



Westgate Kemps Creek

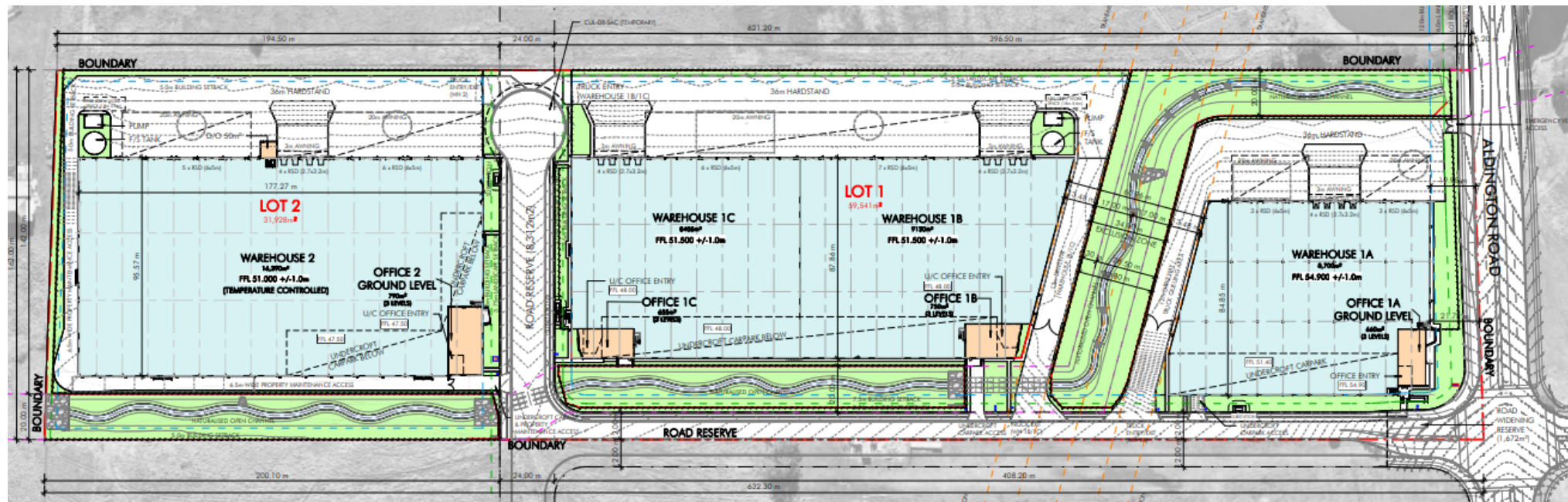
253 – 267 Aldington Road, Kemps Creek

Half Road Construction - Presentation for Penrith City Council
24/02/2025

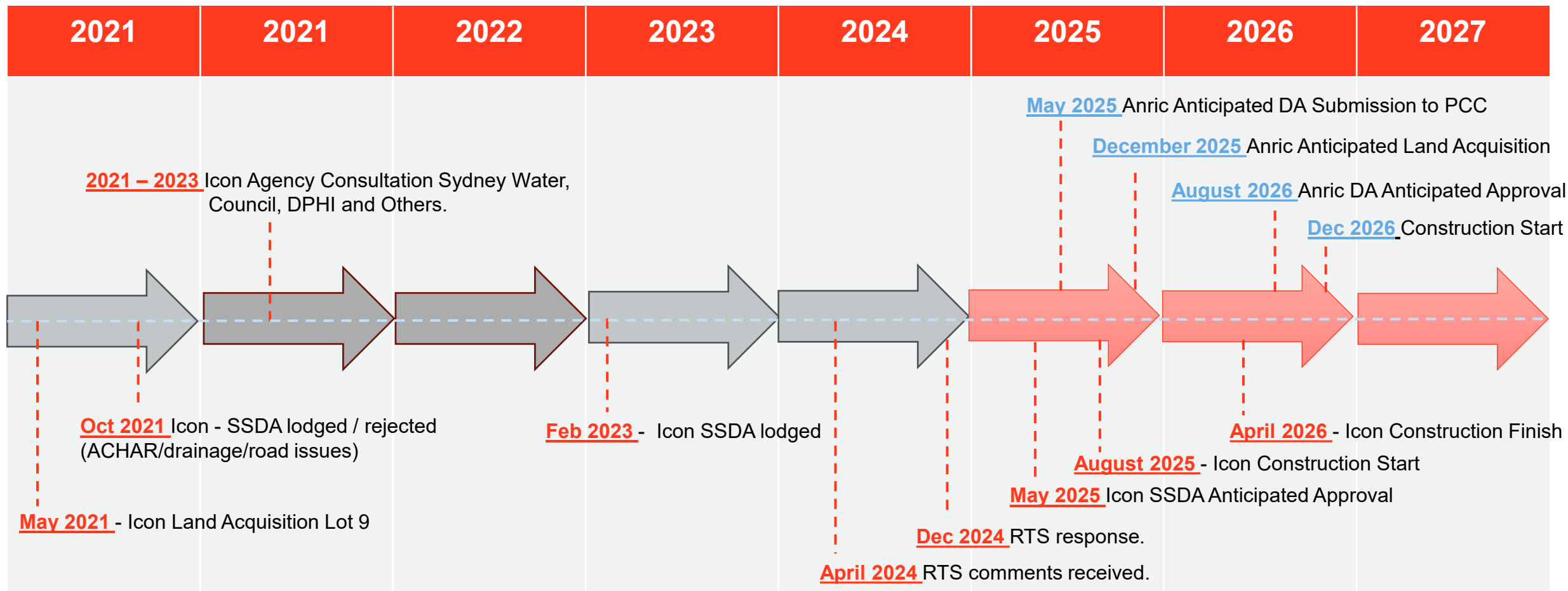


Key Half Road Issues Raised by Council

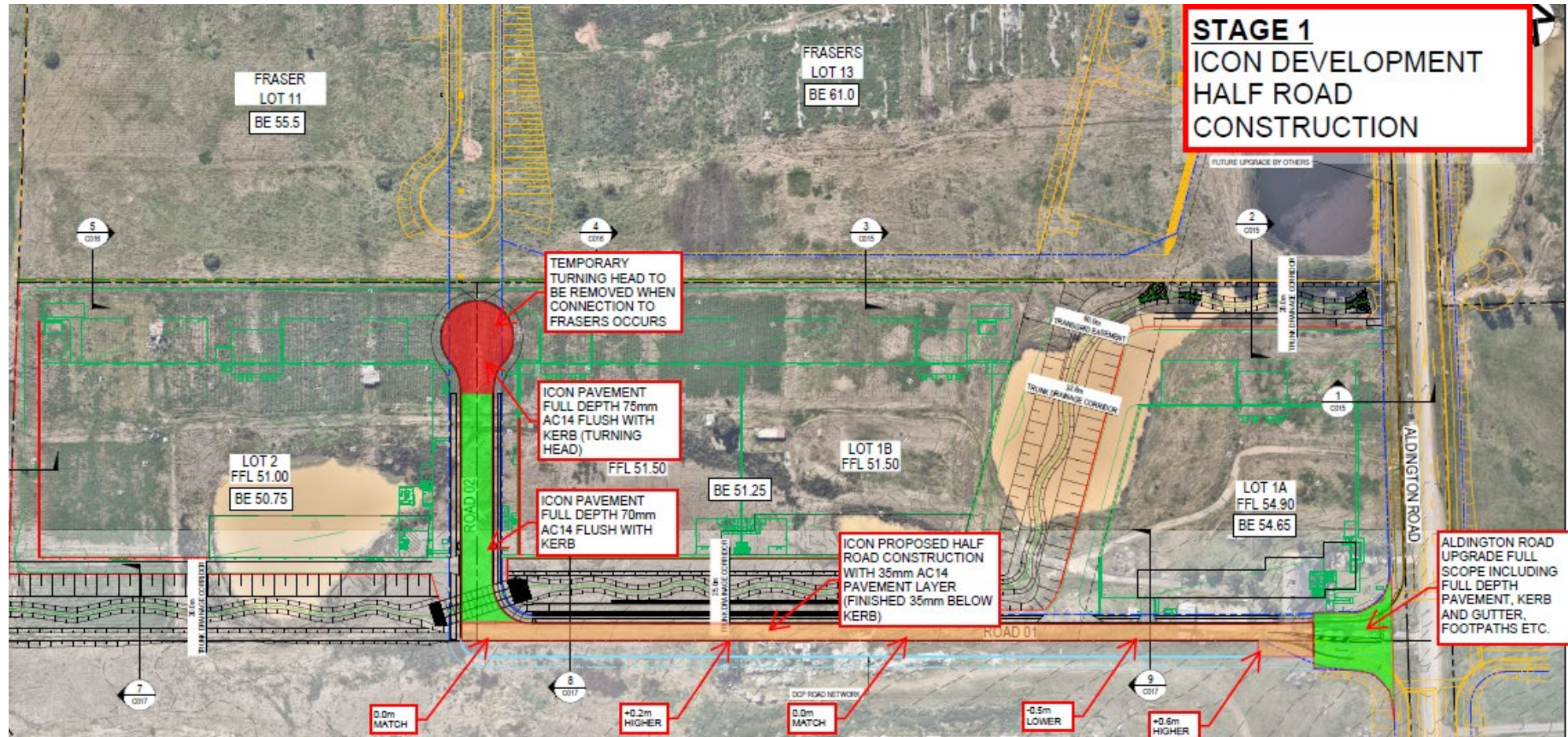
- Program Misalignment – Best-Case Estimates
- Proposed Staging of Half Road
- Constructability of Half Road
- Tying into External LOG-NE Intersection #2 Works
- Turn Paths



Program Misalignment – Best-Case Estimates



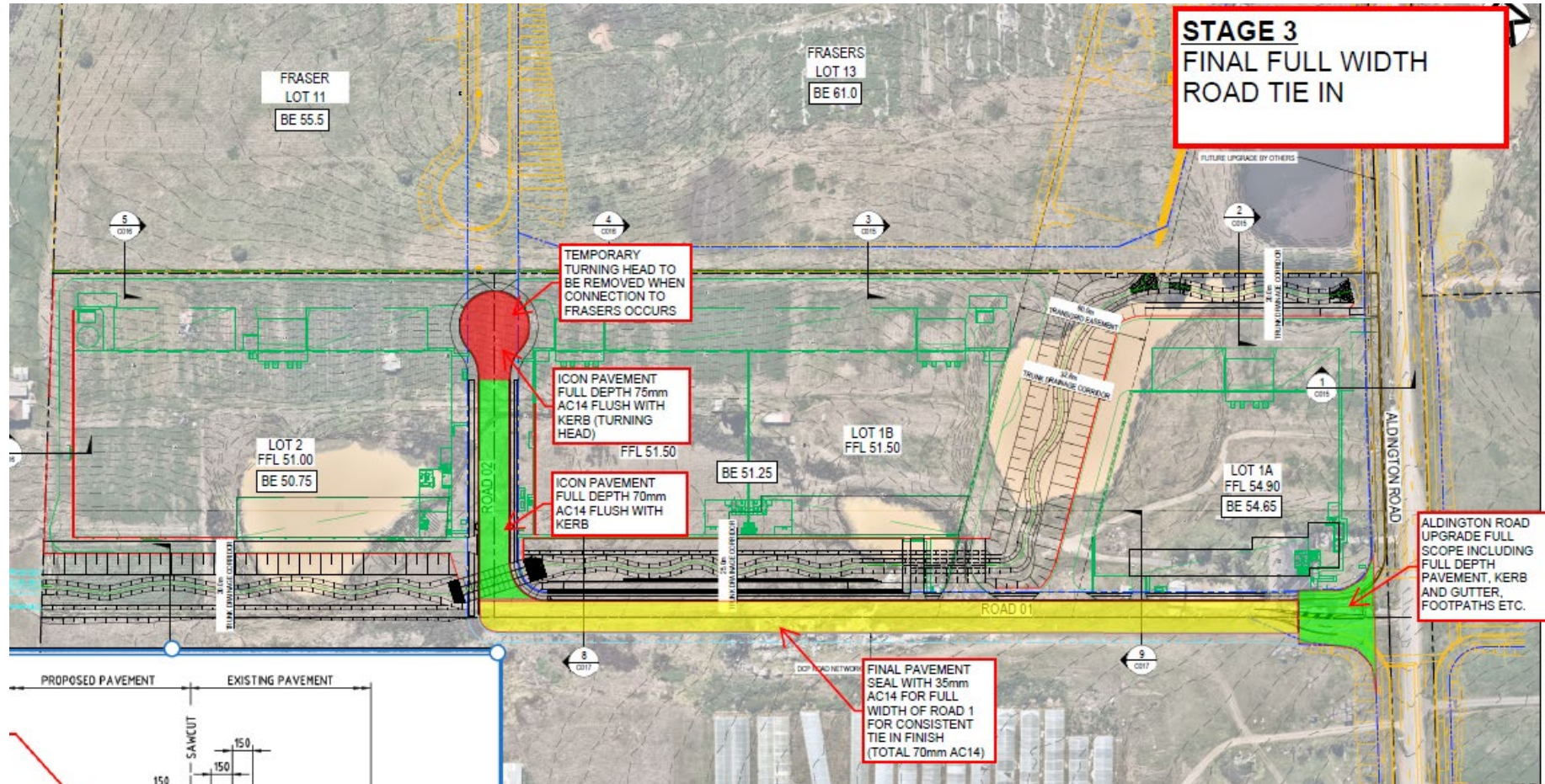
Staging of Half Road – Stage 1



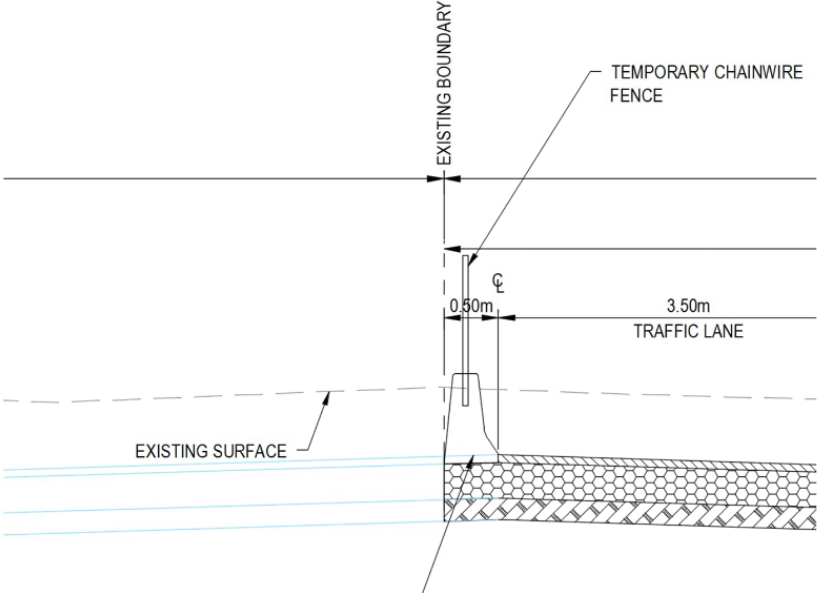
ICON
OCEANIA



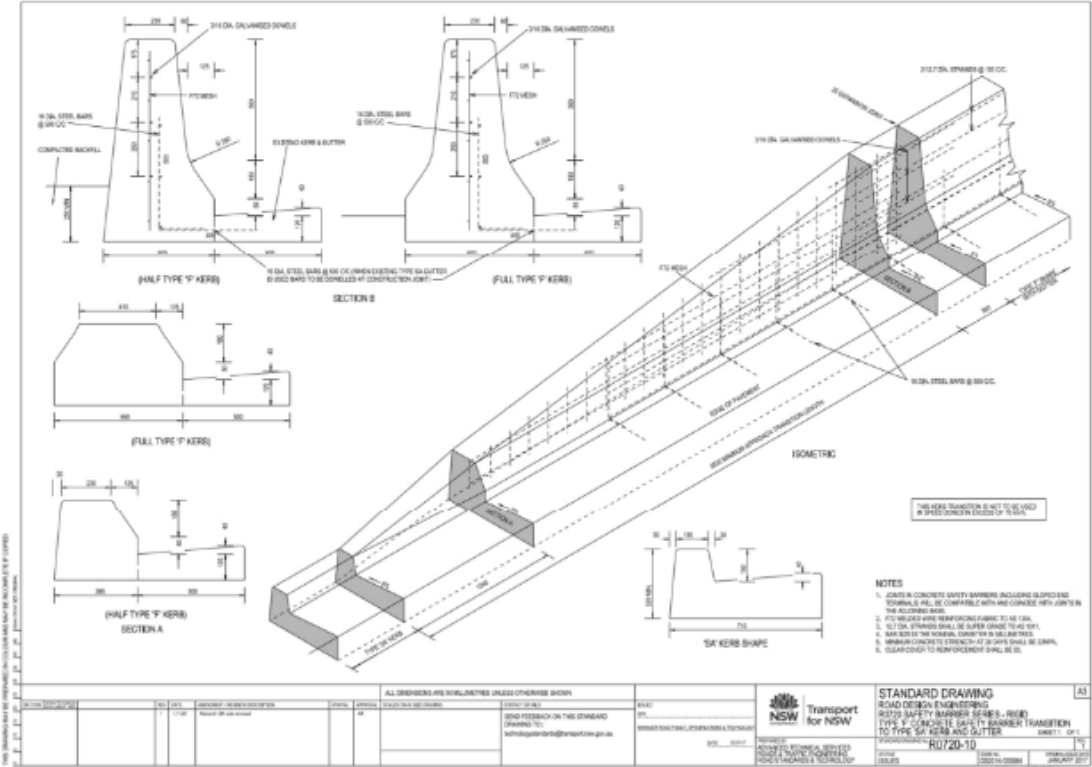
Staging of Half Road – Stage 3



Constructability of Half Road – Interim Boundary



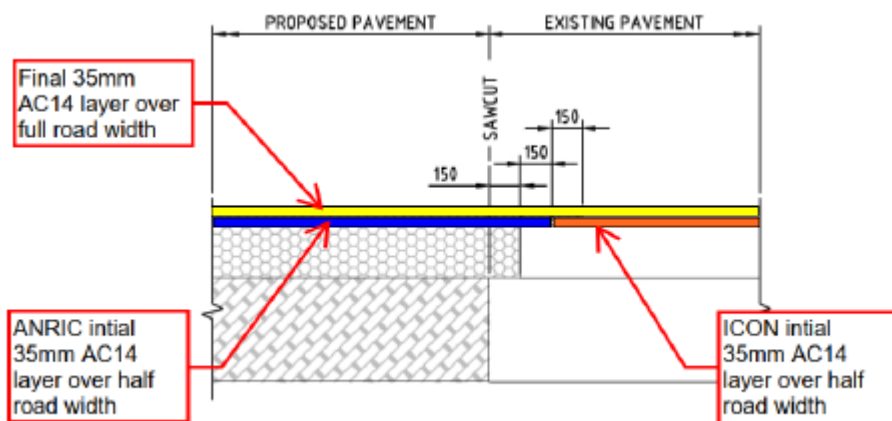
Interim Boundary Treatment – Half Type 'F' Barrier



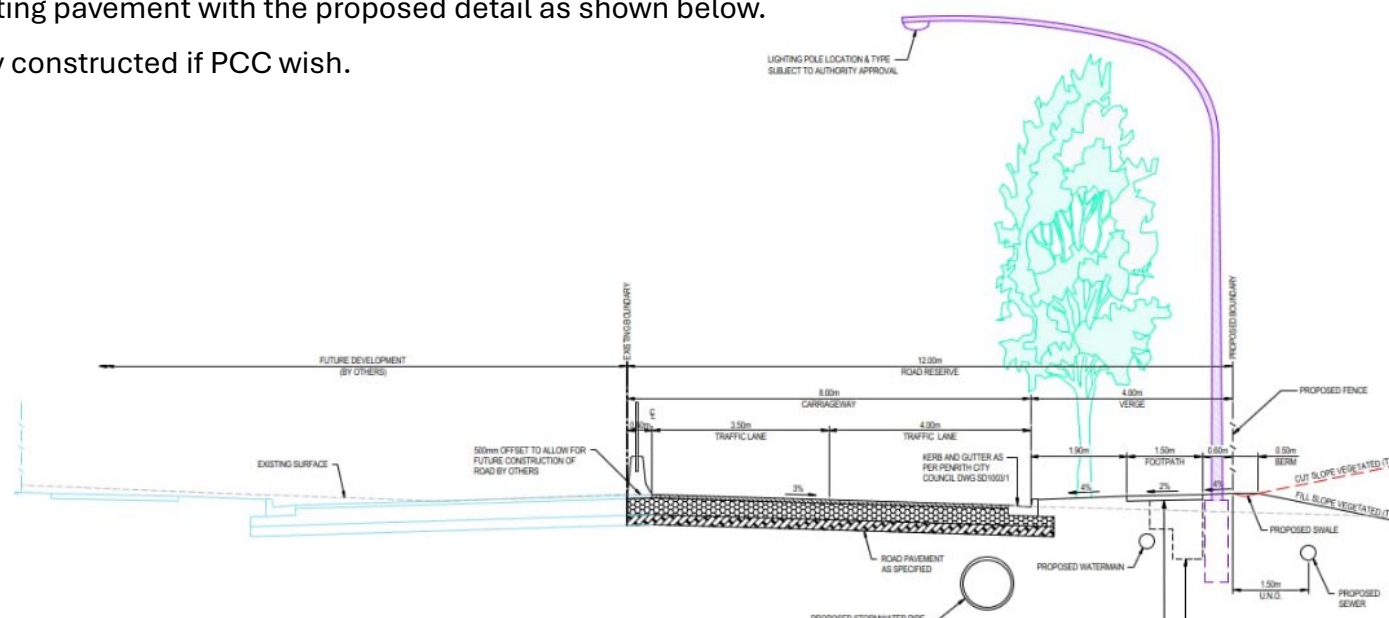
Interim Boundary Treatment – Half Type 'F' Barrier Transition Detail

Constructability of Half Road – Interim Treatment

- Minor works within a 5m zone of the adjacent site to the south will be required. Land-owners consent will be obtained for these works.
- No retaining walls are planned along the half road.
- The future road centreline is offset 500mm north of the common boundary to accommodate these level differences using a concrete jersey kerb.
- Type F barriers will transition to kerb and gutter at the intersection, all to be constructed in situ without precast barriers, except where the barrier is free-standing
- The future road works will be required to be tied into the existing pavement with the proposed detail as shown below.
- Icon can remain owners of the half-road until the road is fully constructed if PCC wish.



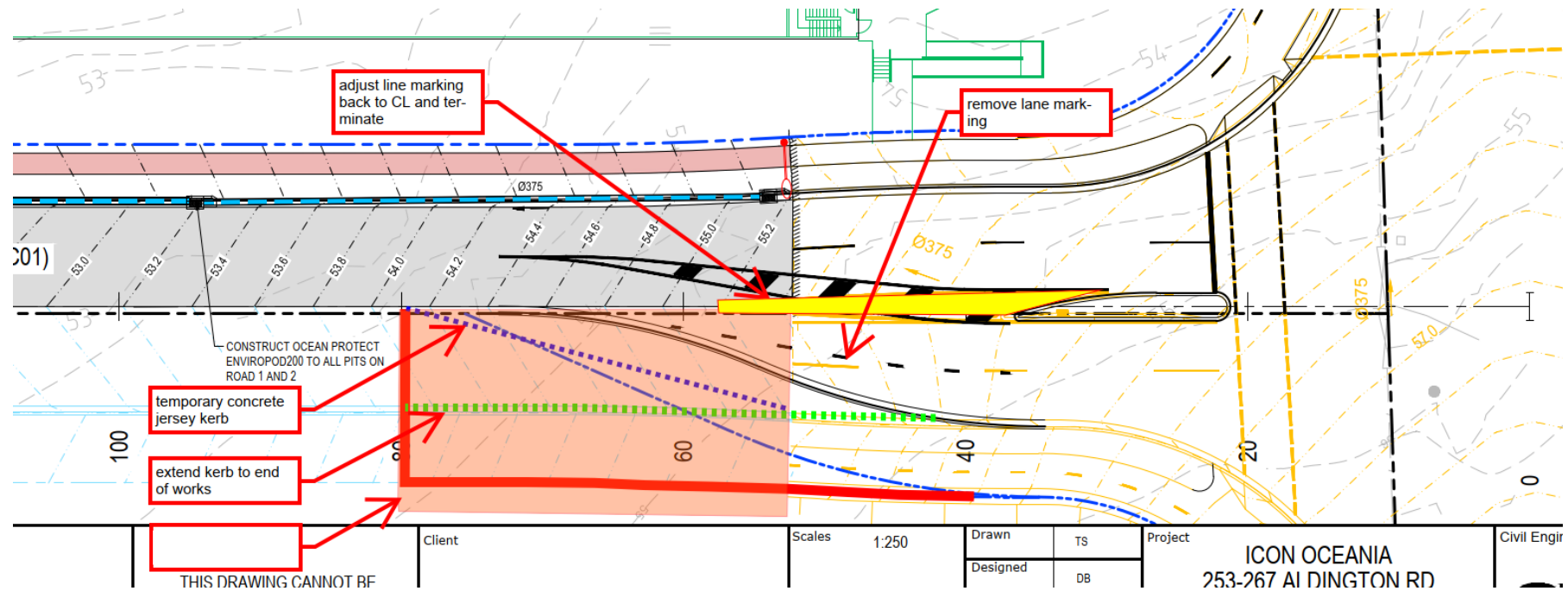
Boundary Pavement Interface



Half Road Section – Interim State

Tying into LOG-NE Intersection #2 – Interim Staging

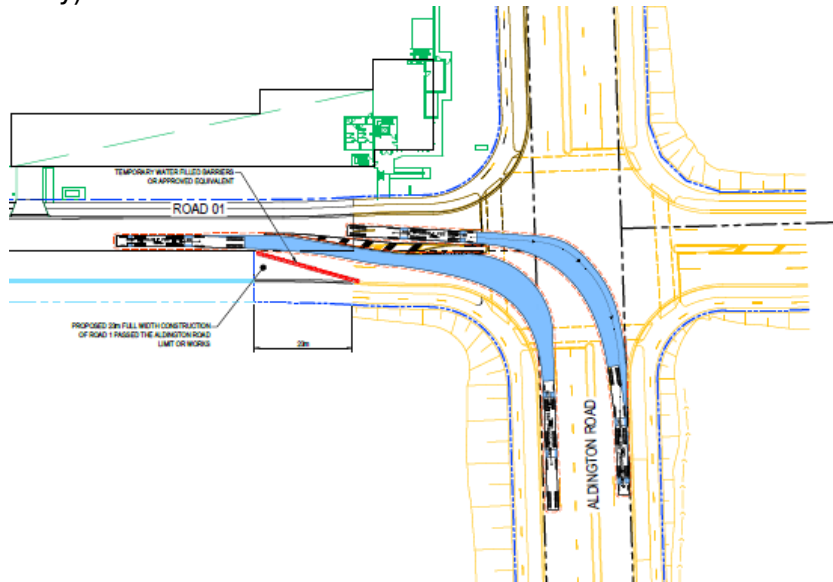
- LOG-E will fully construct the Aldington Road widening works
- Noting AT&L are designing all road works for all developers involved.
- In the interim state, Icon and AT&L propose the below layout for access into Icon's site.



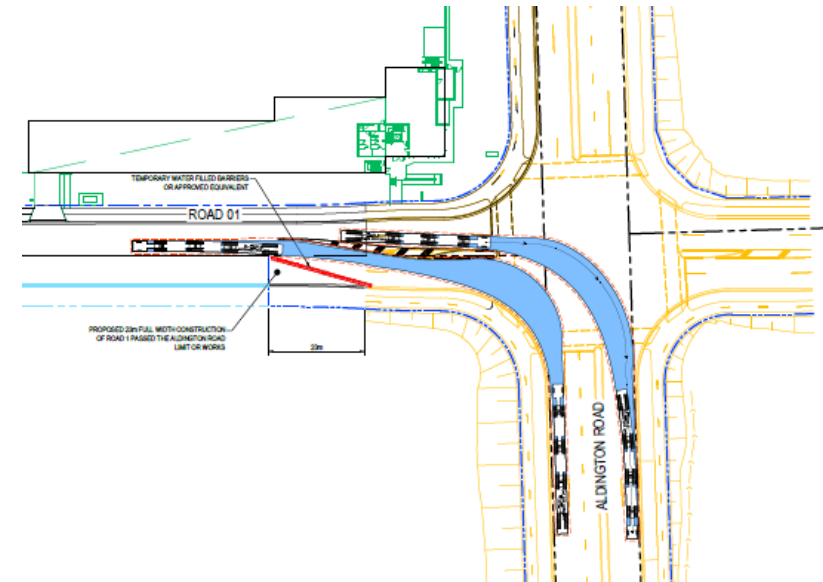
Interim Half Road Access

Tying into LOG-NE Intersection #2 - Turn Paths

- The half-road will feature one lane in each direction to accommodate traffic flow, despite low anticipated volumes.
- Due to occasional need for warehouse traffic to use the full width of the half-road when exiting, sufficient gaps are expected, aided by traffic regulation from the signalised intersection.
- Additional warning signage at warehouse accesses may be required as a Condition of Consent until the road is fully widened, dedicated, and handed over to Council
- A minor adjustment to kerb alignment is proposed at the future junction to accommodate 30m PBS B-Double turn paths, to be included in the RTS (Road Traffic Study) documentation.



30m B-DOUBLE PBS LEVEL 2 TRUCK ENTRY/EXIT



36.5m B-TRIPLE TRUCK ENTRY/EXIT

Updated MRP DCP – Part 3.4 Compliance Assessment

MRP DCP Part 3.4	Updated Compliance Assessment (Half Road)
Subdivision and development are to consider the coordinated staging and delivery of final road infrastructure throughout the precinct.	As above, the updated Road 1 design and staging has been prepared to align with development at the site as well as the surrounding development, including the adjacent lot to the south and the Aldington Road Widening Works being delivered by LOG-NE.
The centre line for all Local Industrial Roads and Collector Industrial Roads shall be on the common cadastre boundary between adjoining lot plans unless otherwise agreed by adjoining owners.	The future road centreline is offset 500mm north of the common boundary to allow for the future construction of the road at the neighbouring lot to the south. The updated half road design has been and will continue to be co-ordinated with the adjoining owners to the south.
- Variations to the desired road network and hierarchy (refer Figure 12) must demonstrate to the consent authority's satisfaction that the proposal: - Will not detrimentally impact on access to adjoining properties; - Provides for the management of stormwater to drain to the trunk drainage network without negative impacts on other properties; - Will not impede the orderly development of adjoining properties in accordance with the Structure Plan (Figure 2) and this DCP; - Does not restrict the ability to provide water, sewer, electricity and other essential services to adjoining properties; and - Includes written evidence of consultation with affected adjoining owners and agreement with these affected owners.	- The updated half road design has been prepared as not to detrimentally impact the future delivery of the half road at the adjoining owners to the south or the delivery of the ultimate, full road. The updated half road design will not affect the respective access onto the neighbouring properties. The half road design has been prepared to align with the Aldington Road Widening Works being delivered by LOG-NE. Overall, the half-road design will facilitate the orderly and economic use of the site and resulting minimal impact to the orderly use across the neighbouring properties. - The half road design has been prepared with the required width to support the relevant infrastructure and utilities. - The updated half road design has been and will continue to be co-ordinated with Anric for agreement, following DPHI + Council review.

Updated MRP DCP – Part 3.4 Compliance Assessment

MRP DCP Part 3.4	Updated Compliance Assessment (Half Road)
• The road network is to be designed for 30m Performance Based Standards (PBS) Level 2 Type B vehicles and tested for a 36.5m PBS Level 3 Type A vehicles. • To accommodate the design vehicle (i.e. B-double and B-triple) the standard kerb return radius will need to increase from 12.5m to 15.0m. • Alternate road configurations may be considered in special circumstances where it can be demonstrated the following key principles can be achieved: • Road and lane widths must allow for two-way movement and turning movements of design vehicles, including consideration for buses, heavy vehicles, garbage trucks and emergency vehicles; • Verge widths must consider requirements for utilities, street tree planting, footpaths, shared paths and urban design outcomes; • Adequate on-street parking must be provided; • Adequate swept turning paths must be provided for all design vehicles at intersections and for property access to meet the required design vehicle; • Road widths must be set to minimise kerbside restrictions and regulatory signage; • Sufficient width must be provided for specialist drainage functions; and • Life cycle costs for construction and maintenance must be minimised.	• A minor adjustment to kerb alignment is proposed at the future junction to accommodate 30m PBS B-Double turn paths, to be included in the RTS (Road Traffic Study) documentation. • The proposed half road design road and lane widths allows for two-way movement and turning movements of the design vehicles, including heavy vehicles. • The proposed verge widths are compliant with the DCP requirements and will be able to accommodate the utilities, street tree planting, footpaths, shared paths and appropriate urban design outcomes. • On-street parking is not required under the DCP for the Road 1 typology. • Adequate swept turning paths are provided (as detailed above). • The half road and operational vehicle movement will be managed by Icon Oceania, allowing for the appropriate balance of operational training and kerbside restrictions and regulatory signage. • The half-road has sufficient width to support water management infrastructure at the site. • As above in this presentation, the construction staging of the updated half-road design has been prepared to efficiently deliver the stages of the road design.

Updated MRP DCP – Part 3.4 Compliance Assessment

Component	Local Industrial Road (Type 1)	Updated Compliance Assessment (Half Road)
• Signposted speed	• 50km/hr	• 60km/h (signposted 50km/h) Compliant
• Pedestrian and cycle path (within verge width)	• Verge 1 – 1.5m path • Verge 2 – 2.5m shared path	• Verge 1 – 1.5m path Compliant • Verge 2: on Anric Land
• Through traffic lane	• 2 x 3.5m = 7.0m	• 3.5 + 4m = 7.5m
• Kerbside / travel lane	• 2 x 4.0m = 8.0m (No Parking)	• N/A
• Central median widths*	• N/A	• 0.5m Jersey Kerb
• Road carriageway width	• 15.0m (midblock)	• 7.5m (half-road)
• Verge width (both sides of road)	• Verge 1 – 4.0m • Verge 2 – 5.0m	• Verge 1 – 4.0m Compliant • Verge 2: on Anric Land
• Street tree planting	• 1.9m (both sides of road)	• 1.9m Compliant
• Road reserve width (total)	• 24.0m (midblock)	• 12.0m (half road)