

3 November 2021

ESR Developments (Australia) Pty Ltd
Level 29, 20 Bond Street
Sydney NSW 2000

Attn: Grace Macdonald, Senior Planner

RE: Warehouse 1, Lot 201 ESR Horsley Logistics Park – 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). Jalco (the proposed immediate tenant for Lot 201) is seeking to relocate an existing operation from another existing site in Smithfield to the Warehouse 1 of Lot 201 at recently approved ESR Horsley Logistics Park.

Having regard for this, Ason Group has undertaken a traffic and parking analysis of the Proposal in appreciation of the recent SSD-10436 and subsequent to SSD-10436 Modification 1 approval on 04 August 2021. We have reviewed relevant documentation available to us and the findings of our review are summarised herewith.

Secretary Environment Assessment Requirements (SEARS)

The *Secretary Environment Assessment Requirements* (SEARS) in particular to the Project were issued by the NSW Department of Planning, Industry and Environment (DPIE) in June 2021. Of relevance, the Traffic & Transport matters were raised by Transport for NSW (TNSW) and the associated requirements are summarised along with the responses in the table below.

Item No.	SEARS Requirement	AG Response
1	Details of traffic types and volumes likely to be generated by the proposed development during construction and operation, including description of heavy vehicle types, and haul route origins and destinations.	<p>Details of the peak hour and daily vehicular traffic generation volumes has been determined based on the operational details supplied by the future tenant (Jalco). In turn, these traffic generation details have been reviewed against the approved traffic generation of SSD 10436 and approved MOD 1. Refer Traffic Section of TA.</p> <p>A review of the RMS (now TfNSW) Restricted Access Vehicles mapping was undertaken to assist in identifying the travel origin and destination nodes as part of the approved MOD 1 application. It is expected that this will remain consistent.</p> <p>Vehicular operational traffic travel patterns have been assessed having regard to a detailed analysis of 2016 Journey to Work ABS Data and endorsed as part of the original approval.</p>
2	Daily inbound and outbound traffic profile by time of day and day of week broken down per vehicle types	<p>The daily inbound and outbound traffic profile by time of day and day of week broken down into light and heavy vehicles is based on operational information supplied by Jalco and included in the attachment of the Transport Statement. Refer to Appendix B1, B2 and B3.</p>
3	Details of the origin/destination of dangerous goods movements to/from the site (if any)	<p>Information to be referred to Dangerous Goods specialist</p>

4	<p>Traffic management plan on how to manage the number of vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing that can be accommodated on the site to avoid queuing in the surrounding road network.</p> <p>This to demonstrate how internal and external traffic can be managed in conjunction with existing traffic on site.</p>	<p>Design review of the subject site has been undertaken are part of the approved SSD MOD 1.</p> <p>Therefore, this Jalco SSD will not include design review, Construction Traffic Management Plan (CTMP), Operation Traffic Management Plan (OTMP). Separate CTMP / OTMP can be prepared in response to Condition of Consent, if required.</p> <p>It is important to note that this SSD does not intend to amend the internal car parking area, access strategy or hardstand area of Lot 201 warehouse 1 (for Jalco). Hence, the design review undertaken as part of MOD 1 for the Jalco site stays unchanged.</p>
5	Detailed plan site layout to demonstrate that the site will be able to accommodate the most productive vehicle types as well as the worst performing vehicles (sufficient loading/unloading) and parking on site in accordance with the relevant Australian Standard and Council's DCP	Detailed review of the site layout has been undertaken which provides detailed analysis and summary of access circulation and loading dock arrangements in accordance with AS 2890.2:2018 as part of the approved MOD 1 application. It is evident that these details (relevant to Jalco site subject for this SSD) remain unchanged.
6	Details of the driver facilities provided on site	Detailed plans of Estate Café and End of Trip (EoT) facilities have been included in the site/office plans as part of the approved MOD 1 application. This is proposed to remain the same and not changed as part of the proposed SSD.
7	Swept path diagrams to demonstrate the largest vehicles as well as the worst performing vehicles entering, exiting and manoeuvring throughout the site	The design of the access points has been assessed with swept path analysis using B-double trucks as part of the approved MOD 1 application. These consistent with the MOD 1 approval.
8	An assessment of the forecasted impacts on traffic volume generated on road safety and capacity of road network including consideration of cumulative traffic impacts at key intersections using SIDRA or similar traffic model as prescribed by TfNSW.	<p>The assessment shows that the traffic generation of this proposed SSD is less than the approved SSD-10436 and the approved SSD-10436 MOD 1 traffic generation.</p> <p>Therefore, this SSD is not expected to result in any further impact on the performance of surrounding road network comparing to the previous studies.</p> <p>As such, further modelling using SIDRA or similar traffic models is not necessary.</p>
9	<p>Measures to ameliorate any adverse traffic and transport impacts due to the development based on the above analysis, including:</p> <ul style="list-style-type: none"> - travel demand management programs to increase sustainable transport (such as GTP) 	Based on previous advice received from ESR, it is understood that a GTP will be undertaken prior to Occupation Certificate (OC) stage. Therefore, the need for GTPs can be considered as part of a suitable Condition of Consent.
10	Detailed plans of any proposed road upgrades, infrastructure works or new roads required for the development and an assessment of potential impact on load road pavement lifespan	<p>Detailed plans of any proposed road upgrades, infrastructure works or new roads are outlined in the approved MOD 1 Traffic Impact Assessment. They form part of the broader network however, and not triggered as a result of the Proposal.</p> <p>As the impacts of the Proposal (subject to this SSD) is less than the previous approvals, upgrades to the surrounding road network are not deemed required.</p>
11	The TIA include the cumulative study area traffic impacts associated with the redevelopment and any other known proposed developments in the area.	<p>The Transport Assessment for the approved MOD 1 provided a cumulative assessment of the impacts associated with the proposed developments in the area.</p> <p>It is expected that the impacts of this proposed SSD will be similar if not less due to the reduction in traffic compared to the approved SSD 10436 and approved MOD 1.</p>

Test of Adequacy

In October 2021, Test of Adequacy (ToA) comments were provided on the draft EIS package.

The comments received from this review relating to traffic & transport are outlined in the table below. Ason Group has also provided a summary response to each of the comments as shown below.

Item No.	SEARS Requirement	AG Response
2.3. Traffic and Transport		
1	The EIS states that a Traffic Impact Assessment has been prepared for the proposal, however, Appendix N only provides a Transport Assessment.	This transport statement identifies the proposed traffic and parking matters for this SSD. It is noted that a detailed assessment has been undertaken as part of the original approval (SSD-10436) and the Modification 1 (MOD 1) approval.
2	Details of the operational information surveyed from the existing Smithfield Facility. Is the facility the same size as the proposal? Same amount of employees?	Ason Group has been informed by Jalco that the proposed facility will have similar operational traffic behaviour and production size. However, the staff strength will only be 60 (based on the full-time equivalence (FTE)) for the proposed site when compared to 135 for the Smithfield site. Furthermore, the provision of 108 car parking spaces complies with and exceeds the maximum staff parking demand by 48 spaces.
3	A detailed description of the proposed internal heavy vehicle movements is required including:	Refer to the comments shown below.
a)	Largest size of trucks proposed to access and manoeuvre through the site.	The largest size of trucks proposed to access and manoeuvre the site has been detailed within the Ason Group MOD 1 approval (SSD-10436-Mod-1). Furthermore, the internal design of the site was approved as part of the MOD 1 application. The proposed design is consistent with the MOD 1 approval design; hence this SSD EXCLUDES further design assessments, noting the previous approval.
b)	A swept path analysis of trucks manoeuvring through the site including into and out of all loading areas, unloading areas and uncoupling areas in accordance with the SEARs.	The largest size of trucks proposed to access and manoeuvre within the site has been detailed within the original Ason Group TA MOD 1 approval (SSD-10436-Mod-1). The internal design of the site was approved as part of the MOD 1 application. The proposed design is consistent with the MOD 1 approval design; hence this SSD EXCLUDES further design assessments, noting the previous approval.
4	A breakdown of the types of heavy vehicles accessing the site (12.5 heavy rigid, 19 m semi-trailer, B-double, etc.) and the expected daily and weekly movements of each. Details of the size and type of heavy vehicles delivering dangerous goods and an indication of which loading area would be used and how they will be transferred from the truck to the storage area.	Ason Group has been provided with the daily breakdown for the types of heavy vehicles accessing the site. The daily truck numbers are as follows: <ul style="list-style-type: none"> 26.0m B-double trucks: <ul style="list-style-type: none"> 23 trucks per day 19.0m Articulated Vehicles (AVs): <ul style="list-style-type: none"> 14 trucks per day 12.5m Heavy Rigid Vehicles (HRVs): <ul style="list-style-type: none"> 14 trucks per day 8.8m Medium Rigid Vehicles (MRVs): <ul style="list-style-type: none"> 6 trucks per day

		<p>It is also noted that the expected traffic generation of the Proposed SSD is less than the approved MOD 1 traffic.</p> <p>With regards to the loading area and internal movements, refer to the item 3 response provided above.</p>
5	Justification based on expected number of B-doubles attending the site at one that time a single B-double de-coupling bay is sufficient to ensure trucks aren't stacking in the road reserve.	<p>It is noted that the internal design of the site was approved as part of the MOD 1 application. The proposed design is consistent with the MOD 1 approval design.</p> <p>Further to the above, please refer to the response provided within Item 4. There will be a maximum of 23 B-Double trucks attending the site per day and they will be distributed throughout the day as well. The site manager will ensure that at any one point of time, there would only be 1 B-Double on site, and this can be managed through an Operational Management Plan and in response to a Condition of Consent.</p>
6	The following additional SEARs have not been addressed	Refer to comments shown below.
a)	Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace Travel Plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.	A detailed Green Travel Plan for the proposed development can be prepared separately and in response to a condition of consent.
b)	Details of the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the development.	A detailed Green Travel Plan for the proposed development can be prepared separately and in response to a condition of consent.

Background

Ason Group completed the Transport Assessment (TA) (AG ref: P1328r02v2, dated 20 July 2020) supporting the State Significant Development (SSD-10436¹) of the ESR Horsley Logistics Park which was **approved** by the NSW Department of Planning and Environment (DPIE) with relevant Conditions of Consent (CoC²) on 13 March 2021.

Subsequently, ESR lodged a Modification (MOD 1³) to the SSD concept plan with the support of a Transport Assessment (MOD 1 TA) prepared by Ason Group (AG ref: P1328r03v2, dated 03 May 2021). The MOD 1 generally relates to the Lot 201 where all three building-built forms are proposed as general warehouse / distribution centre usage. MOD 1 was determined as approved by NSW DPIE on 4 August 2021.

It is now understood that Jalco, the tenant at Warehouse 1 of Lot 201 is seeking to change the approval for a portion of Warehouse 1 from warehousing and distribution (as approved under concept plan approval) to general industry by lodging this SSD-21190804. Based on advice provided by Jalco, the fit out for Jalco allocates approximately 5,000 m² GFA for general industry for the manufacturing of liquids with the remaining area to be used for warehouse and distribution purposes.

¹ <https://www.planningportal.nsw.gov.au/major-projects/project/28256>

² <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10436%2120210331T070238.048%20GMT>

³ <https://www.planningportal.nsw.gov.au/major-projects/project/41721>

Notably, a separate modification (the MOD 2) is being prepared at the time of writing this SSD-21190804 to combine warehouses 2B and 3, including the introduction of plant equipment. The combining of the warehouses does not result in any material differences to the current approved SSD-10436 MOD 1 layout.

As such, it is assumed that this separate modification 2 will be approved, and therefore this SSD-21190804 TA references the current fit-out plan for the purposes of the assessment. It is worth underlining here that the Warehouse 1 of Lot 201 is not affected by MOD 2 and the layout is consistent with that of the approved under SSD-10436 MOD 1. For reference, a copy of the current fit-out plan prepared by HL Architects is provided at **Appendix A**.

Overview

The purpose of this Transport Statement is to provide an assessment of all matters in relation to traffic and parking to support the SSD-21190804. This assessment has been undertaken on the basis of the available information including operational details of the tenancy - planned to be relocated to the subject Site.

The Jalco manufacturing tenancy involves the relocation of an existing Jalco site that is currently in operation at 277-303 Woodpark Rd, Smithfield (existing Jalco site). As a result, the operational details are based on recorded data provided by the client are anticipated to provide a high level of accuracy for the purposes of traffic operations and staff movements.

In this regard, the existing Jalco site is a household liquids and powders manufacturing facility. It is understood that only the household liquids manufacturing operations are to be relocated to the Warehouse 1, Lot 201 and these known operational details reflect this.

Parking

General Parking

A key consideration for the Proposal will be on-site parking provision. In this regard, it is noteworthy that the Site is zoned as *IN1 - General Industrial* under the provisions of the *Western Sydney Employment Area* (WSEA) SEPP 2009 and is subject to the controls of the site-specific *WSEA - Fairfield Development Control Plan* (WSEA FDCP 2016).

For *IN1 - General Industry*, the WSEA FDCP 2016 suggests the following car parking rates:

- 1 space per 70 m² Gross Leasable Area (GLA) including ancillary plus 1 space per unit for factory units.

The WSEA FDCP 2016 provides the following with respect to Industrial Retail Outlet:

- 1 space per 50 m² Gross Leasable Area (GLA)

In the absence of accurate GLA for the proposed development, we have assumed that GLA = GFA based on RMS Guides.

Further, the *RMS Guide to Traffic Generating Development* (RMS Guide) also provides parking requirements for general warehouse / distribution centre use and as outlined in the Conditions of Consent – Condition A8⁴

- Warehouse: 1 space per 300 m² GFA
- Office: 1 space per 40 m² GFA

⁴ <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-10436%2120210331T070238.048%20GMT>

Based on the current plans annexed in **Appendix A**, the GFA of each of the relevant built form land use are provided in **Table 1**.

Table 1: Lot 201 GFA

Land Use	Warehouse 1	Warehouse 2A	Warehouse 2B	Cafe	Total
Warehouse	14,731	5,000	13,403	0	33,134
Office	536	578	415	0	1,529
General Industry	5,000	0	0	0	5,000
Proposed Cafe	0	0	0	60	60
Amenity	553	0	0	0	553
Total	20,820	5,578	13,818	60	40,276

With regard for the above, the applicable theoretical parking requirements and parking provision is outlined in **Table 2**. It is noteworthy, that the parking provision (232 spaces) of the proposed car parking facilities for ALL three warehouses remain unchanged from the approved MOD 1 plan. For clarity and based on advice provided by ESR, the change to the design of Warehouse 1 will only be limited to the internal building as part of this SSD.

Table 2: Parking Requirements vs Provision

Parking	Warehouse 1	Warehouse 2A	Warehouse 2B	Cafe	Total
Requirement	134	88		2	224
Provision	108	118 ¹		6	232
Difference	-26	+30		+4	+8

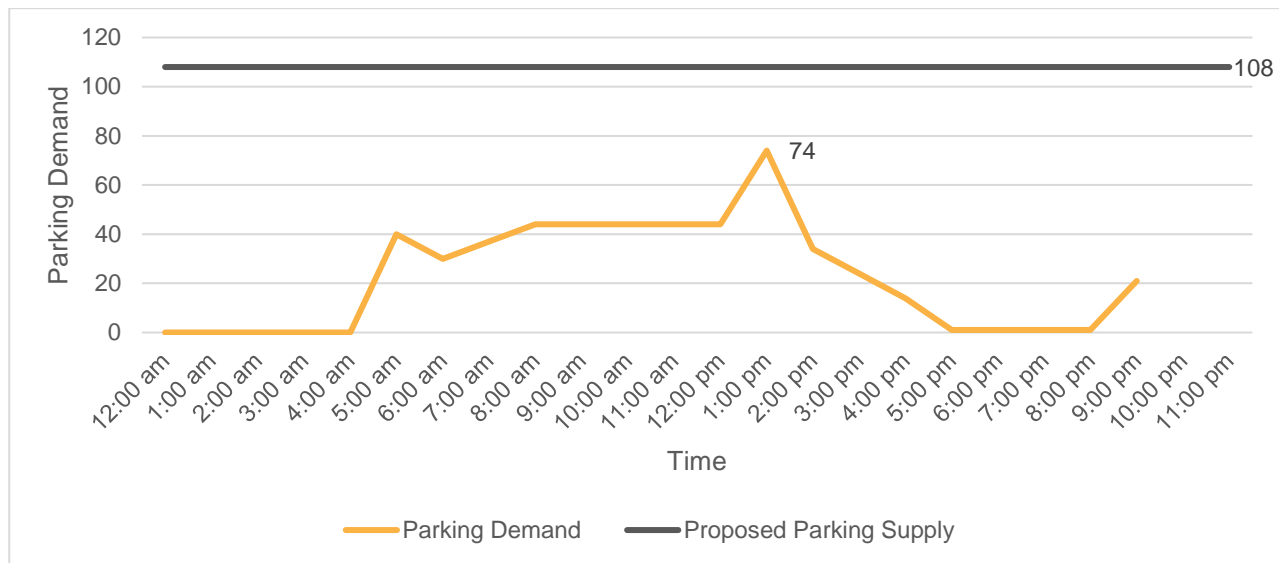
Note: Includes 2 provisional car parking spaces.

It is evident that to strictly comply with the CoC and WSEA FDCP 2016 when considering the potential 5,000 m² GFA of use, the currently proposed car parking provision as part of the MOD 1 results in a deficit of 26 spaces at Warehouse 1.

It is worth noting that at the time of preparing the assessment, the NSW Government has imposed a lockdown on Greater Sydney which has had an effect on the typical operational levels of staff at existing Jalco sites. Hence, surveys would be deemed unreliable for this purpose and not undertaken for reference in the assessment at this point in time. Parking occupancy surveys of the existing Jalco site can be undertaken at later stages and if deemed necessary by the assessing authorities providing that the lockdowns are lifted.

Notwithstanding, the operational information data of Warehouse 1 has been supplied by Jalco. This information details the hourly **light vehicle movements** to the Site (refer to **Appendix B1**).

This operational information data has been used to establish the **ACTUAL** parking demand profile of the Site over a 24-hour period for a first-principles parking assessment. **Figure 1** shows the potential parking demand against the overall parking provision of 108 spaces.



Note: Based on tenant operational data supplied by ESR

Figure 1: Parking Occupancy vs On-Site Parking Supply (Warehouse 1)

The peak parking demand at Warehouse 1 would be 74 spaces which occurs at 1:00 PM. It is apparent that the parking provision of 108 spaces is sufficient to meet this demand throughout the 24-hour period including at the peak parking demand with some 34 parking spaces being available at the busiest time.

This first-principles parking assessment is considered an appropriate methodology of assessing the adequacy of the parking provision in this instance noting that the proposed operation has a known operational information. The analysis shows that the parking provision is capable of meeting the actual demand of the proposed use of the Site. Furthermore, a Green Travel Plan (GTP) is a requirement as per Clause B28 of the CoC for the SSD-10436. It is deemed that the implementation of the GTP of which would encourage a move from private vehicle usage to other more sustainable modes and further reduce the on-site parking demand. On the basis of the above analysis, the change of use to manufacturing on Warehouse 1 (for 5,000 m²) is supportable on parking grounds.

Bicycle Parking

Bicycle Parking can be assessed having regard for the *NSW Planning Guidelines for Walking and Cycling* (Walking and Cycling Guidelines), which requires bicycle parking to be provided at a rate of 3-5% of staff numbers (for long-term use) and 5-10% of staff numbers (for short-term use).

It is noted that detailed staff numbers for the proposed warehouse 1 Jalco Site have been provided by the immediate tenant for this building. Therefore, a total of 60 staff will be employed.

In this regard, the minimum bicycle parking requirements and provision is summarised in **Table 3**.

Table 3: Bicycle Parking Requirements – Proposed Warehouse 1 (Jalco Site)

Time	Requirement	Provision
Staff	2	8
Visitor	3	
Total	5	

With reference to the above table, the bicycle parking provision satisfies the requirements of the Walking and Cycling Guidelines.

End of Trip Facilities

Additionally, the Walking and Cycling Guidelines also provides the following minimum requirements for End of Trip (EoT) facilities on-site for 50 – 149 staff:

- **Lockers:** 1 per 3 racks
- **Showers:** 4 (2 males and 2 female)
- **Change rooms:** 2 (1 male and 1 female)

In this regard, the End of Trip Facilities requirements and provision of Warehouse 1 is summarised in **Table 4**.

Table 4: End of Trip Facilities – Proposed Warehouse 1 Requirements (Jalco Site)

EOT Facility	Requirement	Provision
Lockers	3	7
Showers	4	4
Change rooms	2	2

With reference to the above table, the End of Trip Facilities provision satisfies the requirements of the Walking and Cycling Guidelines.

Traffic Impact

Traffic Generation

As detailed in the MOD 1 TA, the following approved traffic generation rates from the RMS Guide for warehouse and office land use developments (together) have been adopted as part of the approved SSD studies:

- AM Peak: 0.247 trips per 100 m² GFA
- PM Peak: 0.182 trips per 100 m² GFA, and
- Daily: 2.641 trips per 100 m² GFA

The adopted traffic generation rates as part of the MOD 1 TA for cafe is as follows:

- PM Peak: 5 trips per 100 m² GFA, and
- Daily: 60 trips per 100 m² GFA

Furthermore, as noted earlier, the known operational information which can be referenced to determine the traffic generation for Warehouse 1 (Refer **Appendix B3** for the combined light and heavy vehicle movements). The information shows the traffic generation of the Warehouse 1 during the AM and PM Peak would be in the order of 21 vehicles per hour and 23 vehicles per hour respectively. Application of the above to the current plans yields the following traffic generation of Lot 201 in **Table 5**.

Table 5: Lot 201 Traffic Generation – Combined Light and Heavy Vehicle

Lot 201	GFA (m ²)	AM Peak	PM Peak	Daily
Warehouse 1 ¹	20,820	21	23	431
Warehouse 2A	5,578	14	10	147
Warehouse 2B	13,818	34	25	365
Proposed Cafe	60	3	3	36
Total	40,276	72	61	979

Note: 1) Warehouse 1 are similar to the MOD 1.

Traffic Impacts

For comparison and assessment purposes, the traffic generation of Lot 201 submitted under the approved SSD-10436 and approved SSD-10436 MOD 1 is provided against the revised Lot 201 traffic generation for this SSD assessment shown in **Table 6**.

Table 6: Traffic Generation of Approved SSD vs Approved SSD MOD 1 vs Proposal SSD

Lot 201 Scenario	AM Peak	PM Peak	Daily
Approved SSD-10436	107	79	1,145
the Proposal (SSD-21190804)	72	61	979
<i>Difference</i>	-35	-18	-166
Approved SSD-10436 MOD 1	103	77	1,106
the Proposal (SSD-21190804)	72	61	979
<i>Difference</i>	-31	-16	-127

The expected traffic generation of the Proposed SSD is less than the approved SSD-10436 and the approved MOD 1 traffic generation. Therefore, the Proposed SSD is not expected to result in any further impact on the performance of surrounding road network comparing to the previous studies. For this reason, the SSD-21190804 does not warrant any additional modelling or assessment and any additional infrastructure upgrades beyond that already constructed and planned for in the locality.

Design

As discussed earlier in this Transport Statement, the design and built form of the Warehouse 1 (Jalco site) will be consistent with the approved MOD 1 application. As per ESR advice, no design changes are proposed as part of this SSD to the car parking layout or the hardstand area, and as such, any design matters should be referenced to that outlined in the approved TA MOD 1 (AG ref: P1328r03v2, dated 03 May 2021). Furthermore, swept path analysis for design vehicles have been undertaken and attached to the MOD 1 TA.

Summary

The findings indicate that the parking and traffic matters of the Proposal at Warehouse 1, Lot 201 ESR Horsley Logistics Park will generally be consistent to what was approved under SSD-10436 and SSD-10436 MOD 1 applications. Having regard for the parking impacts, our analysis indicates that the parking provision is satisfactory with consideration to the actual parking demand of the Warehouse 1. The Proposal is expected to yield less trips than the approved traffic estimation under original SSD and the approved MOD 1 and as such, would not result in material impacts to the surrounding road network.

Therefore, on the basis of the above, the Proposal is considered supportable on transport planning grounds.

If you have any questions or should you wish to discuss the application further, please contact the undersigned or Dr. Ali Rasouli from our office.

Yours sincerely,



Osama Hashmi

Traffic Engineer

E osama.hashmi@asongroup.com.au

Appendix A
Site Plan

3 November 2021

Appendix B1

Traffic Profile Provided for the Jalco Site by ESR (Light Vehicles ONLY)

From	To	Inbound	Outbound	Total
12:00 AM	1:00 AM			
1:00 AM	2:00 AM			
2:00 AM	3:00 AM			
3:00 AM	4:00 AM			
4:00 AM	5:00 AM			
5:00 AM	6:00 AM	40		40
6:00 AM	7:00 AM	10	20	30
7:00 AM	8:00 AM	10	3	13
8:00 AM	9:00 AM	10	3	13
9:00 AM	10:00 AM	5	5	10
10:00 AM	11:00 AM	5	5	10
11:00 AM	12:00 PM	5	5	10
12:00 PM	1:00 PM	5	5	10
1:00 PM	2:00 PM	35	5	40
2:00 PM	3:00 PM	3	43	46
3:00 PM	4:00 PM	3	13	16
4:00 PM	5:00 PM	3	13	16

5:00 PM	6:00 PM		13	13
6:00 PM	7:00 PM			
7:00 PM	8:00 PM			
8:00 PM	9:00 PM			
9:00 PM	10:00 PM	20		20
10:00 PM	11:00 PM		30	30
11:00 PM	12:00 AM			
Daily		154	163	317

Appendix B2

Traffic Profile Provided for the Jalco Site by ESR (Heavy Vehicles ONLY)

From	To	Inbound	Outbound	Total
12:00 AM	1:00 AM			
1:00 AM	2:00 AM			
2:00 AM	3:00 AM			
3:00 AM	4:00 AM		1	1
4:00 AM	5:00 AM			0
5:00 AM	6:00 AM		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		3
9:00 PM	10:00 PM	3		3
10:00 PM	11:00 PM			
11:00 PM	12:00 AM			
Daily		74	40	114

Appendix B3

Traffic Profile Provided for the Jalco Site by ESR (Combined Light and Heavy Vehicles)

From	To	Inbound	Outbound	Total
12:00 AM	1:00 AM			
1:00 AM	2:00 AM			
2:00 AM	3:00 AM			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	40	1	41
6:00 AM	7:00 AM	13	23	36
7:00 AM	8:00 AM	15	6	21
8:00 AM	9:00 AM	15	6	21
9:00 AM	10:00 AM	11	8	19
10:00 AM	11:00 AM	11	8	19
11:00 AM	12:00 PM	11	8	19
12:00 PM	1:00 PM	11	8	19
1:00 PM	2:00 PM	41	8	49
2:00 PM	3:00 PM	9	46	55
3:00 PM	4:00 PM	7	16	23

4:00 PM	5:00 PM	7	16	23
5:00 PM	6:00 PM	4	16	20
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	23	0	23
10:00 PM	11:00 PM	0	30	30
11:00 PM	12:00 AM			
Daily		228	203	431