

26 May 2022



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**RE: Warehouse 1, Lot 201 ESR Horsley Logistics Park – Request for Additional Information - Transport Statement**

Dear Grace,

I refer to your request for preparation of a Transport Statement related to a State Significant Development (SSD-21190804) supporting the change of use of Warehouse 1, Lot 201 ESR Horsley Logistics Park (the Site). It is important to note that Ason Group has undertaken a traffic and parking analysis of the Site in appreciation of the recent SSD-10436 and subsequent to the SSD-10436 Modification 1 approval on 4 August 2021. The recent iteration of our traffic assessment (P1690r01v4 SSD TS\_Warehouse 1, Lot 201 ESR Horsley Logistics Park) was completed on 3 November 2021. Department of Planning and Environment (DPE) has then requested additional information regarding the proposed operations of the Site.

Jalco, the proposed immediate tenant for Lot 201, is seeking to relocate their existing operation within the Smithfield Site to Warehouse 1 of Lot 201 at the recently approved Horsley Logistics Park Site.

In this regard, traffic surveys were undertaken at the existing Jalco Site (277-303 Woodpark Road, Smithfield) to address the comments raised by DPE dated 20 January 2022. A summary of the surveys has been addressed in the section below.

**Traffic Survey of Existing Jalco Site (277-303 Woodpark Road, Smithfield)**

In order to gain an appreciation for the heavy vehicle movements at the existing Jalco Site (at 277-303 Woodpark Road, Smithfield), traffic counts were undertaken at the three Site access points, shown in **Figure 1**. The traffic counts were conducted between 6:00 AM and 10:00 PM on Monday, Tuesday and Wednesday (31/1/2022 to 02/02/2022) during the Jalco Smithfield normal business hours.



*Figure 1: Existing Site Accesses at Existing Jalco Site (Smithfield)*

During the surveys, it was noted that the Site gates only operated from 7:00 AM to 9:00 PM for all three access points. Based on advice provided by Jalco, the following activities currently takes place at the existing Jalco Site which are anticipated to be fully relocated to the proposed ESR Site at Horsley Park:

- Bottle delivery;
- Packaging material delivery;
- Chemical delivery;
- Powder delivery;
- Incoming goods;
- Outgoing goods; and
- Courier.

Traffic counts discerning the heavy vehicle classification (entering / exiting the Site) is noted as follows:

- 26.0m B-double trucks;
- 19.0m / 20.0m Articulated Vehicles (AVs);
- 12.5m Heavy Rigid Vehicles (HRVs);
- 8.8m Medium Rigid Vehicles (MRVs); and
- 6.4m Small Rigid Vehicles (SRVs).

The hourly and daily heavy vehicle profile breakdowns for the respective vehicles is shown below in **Figure 2**. Enlarged graphs are attached separately in **Appendix A**.



*Figure 2: Hourly (and Daily) Heavy Vehicle Profiles at the Existing Jalco Smithfield Site*

The greatest hourly and daily heavy vehicle generation (inbound+outbound) for the Smithfield Site is as follows:

- On January 31, 2022:
  - Greatest hourly: 11 heavy vehicle movements; and
  - Daily: 61 heavy vehicle movements
- On February 1, 2022:
  - Greatest hourly: 14 heavy vehicle movements; and
  - Daily: 54 heavy vehicle movements
- On February 2, 2022:
  - Greatest hourly: 8 heavy vehicle movements; and
  - Daily: 57 heavy vehicle movements
- **Average between all three days:**
  - **Greatest hourly: 10 heavy vehicle movements; and**
  - **Daily: 58 heavy vehicle movements**

A review of the approved traffic report for MOD 1 and Jalco SSD confirms that the daily heavy vehicle movements for Lot 201 is 57.

Accordingly, the surveys confirm the information provided to us as part of the SSD preparation.

## Department of Planning and Environment's (DPE) Comments (Dated 20/01/2022)

Having regard for the above, Ason Group has been tasked to address comments 1.8 and 1.9 raised by the Department of Planning and Environment (DPE) dated 20/01/2022 for Lot 201 located at 327-355 Burley Road, Horsley Park (the Site). The comments raised by DPE are reproduced below in **Table 1** with Ason Group's responses outlined within the respective sections.

TABLE 1: RESPONSE TO DPE'S COMMENTS		
Item	DPE's Comments	Ason Group's Response
Department of Planning and Environment (DPE) – Industrial Assessments		
1.8 (a)	The Transport Assessment suggest that operational traffic data was provided to the author of the assessment by ESR based on the Smithfield operations.	This statement is correct. The operational data was provided by ESR (and was based on the Smithfield operations). Surveys completed as part of this Statement also confirm the traffic data adopted for the TA.
1.8 (b)	How were these traffic counts taken?	Jalco has provided this information to ESR so that Ason Group could incorporate it into their response. The surveys undertaken as part of this study confirm that the traffic generation estimation provided before are acceptable.
1.8 (c)	Are the Smithfield operations precisely representative of the proposal to assume the vehicle movements would be the same?	<p>This statement is correct and is based on the advice provided by both Jalco and ESR.</p> <p>It is expected that the truck movements at the Smithfield Site will be the same for the proposed Lot 201 Site, as Jalco has confirmed that the operations for the Smithfield Site and the Horsley Park Site will remain the same.</p> <p>Notably, the only difference between both Sites will be the operational hours. The Smithfield Site only operates between 7:00 AM to 9:00 PM while the Horsley Park Site will operate on a 24-hour basis.</p> <p>Notwithstanding, Ason Group has undertaken classified traffic counts at the Smithfield Jalco Site described in the previous section. The results for this survey are showcased in <b>Figure 2</b> and also attached separately within <b>Appendix A</b>. The counts were taken during the peak periods, where the Site operates at full capacity.</p> <p>As mentioned in the previous section, the average classified traffic counts (between the three days) and their vehicle breakdown is as follows:</p> <ul style="list-style-type: none"> <li>Highest hourly heavy vehicle movements (average of three days): 10 movements <ul style="list-style-type: none"> <li>4 B-double truck movements;</li> <li>4 AV movements; and</li> <li>2 HRV movements.</li> </ul> </li> <li>Daily heavy vehicle movements: 58 movements (average of three days) <ul style="list-style-type: none"> <li>14 B-double truck movements;</li> <li>24 AV movements;</li> <li>12 HRV movements;</li> <li>6 MRV movements; and</li> <li>2 SRV movements.</li> </ul> </li> </ul> <p>Furthermore, Jalco has informed Ason Group that the deliveries made to the Smithfield Site will be the same as the ones that will be made to the Horsley Park Site, even after transferring. The only difference would be that the Horsley Park Site operates on a 24-hour basis and the deliveries are proposed to be distributed evenly throughout the 24 hours which reduces the hourly in and out truck movements even more when compared to the Smithfield Site.</p> <p>Therefore, the average daily heavy vehicle profile has been applied to the Horsley Park Site. The results for this profile are shown within <b>Figure 7 of Appendix B</b>.</p> <p>It is noted within <b>Figure 7</b> that when heavy vehicle movements are distributed evenly across the 24-hour period for the Horsley Park Site,</p>

		<p>there will be a maximum of 3 hourly heavy vehicle movements. The heavy vehicle breakdown for this is as follows:</p> <ul style="list-style-type: none"> <li>• Highest hourly heavy vehicle movements: 3 movements <ul style="list-style-type: none"> <li>– 1 B-double truck movement;</li> <li>– 1 AV movement; and</li> <li>– 1 HRV movement.</li> </ul> </li> </ul> <p>Furthermore, this analysis also falls in line with the previous Transport Statement (P1690r01v4 SSD TS_Warehouse 1, Lot 201 ESR Horsley Logistics Park) provided to DPE. Within this statement, it was noted that the daily trucks movements would be as follows:</p> <ul style="list-style-type: none"> <li>• 26.0m B-double trucks: <ul style="list-style-type: none"> <li>– 23 movements per day</li> </ul> </li> <li>• 19.0m AVs: <ul style="list-style-type: none"> <li>– 14 movements per day</li> </ul> </li> <li>• 12.5m HRVs: <ul style="list-style-type: none"> <li>– 14 movements per day</li> </ul> </li> <li>• 8.8m MRVs: <ul style="list-style-type: none"> <li>– 6 movements per day</li> </ul> </li> <li>• Total: <ul style="list-style-type: none"> <li>– <b>57 movements</b> per day</li> </ul> </li> </ul> <p>The average daily heavy vehicle movements for the Site based on the classified traffic counts are 58 movements per day.</p> <p>Lastly, it is also noted that the Horsley Park Site can comfortably accommodate the 3 heavy vehicle movements per hour and will not have any material impacts on the surrounding road network operation nor within the internal hardstand area of the Site.</p>
1.8 (d)	Are the traffic numbers based on the Smithfield operating at full capacity to the same level throughput and output as the proposal?	<p>Refer to the response mentioned above in item 1.8 (c).</p> <p>Ason Group has been informed by Jalco that while the survey was being undertaken for those three days, the Smithfield Site was <b>OPERATING AT PEAK CAPACITY</b> and will have the same movements as that of the Horsley Park Site.</p>
1.8 (e)	Are the vehicle numbers from liquid soap manufacturing?	<p>Questionnaire surveys were undertaken at the three Site access points along with the classified traffic counts. The activities undertaken at the Smithfield Site are as follows:</p> <ul style="list-style-type: none"> <li>• Bottle delivery;</li> <li>• Packaging material delivery;</li> <li>• Chemical delivery;</li> <li>• Powder delivery;</li> <li>• Incoming goods;</li> <li>• Outgoing goods; and</li> <li>• Courier.</li> </ul> <p>Jalco has also informed Ason Group that the operations of the Smithfield Site will be similar to that of the Horsley Park Site, with the exception of operating business hours.</p>
1.9 (a)	Provide a breakdown of types and quantities of trucks that deliver materials, chemicals and dangerous goods to the site.	<p>The breakdown for the types and quantities of truck movements (averaged between the three days) that carry out the activities mentioned in item 1.8 (e) is as follows:</p>



		Delivery	B-D	AV	HRV	MRV	SRV
		Bottle	1	2	3	2	0
		Packaging Material	0	4	3	1	1
		Chemical	2	0	1	1	1
		Powder	1	4	2	1	0
		Incoming	0	0	1	1	0
		Outgoing	10	14	1	0	0
		Courier	0	0	1	0	0
		Total	14	24	12	6	2
		Based on the breakdown provided above, there has been an average of 58 total daily heavy vehicle movements for the Smithfield Site. It is expected that there will be the same heavy vehicle movements within the Horsley Park Site as well. This also corresponds to the truck movements presented within the previous Transport Statement (P1690r01v4 SSD TS_Warehouse 1, Lot 201 ESR Horsley Logistics Park) provided to DPE.					
1.9 (b)	How often is the liquid filling station utilised to necessitate three filling points?	This item will be addressed by Jalco.					
1.9 (c)	How long does it take to pump out the liquids in the tanker?	This item will be addressed by Jalco.					

## Noise Assessment vs Traffic Report Assumptions

In accordance to the advice provided to Ason Group on 23 May 2022 by ESR, the heavy vehicle movement assumption included in the noise assessment report by SLR is attached in **Appendix C**. The noise assessment has assumed a maximum of 9 heavy vehicle movements during the peak hour which is agreeable to the 10 heavy vehicle movements during the hourly peak obtained from existing survey results at Smithfield. Furthermore, the noise assessment has also assumed a daily heavy vehicle movement of 114 which is greater than the average daily total of 58 heavy vehicle movements that was surveyed. Hence, it is assumed the overall noise assessment is more conservative.

To conclude, the responses provided above further clarify and respond to the comments raised by DPE. We trust the above is of assistance and if you have any questions, please do not hesitate to contact the undersigned or Dr. Ali Rasouli.

Sincerely yours,



**James Laidler**

Senior Traffic Engineer – Ason Group

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## Appendix A

### Daily and Hourly Heavy Vehicle Profiles

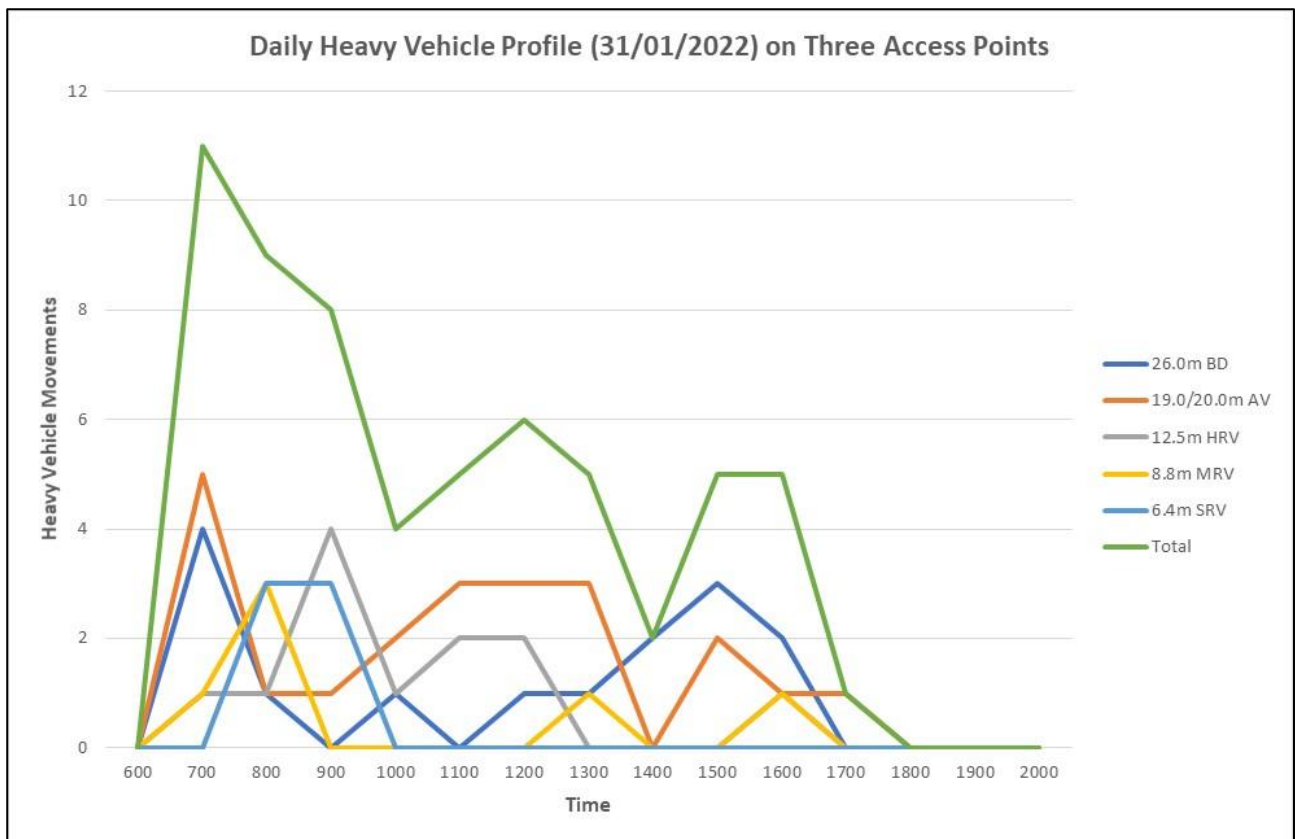


Figure 3: Hourly (and Daily) Heavy Vehicle Profile on 31/01/2022

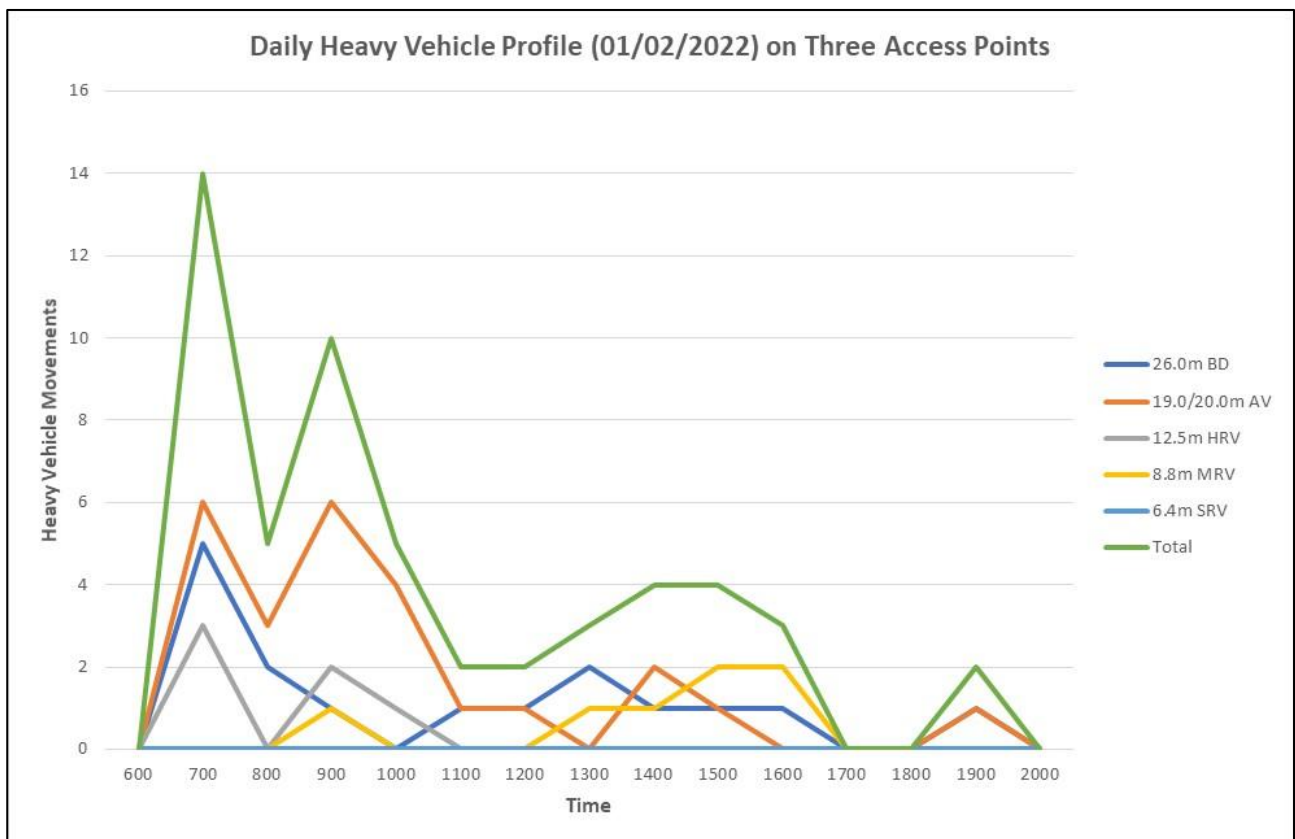


Figure 4: Hourly (and Daily) Heavy Vehicle Profile on 01/02/2022



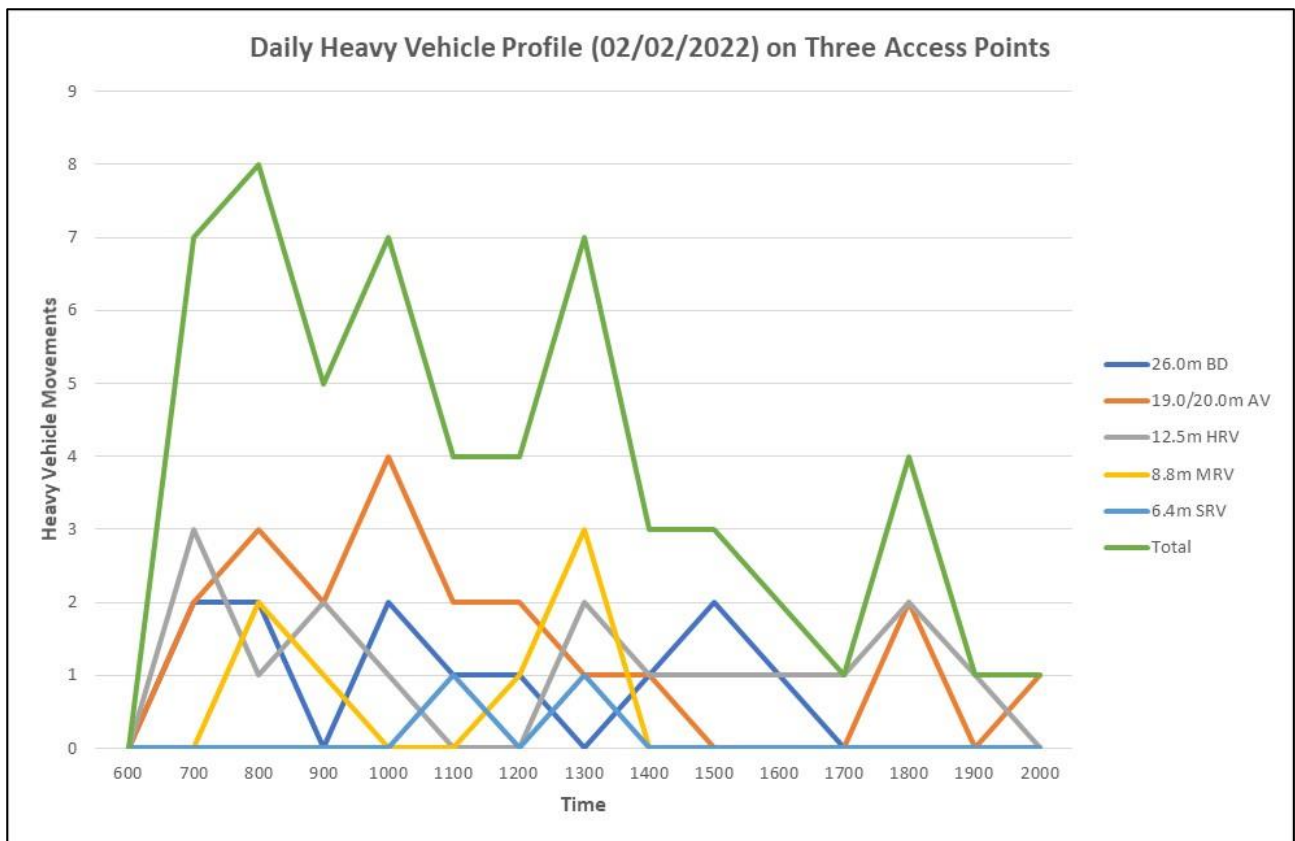


Figure 5: Hourly (and Daily) Heavy Vehicle Profile on 02/02/2022

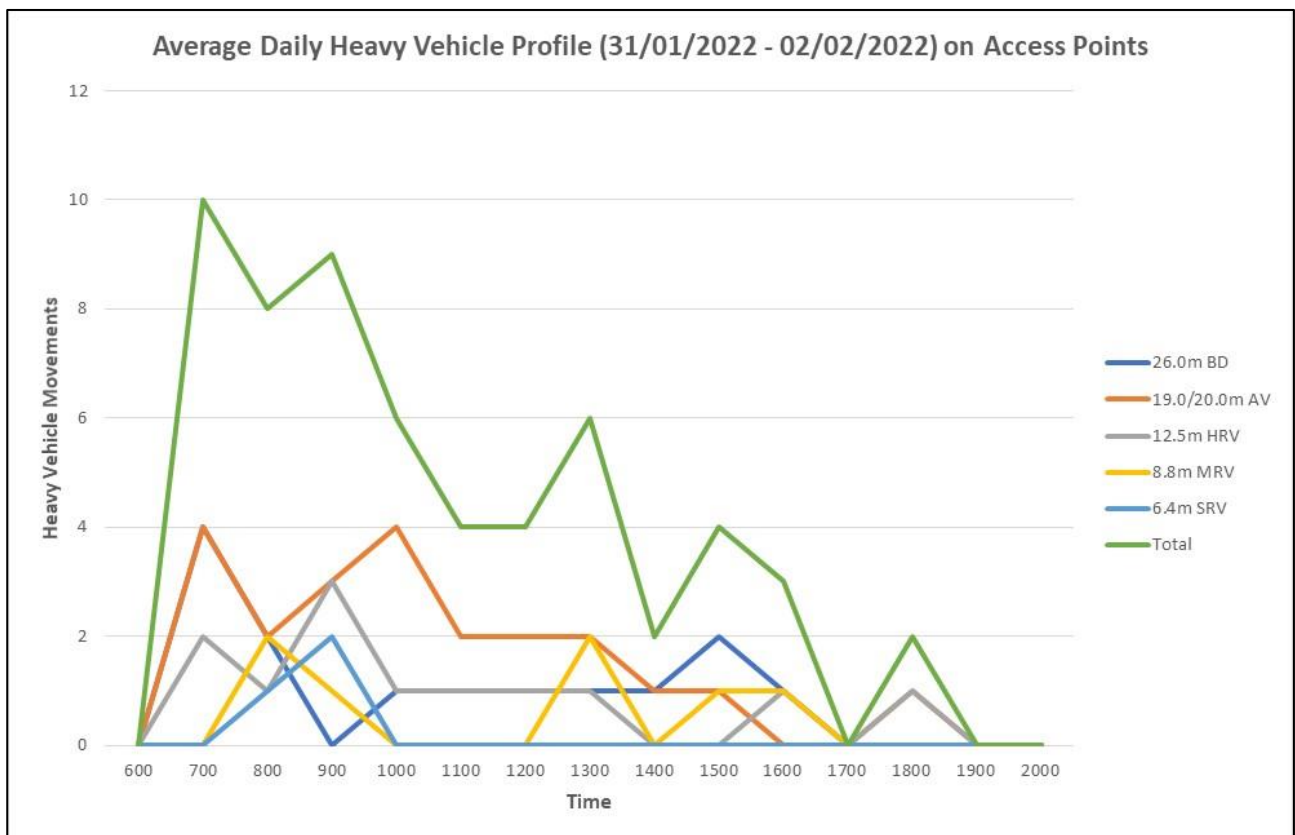


Figure 6: Hourly (and Daily) Heavy Vehicle Profile Between 31/02/2022 and 02/02/2022

**Appendix B**  
**Daily and Hourly Heavy Vehicle Profiles**

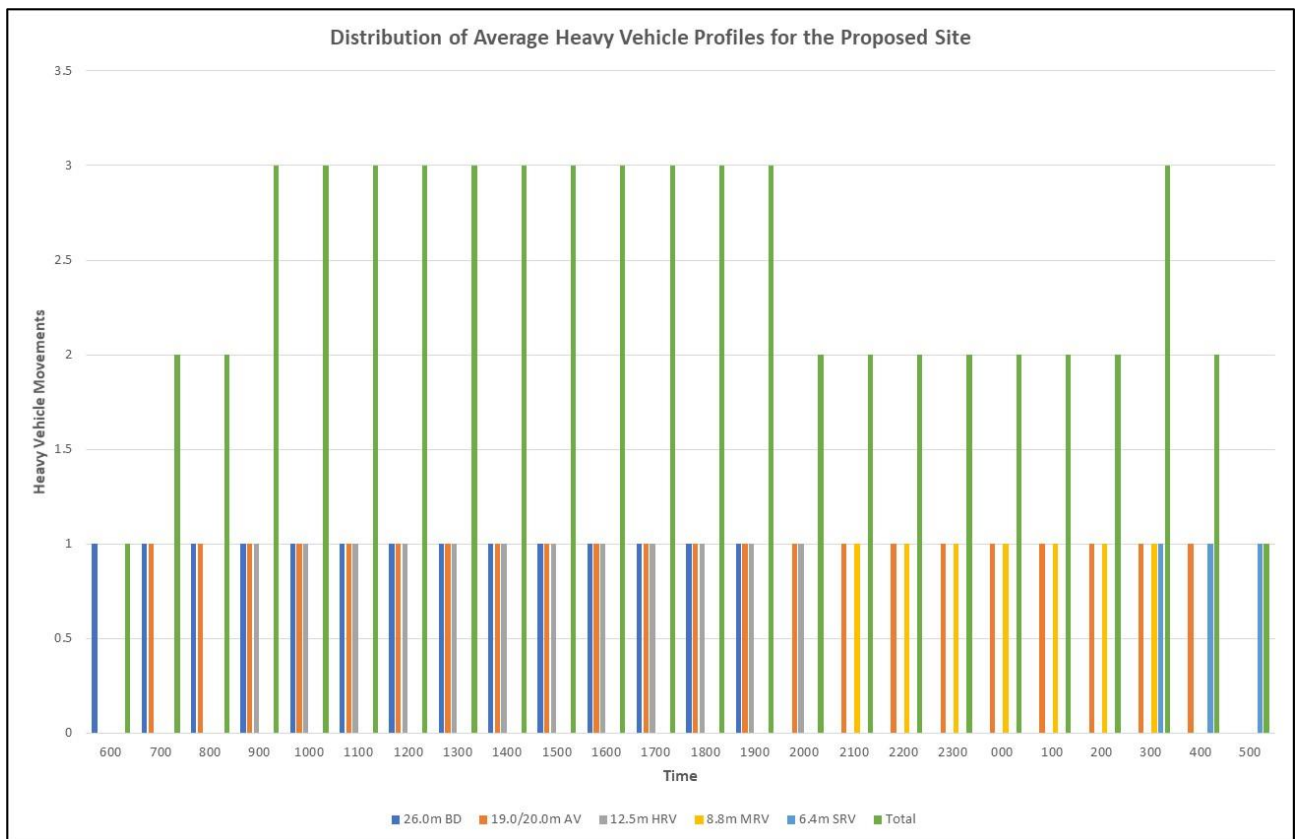


Figure 7: Distribution of Average Heavy Vehicle Profile to the Horsley Park Site

## Appendix C

### Assumed Heavy Vehicle Profile for Noise Assessment

(Source: SLR Consulting)

**Table 2 Supplied Heavy Vehicle Volumes for Lot 201 Warehouse 1**

From	To	Inbound Movements	Outbound Movements	Total
12:00 AM	1:00 AM	0	0	0
1:00 AM	2:00 AM	0	0	0
2:00 AM	3:00 AM	0	0	0
3:00 AM	4:00 AM	0	1	1
4:00 AM	5:00 AM	0	0	0
5:00 AM	6:00 AM	0	1	1
6:00 AM	7:00 AM	3	3	6
7:00 AM	8:00 AM	5	3	8
8:00 AM	9:00 AM	5	3	8
9:00 AM	10:00 AM	6	3	9
10:00 AM	11:00 AM	6	3	9
11:00 AM	12:00 PM	6	3	9
12:00 PM	1:00 PM	6	3	9
1:00 PM	2:00 PM	6	3	9
2:00 PM	3:00 PM	6	3	9
3:00 PM	4:00 PM	4	3	7
4:00 PM	5:00 PM	4	3	7
5:00 PM	6:00 PM	4	3	7
6:00 PM	7:00 PM	4	1	5
7:00 PM	8:00 PM	3	1	4
8:00 PM	9:00 PM	3	0	3
9:00 PM	10:00 PM	3	0	3
10:00 PM	11:00 PM	0	0	0
11:00 PM	12:00 AM	0	0	0
<b>Daily</b>		<b>74</b>	<b>40</b>	<b>114</b>

It has been conservatively assumed that up to 50% of the hourly daytime or night-time peak heavy vehicle movements could occur in the modelled 15 minute scenario.

Figure 8: Distribution of Heavy Vehicle Profile to the Horsley Park Site for Noise Assessment (Source: SLR Consulting)