0 Introduction

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A Staged Development Application (SSD 6324) has been approved by the Minister for Planning and Environment for a Concept Plan for Bringelly Road Business Hub (BRBH) on the Western Sydney Parklands landholding on Bringelly Road at Leppington (Figure 1).

Subsequently SSD8900 was approved for a development on Lot 8 comprising:

Warehouse	9,210m <sup>2</sup>
Office	800m <sup>2</sup>
Bulk Store	521m <sup>2</sup>
Tanker Unloading	165m <sup>2</sup>
<b>Total:</b>	<b>10,696m<sup>2</sup></b>

This development proposal has been abandoned and the new application proposes to modify that development scheme to provide a warehouse facility for Steelforce comprising:

Warehouse	10,000m <sup>2</sup>
Office	600m <sup>2</sup>
<b>Total:</b>	<b>10,600m<sup>2</sup></b>

This Traffic Impact Assessment has been prepared in relation to a proposed modified warehouse facility on Lot 8 and responds to the SSD Consent which specifies the following in regards to Traffic and Access:

- ❖ *B7: Future development applications shall be accompanied by a detailed assessment of the traffic, and transport impacts on the surrounding road network and intersection capacity and shall detail provisions demonstrating that sufficient loading/unloading, access and car parking has been provided having regard to the RMS' Guide to Traffic Generating Developments, and details to promote non-car travel modes. The traffic*

and transport impact assessment shall also have specific regard to the scope and timing of road infrastructure works in the surrounding road network.

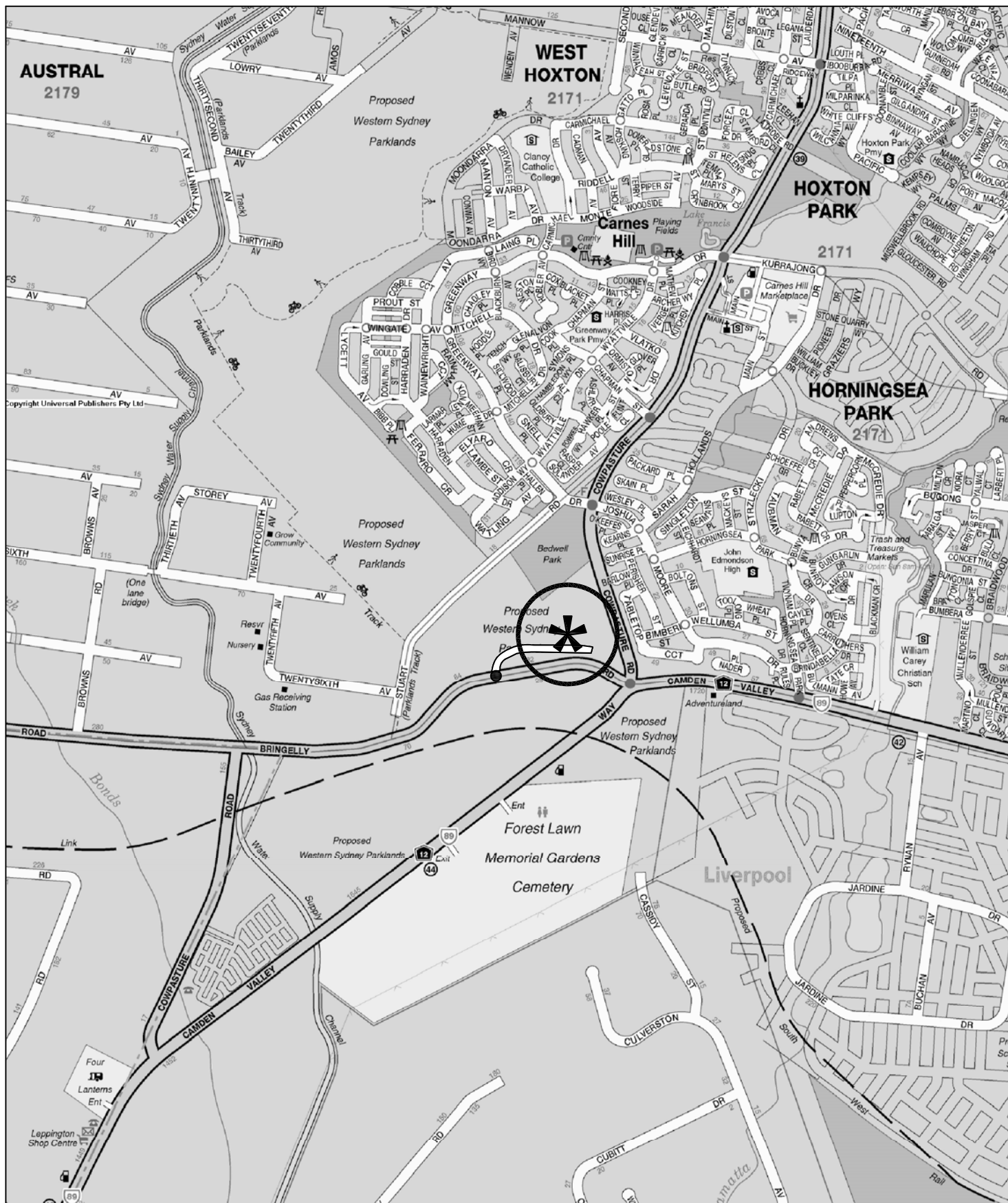
- ❖ *B8: To ensure that potential conflicts between heavy vehicles and light vehicles are minimised, future development applications for large format retail development shall include details demonstrating satisfactory arrangements have been made to separate heavy and light vehicle movements via a truck service lane or the like.*
- ❖ *B9: To ensure that sustainable transport modes are supported, all future development applications for new built form shall include a sustainable travel plan and details that pedestrian and cyclist facilities have been incorporated into the proposed development.*
- ❖ *B10: Future development applications must provide car parking at the following rates:*

<b>Land Use</b>	<b>Minimum Car Parking Requirement</b>
<i>Large Format Retail</i>	<ul style="list-style-type: none"><li>• 1 space per 50m<sup>2</sup> of GFA</li></ul>
<i>Industrial/Warehouse</i>	<ul style="list-style-type: none"><li>• 1 space per 40m<sup>2</sup> of office GFA</li><li>• 1 space per 100m<sup>2</sup> of factory GFA for the 100m<sup>2</sup>, then 1 space per 200m<sup>2</sup> of GFA (includes office component)</li><li>• 1 space per 300m<sup>2</sup> of warehouse GFA, plus 1 space per 40m<sup>2</sup> of office GFA</li></ul>
<i>Other Retail</i>	<ul style="list-style-type: none"><li>• 1 space per 6 seats (external and internal) of takeaway food and drink premises GFA, plus queuing</li><li>• 2 spaces per service station fuel outlet, 1 space per 20m<sup>2</sup> of ancillary convenience store GFA, 3 spaces per service bay plus 1 space per employee; and</li><li>• 1 space per 20m<sup>2</sup> of restaurant or café GFA.</li></ul>

In addition to the above, the assessment also has regard for the comments and requirements outlined in the DoPE, TfNSW and RMS correspondence which is reproduced in Appendix A.

The purpose of this report is to:

- ❖ describe the site, the approved BRBH concept, the approved development scheme and the proposed modification
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements
- ❖ respond to the SSD Consent Conditions and relevant SEARs and RMS requirements



## 2.0 Proposed Development

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### 2.1 Site, Context and Existing Circumstances

The Bringelly Road Business Hub occupies a total area of some 21ha incorporating some 8,000m<sup>2</sup> of the former Bringelly Road reservation. The development site (Figure 2) is Lot 8 within the BRBH subdivision being an irregular shaped allotment of some 22,345m<sup>2</sup> with a frontage to the proposed Skyline Crescent which will connect to Bringelly Road.

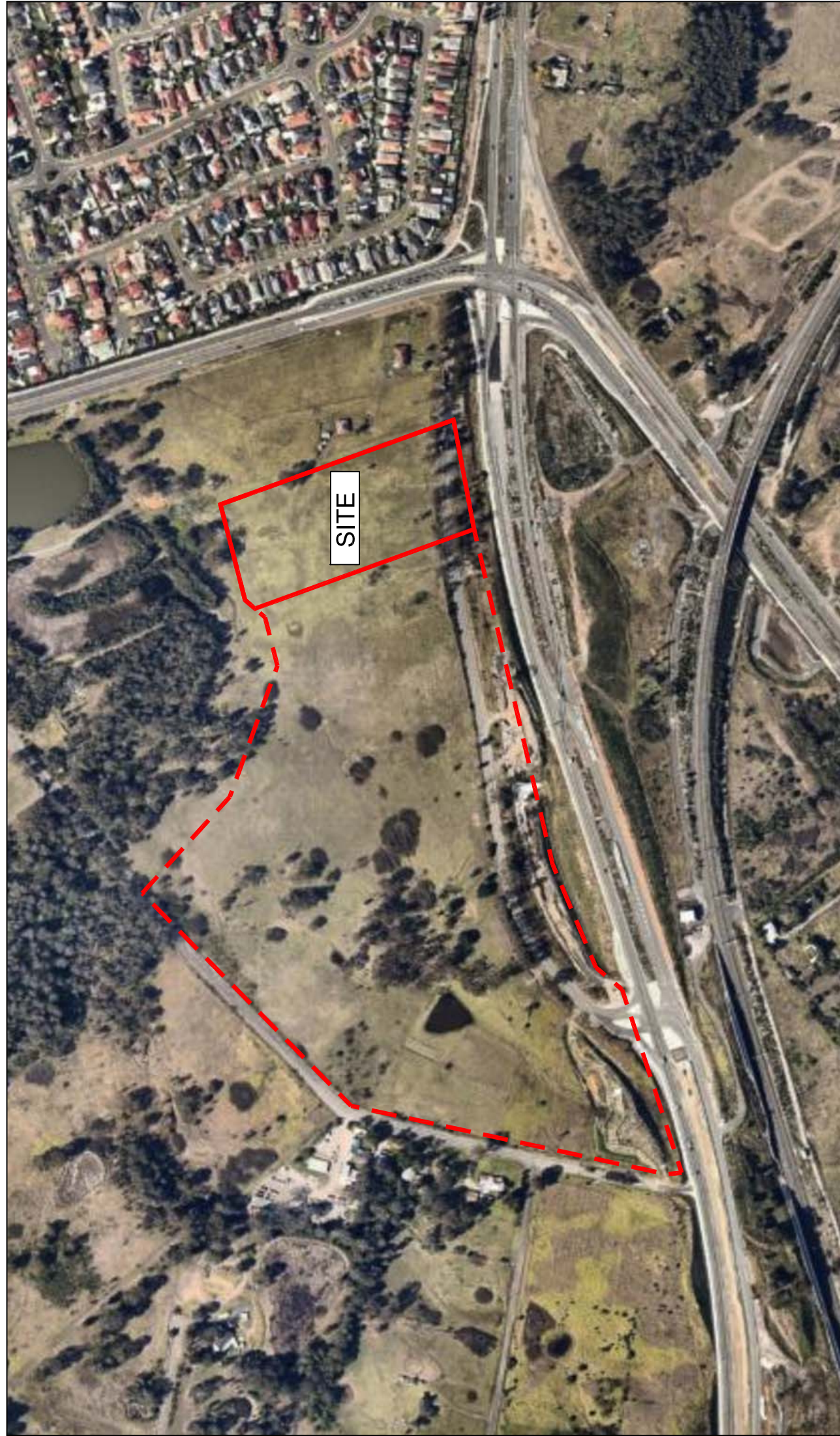
The site is located just to the west of Cowpasture Road and to the north of the South West Rail Line being some 2.5 km to the east of Leppington Railway Station and the future commercial centre.

The surrounding uses comprise:

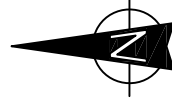
- ❖ the adjoining Lot 6 which is subject to a development proposal for warehouse facility for CFC Group
- ❖ the adjoining rural residential property to the east with access provided by Bringelly Road and the Horningsea Park residential area on the eastern side of Cowpasture Road
- ❖ the rural residential lands to the west and south
- ❖ the Carnes Hill residential area and Western Sydney Parklands extending to the north
- ❖ the Horningsea Park residential area just to the east

### 2.2 Bringelly Road Business Hub

The SSD consent provides for the site to be cleared with relatively minor earthworks undertaken (fill imported) to provide for the new access road system and site “benching” etc.



LEGEND



SITE

FIG 2

The proposed subdivision involves 8 lots with an envisaged range of future uses including Large Format Retail, Light industry and Service Centre. The access road system (Skyline Crescent) will:

- ❖ connect to Bringelly Road
- ❖ provide for a potential connection to another WSP landholding to the west which is envisaged to be developed for tourism, sporting and active hub uses
- ❖ provide an emergency link to Stuart Road
- ❖ maintain access for the adjoining rural residential property to the east

Details of the proposed lot layout and access road system are provided on the diagram overleaf.

## 2.3 Approved Development

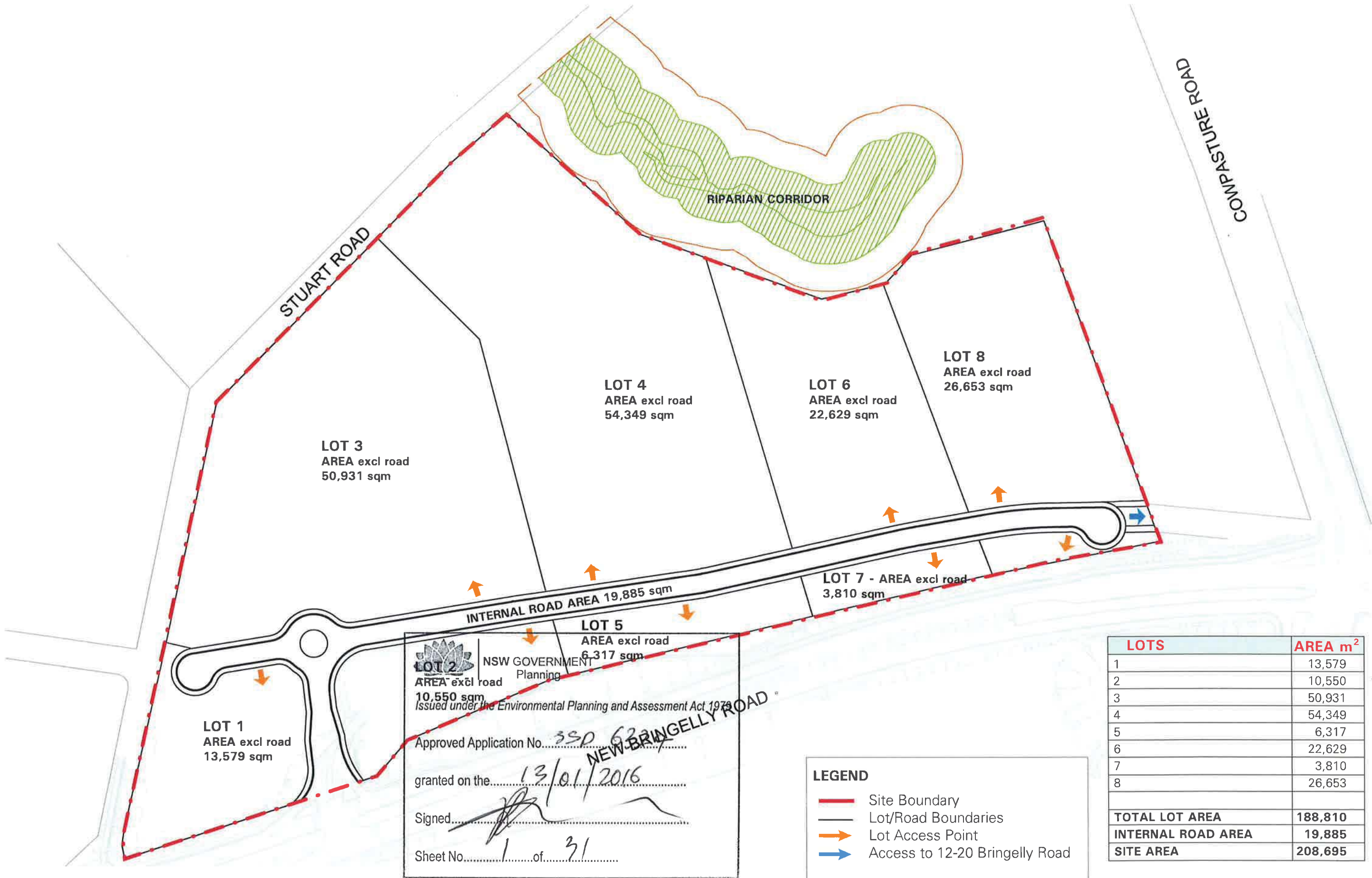
The approved development involved minor earthworks to provide level platforms for the building and hardstand areas and construction of a warehouse building on the central and eastern part of the site with an office area (2 level) on the southern side and loading dock/bulk storage on the western side.

The approved development comprised:

Warehouse	9,210m <sup>2</sup>
Office	800m <sup>2</sup>
Bulk Store	521m <sup>2</sup>
Tanker Unloading	165m <sup>2</sup>
<b>Total:</b>	<b>10,696m<sup>2</sup></b>

A total of 70 parking spaces were to be provided in the frontage area with separate access driveways for cars and trucks.

Details of the approved development are provided on the plans which are reproduced in part in Appendix B.



Prepared for : Western Sydney Parklands Trust

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Revision No.	Revision Date	Revision Details	Approved By	File name
9	5_6_15	Site Plan	GK	SITE PLAN_18_12_14_



Scale: 1:2500 @A3

13525 | Bringelly Road Business Hub

Site Plan

Drawing No. 4

## 2.4 Proposed Modified Development

The revised development scheme for Steelforce involves minor earthworks and construction of a new building centrally on the site comprising:

Warehouse	10,000m <sup>2</sup>
Office (2 level)	600m <sup>2</sup>
<b>Total:</b>	<b>10,600m<sup>2</sup></b>

It is proposed to provide a total of 36 parking spaces in the frontage area (with 12 contingent spaces at the rear) and 3 access driveways for cars and trucks on the Skyline Crescent frontage.

Steelforce will have a total workforce of 38 persons over 3 shifts (Monday to Friday 6am–2pm, 2pm–10pm, 10pm–6am for warehouse and 8.00am–5.30pm for office with some weekend work 6am–3pm). The average truck movements will comprise:

- HRV 1 – 2 per day
- Semi-trailer 22 per day
- B Double 1 per week
- Containers 3 per day

Details of the proposed development are provided on the plans which accompany the Application and are reproduced in part in Appendix C.

## 3.0 Road Network and Traffic Conditions

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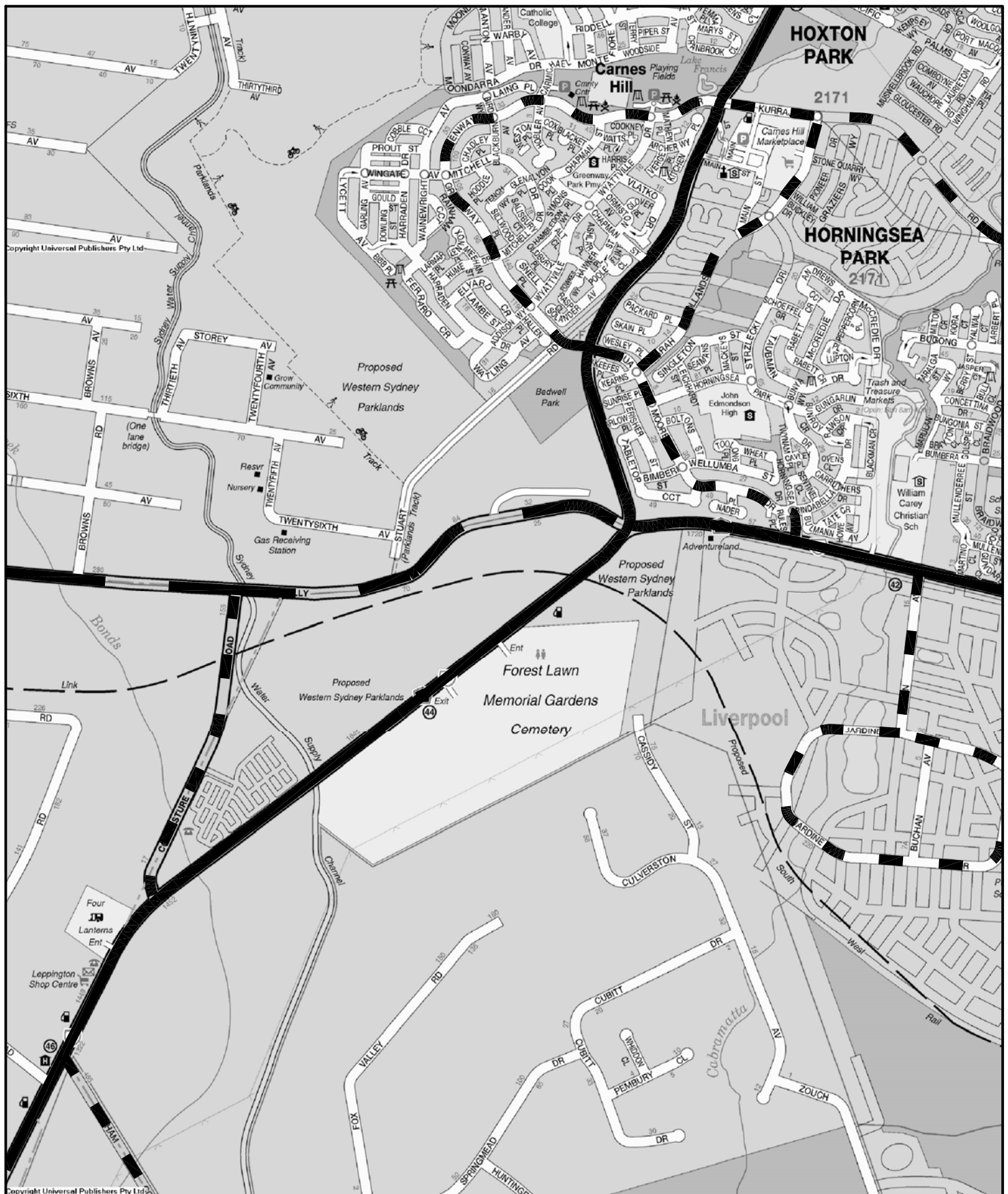
### 3.1 Road Network

The existing road network serving the site (Figure 3) comprises:

- ❖ *Camden Valley Way* – a State Road and arterial route which connects between the Hume Highway at Casula and Camden
- ❖ *Cowpasture Road* – a State Road and arterial route which connects between the Horsley Drive at Bossley Park and Camden Valley Way at Horningsea Park
- ❖ *Bringelly Road* – a State Road and sub-arterial route which connects between Cowpasture Road / Camden Valley Way at Horningsea Park and The Northern Road at Bringelly
- ❖ *Cowpasture Road (South)* – a State Road and Collector route which connects between Camden Valley Way and Bringelly Road
- ❖ The collector road systems serving Horningsea Park, Carnes Hill and Edmondson Park
- ❖ *Stuart Road* – a local access road, connecting to Greenway Drive

RMS are upgrading Bringelly Road over the 10km length between Camden Valley Way and The Northern Road and this work will complement the completed work on Camden Valley Way and current construction for The Northern Road.

The upgrade works on Bringelly Road are being staged and construction commenced in 2016 with the suggested schedule for completion reproduced overleaf from the AECOM Traffic and Transport Modelling Assessment undertaken for RMS.



## LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



## ROAD NETWORK

**FIG 3**

Table 1: Intersection upgrade staging

Intersection	2011	2016	2021	2026	2031	2036
The Northern Road	Existing layout	Extend turning bay lengths	Upgrade intersection - <b>two lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Kelvin Park Drive	Existing layout	-	Upgrade intersection - <b>signalisation</b> and <b>two lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Jersey Road	Existing layout	-	Upgrade intersection * - <b>signalisation</b> and <b>two lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Masterfield Street	Existing layout	-	Upgrade intersection - <b>two lanes</b> on Bringelly Road approaches (priority intersection)	-	Upgrade intersection - <b>signalisation</b> and <b>two lanes</b> on Bringelly Road approaches	Ultimate layout
North Avenue	Existing layout	-	Upgrade intersection *- <b>signalisation</b> and <b>two lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
King Street	Existing layout	-	Upgrade intersection - <b>signalisation</b> and <b>two lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Eastwood Road	Existing layout	-	Upgrade intersection *- <b>signalisation</b> and <b>three lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Fourth Avenue	Existing layout	-	Upgrade intersection - <b>signalisation</b> and <b>three lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Edmondson Avenue	Existing layout	Upgrade intersection - <b>signalisation</b> and <b>three lanes</b> on Bringelly Road approaches	-	Ban northbound and southbound right turn movements	Ban eastbound right turn movement	Ultimate layout
Browns Road	Existing layout	-	Upgrade to T intersection - <b>signalisation</b> and <b>three lanes</b> on Bringelly Road approaches	-	-	Ultimate layout
Cowpasture Road	Existing layout	Upgrade intersection - <b>signalisation</b> and <b>two lanes</b> on Bringelly Road approaches	-	-	Upgrade intersection - <b>three lanes</b> on Bringelly Road approaches	Ultimate layout

Source: AECOM, 2011

\*- including an interim U-turn facilities to assist with local access with the upgrade of Bringelly Road to a divided carriageway

## 3.2 Traffic Controls

The existing traffic controls on the road network (Figure 4) comprise:

- ❖ the 70 kmph speed restriction on Bringelly Road east of Cowpasture Road (South) and 80 kmph to the west
- ❖ the traffic signals at the Bringelly Road, Cowpasture Road and Camden Valley Way intersection
- ❖ the central median island along Cowpasture Road

Details of the current and proposed arrangements at the Bringelly Road and Access Road intersection are provided on the image and plan overleaf.

## 3.3 Traffic Conditions

The projected traffic volumes at the Bringelly Road and Skyline Crescent intersection are identified in the study<sup>1</sup> undertaken for the SSD application in Figures 5a and 5b for the envisaged 80% and 100% completion of the BRBH development.

The operational performance of the Bringelly Road/Skyline Crescent intersection as assessed in the study had regard for the staging of the upgrade works and increasing traffic demands reveals the following operational satisfactory projected performances.

	AM		PM	
	LOS	AVD	LOS	AVD
2026*	A	10.5	B	22.4
2031**	A	11.1	C	25.6

\*Bringelly Road 4 lanes, right turn 1 lane

\*\*Bringelly Road 6 lanes, right turn 2 lanes

<sup>1</sup> Western Sydney Parklands  
Bringelly Road Business Hub  
Traffic Impact Assessment  
TTPA Dec. 2014

Similarly, the operational performance of the Bringelly Road/Cowpasture Road intersection as assessed in the AECOM study having regard for the same upgrade works and increased traffic demand reveal the following projections:

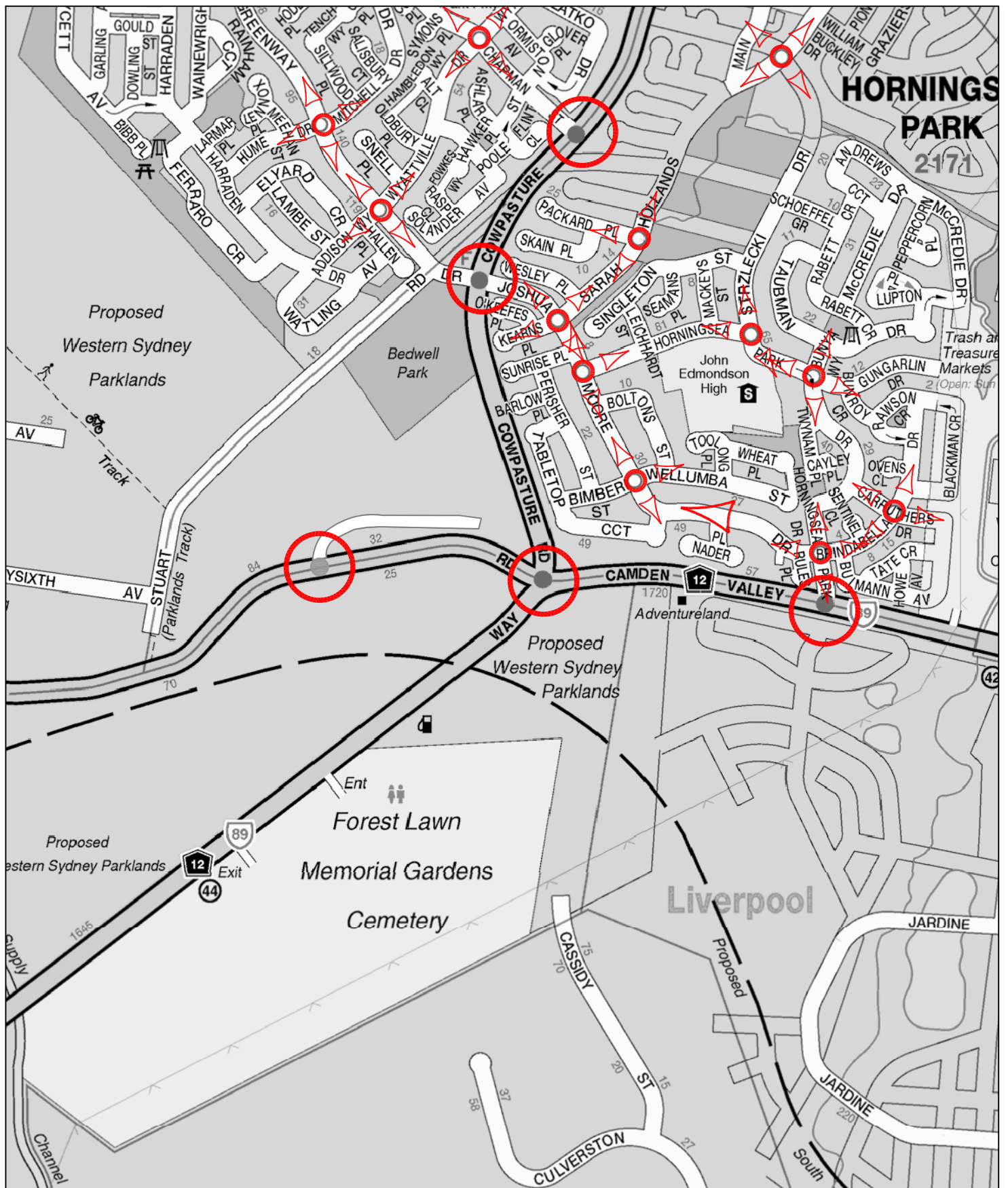
	Levels of Service	
	AM	PM
2016	B	B
2021	B	B
2026	B	B
2031	B	C
2036	C	C

The criteria for interpreting SIDRA Level of Service output is reproduced overleaf. It would now appear however that the nature of development uses that will eventuate on BRBH will be of a much lower traffic generation nature than envisaged for the SSD process.




### 3.4 Transport Services

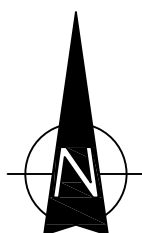
The Leppington Railway Station, some 2.7km to the west, provides 20-30 minutes frequency train services while 30-minute to hourly Interline bus services operate along Camden Valley Way (routes 851, 855, 856 and 857) and Horningsea Park Drive (routes 852, 854 and 864) within 600m from the site.

It is inevitable that as the upgrade of Bringelly Road is completed and development occurs in the frontage lands that bus services will be provided along Bringelly Road taking advantage of the bus stop and priority provisions incorporated into the Bringelly Road upgrade scheme.



## LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



## TRAFFIC CONTROLS

**FIG 4**



Search History

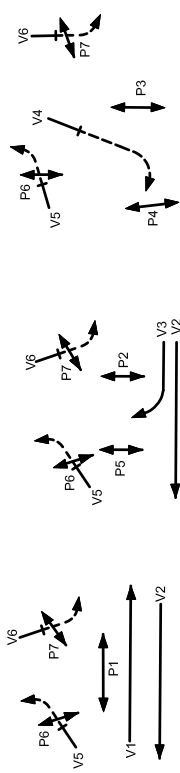
☐ Street Maps

☐ Properties

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current | clear | change

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DO NOT AMEND MANUALLY



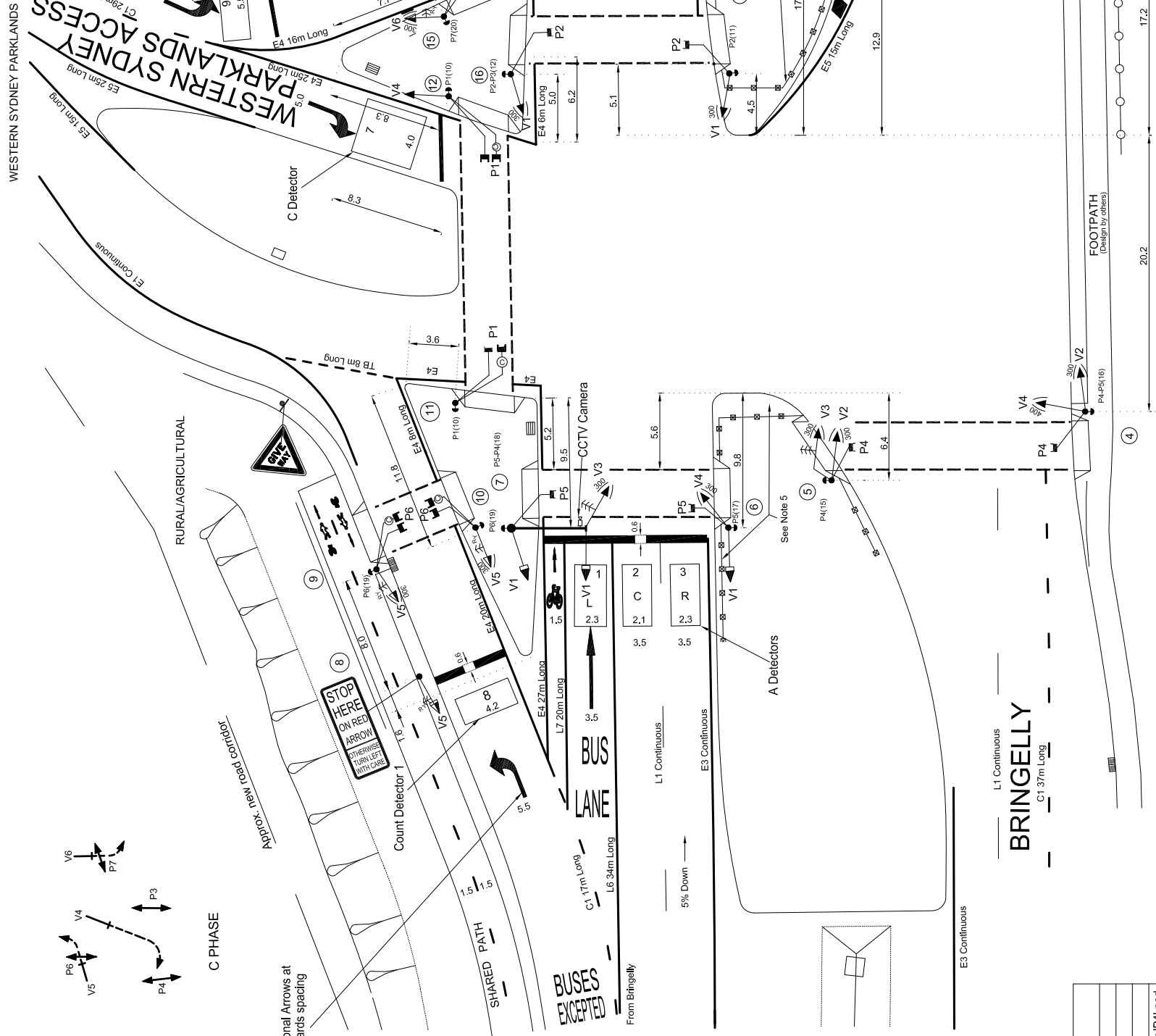
A PHASE  
B & D PHASES  
C PHASE

DETECTOR SPECIFICATION

Detector	Specifications			
	FN	A(L)	A(E1)	
A	SG/PS	A	A	
DS	DS	A(L)	A(E2)	
A-B-D	SG/PS	V2	A	
DS	DS	B.D	B(NEXT),D(NEXT)	
FN	FN	B(E2)	D(E2)	
SG/PS	SG/PS	B	D	
A-B-D	DS	A(NEXT),D(NEXT)	A(NEXT),B(NEXT)	
FN	FN	B(L)	B(E1)	D(E1)
SG/PS	SG/PS	V3	B	D
B-D	DS	-	Z+	D(NEXT)
FN	FN	C(L)	C(E1)	
C	SG/PS	C	C	
P1	FN	A(PB)	Re-introduce Wak	
P.B.	SG/PS	P1(WALK)	A.P1(WALK)	
DS	DS	-	B.C.D	
P2	FN	B(PB)	D(PB)	A(L)
P.B.	SG/PS	P2(WALK)	P2(WALK)	B.P2(WALK)
DS	DS	-	Z+	A.C.D
P3	FN	C(PB)	A(L)	
P.B.	SG/PS	P3(WALK)	C.P3(WALK)	
DS	DS	-	A.B.D	
P4	FN	C(PB)	A(L)	
P.B.	SG/PS	P4(WALK)	C.P4(WALK)	
DS	DS	-	A.B.D	
P5	FN	B(PB)	D(PB)	A(L)
P.B.	SG/PS	P5(WALK)	P5(WALK)	B.P5(WALK)
DS	DS	-	Z+	A.C.D

SIGNAL GROUP/PHASE CHART

SIGNAL GROUP	PHASES WHEN GREEN				REMARKS
	A	B	C	D	
V1	X	X	X	1	
V2	X	X	X	3	
V3	X	X	X	34	
V4			C	72	Full Red protection for 'P4' ped.
V5				-	See note 6
V6				-	See note 6
P1	X			3	
P2	X	X	X	31	
P3		X	X	1	
P4		X	X	1	
P5	X	X	X	31	
P6	X	X	X	-	See note 6
P7	X	X	X	-	See note 6



NOTES:

- This site is SCATS linked
- Audio-Tactile Push Buttons are provided on posts 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, 15 and 16.
- Special STOP sign (R1-4) placed on post 12.
- Kerb ramps are constructed at all pedestrian crossings in accordance with Model Drawing MD.R173.B01.A.1.

- Pedestrian fencing is constructed in accordance with model drawing MD.R201.C07.A, Type 1.
- V5, V6, P6 and P7 displays associated with the slip lanes are to operate independently to the site.
- V5 and V6 are to rest in the "Off State" and P6 and P7 are to rest displaying "Don't Walk". Push buttons P6 and P7 demand will display V5 and V6 yellow then red and remain red until "Walk" and clearance has expired followed by "Off" state. P6 and P7 to have delay timer.
- Supply to be determined at site by level 2/3 service provider.

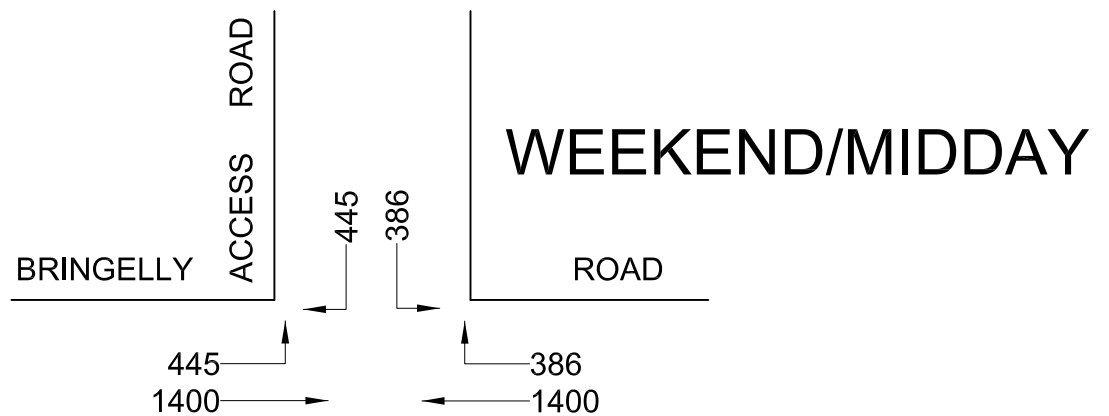
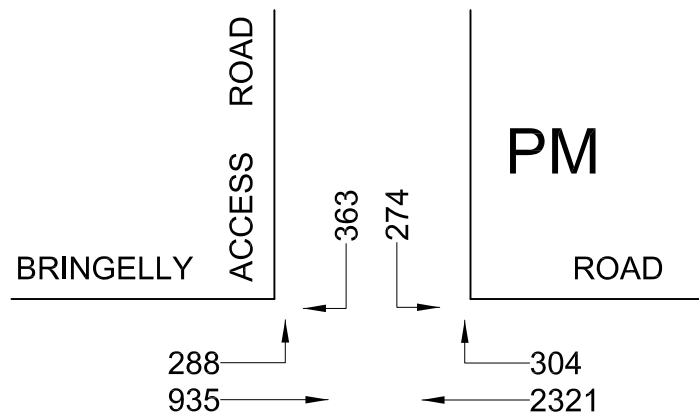
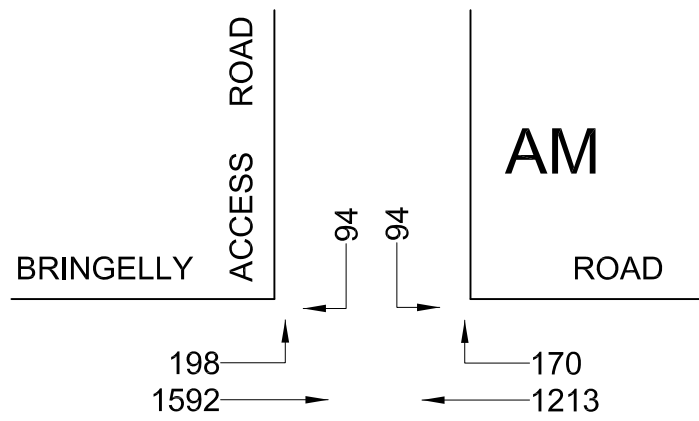
- Stoplines on Bringelly Road are 600mm wide.
- Pedestrian lanterns on posts 6, 9, 11 and 14 to be angled down so they are not visible to pedestrians at posts 9, 6, 14 & 11 respectively.
- "BUS LANE" to be coloured red.
- Refer to RMS Definition Manual and specification R110.
- Refer to Registered Drawings No DS2013/001152 prepared by URS for details of civil roadworks.
- Barrier kerb to be provided on western island housing mast arm.
- CCTV Camera installed on Post 7 outreach.

A ORIGINAL ISSUE

ROADS AND MARITIME SERVICES  
LIVERPOOL COUNCIL AREA  
TRAFFIC SIGNALS AT  
BRINGELLY ROAD (MR647) AND  
WESTERN SYDNEY PARKLANDS ACCESS  
DESIGN LAYOUT

DESIGN APPROVAL	RMS ACCEPTANCE
APPROVED POSITION DATE DESIGNED J. SINGH DIRECTOR CHECKED C. TOMA C. TOMA SITE CHECKED SURVEYOR: T. Van Kouterk DATE: 14/02/2013	RECOMMENDED POSITION DATE ACCEPTED POSITION DATE

EXISTING	PROPOSED
CADD FILE: VV4589_1A.dgn	
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FILE SF2014/014824	SUPERSEDES SHEET/ISSUE -/
REG No. DS2014/004956	TCS No. 4589
TCS No. 4589	SHEET 1

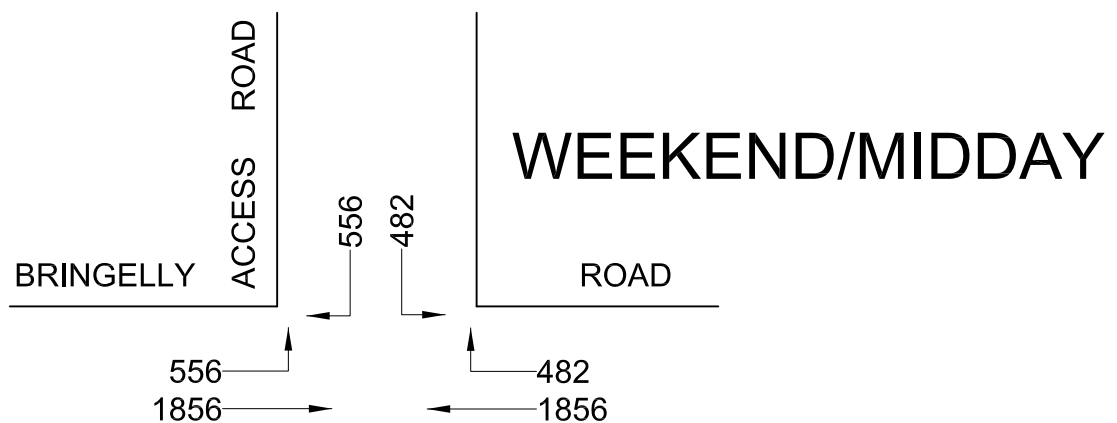
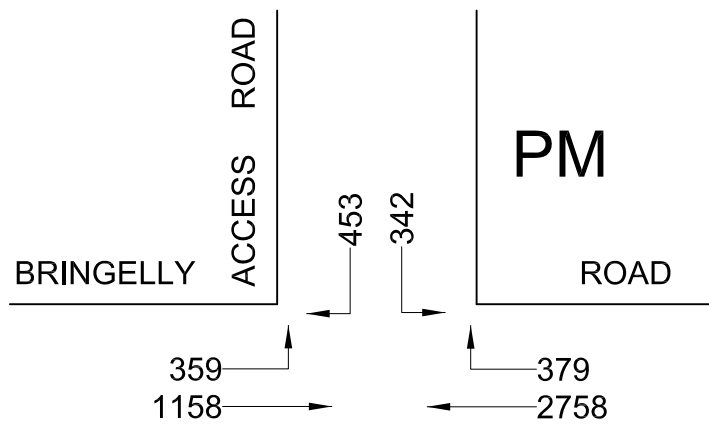
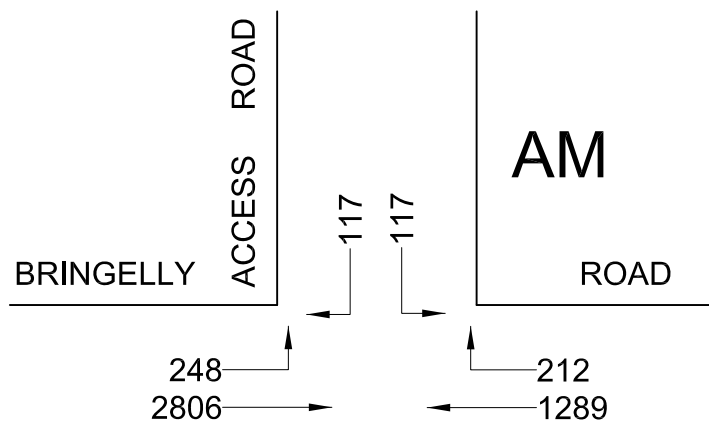


LEGEND



**PROJECTED 2026  
VOLUMES  
WITH DEVELOPMENT  
80% TAKE UP**

**FIG 5a**



LEGEND



**PROJECTED 2031  
VOLUMES  
WITH DEVELOPMENT  
100% TAKE UP**

**FIG 5b**

# Criteria for Interpreting Results of SIDRA Analysis

## 1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

## 2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

## 3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**<sup>1</sup> both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

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<sup>1</sup> the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs

## 4.0 Sustainable Travel Plan

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Achieving a sustainable non-car travel mode outcome for the proposed development will be facilitated by:

- ❖ The bus stops that will be provided in the bus bays located on both sides of Bringelly Road adjacent to the BRBH access intersections. The bus services will provide connections to the surrounding residential areas, the railway stations at Leppington and Liverpool and inter-connection with other regional bus services.
- ❖ The shared path provided along the northern side of Bringelly Road which will connect to the regional bicycle and pedestrian network
- ❖ The provision of traffic signals at the Bringelly Road and Skyline Crescent access intersection which will incorporate pedestrian and cyclist crossing facilities
- ❖ The provision of lockers and shower facilities
- ❖ The provision for bicycle parking

A Green Travel Plan incorporating a Transport Access Guide will be prepared and submitted as part of the Construction Certificate documentation.

## 5.0 Parking

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Application of the SSD parking criteria to the proposed development would indicate the following:

Warehouse	10,000m <sup>2</sup>	@ 1 per 300m <sup>2</sup>	33.3 spaces
Office	600m <sup>2</sup>	@ 1 per 40m <sup>2</sup>	15.0 spaces
<b>Total:</b>			<b>48.3 spaces</b>

Steelforce will only have a total workforce on site of 38 persons over 3 shifts. It is proposed to provide 36 spaces including 1 accessible space in the frontage area with provision for 12 contingent spaces at the rear of the building.

It is apparent that this will be a quite adequate parking provision for the needs of the development, particularly as there will also be large hard stand areas available should any further contingent need arise.

## 6.0 Traffic

The Traffic Assessment for the BRBH (SSD 6324) identified a projected total traffic generation for the 18.5ha of developable land of:

Assessed Traffic Outcome	Traffic Generation Rate
AM 536 vtp	29 vtp per ha
PM 1,064 vtp	57.5 vtp per ha

The proposed development on Lot 8 with a net area some of 2.23ha would, on this basis, generate the following envisaged (and approved) traffic outcome:

AM	65 vtp
PM	128 vtp

Steelforce will have a total workforce of 38 persons spread over 3 shifts with the warehouse and office staff starting and finishing at different times.

Other vehicle movements will comprise:

Deliveries and Dispatches	27 visitations per day
---------------------------	------------------------

Assessment of these activities with advice from the Steelforce company representatives indicates the following projected traffic generation for the proposed development in the AM and PM “road network peak periods”:

	AM (7-8)		PM (5-6)	
	IN	OUT	IN	OUT
Staff	10	-	-	10
Delivery/Dispatch	3	3	2	2
<b>Total:</b>	<b>13 vtp</b>	<b>3 vtp</b>	<b>2 vtp</b>	<b>12 vtp</b>

It is apparent that the traffic generation outcome for the proposed revised development will be far less than that assessed in the SSD traffic assessment, particularly in the PM peak where the projected outcome is only 10% of what was approved for the site. Accordingly, the development will not present any unsatisfactory implications for the road system.

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## 7.0 Construction Traffic Management Plan

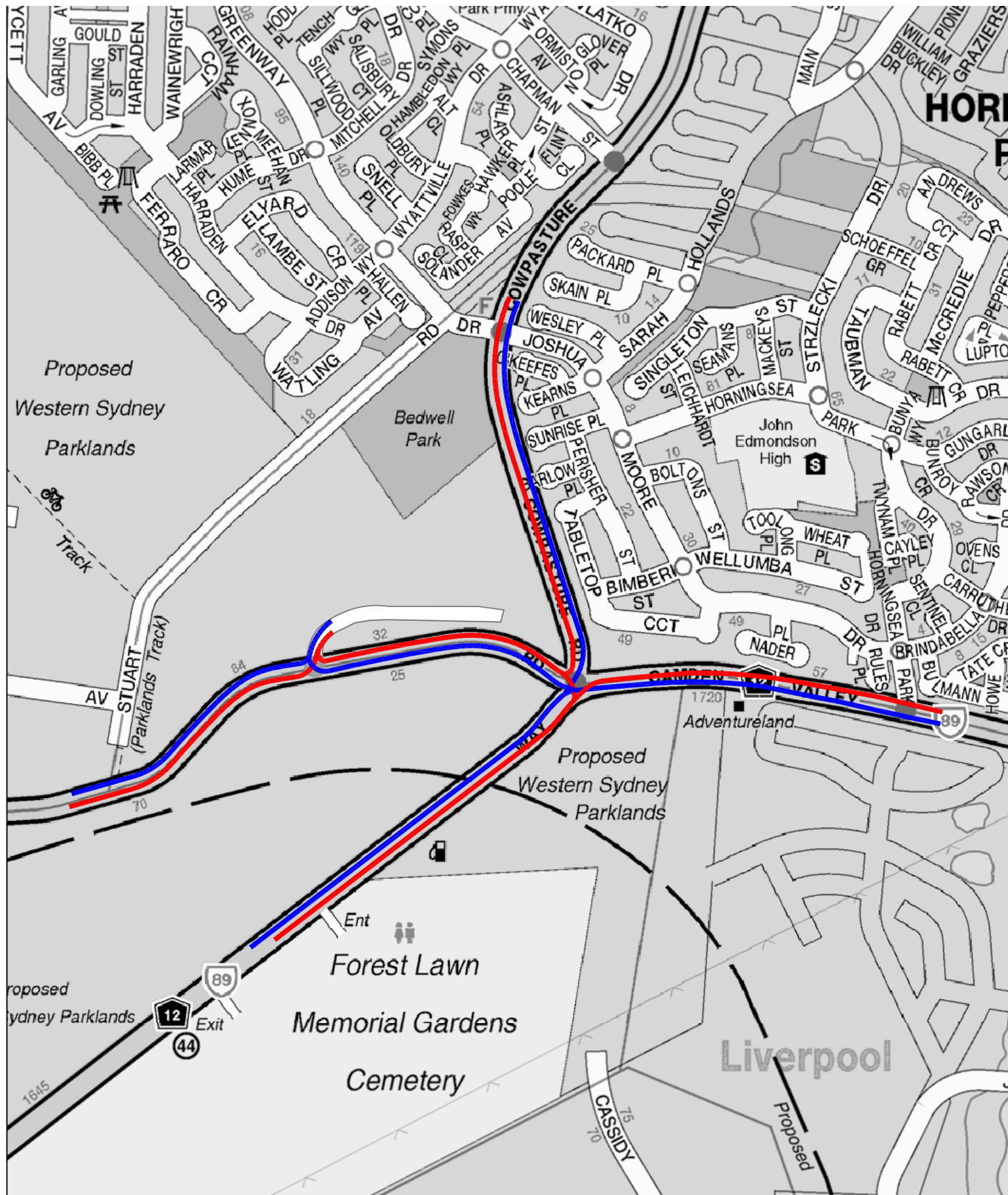
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A Construction Traffic Management Plan has been prepared for the Early Works processes for the BRBH. The elements of the Indicative Construction Traffic Management Plan in respect of the proposed development are as follows:

- ❖ Construction Hours: As per Consent Condition
- ❖ Hoarding/Fencing: A-Class fencing on site boundaries
- ❖ Vehicle Access: Driveway located towards the centre of the site boundary
- ❖ Truck Access: Via Bringelly Road access with Traffic Controller Supervision unless traffic control signals are operational
- ❖ Truck Routes: See Figure 6
- ❖ Establishment, Earthworks and Services: 3 weeks with 10-15 truck visitations per day
- ❖ Construction: 35 weeks with 4-5 truck deliveries per day (more during major concrete pours)
- ❖ Materials Handling and Storage: All contained within the site.

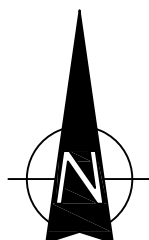
During the construction process, there will be a maximum of 10-15 workers on the site and it is apparent that the traffic activity during this process will be less than that when the development is completed and operational.

A detailed CTMP will be submitted as part of the Construction Certificate process when a builder has been appointed.



## LEGEND

- ARRIVAL
- DEPARTURE



## TRUCK ROUTES

**FIG 6**

## 8.0 Access, Internal Circulation and Servicing

---

### 8.1 Access

The proposed vehicle access arrangements for the development comprise:

- ❖ A 12m wide ingress driveway located at the eastern site boundary for truck access
- ❖ A 12m wide egress driveway located at the western site boundary for truck access
- ❖ An 6m wide combined ingress/egress driveway located in the western part of the site frontage for car park access

These driveways will accord with AS2890.1 and 2 design requirements, being located where good sight distances will be available.

### 8.2 Internal Circulation

The design of the internal arrangements including truck manoeuvring, carpark aisles/bays etc. have been designed in accordance with AS2890.1, AS2890.2 and AS2890.6. Truck turning paths showing the satisfactory provision for circulation movements of articulated vehicles are provided in Appendix D.

### 8.3 Servicing

There will only be a relatively minor level of servicing required for the development (i.e. apart from receipt and dispatch movements). The warehouse will have a loading area along the western side while there will also be “drive-thru” provisions and the facility will be capable of accommodating B-Double trucks. Refuse removal will be undertaken by contract vehicles while the expansive hardstand area will adequately provide for the standing of service vehicles. It is assessed on this basis that the proposed servicing arrangements will be adequate for the needs of the envisaged operations at the site.

## 9.0 Consultation Process

---

As part of the consultation process, a summary of the approaches/responses which form the basis of this assessment (and reproduced overleaf) was provided to TfNSW and RMS, while details of the email correspondence are provided in Appendix E.

DRAFT

Item No.	TTPA Approach/Response
<b>DoPE Letter: Traffic and Access</b>	
1	An appropriately detailed/quantified traffic impact assessment report has been undertaken in response to this request.
2	Details of operational and construction traffic movements are provided in the TIA.
3	The proposed vehicular access arrangements for the site are consistent with the approved Masterplan. Pedestrian access and circulation are facilitated by a marked pedestrian crossing on the main entry roadway and separation of carparks from truck circulation area.
4	The proposed development outcome is lesser than that approved, and its corresponding traffic generation is also less than that approved for the site. As such, traffic implications associated with the proposal would not be any worse than the approved Masterplan's envisaged outcome.
5	The warehouse will be provided with a loading area and 'drive thrus' suitable for B-Doubles will be made available and advice provided by Steelforce indicate a projected total of some 27 visitations spread across the day. Parking provision is compliant with the DCP criteria. Appropriate provision has been made for bicycles and end of trip facilities have been incorporated in the design.
<b>TfNSW Letter</b>	
1	The estimate of daily and peak hourly traffic movements is detailed in the TIA.
2	The traffic assessment undertaken for the Bringelly Business Hub development (up until 2031) reveal a satisfactory intersection operation and this assessment has regard for the cumulative and background traffic growth in the region.
3	The proposed development outcome is lesser than that approved, and its corresponding traffic generation is also less than that approved for the site. As such, traffic implications associated with the proposal would not be any worse than the approved Masterplan's envisaged outcome.
4	Appropriate provision has been made for bicycles and end of trip facilities have been incorporated in the design.
5	The proposed vehicular access arrangements for the site are consistent with the approved Masterplan. Pedestrian access and circulation are facilitated by a marked pedestrian crossing on the main entry roadway and separation of carparks from truck circulation area.
6	The warehouse will be provided with a loading area and 'drive thrus' suitable for B-Doubles and advice provided by Steelforce indicate a projected total of some 27 visitations spread across the day. The estimated no. of other vehicle movements for the site is detailed in the TIA.
7	The proposed vehicular access arrangements for the site are consistent with the approved Masterplan which has regard for emergency vehicle movements.
8	Details of dangerous goods will be provided by relevant expertise.
9	A preliminary CTMP is incorporated in the TIA.

Item No.	TPA Approach/Response
<b>RMS Letter</b>	
1	The traffic assessment undertaken for the Bringelly Business Hub development (up until 2031) reveal a satisfactory intersection operation and this assessment has regard for the cumulative and background traffic growth in the region.
2	The proposed vehicular access arrangements for the site are consistent with the approved Masterplan. Parking provision is compliant with the DCP criteria. Swept path diagrams for critical vehicles requiring access to the site are appended to the TIA.
3	The estimated no. of service vehicle movements for the site is detailed in the TIA.
4	Appropriate provision has been made for bicycles and end of trip facilities have been incorporated in the design. Assessment of sustainable travel options is incorporated in the TIA.

## 10.0 Conclusion

---

The proposed modified warehouse facility for Steelforce on Lot 8 in the BRBH represents a typical contemporary Business Park development outcome. The assessment, which has regard for the relevant SEARS requirements, has established that:

- ❖ the proposal is entirely consistent with the traffic analysis undertaken for the SSD (although the traffic generation outcome will be somewhat less)
- ❖ the proposal will not have any adverse traffic implications on the surrounding road network
- ❖ the proposed parking provision will be quite adequate and appropriate for the development and compliant with the SSD criteria
- ❖ the proposal will adequately provide for access, internal vehicle circulation and servicing

## Appendix A

### SEARs Requirements

DRAFT



Mr Paul Jewiss  
Development Manager  
CI Property  
Suite 59, 26-32 Pirrama Road  
Pyrmont NSW 2009

SSD 9511  
DOC18/62044

Dear Mr Jewiss

**State Significant Development – Planning Secretary's Environmental Assessment Requirements  
CFC Group Large Format Retail Building, Bringelly Road Business Hub (SSD 9511)**

Please find attached the Planning Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) for the above-mentioned development. **Attachment 1** provides guidelines which may assist in the preparation of the EIS.

The attached SEARs have been prepared in consultation with the relevant government agencies and Liverpool City Council (see **Attachment 2**), and are based on the information you have provided to date. Unfortunately, NSW Roads and Maritime Services and Environment Protection Agency was unable to respond in time. The Department will provide you with a copy of its requirements as soon as it is received. The SEARs are based on the Preliminary Environmental Impact Statement dated 10 August 2018.

Please note the Planning Secretary may alter the SEARs at any time. You must consult further with the Department if you do not lodge a development application (DA) and EIS for the development within two years of the date of issue of these SEARs.

I wish to emphasise the importance of effective and genuine community consultation and the need for the proposal to proactively respond to the community's concerns. A comprehensive, detailed and genuine community consultation and engagement process must be undertaken during the preparation of the EIS. This process must ensure the community is informed of the development and engaged with issues of concern to it. Sufficient information must be provided to the community to enable a good understanding of the development and any potential impacts.

If the proposal is likely to have a significant impact on matters of National Environmental Significance, it may require an approval under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). If an EPBC Act approval is required, please advise accordingly, as the Commonwealth approval process may be integrated into the NSW approval process, and supplementary SEARs may need to be issued.

Please contact the Department at least **two weeks** before you lodge the EIS and any associated documentation for the development. This will enable the Department to confirm:

- the applicable fee (see Division 1AA, Part 15 of the *Environmental Planning and Assessment Regulation 2000*); and
- consultation and public exhibition arrangements.

If you have any enquiries, please contact Chloe Dunlop on 02 8289 6667 or via email at [chloe.dunlop@planning.nsw.gov.au](mailto:chloe.dunlop@planning.nsw.gov.au).

Yours sincerely

Chris Ritchie  
Director

Industry Assessments  
*as the delegate of the Planning Secretary*

31/8/18.

# Planning Secretary's Environmental Assessment Requirements

Section 4.12(8) of the *Environmental Planning and Assessment Act 1979*  
Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

## State significant development

<b>Application Number</b>	SSD 9511
<b>Development</b>	Construction and operation of a large format retail building with associated warehouse and workshop spaces, ancillary office, car parking and landscaping within the Bringelly Road Business Hub. The building will be for the display and sale of machinery and construction equipment.
<b>Location</b>	Lot 6 within Bringelly Road Business Hub located at Bringelly Road, Horningsea Park (Lot 11 DP 29104), Liverpool local government area
<b>Applicant</b>	CIP Constructions (NSW) Pty Ltd
<b>Date of Issue</b>	September 2018
<b>General Requirements</b>	<p>The Environmental Impact Statement (EIS) must meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>. In addition, the EIS must include:</p> <ul style="list-style-type: none"> <li>• a detailed description of the development, including: <ul style="list-style-type: none"> <li>– a description of the proposed operation</li> <li>– the need and justification for the proposed development</li> <li>– likely staging of the development</li> <li>– likely interactions between the development and any existing, approved and proposed developments in the vicinity of the site</li> <li>– plans of any proposed works with details of the proposed setbacks, site coverage, car parking, landscaped areas</li> <li>– details of infrastructure upgrades or items required to facilitate the development, and a description of any arrangements to ensure the upgrades will be implemented in a timely manner and maintained.</li> </ul> </li> <li>• a detailed description of how the development is consistent with the Bringelly Road Business Hub concept approval (SSD 6324), particularly the approved land uses</li> <li>• consideration of all relevant environmental planning instruments, including identification and justification of any inconsistencies with these instruments</li> <li>• a list of any approvals that must be obtained under the <i>Local Government Act 1993</i>, the <i>Roads Act 1993</i>, or any other Act or law before the development may lawfully be carried out</li> <li>• consideration of key issues identified by Government agencies and Liverpool City Council (see <b>Attachment 2</b>)</li> <li>• a risk assessment of any potential environmental impacts of the development, identifying the issues for further assessment</li> <li>• a detailed assessment, where relevant, of the key issues below, and any other potential significant issues identified in the risk assessment, which must include: <ul style="list-style-type: none"> <li>– a description of the existing environment, including sufficient baseline data</li> <li>– an assessment of the potential impacts of the development, including any cumulative impacts due to other development in the vicinity</li> <li>– measures to avoid, minimise and if necessary, offset the predicted potential impacts, including strategies for adaptive management and/or contingency plans to manage any significant risks to the environment</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>– a consolidated summary of all the proposed environmental management and monitoring measures, highlighting commitments included in the EIS.</li> </ul> <p>The EIS must also be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> <li>• a detailed calculation of the Capital Investment Value (CIV) (as defined in clause 3 of the <i>Environmental Planning and Assessment Regulation 2000</i>) of the development, including details of all assumptions and components from which the CIV calculation is derived</li> <li>• a close estimate of the jobs that will be created by the development during the construction and operational phases</li> <li>• certification that the information provided is accurate at the date of preparation.</li> </ul>
<b>Key issues</b>	<p>The EIS must include an assessment of the potential impacts of the proposal (including cumulative impacts) and develop appropriate measures to avoid, mitigate, manage and/or offset these impacts. The EIS must address the following specific matters:</p> <ul style="list-style-type: none"> <li>• <b>Community and Stakeholder Engagement</b> – including: <ul style="list-style-type: none"> <li>– a detailed community and stakeholder engagement strategy identifying who and how stakeholders will be engaged in the process</li> <li>– a report detailing the issues raised and how they have been addressed including any changes to the proposal</li> <li>– details of proposed engagement activities throughout the construction and operation of the development.</li> </ul> </li> <li>• <b>Social and Economic</b> – including: <ul style="list-style-type: none"> <li>– identifying and analysing the potential social impacts of the development from the point of view of the affected community and other relevant stakeholders</li> <li>– assessment of the significance of positive, negative and cumulative social impacts</li> <li>– mitigation measures and monitoring of likely negative social impacts</li> <li>– an analysis of any potential economic impacts of the development, including a discussion of any potential economic benefits.</li> </ul> </li> <li>• <b>Strategic Context</b> – including: <ul style="list-style-type: none"> <li>– detailed justification for the proposal having regard to its location and impacts, the suitability of the site and public interest</li> <li>– demonstration that the proposal is consistent with all relevant planning strategies, environmental planning instruments, adopted precinct plans, draft district plan(s) and adopted management plans and justification for any inconsistencies. The following documents must be addressed: <ul style="list-style-type: none"> <li>○ <i>State Environmental Planning Policy (Western Sydney Parklands) 2009</i></li> <li>○ the <i>Parklands Plan of Management 2020</i></li> <li>○ the <i>Parklands Plan of Management 2020 Supplement</i></li> <li>○ the <i>Parklands draft Plan of Management 2030</i></li> </ul> </li> <li>– justification for the proposed site layout.</li> </ul> </li> <li>• <b>Traffic and Access</b> – including: <ul style="list-style-type: none"> <li>– a quantitative Traffic Impact Assessment prepared in accordance with the relevant Council, Austroads and RM guidelines</li> <li>– details of all daily and peak traffic and transport movements likely to be generated by the development (vehicle type, public transport) during construction and indicative operation</li> <li>– details and a justification of access to, from and within the site (vehicular and pedestrian)</li> <li>– impacts on the safety and capacity of the surrounding road network (including intersections along Bringelly Road and Cowpasture Road) and access points, using SIDRA modelling or similar to assess impacts from current traffic counts and cumulative traffic from existing and proposed development</li> </ul> </li> </ul>

- demonstrate that sufficient loading/unloading, car parking and pedestrian and cyclist facilities have been provided for the development
- details of road upgrades, new roads or access points required for the development, if necessary.

- **Noise and Vibration** – including:

- a quantitative noise and vibration impact assessment undertaken by a suitably qualified person in accordance with the relevant Environment Protection Authority (EPA) guidelines and including an assessment of nearby sensitive receivers
- cumulative impacts of other developments
- details of proposed mitigation, management and monitoring measures.

- **Urban Design** – including:

- measures to minimise the potential visual impacts of the development including:
  - o a detailed assessment (including photomontages and perspectives) of the proposed development including height, colour, scale, building materials and finishes, signage and lighting, particularly from nearby residential receivers
  - o detailed plans showing suitable landscaping
  - o justification for any inconsistencies with the Updated Site Design Guidelines prepared by JBA Urban Planning Consultants, dated June 2015 as amended and approved under Condition A8 of the development consent for SSD 6324.

- **Bushfire** – including:

- a bushfire assessment report which provides an assessment of bushfire hazard, including:
  - o details of the storage of flammable materials
  - o an assessment against the requirements of *Planning for Bushfire Protection 2006*, particularly access and provision of water supply for firefighting purposes
  - o a description of measures to ensure the proposal will not increase the bushfire risk to adjoining lands.

- **Soil and Water** – including:

- a description of water demands of the development and a breakdown of water supplies
- identify any water licensing requirements under the *Water Act 1912* of *Water Management Act 2000*
- details of proposed erosion and sediment controls during construction
- detailed plans and a description of the surface and stormwater management system, including on-site detention, designed in accordance with Water Sensitive Urban Design principles
- an assessment of potential flooding impacts
- an assessment of potential impacts (including from potential spillage of materials) on surface and groundwater resources, drainage patterns, soil (stability, salinity and acid sulfate soils), related infrastructure, watercourses and riparian land and proposed mitigation measures.

- **Hazards and Risk** – including:

- a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development and Applying SEPP 33* (DoP, 2011), with a clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development. Should preliminary screening indicate that the project is “potentially hazardous” a preliminary hazard analysis (PHA) must be prepared in accordance with *Hazardous Industry Planning Advisory Paper No. 6 – Guidelines for Hazard Analysis* (DoP, 2011) and *Multi-Level Risk Assessment* (DoP, 2011)
- report on consultation with pipeline operator Jemena to ensure that any nearby high pressure gas pipelines remain compliant with the relevant Australian Standards throughout the life of the development and include a Safety Management Study, if necessary.



Chloe Dunlop  
Senior Planning Officer  
Industry Assessments  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Ms Dunlop,

**Request for Input to SEARs for proposed CFC Large Format Retail Premises at  
Bringelly Road Business Hub (SSD 9511)**

Thank you for your correspondence dated 13 August 2018 requesting Transport for NSW (TfNSW) input to the Secretary's Environmental Assessment Requirements (SEARs) for the subject State Significant Development Application (SSDA).

The following key assessment requirements should be addressed within the SSD EIS:

- an estimate of the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips;
- the daily and peak (AM and PM) vehicle movements impact on nearby intersections, with consideration of the cumulative impacts from the likely developments in the remaining lots and the need for any additional funding for upgrading or road improvement works, if required;
- a comparative assessment against the intersection analysis undertaken for the concept plan of future intersection operation at Bringelly Road and the site access road;
- proposed car and bicycle parking provision, including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards;
- provision of end of trip facilities (i.e. showers, lockers, change rooms etc.) for the use of employees who choose to walk or cycle to/from work as well as undertake activities during work hours;
- the proposed access arrangements from the development to public transport and cycling networks and an assessment of the adequacy of each access route;
- service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times);
- details of access arrangements for emergency vehicles;

- 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, if necessary; and
- Preparation of a draft/preliminary Construction Traffic Management Plan which includes:
  - assessment of cumulative impacts associated with other construction activities;
  - an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity;
  - details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process;
  - details of anticipated peak hour and daily construction vehicle movements to and from the site;
  - details of access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle;
  - Details of vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.
  - details of temporary cycling and pedestrian access during construction;
  - details of proposed construction vehicle access arrangements at all stages of construction; and
  - measures to mitigate any associated construction impacts on traffic, pedestrian, cyclists, parking and public transport.

If you require clarification with any of the information provided above, please contact Billy Yung, Senior Transport Planner, via email at [billy.yung@transport.nsw.gov.au](mailto:billy.yung@transport.nsw.gov.au).

Yours sincerely



21/8/2018

Mark Ozinga  
**Principal Manager, Land Use Planning & Development**  
**Freight, Strategy & Planning**

CD18/07429

4 September 2018

Our Reference: SYD18/01266 (A23893273)  
DP&E Ref: SSD 18\_9511

Director/Team Leader  
Industry Assessments  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Chloe Dunlop

Dear Sir/Madam

**CFC Retail Showroom, Warehouse and Workshop with Ancillary Office  
Skyline Crescent, Leppington**

Reference is made to your correspondence dated 13 August 2018 requesting Roads and Maritime Services (Roads and Maritime) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

Roads and Maritime requires the following issues to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required). The key intersections to be examined/modelled include:
  - Bringelly Road / Cowpasture Road
  - Bringelly Road / Skyline Crescent
2. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc) and relevant parking codes. Swept path plans need to be provided.
3. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
4. Roads and Maritime requires the environmental assessment report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan and the

provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.

The subject property is affected by a Road Widening Order under Section 25 of the Roads Act, 1993 as published in Government Gazette 105 of 20 August 1965 Folio 2660, and shown by pink colour on the attached Aerial "X" and defined by DP 225208 and noted on title, along the old Bringelly Road corridor. Any new buildings or structures, together with any improvements integral to the future use of the site, are to be erected clear of the land reserved for road (unlimited in height or depth).

The proponent should also be advised that this old Bringelly Road corridor is, pursuant to State Environmental Planning Policy Sydney Growth Centres, subject to a proposed road widening (SP2 Classified Road) as shown by yellow colour on the attached Aerial — "X".

The applicant should also be made aware that the proposed development is within close proximity to the Bringelly Road Stage 1 Project. Roads and Maritime's project will not be completed until December 2018 and as such the traffic signals at the intersection of Skyline Cres/Bringelly Road will not be operational until this time.

Any inquiries in relation to this Application can be directed to Amanda Broderick on 8849 2391 or [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely



Pahee Rathan

**A/ Senior Land Use Assessment Coordinator  
North West Precinct**

“X”

2  
DP877703

5  
DP29104

9  
DP29104

10  
DP29104

ALL PROPERTY ENQUIRIES AND DEVELOPMENT  
APPLICATIONS TO BE REFERRED TO  
ROY SURACE FOR COMMENT  
S.RKD/H 28/5/13

11  
DP29104

12  
DP29104

BRINGELLY RD

8  
DP1201906

22  
DP19406

1  
DP876864

2  
DP876864

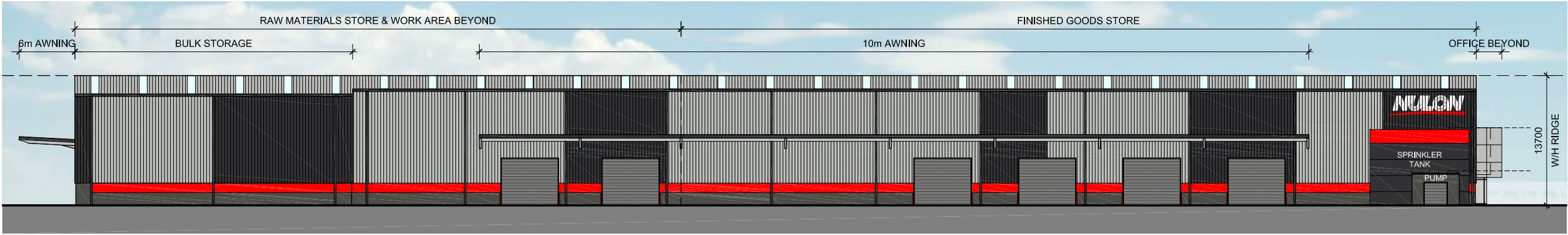
## Appendix B

### Plans of Approved Development

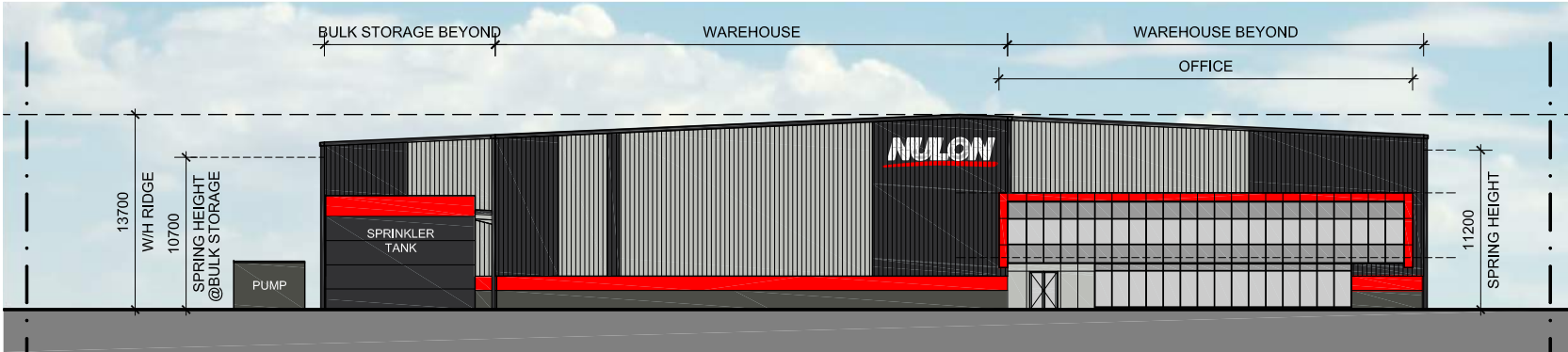
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REVISIONS

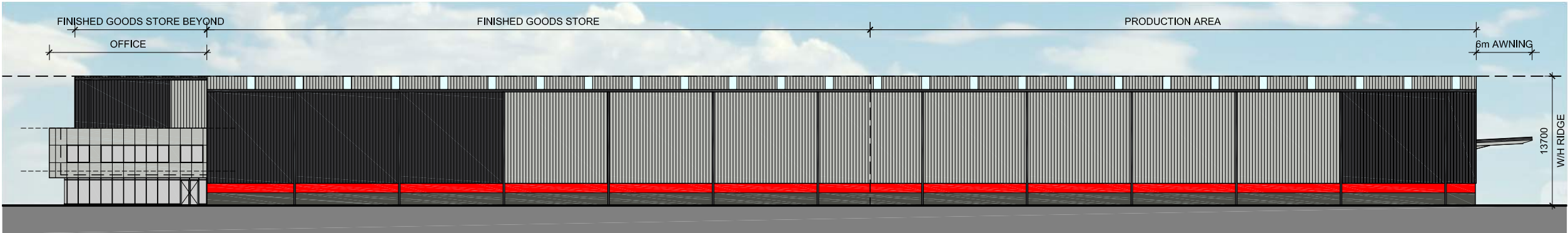
A PRELIMINARY ISSUE 20.09.17



1 WEST ELEVATION  
200 Scale 1:500



2 SOUTH ELEVATION  
200 Scale 1:500



3 EAST ELEVATION  
200 Scale 1:500



4 NORTH ELEVATION  
200 Scale 1:500



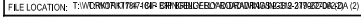
PROJECT  
**NULON MOTOR OILS**  
BRINGELLY ROAD  
BUSINESS HUB, NSW

DRAWING TITLE  
WAREHOUSE ELEVATIONS

0 2.5 5 7.5 10 15 20 25m  
SCALE: 1 : 500 @ A3

CREATE DATE : 18.09.2017 PLOT DATE : 13.08.2014  
LAST SAVED BY: mchung

2-319-277062-FS08-200 A

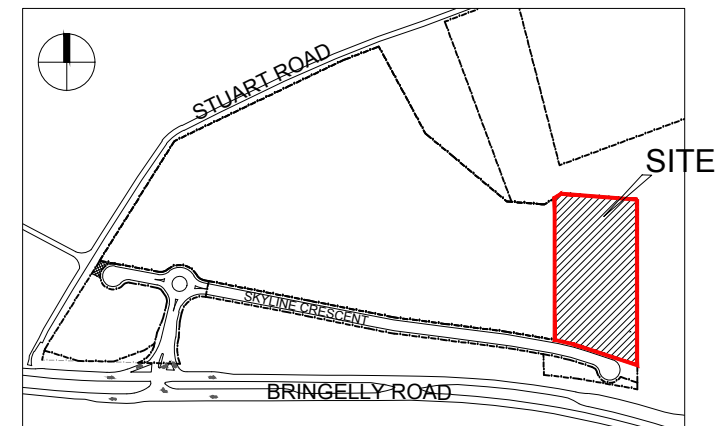
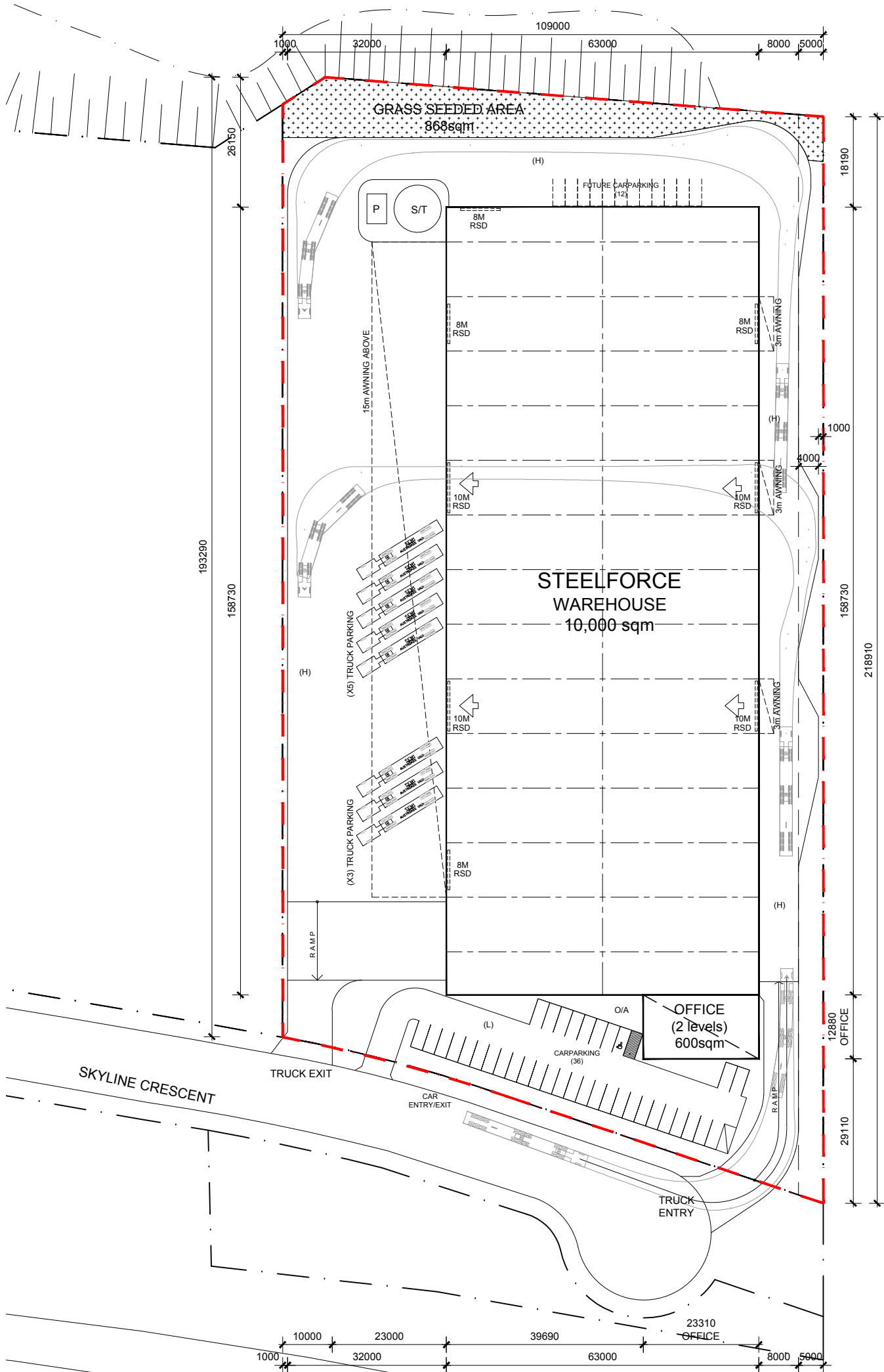


2-319-277062-DA (2)-002 A

## Appendix C

### Plans of Modified Development

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LOCATION PLAN

© COMMERCIAL & INDUSTRIAL PROPERTY PTY LTD. THIS DRAWING IS COPYRIGHT. APART FROM PERMITTED DEALINGS UNDER THE COPYRIGHT ACT, THIS DRAWING MAY NOT BE REPRODUCED BY ANY PERSON WITHOUT PERMISSION IN WRITING. ALL AREAS AND DIMENSIONS SHOWN ON DRAWINGS ARE APPROXIMATE ONLY AND ARE SUBJECT TO CONFIRMATION BY SURVEY

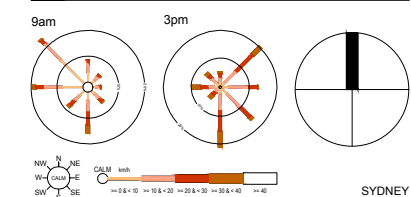
#### REVISIONS

A	PRELIMINARY	10.10.2018
B	CARPARKING ADDED	08.11.2018

#### DEVELOPMENT SUMMARY

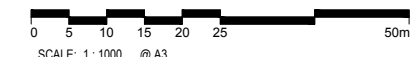
##### STEELFORCE

SITE AREA	22,345 sqm
WAREHOUSE	10,000 sqm
OFFICE (2 LEVELS)	600 sqm
TOTAL BUILDING AREA	10,600 sqm
EFFICIENCY	47.44 %
AWNING (3m)	99 sqm
AWNING (15m)	1,980 sqm
CARPARKING PROVIDED	36 spaces
FUTURE CARPARKING	12 spaces
HEAVY DUTY PAVEMENT (H)	8,396 sqm
LIGHT DUTY PAVEMENT (L)	1,051 sqm
GRASS SEEDD AREA (GS)	868 sqm



PROJECT  
**STEELFORCE**  
BRINGELLY ROAD  
BUSINESS HUB,  
NSW

DRAWING TITLE  
**SITE PLAN**

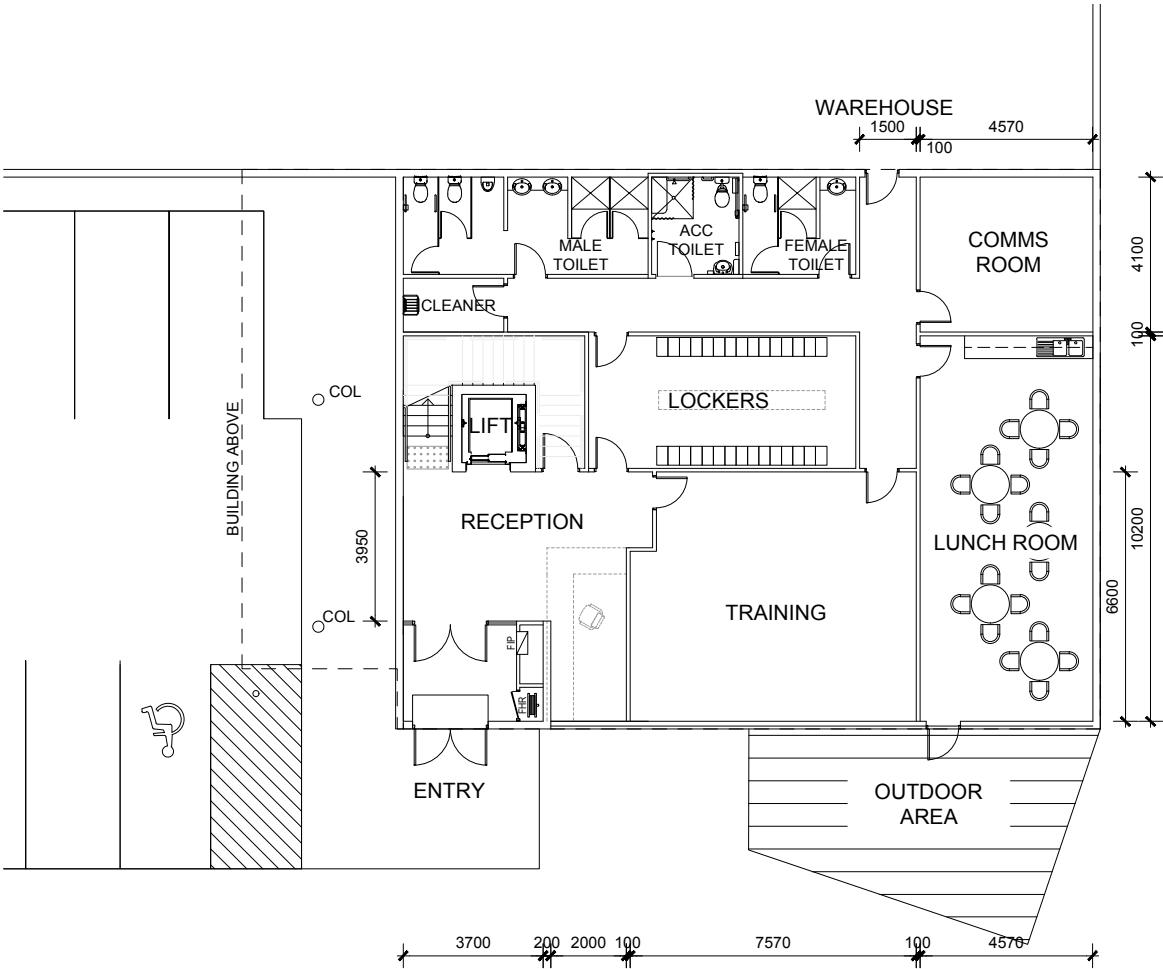


CREATE DATE : 08.10.2018  
LAST SAVED BY: jadamczyk  
PLOT DATE : 08.11.2018

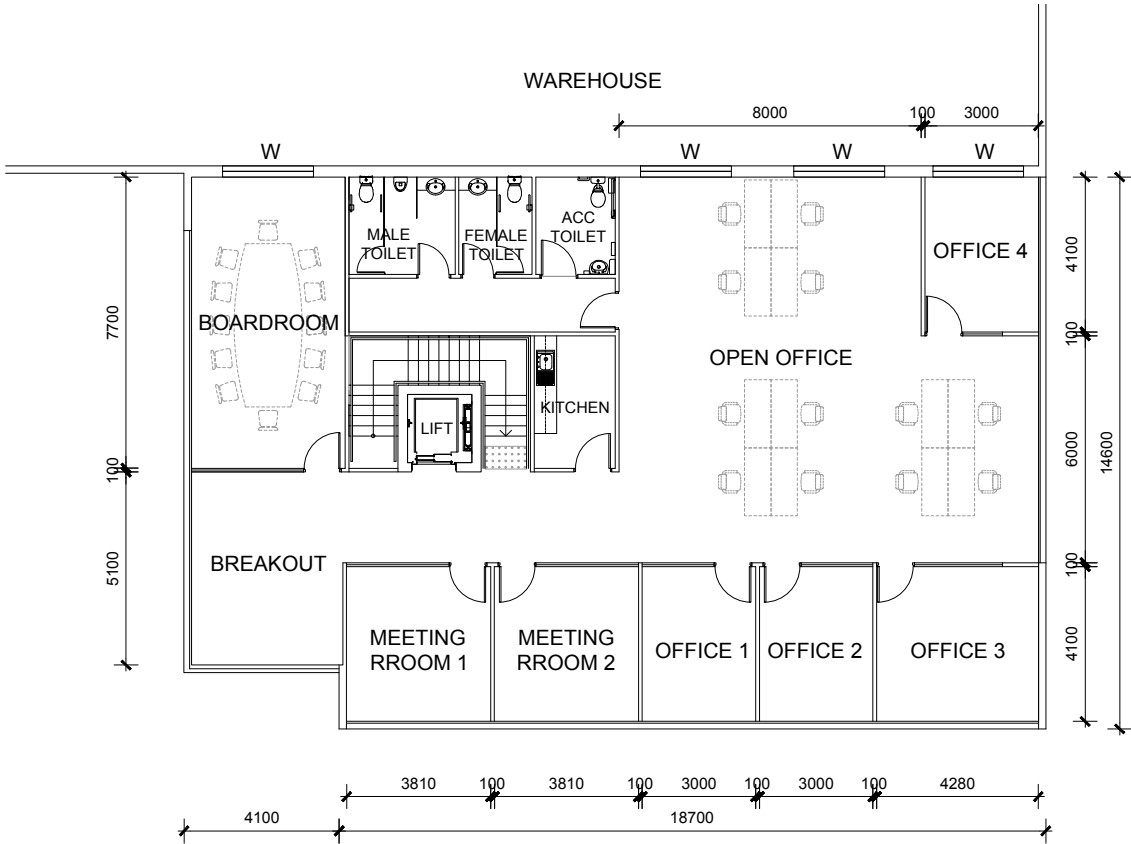
2-349-277062 FS27 - 002 **B**

REVISIONS

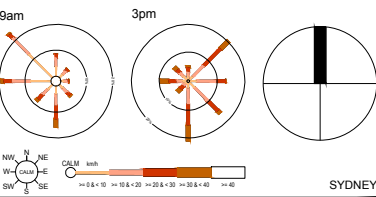
A PRELIMINARY 08.10.2018



GROUND FLOOR PLAN  
OFFICE AND WAREHOUSE AMENITIES  
1:200 SCALE @ A3



FIRST FLOOR PLAN  
OFFICE  
1:200 SCALE @ A3



PROJECT  
**STEELFORCE**  
BRINGELLY ROAD  
BUSINESS HUB,  
NSW

DRAWING TITLE  
**OFFICE PLAN**



SCALE: 1 : 200 @ A3

CREATE DATE : 05.10.2018 PLOT DATE : 08.10.2018  
LAST SAVED BY: jadamczyk

2-349-277062 FS25 - 004 A

## Appendix D

### Turning Path Assessment

DRAFT

## Appendix E

### Consultation Process

DRAFT