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Attn: Ebrahim Nateghi

**RE: SSD 7500, 5-7 Culverston Rd, Minto – Modification (MOD 2) Application
Transport Statement**

Dear Ebrahim,

Ason Group has been commissioned by Charter Hall to prepare a Transport Statement (TS) in support of proposed amendments to the site layout (the Proposal) requiring a modification application (MOD 2) to the approved concept plan SSD-7500-Mod -1 for industrial development at 5-7 Culverston Road, Minto (the Site).

Reference should be made to the MOD 2 plans provided separately. It is noted that the approved concept plan comprises 4 stages and the MOD 2 Proposal effectively proposes minor changes to the site layout for Stage 1 (specifically) that in turn results in minor changes to the site layout for Stage 2 along its southern boundary adjoining Stage 1.

In terms of traffic implications, the Proposal can be summarised as follows:

- **Stage 1 changes:** Relocation of the Stage 1 warehouse building approximately 2 metres northwest from the approved location resulting in very minor changes to truck circulation within the Stage 1 area.
- **Stage 2 changes:** A reduction in the width of the Stage 2 southern internal access road adjoining Stage 1 from 12.0 metres to 10.06 metres.

The objective of this TS is to assess the impacts (if any) of these minor design modifications to the site layout, noting that the MOD 2 Proposal seeks no changes to the approved Warehouse GFA and accordingly traffic network performance and car parking provision remain unchanged from (and consistent with) the approved concept plan.

The minor changes to the plan relate to circulation and access. Firstly, the driveway for Stage has been relocated further to the north of Culverston Road by approximately 42 metres. It is noted that this will not result in any material impacts to the accessibility of the car park. The relocation of the driveway will enable it to be more centrally located which will provide a more efficient and functional access point for vehicles to enter the car park. Overall, the movement of the driveway is a minor change, and will not have any impacts on the acceptability of vehicular access to and egress from the Stage 1 car parking area.

Further to the Stage car park driveway, the Stage 1 changes relating to the minor movement of the warehouse building would not have any detrimental impacts on the ability for trucks to access the Stage 1 site; manoeuvre into and out of the warehouse loading docks; and depart the Stage 1 site. Accordingly – and having consideration for the existing approval conditions requiring any future detailed proposal requiring compliances with relevant Australian Standards – the Stage 1 changes are considered supportable.

Regarding the reduction in width of the Stage 2 southern internal access road, it is noted that the current approval provides bi-directional traffic movement on this internal road, consisting of inbound truck movements as well as inbound & outbound car movements accessing the approved car parking located along the western boundary of the Stage 2 site.

At the intersection of the internal access road with Culverston Road, the reduction in the width reduces the ability of a truck entering from Culverston Road to pass a stationary car exiting from the internal road. To address this issue, it is recommended that any future approval of MOD 2 include an appropriately worded condition of consent requiring the southern Stage 2 access be limited to 'entry only' for trucks and cars and that exiting cars using the northern Stage 2 driveway access to Culverston Road that under the current approval only provides for truck egress.

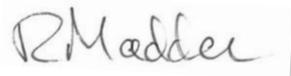
It is acknowledged that this could result in additional cars traversing the hardstand. However, it is noted:

- The car parking along the western boundary is provisional parking only, with the main car park adjacent to Culverston Road providing sufficient capacity to accommodate standard TfNSW (previously RTA) Guide to Traffic Generating Developments recommended rates for the proposed use. Therefore, it is expected to be used infrequently, if at all.
- Satisfactory delineation between cars travelling along the northern boundary and the operational area for heavy vehicles – where reversing could be expected to occur – can readily be detailed prior to construction, if required.

In summary, subject to any future approval including conditions of consent requiring compliance with relevant Australian Standards (noting this is a standard condition) and the Stage 2 southern access being one-way inbound and the northern access driveway being one-way outbound, the MOD 2 Proposal is considered supportable.

I trust the above satisfies your current requirements. Should you have any queries, please contact the undersigned.

Yours sincerely,



Rebecca Butler-Madden

Senior Transport Planner

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