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Attn: Stephanie Maxwell; Development Manager (Aliro Group)

## RE: Prospect Logistics Estate, Pemulwuy (SSD-10399) Modification 3 – Response to DPE comments

Dear Stephanie,

I refer to the State Significant Development (SSD-10399) of the Prospect Logistics Estate (PLE), situated between Foundation Place and Clunies Ross Street, Pemulwuy.

This Technical Note (TN) has been prepared in response to the Department of Planning & Environment (DPE) comments in relation to the Transport Impact Statement (TIS) prepared by Ason Group to support Modification 3 of SSD-10399 (AG ref: P1960r01v2). This TN aims to address DPE's comment as reproduced below:

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*Additional traffic assessment that considers the redistribution of heavy traffic to Foundation Place (from Clunies Ross Street) and how this would impact on the level of service at the Foundation Place / Prospect Highway intersection.*

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### Ason Group Response

Ason Group has made reference to the Transport Assessment (TA) prepared by Ason Group under the approved SSD 10399<sup>1</sup>. and Revised Design Scheme Memo dated 8 Feb 2021<sup>2</sup>. **Table 1** and **Table 2** shows the total vehicles movements under the approved SSD 10399 and MOD 3 respectively in relation to Warehouse 3, 4, and 5.

**TABLE 1: TOTAL VEHICLE MOVEMENTS UNDER APPROVED SSD 10399**

Warehouse	AM (veh/hr)	PM (veh/hr)
WH 3	83	83
WH 4		
WH 5		

**TABLE 2: HEAVY VEHICLE MOVEMENTS UNDER MOD 3**

Warehouse	AM (veh/hr)	PM (veh/hr)
Amalgamated Warehouse 3 (formerly WH 3, 4, and 5 under SSD 10399)	75	75

<sup>1</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10399%2120200819T015354.735%20GMT>

<sup>2</sup> <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10399%2120210209T003145.524%20GMT>

As per Section 7.1.3 of the TA, the following truck proportion were used:

- AM Truck Proportion: 28% of total vehicle movements per hour
- PM Truck Proportion: 16% of total vehicle movements per hour

With that, Warehouses 3 4 and 5 generate the following truck movements (veh/hr) under the approved SSD 10399:

**TABLE 3: HEAVY VEHICLE MOVEMENTS UNDER APPROVED SSD 10399**

Warehouse	AM (veh/hr)	PM (veh/hr)
WH 3	23	13
WH 4		
WH 5		

Meanwhile MOD 3 presents the following truck movements (veh/hr) generated by the Amalgamated Warehouse 3 applying the truck proportions above:

**TABLE 4: HEAVY VEHICLE MOVEMENTS UNDER MOD 3**

Warehouse	AM (veh/hr)	PM (veh/hr)
Amalgamated Warehouse 3 (formerly WH 3, 4, and 5 under SSD 10399)	21	12

It should be noted that the in & out split for truck movements is assumed to be 50% in and 50% out, which is noted to be similar split used under the approved SSD 10399. Additionally, based on the TA associated with the approved SSD 10399, it has been determined that 76% of heavy vehicles generated by the development use Foundation Place, and 24% would use Clunies Ross Street. Having regard for the re-distributed truck volumes due to the changes included in MOD 3, all heavy vehicles are now to use the Foundation Place access.

Considering the above, calculations that show the comparison between the heavy vehicle movements under SSD 10399 and MOD 3 in relation to the Amalgamated Warehouse 3.

**TABLE 5: HEAVY VEHICLE MOVEMENTS COMPARISON (AM PEAK)**

SSD 10399			MOD 3			Difference at Foundation Place
Access	Heavy Vehicle Percentage	In & Out Movement (veh/hr)	Access	Heavy Vehicle Percentage	In & Out Movement (veh/hr)	In & Out Movement (veh/hr)
Foundation Place	76%	9	Foundation Place	100%	11	2
Clunies Ross Street	24%	3				

**TABLE 6: HEAVY VEHICLE MOVEMENTS COMPARISON (PM PEAK)**

SSD 10399			MOD 3			Difference at Foundation Place
Access	Heavy Vehicle Percentage	In & Out Movement (veh/hr)	Access	Heavy Vehicle Percentage	In & Out Movement (veh/hr)	In & Out Movement (veh/hr)
Foundation Place	76%	5	Foundation Place	100%	6	1
Clunies Ross Street	24%	2				

Based on the above, shifting all truck movements to Foundation Place would only induce minimal increase of 2 and 1 vehicles per hour during both AM and PM peaks respectively which is not deemed to exacerbate the performance of surrounding intersections. As such, no additional assessment/ modelling (including the intersection of Foundation Place & Prospect Hwy) is warranted, and MOD 3 is deemed to be supportable.

We trust the above is of assistance and please contact the undersigned or Ali Rasouli at 0481 350 932 should you have any queries or require further information in relation to the above.

Yours sincerely,



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*Traffic Engineer*

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