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Attn: Grace Macdonald, Senior Planner

**RE: 327-335 Burley Road, Horsley Park (SSD-10436)
Modification Application 3 to the Concept Plan Approval (Design Changes to Lot 201)**

Dear Grace,

I refer to your request for the preparation of a Transport Statement in support of a Modification 3 application (**SSD-10436 MOD 3**) in relation to State Significant Development (**SSD-10436**) of Lot 201 ESR Horsley Logistics Park (**the Site**).

Under SSD-10436 MOD 3, ESR Developments Pty Ltd (**ESR**) propose to make further adjustments and alterations to the previously approved SSD-10436 Concept Plan and recently approved Modification 1 (**SSD-10436 MOD 1**) specifically to Lot 201. We have therefore reviewed relevant documentation available to us and the findings of our review are summarised herewith.

Modification Request

Having regard for the above, the proposed modifications of MOD 3 to Lot 201 includes the following:

- No proposed changes to the total Gross Floor Area (GFA) of Lot 201 (40,576 m² GFA stays constant).
- Installation of 11 warehouse temperature control units onto the roof of Warehouse 2A and 2B.
- Removal of roller shutter doors from the western elevation of Lot 201.
- Amalgamation of warehouse tenancies 2B and 3, and fit-out works for cold storage for use by the future tenant.
- Construction of minor internal works within the warehouse 1 tenancy.

Secretary's Environmental Assessment Requirements (SEARS)

On 19 August 2021, the Secretary's Environmental Assessment Requirements (SEARS) for the modification application (SSD-10436 MOD 3) were issued by NSW Department of Planning, Industry & Environment (DPIE).

"Traffic and access, including a description of approved and proposed traffic types, volumes. Parking and loading areas and an assessment of any potential additional impacts or additional management measures required as a result of the proposed modification."

Assessment

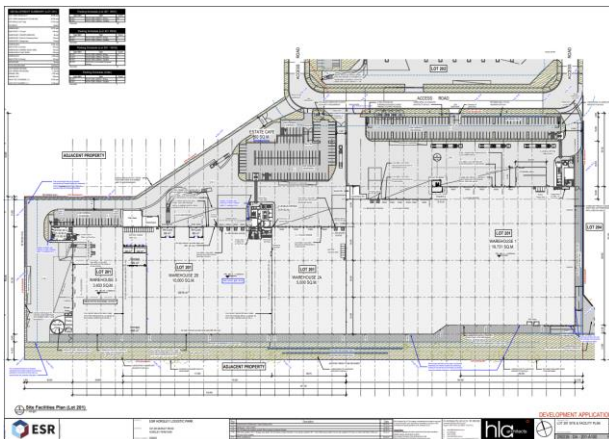
Ason Group completed the Transport Assessment (AG ref: P1328r03v2) supporting the approved SSD-10436 MOD 1 regarding Lot 201 in May 2021. Having regard for the SEARS requirements, the key approved descriptions of SSD-10436 MOD 1 is presented against the proposed MOD 3 in **Table 1** and the approved and proposed site plans are presented in **Figure 1**.

Table 1: Approved Lot 201 MOD 1 vs Proposed Lot 201 MOD 3 SEARS Requirement Comparison

DESCRIPTION	APPROVED SSD-10436 MOD 1	PROPOSED SSD-10436 MOD 3	DIFFERENCE
AM Peak Traffic Generation	103 veh/h	103 veh/h	0
PM Peak Traffic Generation	77 veh/h	77 veh/h	0
Daily Traffic Generation	1,106 veh/h	1,106 veh/h	0
On-site Parking Provision	234 spaces	234 spaces	0
Access Strategy	2 light vehicle access along Johnston Crescent 3 heavy vehicle access along Johnston Crescent 1 light & heavy vehicle access along Johnston Crescent	2 light vehicle access along Johnston Crescent 3 heavy vehicle access along Johnston Crescent 1 light & heavy vehicle access along Johnston Crescent	NO CHANGE
Loading Bay Number	33	29	(-)4 ¹

Note 1) the 4 RSDs are reduced from warehouse 3 commercial hardstand area.

APPROVED SSD-10436 MOD 1 PLAN



PROPOSED SSD-10436 MOD 3 PLAN

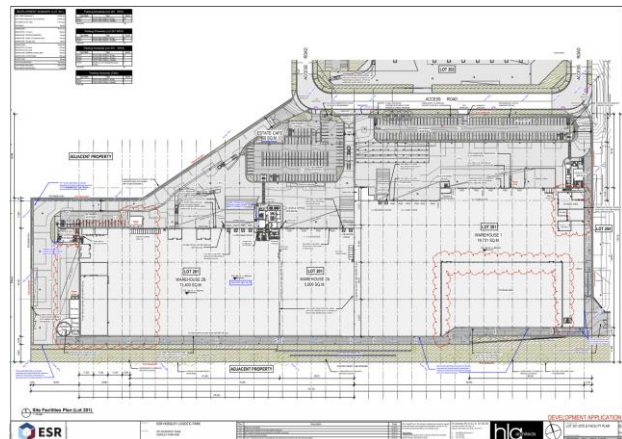


Figure 1: Approved Lot 201 MOD 1 vs Proposed Lot 201 MOD 3 Site Plan

As a result of the proposed changes highlighted in SSD-10436 MOD 3, the key findings of this Transport Statement are as follows:

- No further amendment to the approved SSD-10436 MOD 1 parking requirement and therefore, the parking provision which is not proposed to be changed under this MOD 3, remains in effect.
- The traffic generation of the MOD 3 is anticipated to be consistent with the MOD 1 approved traffic generation (103, 77 and 1,106 veh/h in the AM, PM and PM peaks). Therefore, no further assessment in this regard is required on the basis that the outcome would be the same as under the P1328r03v2 report.
- Given the reduction in RSDs, no further design advice is required as it is covered in P1328r03v2.

On this basis, it is deemed that no further assessment or additional management measures that are required given there are no potential additional impacts anticipated as a result of the MOD 3 Proposal.

Summary and Conclusions

In summary, the proposed MOD 3 generally results in no material departure from the approved SSD-10436 MOD 1, and it is therefore supportable on the basis of proposed parking provision and traffic impacts. It is deemed that the MOD 3 will not result in any significant impacts on the surrounding road network.

Should you have any queries in relation to the above matters, please do not hesitate to contact the undersigned or Dr Ali Rasouli.

Yours sincerely,



Michael Tran

Traffic Engineer

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