



asongroup

Transport Statement

Modification – Stage 1 Westlink, Mamre Road Precinct

59-63 Abbots Road & 290-308 Aldington Road, Kemps Creek

1/11/2023

P2297r02

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Glossary

Acronym	Description
AGRD	Austrroads Guide to Road Design
AGTM	Austrroads Guide to Traffic Management
CC	Construction Certificate
Council	Penrith 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
MOD	Section 4.55 Modification (also referred as a S4.55)
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)
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 Background

Ason Group has been engaged by ESR Developments (Australia) Pty Ltd (ESR) to prepare a Transport Statement (TS) in relation of a Modification (MOD) to the approved development located at 59-63 Abbots Road & 290-308 Aldington Road, Kemps Creek (the Site). By way of background, Ason Group previously prepared a Transport Management & Accessibility Plan (TMAP) for the original State Significant Development (SSD) for the Site (SSD-9138102) in 2022, by several subsequent modifications. A summary of those modifications is provided below.

Table 1: SSD Approvals (SSD-9138102) – Modification History			
Modifications	Descriptions	Traffic / Transport Related	Status
SSD-9138102-Mod-1	Proposal to amend the approved bulk earthworks to enable excess fill from the excavation for Lot 1 (Warehouse 1) and Lot 4 (Warehouse 4) building pads to be used for the filling of the future Lot 6.	No	Prepare Mod Report
SSD-9138102-Mod-2	Reduction in the approved trunk drainage channel width and subsequent increase in the floor area of the Lot 4 warehouse.	No	Prepare Mod Report
SSD-9138102-Mod-3	Minor design changes to approved layout of Warehouse 1 (Lot 1)	No	Prepare Mod Report

In this context, this Modification predominantly involves changes to yield from the previous approved SSD as a result of changes to design considerations.

1.2 Site Context

The Site is comprised of 3 separate allotments (refer to **Table 2**) and is legally described as Lots 11, 12 and 13 in DP253503. The Site is located approximately 4km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 12km south-east of the Penrith CBD and 40km west of the Sydney CBD. It is located at 290-308 Aldington Road, 59-62 Abbots Road, and 63 Abbots Road. The land is approximately 320,000m² in area and is irregular in shape.

The Site is shown in its sub-regional context in **Figure 1**, as well as the broader MRP area in which it lies.

Table 2: Site Description		
Address	Title	Area (m2)
290-308 Aldington Road	Lot 13 / DP253503	104,700
59-62 Abbots Road	Lot 12 / DP253503	104,900
63 Abbots Road	Lot 11 / DP253503	110,200

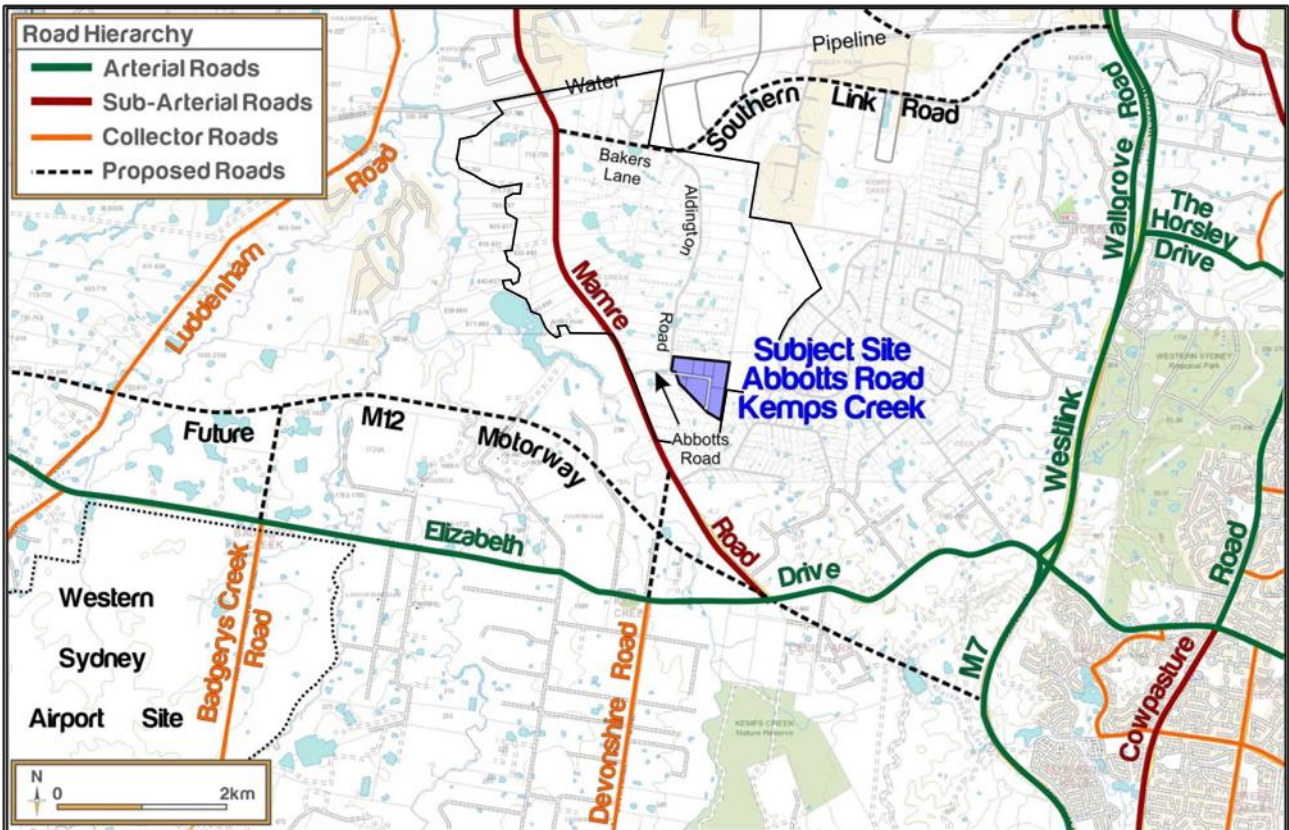


Figure 1: Site Location & Road Hierarchy

1.3 Modification

The proposed changes to the approved development sought by this MOD are summarised in **Table 3**.

Table 3: Summary of GFA Modifications				
Lot	Land Use	Approved SSD (m² GFA)	Proposed Modification (m² GFA)	Net Change (m² GFA)
1	Warehouse	61,271	61,271	0
	Office	1,576	1,576	0
	<i>Sub Total</i>	62,847	62,847	0
4	Warehouse	17,010	17,010	0
	Office	450	450	0
	<i>Sub Total</i>	17,460	17,460	0
Total	-	80,307	80,307	0

1.4 Study Objectives

The objective of this study in support of the Modification is to assess the parking provision and traffic generation implications of the net changes to the development.

It does not seek to address the design of the car park which will be assessed separately, which is broadly consistent with the approved plans, with suitable conditions of consent already applicable to ensure any minor changes will achieve compliance with relevant Australian Standards (AS2890 series), as necessary, prior to issue of a Construction Certificate.

1.5 References

In preparing this TS, Ason Group has referenced the following:

- Nettleton Tribe Partnership, *12587_DA102 - Estate Plan - Stage 1(P22)*, 30 October 2023.
- Ason Group, *1323r06v2 TMAP Stage 1 Westlink, Issue*, October 2022.
- DPE, *Western Sydney Employment Area, Mamre Road precinct, Development Control Plan*, November 2021 (MRP DCP).

2 Parking Assessment

2.1 Precinct Parking Rates

The TMAP study supporting the approved SSD adopted the following parking provision rate.

Table 4: DCP Parking Rates	
Land Use	Minimum Parking Rate
Warehouse	1 space per 300m ² OR 1 space per 4 employees, whichever is the greater.
Office	1 space per 40m ²

2.2 Parking Approved & Proposed

Having regard for the above, the parking requirements associated with the previous approved SSD and the proposed MOD are summarised below.

Table 5: Car Parking Comparison						
Lot	Land Use	Approved SSD		Proposed MOD		Net Change
		Requirement	Provision	Requirement	Provision	
1	Warehouse	205	300	205	294	-6
	Office	40		40		
	Sub Total	245		245		
4	Warehouse	57	96	57	96	0
	Office	12		12		
	Sub Total	69		69		
Total	-	314	396	314	390	-6

2.3 Parking Impacts

In summary, the car park provision difference between the approved SSD and the proposed MOD is minor.

3 Traffic Assessment

3.1 Traffic Generation Rates

The TMAP study supporting the approved SSD adopted the following traffic generation rates.

Table 6: Adopted Trip Rate	
Period	Trips per 100m ²
Daily Trips	2.31
Local Road AM Peak (7am – 8am)	0.17
Local Road PM Peak (4pm – 5pm)	0.15

3.2 Development Traffic Generation

Having regard for the above, the traffic generation associated with the previous approved SSD and the proposed MOD are summarised below.

Table 7: Development Traffic Generation Comparison			
Trips	Approved SSD	Proposed MOD	Net Change
AM	137	137	0
PM	121	121	0
Daily	1,856	1,856	0

It is evident that there is no material change in traffic generation between the approved SSD and the proposed MOD.

3.3 Traffic Impacts

In summary, the proposed changes will have minimal impact on overall traffic volumes and impacts to the surrounding road network.

4 Design Commentary

The Masterplan has undergone a minor adjustment, specifically in relation with warehouse 1. The traffic-related changes include:

- slight repositioning of the car parking entry point, and
- amendments to the driveway,
- relocation of the battery charging chamber and recessed docks by 1.13 meters to the west.

The figure below presents a side-by-side comparison of the original approved SSD master plan and the modified version. It is believed that these design modifications will not significantly impact traffic operations and will not have any impact to the outcome of the previously approved traffic report for the SSD. For a comprehensive analysis of the traffic implications, please refer to the swept path analysis provided in **Appendix A**.



Figure 2: Master Plan Comparison

5 Summary & Conclusions

5.1 Key Findings

The key findings of this assessment are:

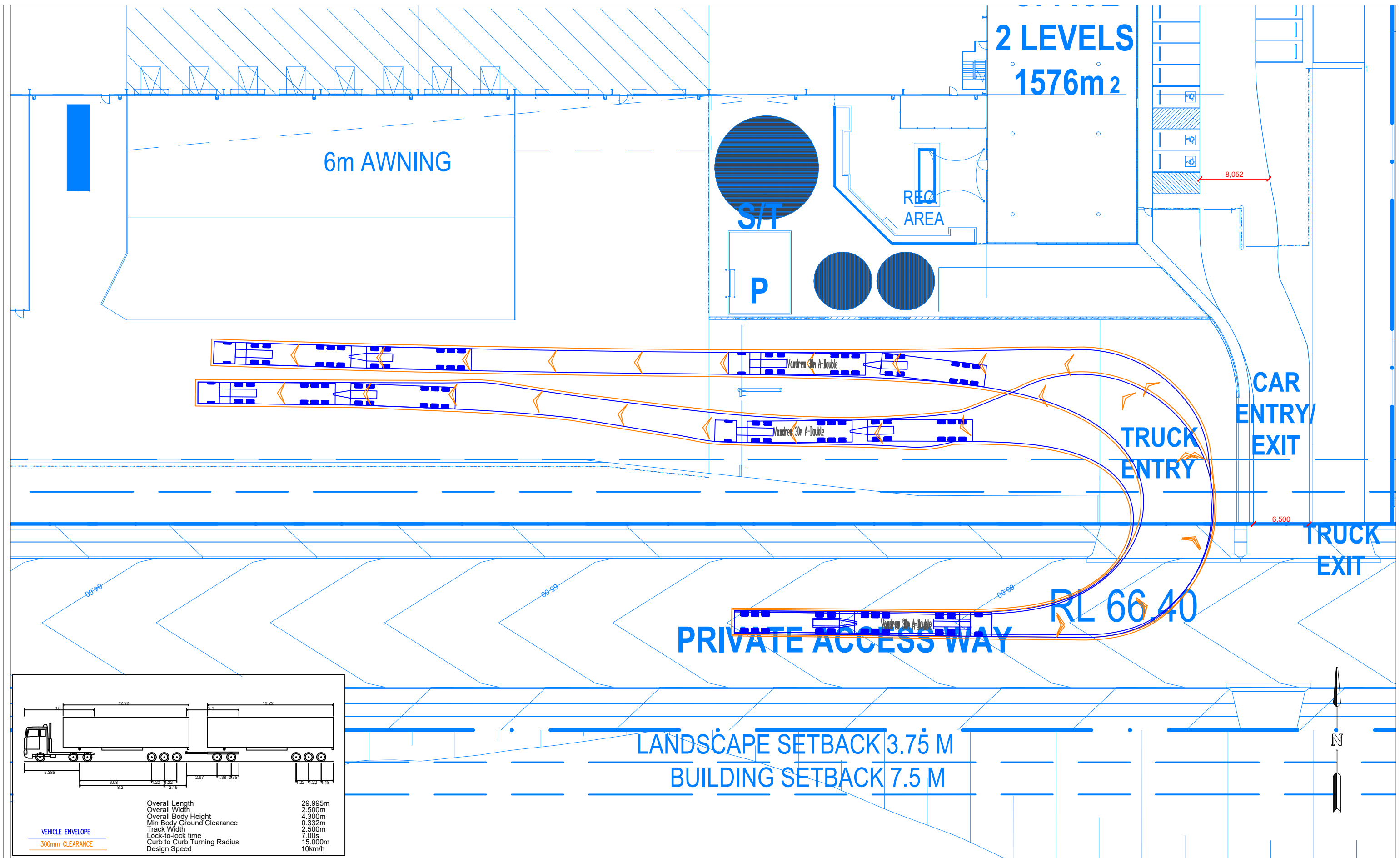
- The MOD will provide adequate parking spaces for the Site and the change in overall number of parking spaces between the proposed MOD and approved SSD is minor.
- Peak hourly traffic associated with the development will largely remain unchanged, as a result of the current changes.
- In this regard, the development is assessed to generate the following peak hourly traffic volumes:
 - AM peak 137 veh/hr.
 - PM peak 121 veh/hr
- This represents negligible change from the previously approved SSD and, as such, the proposal will have no material impact on the surrounding road network.

5.2 Conclusion

In summary, the MOD is considered supportable on traffic planning grounds and will not result in any adverse impacts on the surrounding road network, or the availability of on-street parking.

Appendix A. Swept Path

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 Base Plan prepared by Richard Crookes Construction, received 31.10.2023.
 Swept path assessments completed at 10 km/h and 300mm clearance.

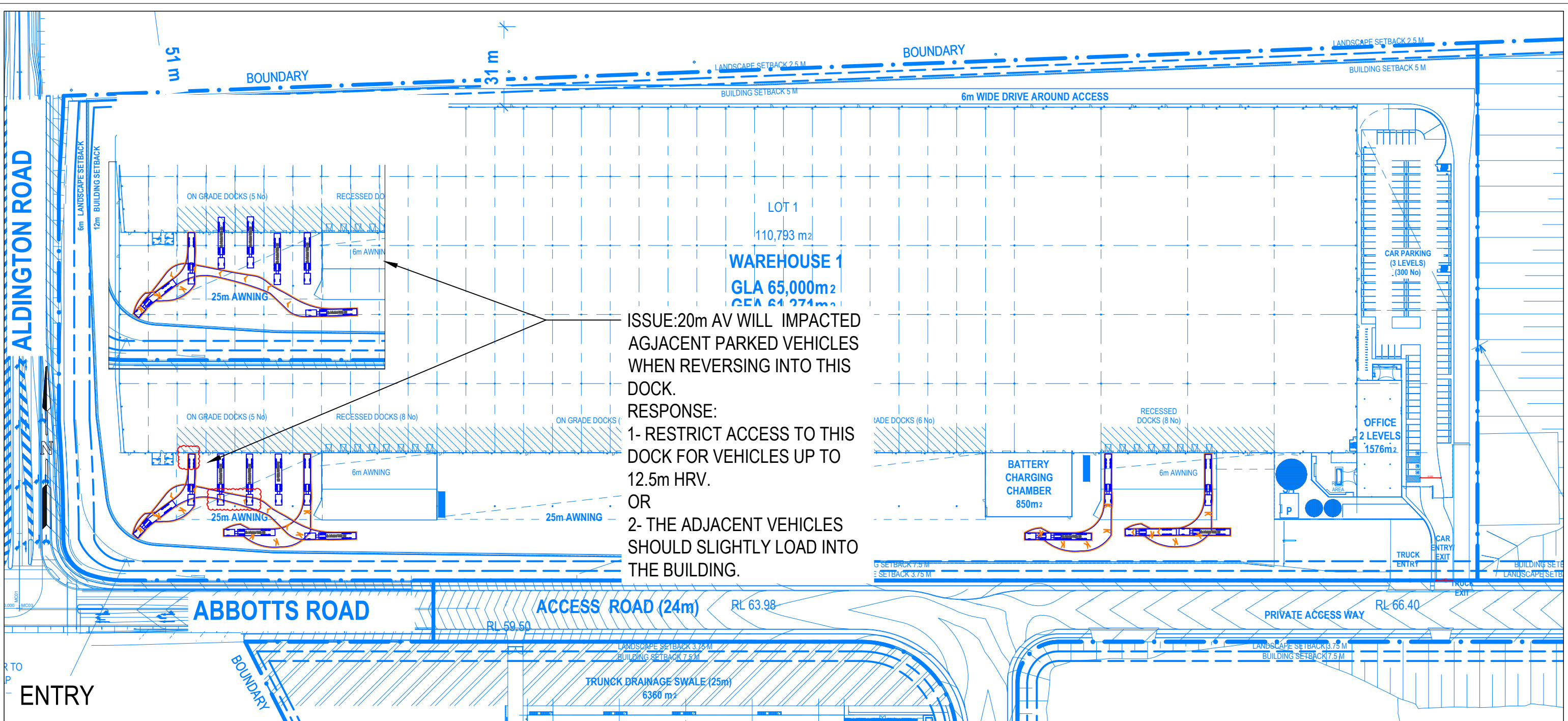
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APPROVED BY Ali Rasouli	DATE 31.10.2023	PROJECT P2297
SCALE 1:400	NTS	Abbots Road, Kemps Creek

DOCUMENT INFORMATION	
DRIVEWAY AND SITE CIRCULATION ASSESSMENTS	
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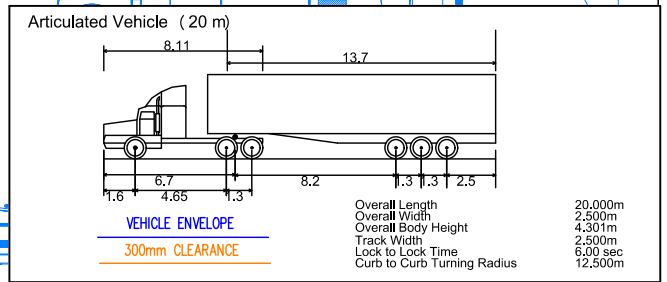
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ISSUE: 20m AV WILL IMPACTED ADJACENT PARKED VEHICLES WHEN REVERSING INTO THIS DOCK.
RESPONSE:
 1- RESTRICT ACCESS TO THIS DOCK FOR VEHICLES UP TO 12.5m HRV.
 OR
 2- THE ADJACENT VEHICLES SHOULD SLIGHTLY LOAD INTO THE BUILDING.



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	APPROVED BY Ali Rasouli	DATE 31.10.2023	PROJECT P2297	LOADING DOCKS ASSESSMENT	
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