

3 February 2025



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Attn: Grace Macdonald, NSW Planning Manager

## RE: Westlink Industrial Estate Stage 2 [SSD-9138102] – TMAP Addendum

Dear Grace,

The purpose of this addendum is to provide an update to the original Transport Management and Accessibility Plan (TMAP) (file reference: 2056r01v04 TMAP Westlink Stage 2, Issue) for the Westlink Industrial Estate – Stage 2.

This addendum reflects the following:

1. The previous TMAP utilised a first principles approach to estimate trip generation based operational details provided by the contracted tenant. The proposed warehouse no longer has a contracted tenant and therefore guideline rates have been referred to with respect to large-format warehouse uses.
2. Revised assessment of trip generation and parking rates to reflect minor amendments to the overall areas for warehouse and ancillary office space.
3. A revisited traffic generation assessment in response to comments provided by Transport for NSW (TfNSW), as outlined in their letter dated 9 October 2024:

*"The submitted traffic report states that within the LOG-East modelling assessment, for the ESR landholdings, a peak hour trip generation of 188 veh/hr in the AM peak and 196 veh/hr in the PM peak based on TfNSW agreed trip rates was used. The trip rates used to estimate the traffic of this proposal are based on the operational requirements of the proposed tenant which are significantly lower than the agreed TfNSW trip rates. Applying the TfNSW rates based on a GFA of 120,282 m<sup>2</sup> for Stages 1 and 2 of the Westlink Industry Park results in traffic generation of 277 trips in the AM peak and 289 trips in the PM peak, which is considerably higher than traffic assumed in the LOG East modelling."*

*The traffic generation profile has been revisited to address the above comments and ensure alignment with the latest development yields.*

## The Proposal

The revised proposal remains consistent with the original Transport Management and Accessibility Plan (TMAP) with the following minor updates:

- Warehouse GFA: 35,750 m<sup>2</sup>
- Office GFA: 1,740 m<sup>2</sup>
- 166 parking spaces

A reduced copy of the updated Site Plan is found below, prepared by Nettletontribe.

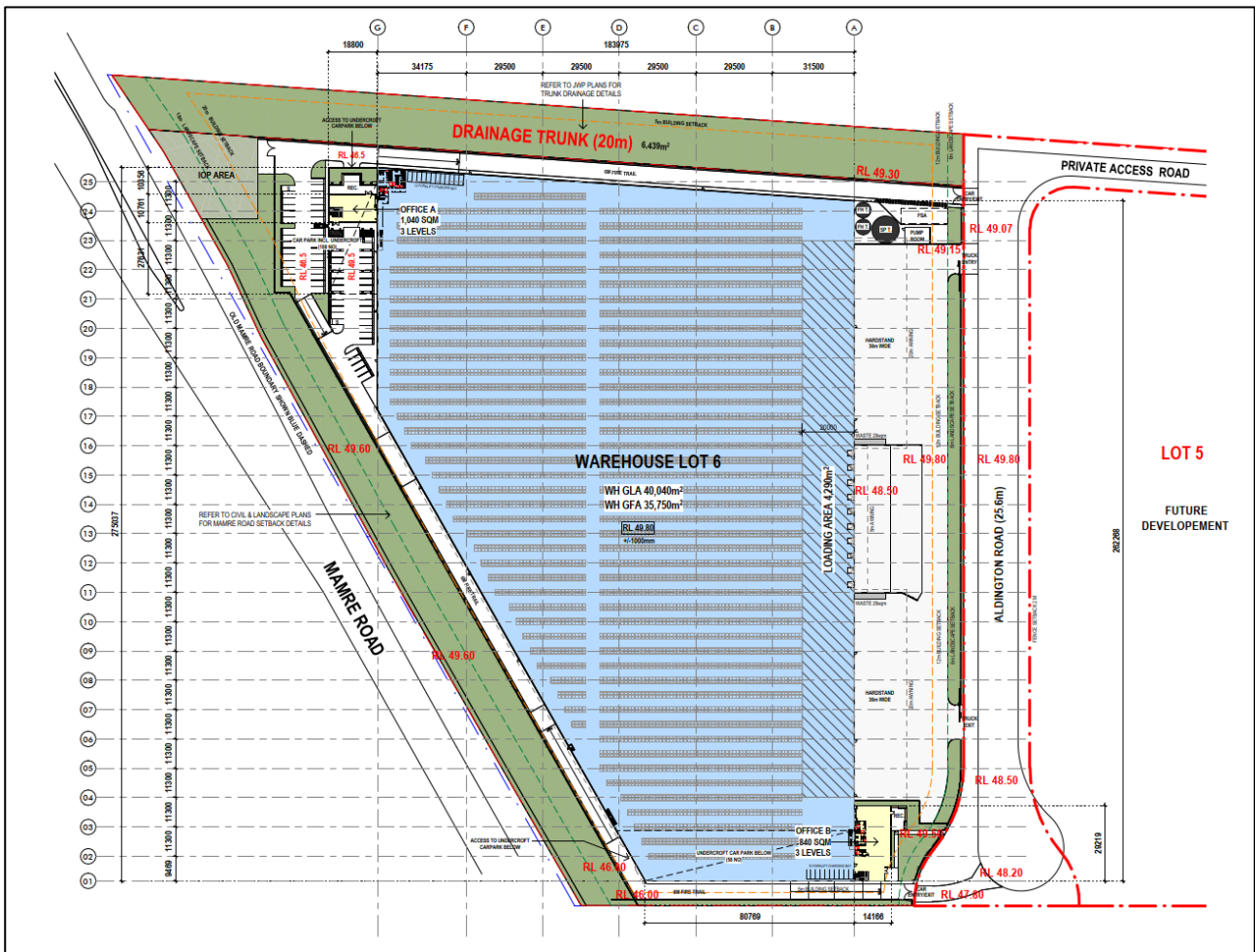


Figure 1: Warehouse Lot 6, dated 17.01.2025

## Traffic Generation

### Traffic Generation Using TfNSW Agreed MRP Rates

The TfNSW agreed MRP trip rates used in the original TMAP were:

- AM Peak Rate: 0.23 trips/100 m<sup>2</sup> GFA
- PM Peak Rate: 0.24 trips/100 m<sup>2</sup> GFA

These rates were adopted as part of the LOG-East modelling and were subsequently approved and endorsed by TfNSW.

The table below presents the updated traffic generation for the Westlink Industrial Estate (Stages 1 and 2) using the MRP rates. It includes the revised traffic generation for the updated proposal and compares it with the LOG-East modelled (approved) traffic generation:

**TABLE 1: WESTLINK ESTATE STAGE 1 & 2 TRAFFIC GENERATION (MRP RATES)**

Stage	Lot	GFA	AM Trips	PM Trips
1	Warehouse 1	63,857	147	153
	Warehouse 3 <sup>Note</sup>	17,785	41	43
2	Warehouse 6	37,490	86	90
<b>Total</b>		<b>119,132</b>	<b>274</b>	<b>286</b>

*Note: Formerly labelled Warehouse 4*

### Traffic Generation Using GTIA Rates

In 2024, Transport for NSW (TfNSW) released the Guide to Transport Impact Assessment (GTIA), introducing updated trip generation rates for large-format warehousing. These rates were developed to better reflect the operational efficiencies of modern warehousing facilities, including:

- Advanced logistics systems and automation;
- Reduced employee and visitor trip demands; and
- The clustering of large-scale warehousing developments within logistics precincts, enabling more efficient infrastructure usage.

Consistent with the original MRP modelling, which was undertaken during the network peak periods, the GTIA network peak rates have been adopted for the revised traffic generation assessment. Since the cumulative Gross Floor Area (GFA) of the Westlink Industrial Estate, inclusive of Stage 2, exceeds 100,000 m<sup>2</sup>, the application of these rates is considered appropriate.

The GTIA network peak rates applicable to warehousing developments exceeding 100,000 m<sup>2</sup> GFA are:

- AM Peak Rate: 0.14 trips/100 m<sup>2</sup> GFA
- PM Peak Rate: 0.14 trips/100 m<sup>2</sup> GFA

The updated traffic generation is shown below:

**TABLE 2: WESTLINK ESTATE STAGE 1 & 2 TRAFFIC GENERATION (MRP RATES)**

Stage	Lot	GFA	AM Trips	PM Trips
1	Warehouse 1	63,857	89	89
	Warehouse 3	17,785	25	25
2	Warehouse 6	37,490	52	52
<b>Total</b>		<b>119,132</b>	<b>166</b>	<b>166</b>

### Comparison of Trip Generation

The table below compares the traffic generation resulting from the MRP rates and GTIA network peak rates against the LOG-East modelled (approved) traffic generation:

**TABLE 3: WESTLINK ESTATE STAGE 1 & 2 TRAFFIC GENERATION (MRP RATES)**

Scheme	AM Trips	PM Trips
<b>MRP Trip Rate Comparison</b>		
Westlink (Stage 1 + Stage 2)	274	286
<i>LOG-E</i>	188	196
<b>Net Difference</b>	<b>+86</b>	<b>+90</b>
<b>GTIA Trip Rate Comparison</b>		
Westlink (Stage 1 + Stage 2)	166	166
<i>LOG-E</i>	188	196
<b>Net Difference</b>	<b>-22</b>	<b>-30</b>

With reference to the above:

- The MRP rates result in a total traffic generation of 274 AM trips and 286 PM trips, which exceed the LOG-East modelled (approved) traffic generation.
- There is a reduction of 22 AM trips and 30 PM trips compared to the LOG-East modelled (approved) traffic generation of 188 AM and 196 PM trips.
- The GTIA rates are more recent and accurately reflect the operational efficiencies of modern, large-format warehousing developments.

The cumulative traffic generation for the Westlink Industrial Estate, inclusive of Stage 2, remains within the endorsed trip generation assumptions of the LOG-East modelling. As such, the proposal is considered supportable on traffic generation grounds.

## Parking

### Car Parking

The revised development includes updated Gross Floor Areas (GFA) for both warehouse and office components, resulting in a minor adjustment to parking requirements. Parking has been assessed in line with the MRP Development Control Plan (DCP) rates, which remain consistent with the original TMAP.

The updated parking provision is outlined in the table below:

**TABLE 4: CAR PARKING REQUIREMENTS & PROPOSED PROVISION**

Land Use	GFA (m <sup>2</sup> )	Requirement	Proposed
Warehouse	35,750	119	166
Office	1,740	44	
<b>Total</b>	<b>37,490</b>	<b>163</b>	

The parking provision continues to be compliant with the MRP Development Control Plan (DCP).

### Accessible Parking

- Accessible spaces have been provided in accordance with the original TMAP with a rate of 1 accessible space / 100 car parking spaces.
- A total of 3 accessible spaces are included, exceeding the minimum requirement under the DCP by 1 space.
- This provision ensures that 1 accessible space has been placed in each car parking location, enhancing accessibility and supporting functional distribution across the site.

### Electric Vehicle Parking

Section 4.6.1(8) of the MRP DCP notes the following:

- *Parking areas should incorporate dedicated parking bays for electric vehicle charging*

However, it does not provide for guidance on the specific number of bays. Therefore, it is proposed that a total of 5% of the parking provision be designated as electric vehicle charging bays.

### Bicycle Parking

Bicycle parking rates from the MRP DCP have been adopted to assess the parking requirements of the Proposal.

The requirements of the MRP DCP are provided within **Table 5**.

**TABLE 5: MRP DCP CYCLE PARKING RATES**

Land Use	Minimum Parking Rate
Warehouse	1 space per 1000m <sup>2</sup> of gross floor area of industrial activities (over 2000m <sup>2</sup> gross floor area)
Office	1 space per 600m <sup>2</sup> of gross floor area of office and retail space (over 1200m <sup>2</sup> gross floor area)

The below details the requirements for Proposal, based on the parking rates detailed in Table 5. As shown, the Proposal is required to provide a total of 37 bicycle parking spaces. The Proposal seeks to provide 40 spaces and is therefore in compliance with the MRP DCP. These spaces are provided in accordance with specifications from a commercial manufacturer (Cora) where full compliance with design standards can be confirmed during the subsequent design certification stage.

**TABLE 6: BICYCLE PARKING REQUIREMENTS & PROPOSED PROVISION**

Land Use	GFA (m <sup>2</sup> )	Requirement	Provision
Warehouse	35,750	36	40
Office	1,740	1	
<b>Total</b>	<b>37,490</b>	<b>37</b>	<b>40</b>

Additionally, the MRP DCP also references the following rates for End of Trip (EoT) facilities.

**TABLE 7: END-OF-TRIP PARKING RATES**

Land-Use	Requirement
Office	For ancillary office and retail space with a gross floor area over 2500m <sup>2</sup> , at least 1 shower cubicle with ancillary change rooms
Warehouse	For industrial activities with a gross floor area over 4000m <sup>2</sup> , at least 1 shower cubicle with ancillary change rooms

Having regard for the Proposal, **Table 8** demonstrates the provision of EoT facilities for the Site against the outlined MRP DCP rates. It is anticipated that provision of these EoT facilities could be ensured via a suitable Condition of Consent.

**TABLE 8: END-OF-TRIP REQUIREMENTS**

Lot	GFA (m <sup>2</sup> )	Requirement
Warehouse	35,750	1
Office	1,740	N/A
<b>Total</b>	<b>37,490</b>	<b>1</b>

## Conclusion

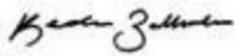
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This addendum to the original Transport Management and Accessibility Plan (TMAP) for the Westlink Industrial Estate – Stage 2 demonstrates the following:

- The development now relates to a speculative warehouse and reflects updated Gross Floor Areas (GFA) and parking provisions.
- The traffic generation assessment has been revisited:
  - Using TfNSW-agreed MRP rates, the Westlink Estate (inclusive of Stage 1 and Stage 2) results in 274 AM peak and 286 PM peak trips.
  - Applying the more recent TfNSW Guide to Transport Impact Assessment network peak rates for large-format warehousing, the revised traffic generation is reduced to 166 AM peak and 166 PM peak trips.
  - This represents a reduction of 22 AM trips and 30 PM trips compared to the LOG-East modelled (approved) traffic generation of 188 AM / 196 PM trips.
- The cumulative traffic generation for the Westlink Industrial Estate, inclusive of Stage 2, remains within the endorsed trips of the LOG-E modelling and is therefore supportable on traffic generation grounds
- The revised parking provision also remains compliant with the MRP Development Control Plan (DCP)

As such, the proposal remains consistent with assumptions underpinning the LOG-E assessment for interim staging conditions in 2026 with the minor modifications remaining compliant with relevant DCP controls.

Yours sincerely,



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*Senior Transport Planner*

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