Colston Budd Rogers & Kafes Pty Ltd
as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/11916/sk

Transport Planning
Traffic Studies
Parking Studies

13 May, 2024

Logos Australia Group Pty Ltd
Level 46, Gateway
1 Macquarie Place
SYDNEY NSW 2000

Attention: Louis Towning
Email: louistowning@logosproperty.com

Dear Sir

RE: HUNTINGWOOD WAREHOUSE AND DISTRIBUTION CENTRE RESPONSES TO TRAFFIC MATTERS (RTS)

1. As requested, we are writing with regards to traffic and parking matters raised by TfNSW and DPE relating to the proposed warehouse and distribution centre at Huntingwood. We previously prepared a transport and accessibility impact assessment[1] dated March 2024 which assessed the traffic and parking effects of the proposed development.

Traffic Matters Raised by TfNSW

2. The traffic matters raised by TfNSW, are set out in its letter dated 18 April 2024. Design matters raised by TfNSW are addressed by MU Group under separate cover. The traffic matters and our responses are set out below. These matters and our responses were discussed at a meeting with TfNSW on Monday 22 April 2024.

Transport and Accessibility Impact Assessment Report (TAIA)

The TAIA shows that the kerb side lane of the northern leg at Great Western Highway/Flushcombe Road intersection was incorrectly modelled with the left-through combined movement, which is currently operating as a left-turn lane.

3. For the existing, 2026 and 2036 no development scenarios, the TAIA has modelled the northern approach of the intersection of Great Western

[1] "Transport and Accessibility Impact Assessment for Proposed Warehouse and Distribution Centre at Augusta Street, Huntingwood", March 2024, Colston Budd Rogers & Kafes Pty Ltd.

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Highway/Flushcombe Road with its current lane configuration (separate left turn lane and shared through/right turn lane). As noted in Section 7.32 of the TAIA, upgrades to the intersection were identified to accommodate development traffic (V1 Upgrades). One of the upgrades is to reconfigure the northern approach of the intersection of Great Western Highway/Flushcombe Road to provide a shared left/through lane and separate right turn lane). Thus, the modelling of the 2026 and 2036 with development scenarios has these changes to the lane configuration on the northern approach to the intersection.

> *The adopted traffic generation rates are significantly lower (50%) than the traffic generation rates set out in the TfNSW Technical Direction TDT2013/04a – Guide to Traffic Generating Developments Updated Traffic Surveys. Separate traffic generation rates should be applied to warehouse facilities and office land uses.*

4. Traffic generation rates for the proposed development are based on the surveys of Industrial Estates/Business Parks in the Sydney Metropolitan area, set out in TDT2013/04a and benchmarked against surveys of a similar warehouse development in Villawood. The results are set out in Sections 7.15 to 7.22 of the TAIA. All the sites surveyed include office components, hence applying separate rates for the office component is not appropriate. The surveys found the following:

   - TDT2013/4a – 0.15 vehicles per 100m^2 GFA (two way) in the weekday AM/PM network peak hours;
   - Villawood – 0.18/0.12 vehicles per 100m^2 GFA (two way) in the weekday AM/PM network peak hours.

5. For the proposed development a generation rate of 0.20 vehicles per 100m^2 GFA (two way) in the weekday AM/PM network peak hours was adopted.

6. The summary section of TDT2013/04a sets out the following generation rates for Industrial Estates/Business Parks in the Sydney metropolitan area:

   - 0.52 vehicles per 100m^2 GFA (two way) in the weekday AM peak hour; and
   - 0.56 vehicles per 100m^2 GFA (two way) in the weekday AM peak hour.

7. These rates are not appropriate to use for assessing the traffic effects of the proposed development as:

   - They are based on the average of averages and hence give equal weight to each site surveyed which is not appropriate; and

- They are the peak traffic generation in the AM and PM peak periods and not the traffic generation rate in the AM/PM network peaks.

  Variable traffic cycles times were still used in SIDRA model, which does not reflect the typical condition. A cycle time of 140 seconds should be used.

  Recommendation: The Applicant should address the above matters and provide TfNSW an electronic copy of the SIDRA modelling for review and verification. TfNSW requires this to ensure that the proposed amelioration works are satisfactory.

8. For the analysis of existing traffic conditions, a cycle time of 140 seconds has been used in the SIDRA model. For the 2026/2036 with and without development scenarios a variable cycle time (with minimum 120 seconds and maximum 140 seconds) has been used in the SIDRA model. As traffic conditions will change in the future, allowing a variable cycle time within a limited range is appropriate to allow for optimal intersection performance to accommodate the changes in traffic conditions.

   The TAIA (Section 3.13) states that the new signalised intersection approximately midway between Flushcombe Road and the Prospect Highway will include pedestrian crossing on each of the four legs of the intersection. However, the TCS plan shows pedestrian crossing is only provided on the southern leg of the intersection, which is inconsistent. The plan should be updated with consistent information.

9. Section 3.13 of TAIA incorrectly stated that the new signalised intersection approximately midway between Flushcombe Road and the Prospect Highway will include pedestrian crossing on each of the four legs of the intersection. There are no pedestrian facilities provided on the north side of the intersection hence there is no requirement for pedestrian facilities on the northern, eastern and western sides of the intersection. A pedestrian crossing will be provided on the southern side of the intersection as shown in the TCS Plan. The TCS plan does not require updating to show additional pedestrian crossings.

   Travel Demand Management (TDM)

   To ensure sustainable transport options for future users of the development, TfNSW recommends that the Applicant address the following matters as part of a Travel Demand Management (TDM) strategy for the development:

A parking management strategy should be included as part of the Implementation Plan.

10. Car parking for the proposed Huntingwood warehouse and distribution centre will be provided in accordance with the parking requirements set out in Blacktown City Council's Huntingwood Precinct DCP. Parking will be provided for employees and visitors, with convenient access to the various warehouse buildings. Car parking and internal circulation will provide for the efficient movement of cars and service vehicles throughout the site. Car parking areas will be separated from the main service vehicle access routes and loading dock manoeuvring areas located within the site.

11. As set out in the TAIA, the proposed development will provide 946 parking spaces, comprising:

- Warehouse 1 - 67 spaces;
- Warehouse 2 - 106 spaces;
- Warehouse 3 & 4 - 346 spaces; and
- Warehouse 5 - 427 spaces.

12. The objectives of the car park management strategy for the site are:

- provide adequate parking for the various uses within the site;
- provide parking in accordance with Council's standards and design principles;
- provide car parking areas, loading facilities and internal circulation roadways in accordance with the design requirements of the Australian Standards; and
- locate driveways, car parking areas and service areas efficiently, safely and with suitable landscaping.

13. Off-street car parking will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 6: Off-street parking for people with disabilities), AS2890.1-2004 and AS2890.6-2022.

14. Off-street loading/unloading facilities for commercial vehicles, including the design requirements for access driveways, internal circulation roadways and loading dock manoeuvring areas, will be provided in accordance with the Australian Standards for Parking Facilities (Part 2: Off-street commercial vehicle facilities), AS2890.2-2018.

15. All parking areas and loading dock manoeuvring areas will be constructed of hard stand, all weather material, with parking bays, circulation roadways and loading docks clearly signposted and line marked in accordance with the appropriate Australian Standard.

16. Accessible parking will be provided in accordance with the Huntingwood Precinct DCP. Accessible parking will be conveniently located adjacent to the main entrance lobbies for the various buildings, with appropriately defined accessible pedestrian routes provided between the accessible parking spaces and the lobbies. Accessible parking spaces will be provided in accordance with the Australian Standard for Parking Facilities (Part 6: Off-street parking for people with disabilities), AS2890.6-2022.

17. In addition to car parking and accessible parking spaces, motorcycle parking and electric vehicle (EV) charging facilities will also be provided. The motorcycle parking and EV charging facilities will be located adjacent to the main entrance lobbies for the various buildings within the site.

> *Travel Access Guide (TAG) should be prepared and include the details of End-of-Trip (EoT) facilities on-site including showers, change rooms and lockers for staff/visitors and the clear location of these facilities and bicycle parking as well as the promotion measures.*

18. A Travel Access Guide (TAG) will be prepared for the site in accordance with the conditions of consent. The TAG will be tailored for the site's location, public transport infrastructure and surrounding land uses. It will be developed to encourage the use of public transport by providing information and resources to employees and visitors. The key aspects of the TAG are as follows:

    - **Location** – proximity to existing public transport services, walking/cycle paths and to shops and services, such that public transport, walking and cycling are convenient forms of transport; and

    - **Built Environment** – provision of pedestrian and cycle facilities, end-of-trip facilities and appropriate parking provision to encourage sustainable transport modes.

19. A sample TAG for the Huntingwood warehouse and distribution centre is attached. The TAG will provide information with regards to existing public transport services, location and frequency of services and location and access to walking and cycle paths in the vicinity to the site.

20. With regards to bicycle parking and end-of-trip facilities, these aspects will also be included into the TAG for the four separate warehouse developments to be located on the overall site. The location of the bicycle parking and end-of-trip facilities are shown on the architectural plans for the various buildings, with bicycle parking areas conveniently located adjacent to the main entrance lobbies to the office components of the developments.

> *A mode share table should be included in the Green Travel Plan (GTP) providing long-term and short-term target mode shares for increased sustainable transport journeys for staff and visitors.*

21. At a meeting with TfNSW on Monday 22 April 2024, it was agreed that given the site's limited access to available public transport services, significant changes to travel mode splits for journey to work would be difficult to achieve. It is therefore suggested that with the future development of the area, public transport providers should give consideration to providing new and improved services, to encourage the use of public transport.

22. The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area (TfNSW, December 2013), states that train services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a trail station. Whilst Blacktown Railway Station is some distance outside this area of influence to solely encourage travel by train, consideration could be given to improving access to the station by bus services, to encourage multi modal travel to and from the site.

23. Such improvements to public transport services could include provision of new bus services linking the site to Blacktown and Mount Druitt Railway Stations, or diverting existing bus routes 722 and 723 to better services the site.

> *The implementation Plan should be prepared and includes a table of initiatives and measures to be applied in the GTP to increase sustainable journey mode shares and all initiatives and incentives, timing, and completion dates to ensure the overall effectiveness of the GTP.*

24. A GTP will be prepared for the site in accordance with the conditions of consent. The GTP will include a package of site-specific measures and initiatives to promote and maximise the use of sustainable travel modes, including walking, cycling and public transport. It will include a review of existing transport options available and establish an implementation plan for the

site. The GTP will be prepared in consultation with Council, TfNSW, public transport operators and other stakeholders.

25. It should be noted that at this stage the end user/tenants of the various warehouse buildings are not known. The future respective tenants will be responsible for preparing and implementing the GTP, which should include the following measures and action strategies for the overall site.

- Travel Planning and Demand Management

  - a Travel Access Guide (TAG) will be prepared providing public transport information, maps and public transport timetable. A copy of a sample TAG is attached;

  - management and promotion of travel plan by rewarding and encouraging those who travel actively to help develop a healthy and active culture. This will be implemented by the tenants of the various warehouse tenancies and coordinated by the travel plan coordinator. Such measures would include the following:

    - development of pedestrian/cycle paths linking to existing pedestrian/cycle paths in the vicinity of the site, to be agreed and approved by Council and TfNSW;

    - each warehouse tenancy will provide convenient bicycle parking and end-of-trip facilities, including showers, change rooms and lockers for employees and visitors;

    - provide convenient and accessible pedestrian paths linking to existing bus stops in the vicinity of the site;

  - establish locations such as travel information points within the site where staff and visitors can access travel information via an interactive platform;

  - allow employees the flexibility to commute outside of peak periods to reduce traffic impacts and travel time, by developing flexible working hours. The proposed development will be a 24 hour operation with employees travelling to and from the site outside the morning and afternoon on-road peak periods. Manage staff rosters where possible;

- provide the option for employees to work remotely (work-from-home policies), where possible, to reduce the number of vehicles on the road and encourage teleconferencing rather than travelling to and from meetings. Manage staff rosters and develop work-from-home policies where possible;

- Encouraging the Use of Public Transport

  - encourage the use of public transport by providing information and resources, through the TAG. This would include public transport timetables for buses and trains (to and from Blacktown and Mount Druitt railway stations), provision of bus and train frequencies, provision of maps showing the location of pedestrian/cycle paths linking to the proposed EOT facilities within the site;

  - work with Council and public transport providers to provide new and improved bus services in the area. This would include diverting existing bus routes to provide additional bus stops closer to the site;

  - provide convenient access to surrounding public transport infrastructure. Rerouting existing bus services in the area to better provide for the proposed development will reducing walking distances for employees of the various warehouse tenancies to access public transport services;

  - promote the provision of travel passes for employees. This would be subject to tenant negotiations and incentives, include employer funding assistance and subsides for employees to travel by public transport;

  - subject to tenant negotiations and incentives, give consideration to providing shuttle services initiative that would transport employees to and from Blacktown and Mt Druitt railway stations;

  - tenants to promote public transport as the first preference for business travel;

- Encouraging Active Transport (Cycling and Walking)

  - implement a range of initiatives to reward and encourage employees to walk and cycle to work and to develop a healthy, active culture;

- promote active transport by undertaking a GTP event each year, such as group cycling events, NSW bicycle week and walking groups;

- provide convenient bicycle parking and appropriate end of trip facilities for employees and visitors who walk or cycle to work;

- provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the site;

- Influencing Travel Behavior

  - introduce an employee carpool register, or alternative mobile app, such as Cohop, to inform employees of the travel characteristics of other employees with similar travel destinations;

  - provide employer funding assistance specifically for employees who car pool. Convenient and accessible employee car pooling parking spaces will be provided;

  - provide EV charging points to allow employees to use electric cars. The proposed development will provide convenient and accessible EV charging points located adjacent to the main entrance lobbies for the various buildings within the site;

  - provision of sustainable travel packs to employees. This introduces employees to GTP and provides information on walking and cycling routes, and travel by bus and train. Contact details of the travel plan coordinator for the GTP will also be provided.

26. The GTP will be monitored to ensure that it is meeting its objectives and having the intended impact on car use and transport choices for employees and visitors. The plan will be updated to reflect changing circumstances and to identify which initiatives are having an impact or need to be modified to ensure appropriate travel behaviour.

27. A travel plan coordinator (TPC) will be appointed for the overall site to oversee the measures and resultant impacts of the GTP.

Traffic Matters Raised by DPE

28. Matters raised by DPE, are set out in a document dated 15 April 2024. These matters and our responses are set out below:

Transport and Accessibility Impact Assessment Report (TAIA)

Table 7.3 of the updated Traffic Impact Assessment (TIA) prepared by Colston Budd Rodgers & Kafes Pty Ltd provides the predicted two-way traffic generation over a typical weekday for cars and trucks. The Department requests Table 7.3 be updated to provide a breakdown of predicted traffic generation for each heavy vehicle class anticipated to access the site.

29. Table 7.3 has been updated to provide a separate estimate of rigid and articulated trucks.

Table 7.3	**Potential Two-Way Traffic Generation over a Typical Weekday**					
Time	Cars		Trucks			
	WH 1-4	WH 5	WH 1-4		WH 5	
			Rigid	Articulated	Rigid	Articulated
0000-0600	43	39	9	4	8	4
0600-0700	47	43	15	7	14	6
0700-0800	131	119	15	7	14	6
0800-0900	104	94	19	8	17	7
0900-1000	65	59	25	11	22	10
1000-1100	59	53	30	13	27	12
1100-1200	65	59	28	12	26	11
1200-1300	77	70	24	10	21	9
1300-1400	70	63	24	10	21	9
1400-1500	79	72	27	11	25	10
1500-1600	77	70	24	10	21	9
1600-1700	88	80	13	5	11	5
1700-1800	81	74	5	2	4	2
1800-2400	34	31	6	3	6	2
Total	1019	924	264	103	237	102

The updated TIA relies upon the traffic report undertaken as part of the Prospect Highway REF to determine cumulative future base peak hour traffic flows. It is not clear the TIA has utilised traffic data and/or predicted traffic generation of surrounding existing, new and future development within proximity to the site including but not limited to the adjacent QLS Logistics and industrial development within Oatley Close, to appropriately consider cumulative traffic generation along the Great Western Highway.

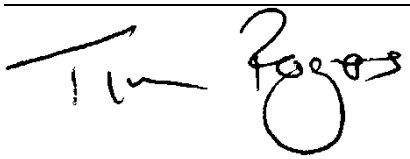
30. As noted in Section 7.26 of the TAIA, 2026 and 2036 traffic flows have been estimated based on the information provided in the Prospect Highway REF. This noted that from 2018 to 2028, traffic will grow at about 1.2 per cent per year and beyond 2028 will grow at about one per cent per year. 2022 traffic flows on the Great Western Highway (west of Flushcombe Road) were some 3,200 and 3,500 vehicles per hour (two way) in the weekday morning and afternoon peak periods respectively. Using the above growth rates, the modelled 2036 traffic flows on the Great Western Highway (west of Flushcombe Road, excluding the proposed development) would increase by some 550 and 650 vehicles per hour (two way) in the weekday morning and afternoon peak periods respectively. Such increase would readily take into account traffic generated by future development located west of the site. Therefor the cumulative traffic effects of other developments have been considered.

The Department additionally requests the Villawood Survey Results in Appendix D of the TIA be updated to also include maximum traffic generation over a 15-minute averaging period for each hourly period to verify the modelling inputs and assumptions of the Noise and Vibration Impact Assessment (NVIA) prepared by SLR Consulting Australia.

31. The traffic surveys results in Appendix D of the TAIA were collated by the hour not 15 minute intervals. Therefore, the requested raw data is not available.

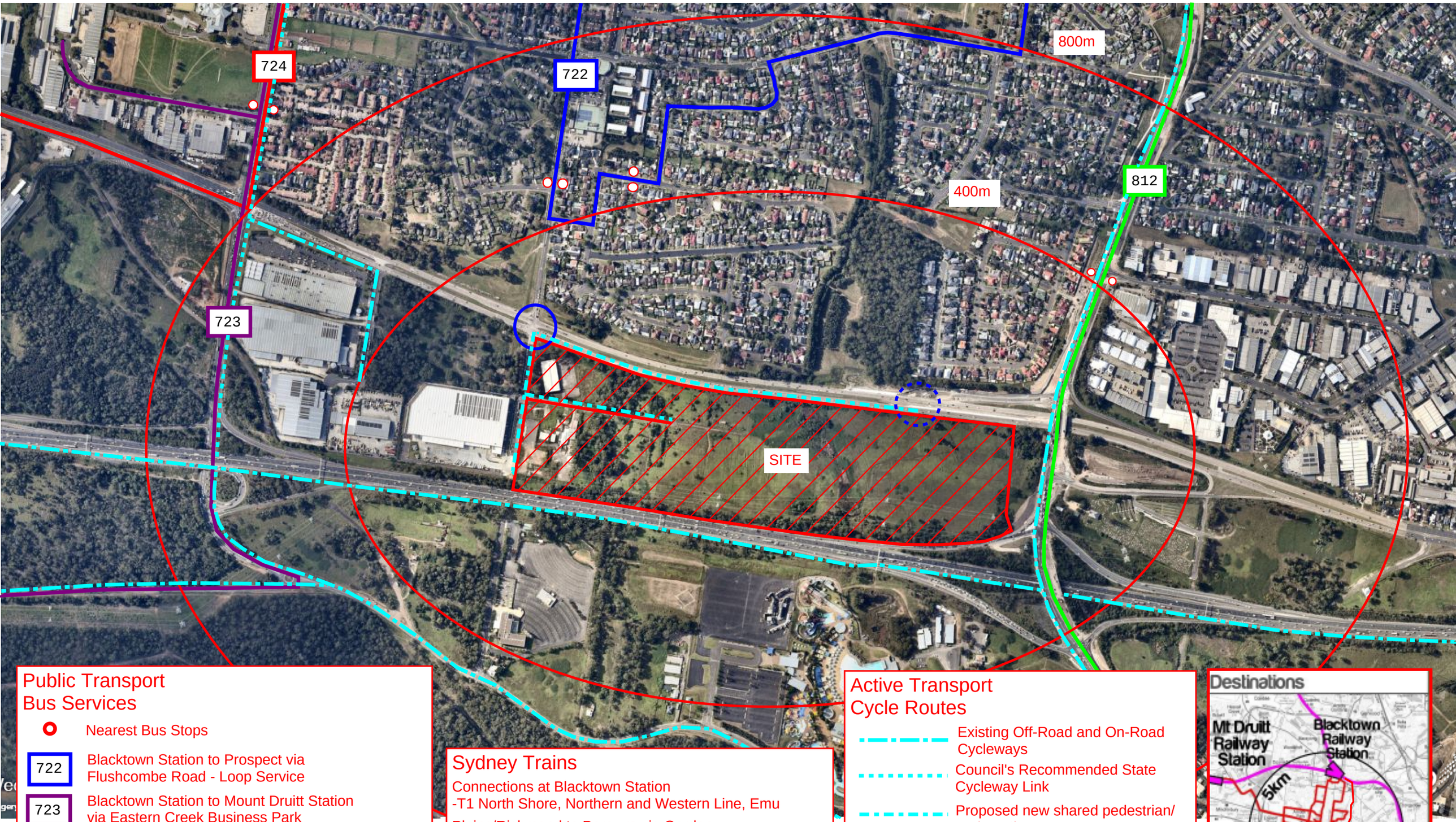
32. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD



T Rogers
Director

Sample Travel Access Guide For Warehouse & Distribution Centre
Augusta Street Huntingwood



Public Transport
Bus Services

Nearest Bus Stops

722 Blacktown Station to Prospect via Flushcombe Road - Loop Service

723 Blacktown Station to Mount Druitt Station via Eastern Creek Business Park

724 Blacktown Station to Arndell Park

812 Blacktown Station to Fairfield via Prospect Highway

Sydney Trains

Connections at Blacktown Station
-T1 North Shore, Northern and Western Line, Emu
Plains/Richmond to Berowra via Gordon

Connections at Mount Druitt Station
- T1 North Shore, Northern and Western Line, Emu
Plains/Richmond to Berowra via Gordon

Active Transport
Cycle Routes

Existing Off-Road and On-Road Cycleways

Council's Recommended State Cycleway Link

Proposed new shared pedestrian/ cycle path

Proposed new traffic signals

Proposed intersection upgrade with new pedestrian facilities

Destinations