

9 February 2021

ESR Group
Level 29, 20 Bond Street
Sydney NSW 2000

info@asongroup.com.au
+61 2 9083 6601
Suite 5.02, Level 5, 1 Castlereagh Street
Sydney NSW 2000
www.asongroup.com.au

Attention: Riley Sampson; Assistant Development Manager

RE: Lot 4, Bringelly Road Business Hub, Leppington | State significant Development Application –
Transport Statement

Dear Riley,

Ason Group has been engaged by ESR Australia (ESR) to prepare a Transport Statement (TS) in support of a Modification Application to SSD-8586218. The approved development relates to an industrial warehouse development on Lot 4 of the Bringelly Road Business Hub (BRBH), Leppington (the Site); located within the Liverpool City Council (Council) Local Government Area.

Following development in the design of the approved Lot 4 warehouse, the internal design has been altered, with the addition of a 4,700m² mezzanine to be used for the storage and maintenance of medical equipment and products; resulting in a change to the approved Gross Floor Area (GFA). Therefore, this application seeks to modify the approved development.

Noting the objective of the Modification Application, the key purpose of this TS is to assess the implications of the GFA change on:

- The traffic generating characteristics of the development and the impact on the surrounding road network; and
- The proposed parking provision; ensuring that it remains appropriate and sustainable for the Site.

In preparing this TS, Ason Group has referenced the following key report:

- Ason Group, *Transport Assessment, State Significant Development Application, Lot 4, Bringelly Road Business Hub, Leppington*, Version 1, 17/08/2020 (Ason TA).

Approved Development

SSD-8586218 was granted planning approval by the Department of Planning, Industry and Environment (DPIE) on 30 November 2020. The approved development includes:

- The construction of warehouse development totalling 36,045m² GFA, including;
 - 34,570m² warehouse floorspace; and
 - 1,475m² ancillary office floorspace.
- 231 parking spaces and servicing areas.

A copy of the approved Site Plan and a plan showing the Site within the context of the wider BRBH are provided at a reduced scale in **Figure 1** and **Figure 2**.

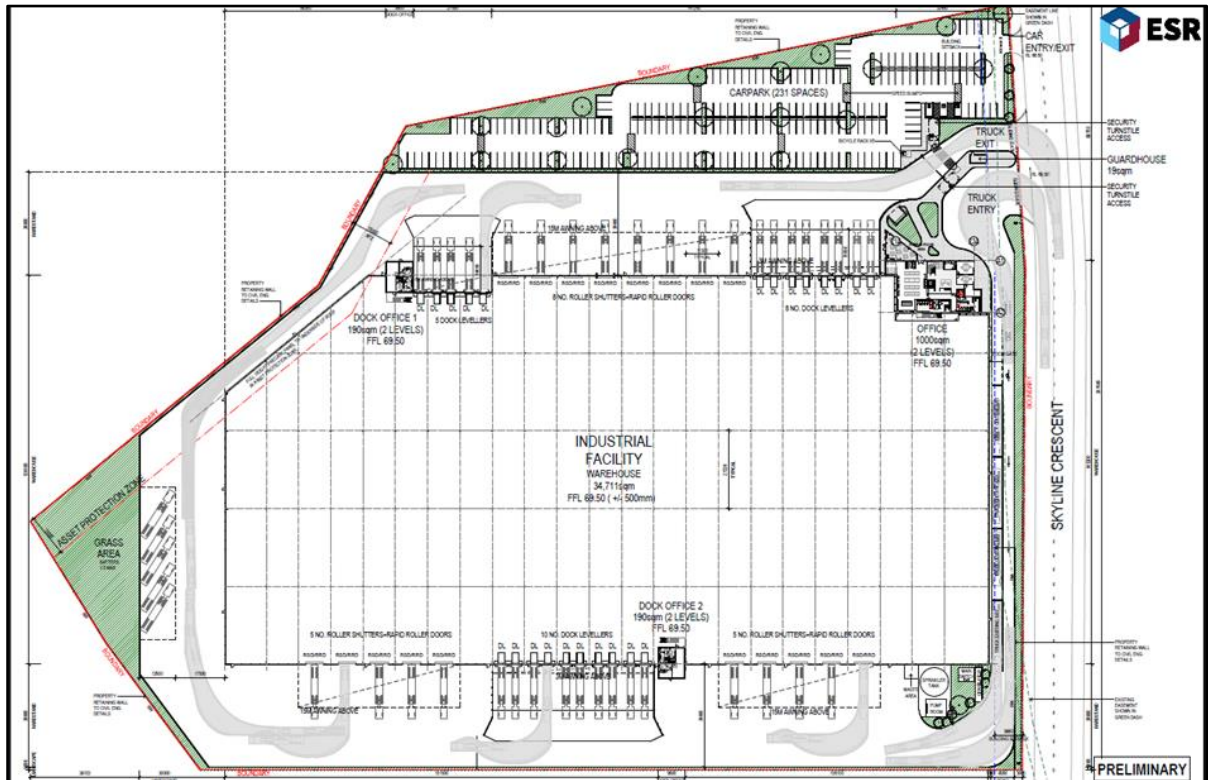


Figure 1: Approved Development – Site Plan

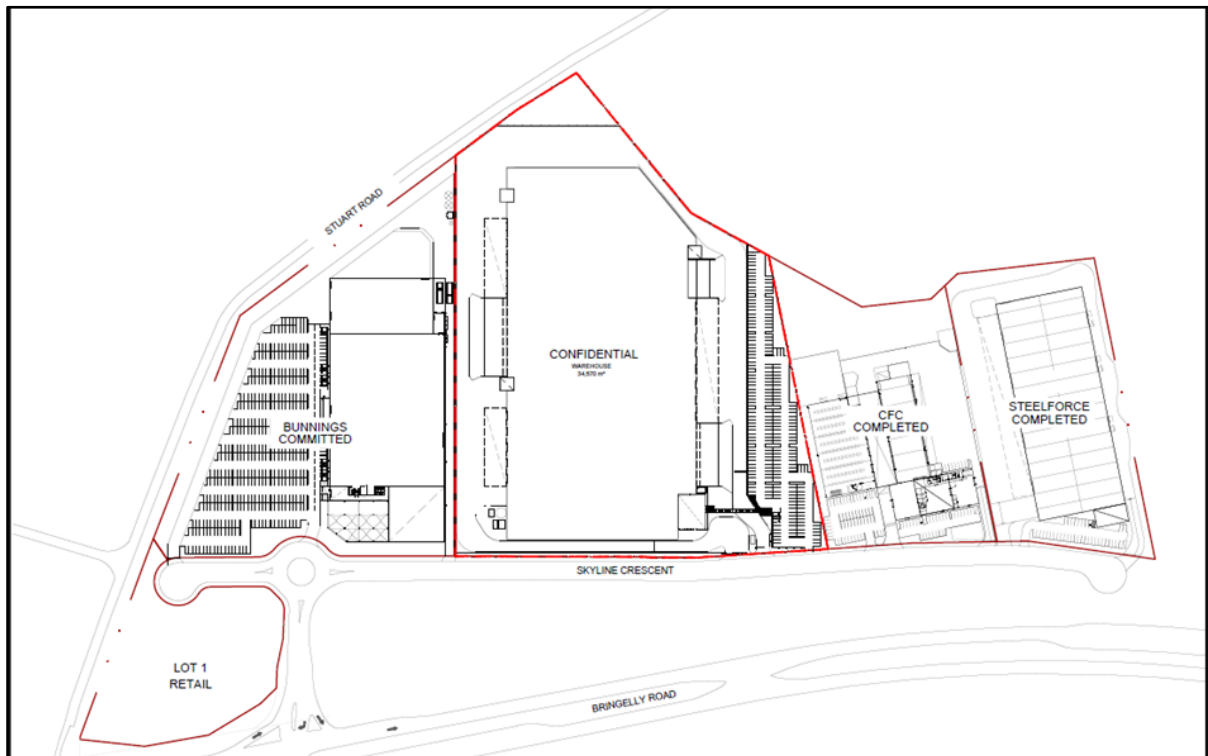


Figure 2: The Site within the Bringelly Road Business Hub

Proposed Modification

Full details of the proposed modifications are provided in the Statement of Environmental Effects (SEE) which this TS accompanies. However, for the purposes of this assessment, the key change relates to the internal GFA of the warehouse being increased by 4,700m² following the addition of a mezzanine level.

The external elements of the approved Site, including the access and circulation, parking and servicing areas, will remain unchanged as a result of the modification. Therefore, the following sections of this TS assess the associated implications to the traffic generation associated with the Site, and the required parking provision.

Finally, it is noteworthy that there will be no changes to the number of employees on the Site as a result of the increased GFA.

A copy of the proposed Site layout plan is provided at a reduced scale below.

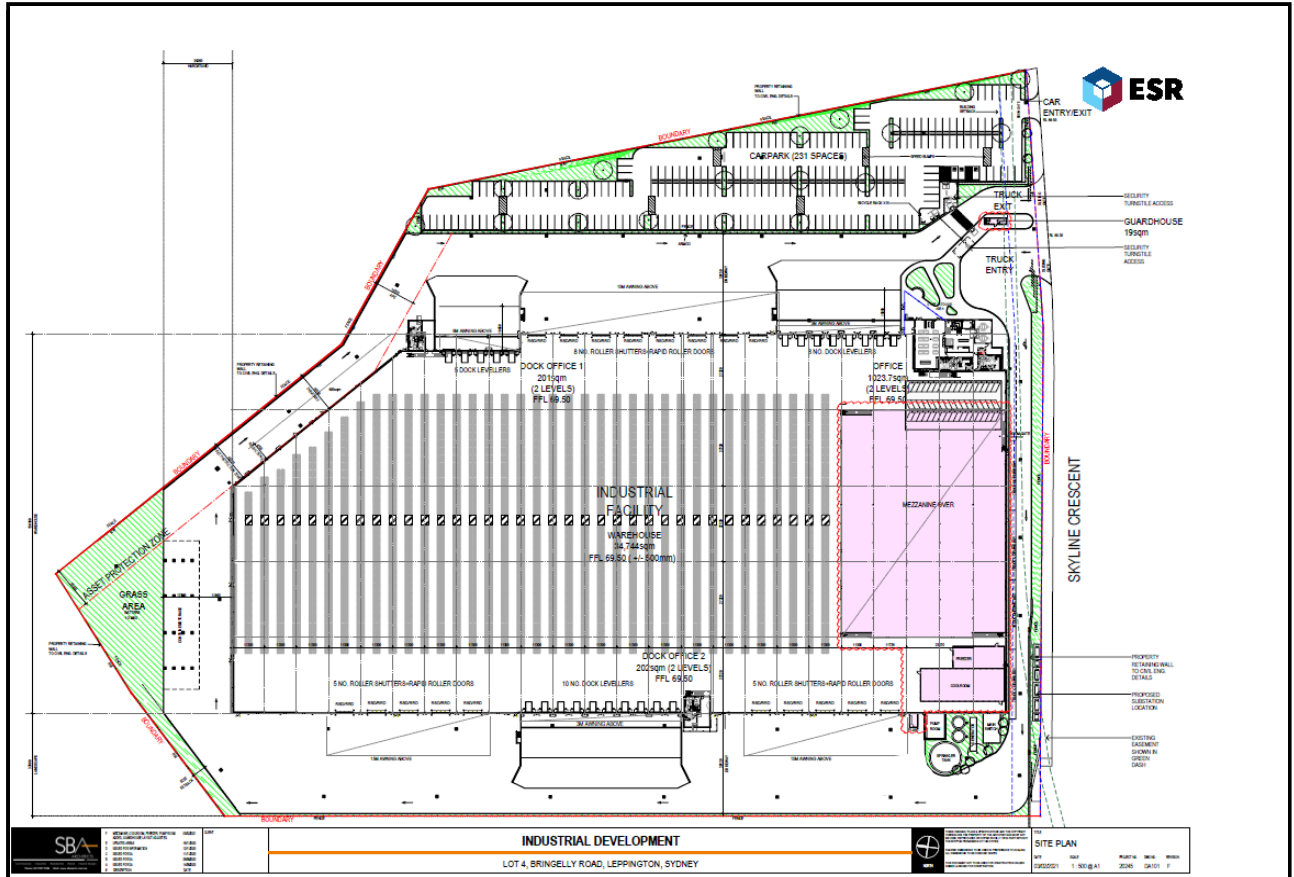


Figure 3: Proposed Site Plan

Parking Requirements

While it is reiterated that it is there will be no changes to the number of employees on the Site as a result of the increased GFA, an assessment of the updated parking requirements based on the relevant controls, has nonetheless been undertaken.

As discussed in the Ason TA, parking for the Site is to be provided with regard to Condition B10 of the BRBP SSD Approval (summarised by **Table 1**). Based on these controls, the approved development was required to provide a total of 152 parking spaces. However, a total of 231 parking spaces are to be provided for the Site, exceeding the requirements of the relevant parking rates.

Table 1: BRBH Approved Minimum Car Parking Rates

| Land Use | Minimum Parking Requirements |
|-----------|------------------------------------|
| Warehouse | 1 space per 300m ² GFA. |
| Office | 1 space per 40m ² GFA. |

On the basis of the parking rates applicable to the BRBH, **Table 2** details the relevant parking requirements applicable to the Site, subsequent to the proposed Modification.

Table 2: Parking Requirements

| Land Use | Yield (m ²) | Required Spaces |
|--------------|-------------------------|-----------------|
| Warehouse | 39,270 | 131 |
| Office | 1,475 | 37 |
| Total | 40,745 | 168 |

As per Table 2, following the proposed increase in GFA, the Site would be required to provide 168 car parking spaces. Therefore, the approved provision of 231 complies and exceeds the required rates.

As such, the proposed Modification is supportable on parking grounds and would satisfy the parking demands of the industrial Proposal.

Traffic Assessment

Traffic Generation

Table 3 provides a comparison of the existing and future traffic generation with respect to the RMS Guide trip generation rates, as per the approved traffic generation assessment detailed in the Ason TA.

Table 3: Existing and Proposed Site Trip Generation

| Proposed Yield (m ²) | Approved Trip Rate | Approved Traffic Generation | Proposed Traffic Generation |
|----------------------------------|-----------------------------------|-----------------------------|-----------------------------|
| 40,745 | 0.202 trips per 100m ² | 73 | 82 |

Table 3 demonstrates that the Site, subsequent to the Modification, would generate an estimated 82 vehicle trips in the peak hour, resulting in a net increase of 9 veh/hr in comparison to the approved traffic generation.

Traffic Impact

The Ason TA established an acceptable traffic budget for the BRBH permissible under SSD-6324 of 508 veh/hr in the AM peak and 977 veh/hr in the PM peak.

Further, under a cumulative assessment (which considers the approved Lot 4 development alongside the other completed / approved developments with the BRBH), of this permissible traffic threshold, a total of 266 veh/hr in the AM peak and 523 in the PM peak hour remains.

While the cumulative traffic represents less than 50% of the permissible traffic budget, it is critical to note that 80% of the total Lot areas have now either been developed or have an approved development.

Therefore, the addition of 9 veh/hr would not significantly change the conclusions of the Ason TA, with the AM and PM peak hour trips forecast to be generated by the Site representing 16% and 8% respectively of the permissible traffic budget. Further, the cumulative traffic generation associated with the existing / approved development still falls well within the threshold outlined for the approved BRBH.

The Proposal therefore remains supportable on traffic impact grounds.

Conclusion

In Summary:

- The car parking provision (231 spaces) complies with the requirements of the BRBH. As such, the Proposal remains supportable on parking grounds and would satisfy the parking demands of the Site.
- The estimated traffic generation of the Proposal results in an increase of 9 veh/hr over that already approved for the Lot 4 Site. The Site therefore represents 16% and 8% respectively of the permissible traffic budget established for the BRBH and falls well within the threshold outlined.

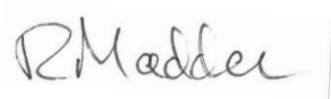
The Proposal therefore remains supportable on traffic generation grounds.

- The Modification does not seek to revise the internal design of the heavy vehicle loading docks or circulation roadways. Therefore, the Proposal remains consistent with the relevant design requirements.

Accordingly, it is concluded that the proposed amended design is supported, and the Proposal remains consistent with parking, traffic and design conclusions of the approved development detailed within the Ason TA.

We trust the above is of assistance and please contact the undersigned should you have any questions or require further information.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'R Madden', is enclosed in a thin black rectangular border.

Rebecca Butler-Madden

Senior Transport planner – Ason Group

Email: rebecca.bmadden@asongroup.com.au