20 January 2025

info@asongroup.com.au
+61 2 9083 6601
Suite 17.02, Level 17,
1 Castlereagh Street,
Sydney, NSW 2000
ABN: 81 168 423 872

TO	Grace McDonald (ESR Australia & New Zealand), NSW Planning Manager
FROM	Jae Jeon (Ason Group), Senior Traffic Engineer
CC	Hamish Boots (ESR Australia & New Zealand), Senior Development Manager Ali Rasouli (Ason Group), Principal Lead
SUBJECT	3 Johnston Crescent, Horsley Logistics Park (HLP) Stage 2 – Response to Submissions (RtS) Technical Note

Dear Grace,

Ason Group has been commissioned by ESR Australia & New Zealand to prepare a Transport and Accessibility Impact Assessment (TAIA) to accompany the State Significant Development Application (SSD-71144719) for the proposed warehouse and distribution centre located at 3 Johnston Crescent, Horsley Park and referred to as Horsley Logistics Park (HLP) – Stage 2.

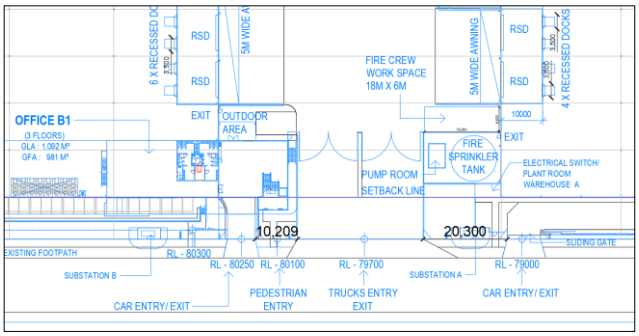
It is understood that a Response to Submission (RtS) was received on 13 December 2024 and Ason Group has been engaged by ESR Australia & New Zealand to prepare responses to traffic and transport related matters.

This Technical Note (TN) has therefore, been prepared to summarise Ason Group's response to the traffic and transport related matters.

Ason Group Response to RtS

A summary traffic and transport related matters raised by DPHI dated 15 January 2024 and responses prepared by Ason Group is provided in **Table 1**.

TABLE 1: ASON GROUP RESPONSE TO DPHI COMMENTS

Comments	Ason Group Response
Three driveways are proposed within close proximity to each other along Johnston Crescent for cars and trucks. The design may result in vehicular conflicts when entering the site from Johnston Crescent. Consider rationalising these driveways.	A minimum 10.3-20.3m metres of separation are provided between the truck driveway to either car driveway – measured along the property boundary as shown below.  Furthermore, swept path assessment demonstrates car entry / exit and truck entry / exit movements can occur independently. With reference to the swept path assessment as part of the TAIA (Appendix A, P2521r01v01 SSDA TAIA_3 Johnston Crescent, Horsley Park – HLP Stage 2), swept paths demonstrate cars and trucks can enter and exit the site independently without impeding the adjacent driveway or encroaching the centreline of the public road. Therefore, the design would not result in vehicular conflicts from cars or trucks entering the site. Furthermore, the proposed design provides for separate light vehicle access and heavy vehicle access and clearly define access points and their purposes – reducing potential vehicle conflicts.
Please provide an indicative construction traffic generation figure.	At the time of preparation of this TN, a Contractor has not been engaged and therefore detailed construction traffic volumes cannot be obtained. Notwithstanding, Ason Group has investigated similar recent developments in the WSEA area to obtain typical peak and daily construction traffic generation data. Per this data, the peak and daily construction traffic volumes have been estimated based on pro-rating reference developments comprising of similar GFA and building typology with the Proposal. The following indicative numbers are estimated: • AM peak: ~70-80 veh/hr • PM peak: ~50-60 veh/hr • Daily: ~700-900 veh/hr Evidently, the above construction traffic generation falls within the operational traffic generation

	threshold established in the TAIA to the order of 75 veh/hr (AM peak) and 54 veh/hr (PM peak). Importantly, it is reiterated the above construction traffic volumes are indicative only and that more accurate volumes would be determined once a Contractor has been appointed. It is noted a detailed CTMP would be prepared prior to construction certificate to ensure construction traffic volumes are within the above operational traffic generation thresholds.

A summary of traffic and transport related matters raised by TfNSW dated 29 November 2024 and responses prepared by Ason Group is provided in **Table 2**.

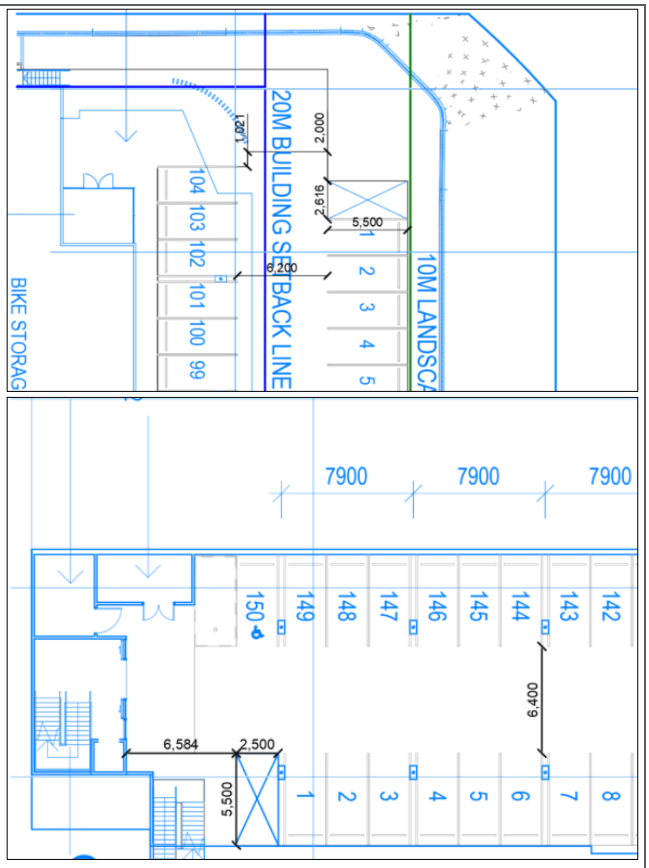
TABLE 2: ASON GROUP RESPONSE TO TFNSW COMMENTS

Comments	Ason Group Response
The traffic generation and trip rates for the proposed development should be consistent with TfNSW agreed rates for the WSEA to avoid underestimating overall traffic generation. As part of the Response to Submissions, TfNSW requests that the proposed development traffic generation and trip rates align with the WSEA rates.	Refer to Section 6 of the TAIA which accompanied the SSDA (Ref: P2521r01v01 SSDA TAIA_3 Johnston Crescent, Horsley Park – HLP Stage 2) and more specifically Table 12 which provides a detailed breakdown of various trip rates assessed. It is noted that the SIDRA modelling has been undertaken for future scenarios adopting the recently approved trip generation rates in the area (including for SSD-37486043). As such the adopted traffic generation for the modelling purposes are as follows: - AM = 101 trips - PM = 89 trips Referring to Table 12, adopting WSEA trip rates would result in the following trips: - AM = 101 vehicular trips - PM = 101 vehicular trips It is apparent that the modelled traffic volumes are consistent with the WSEA trip rates. The marginal increase of 12 trips in the PM peak equates to only 1 vehicular trip every 5 minutes which will not have any material impact on the modelling outcomes. Therefore, the provided results are considered robust with the proposed development expected to have no material impact on the external road network performance. We therefore believe no more modelling would be required.

A summary of traffic and transport related matters raised by Fairfield City Council dated 13 December 2024 and responses prepared by Ason Group is provided in **Table 3**.

TABLE 3: ASON GROUP RESPONSE TO FAIRFIELD CITY COUNCIL COMMENTS

Comments	Ason Group Response
B. Parking	-
i. The proposal calculates the parking requirement in accordance with TfNSW Guide to Transport Impact Assessment 2024 (1 space per 300m^2) which is consistent with other nearby developments of similar scale. Although the proposal meets the requirement at this stage, the applicant shall confirm the parking provision also considers the anticipated daily staff and/or visitor numbers to avoid any shortfalls in future.	Reference is made to Section 5.1 of the TAIA which accompanied the SSDA (Ref: P2521r01v01 SSDA TAIA_3 Johnston Crescent, Horsley Park – HLP Stage 2) which provides a robust assessment with consideration for both the theoretical parking assessment and first principles assessment based on anticipated staff numbers. The preliminary tenant details provided by ESR indicates that the proposed development is anticipated to accommodate 220 staff. A conservative assessment of single occupant vehicle mode share indicates that 220 spaces will likely be required for staff. Noting that the proposal involves the provision of 254 spaces, this provides 34 additional spaces which can accommodate the visitors and flexibility in staff operational schedules and/or staff numbers. Therefore, both the theoretical and first principles assessment indicates that the proposal has sufficient on-site car parking spaces to accommodate the parking demand for the Site.
vi. Swept path assessment of all anticipated vehicles and their movement (listed below) shall be provided to inform the car park design and layout to ensure adequate circulation aisle width is available for vehicles to manoeuvre safely within the site without any conflict (vehicular or pedestrian). - B99 and B85 vehicles entering and exiting the driveway simultaneously. - B99 and B85 vehicles simultaneously passing the ramp. B99 vehicles making a U-turn when all car parking spaces are occupied.	Swept path assessment has been undertaken for the additional scenarios requested and is provided in **Appendix A**. The assessment indicates that the proposed design can accommodate simultaneous movements of B85 and B99 design vehicles at the access driveways and ramps. Reference is made to AS2890.1:2004 and more specifically Section 2.4.2 (c) which stipulates that for blind aisles greater than the width of six 90-degree spaces, provision is to be made for vehicles to turn around at the end and drive out forwards. The proposed design has provisioned for 2.6m wide turning bays at the end of the blind aisles at both car parking areas therefore is considered to meet the design requirements. The locations and dimensions of the proposed turning bays are shown below.

	
C. Access points and traffic conflicts	-
i. Swept path assessment reflecting the largest vehicle entering and exiting the driveway and circulating within the site including the scenario where all loading docks are occupied, and a truck needs to turn around and exit the site shall be provided to ensure potential conflicts in traffic movements have been considered.	It is noted that an Operational Traffic Management Plan will be prepared to ensure that such situations are avoided whereby a vehicle enters the Site when no loading docks are available. However, in the rare occasion due to unforeseen circumstances that such situation occurs, the Site provisions for ample hardstand areas where a vehicle can temporarily wait whilst a bay becomes available within the Site and not impact on the external road network. Swept path assessment has been prepared using a 26.0m B-Double which is expected to be the largest vehicle entering and exiting the Site. The assessment indicates that the proposed access driveway design can accommodate the manoeuvres therefore is considered appropriate. The swept path assessment has been provided in **Appendix A**.
ii. Swept paths for waste servicing vehicles shall also be provided to ensure servicing vehicles can adequately manoeuvre on-site in a forward direction without impeding on other users and have unobstructed clearances.	Swept path assessment indicates that there are several loading docks which require the waste storage area to manoeuvre into the loading docks. The Operational Traffic Management Plan which will be prepared prior to operation of the development will ensure that these loading docks are vacant whilst a waste service vehicle is within the Site. The swept path assessment of the waste servicing vehicle indicates that the vehicle is able to manoeuvre into and out of the service area in a

		forward direction. The swept path assessment has been provided in **Appendix A**.
iii.	Details of the driveway dimensions are to be provided on the plans.	Appropriate dimensions of the driveway have been provided. The dimensions are provided as part of the swept path assessment and design review in **Appendix A**.

Conclusion

I trust that the above is sufficient to address the comments raised as part of the RtS. Should you have any additional queries relating to the above or any traffic and transport related matters, please contact the undersigned or Dr. Ali Rasouli from our office.

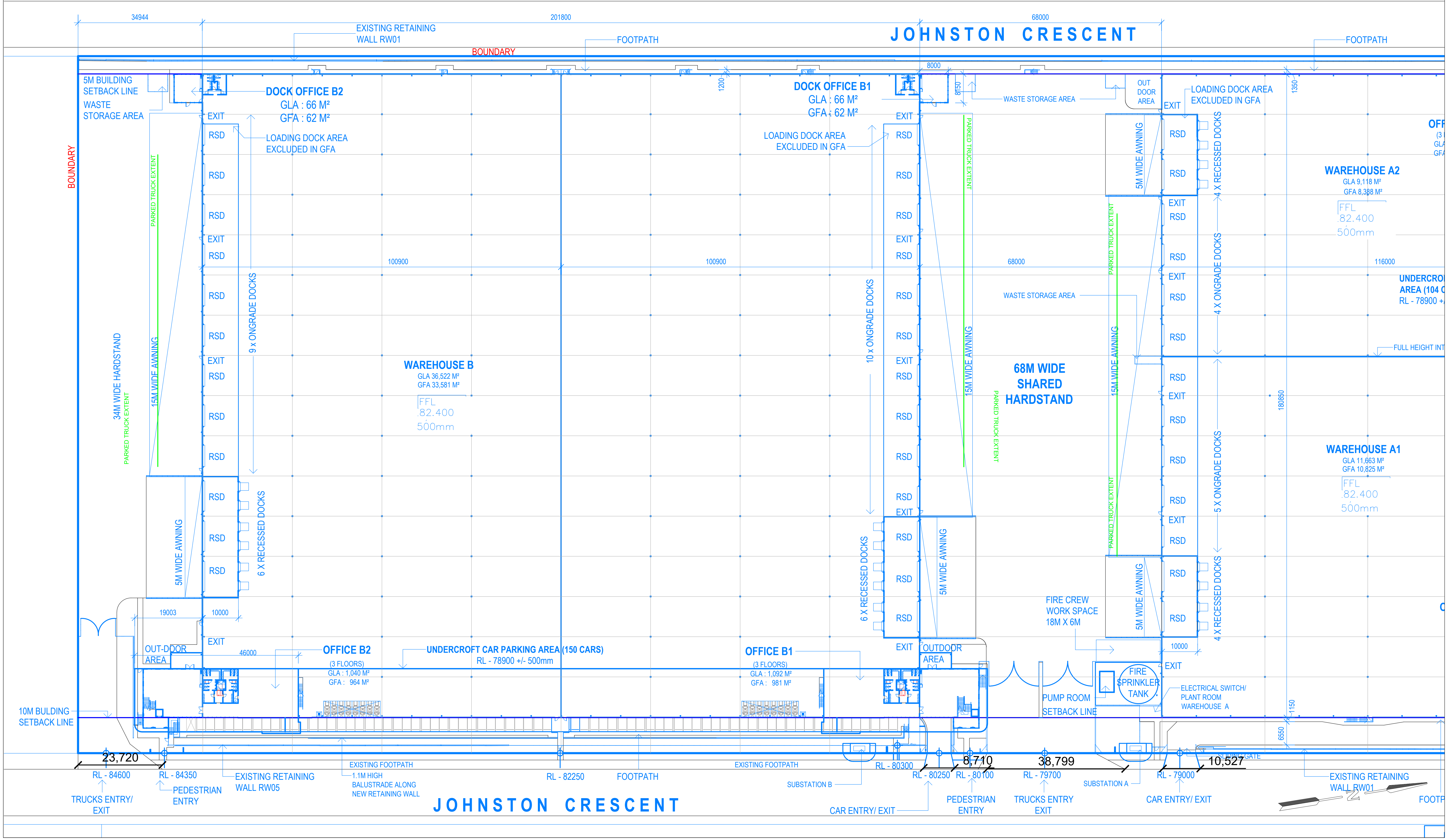
Kind Regards,

Jae Jeon

Senior Traffic Engineer

E: jae.jeon@asongroup.com.au
M: +61 403 939 158
T: +61 2 9083 6601

Appendix A Design Review



GENERAL NOTES		
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DESIGNED	PAPER SIZE
William Xie	A3
APPROVED BY	DATE
X.XXXX	13.01.2025
SCALE	0 4 8
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CLIENT
ESR Australia

PROJECT
P2521
3 Johnston Crescent, Horsley Park

DOCUMENT INFORMATION
DRIVEWAY DIMENSIONS

FILE NAME	SHEET
AG2521-05-v02.dwg	AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

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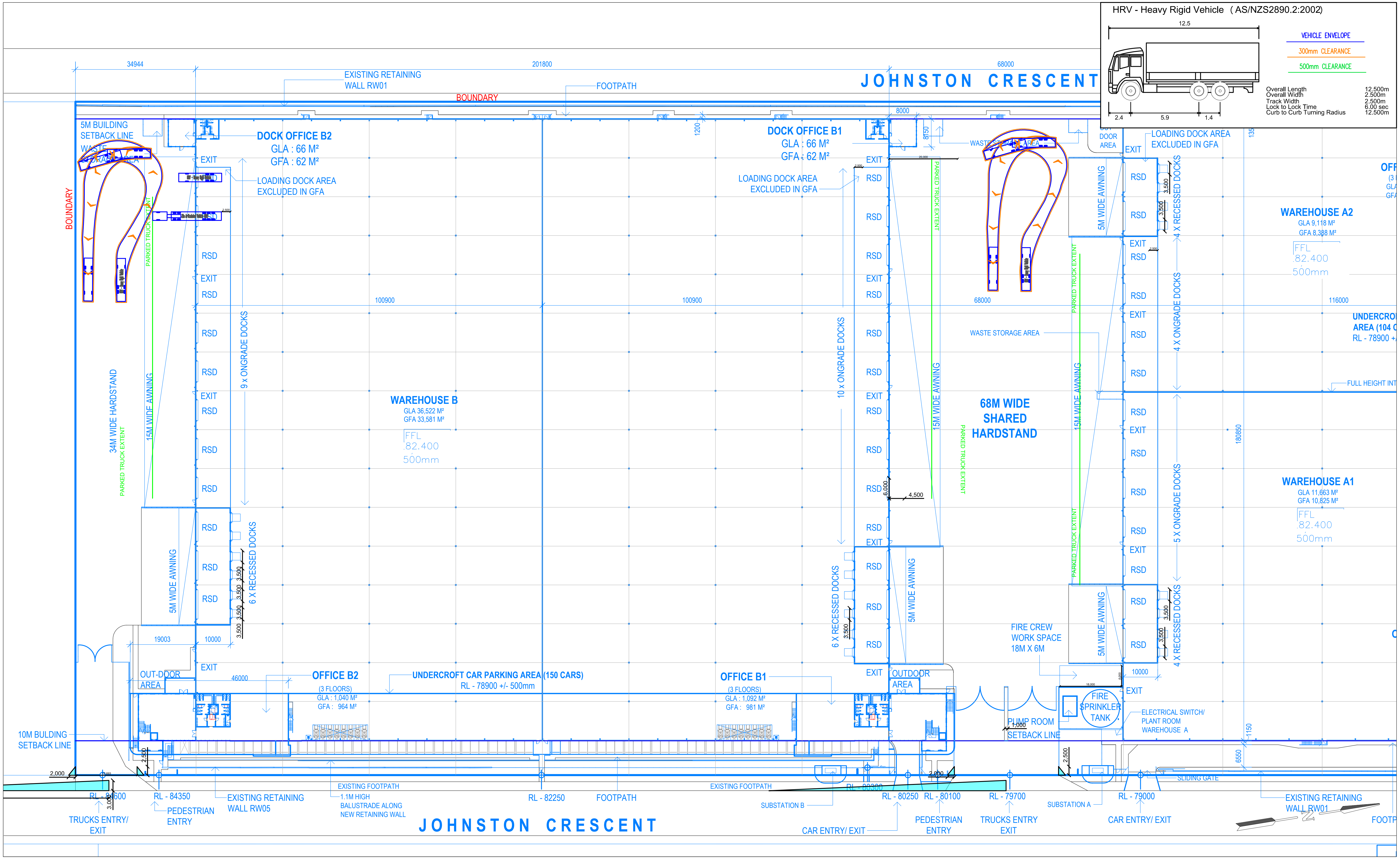

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PROJECT
P2521
3 Johnston Crescent, Horsley Park

DOCUMENT INFORMATION
SWEPT PATH ASSESSMENT
LOADING

FILE NAME	SHEET
AG2521-05-v02.dwg	AG02

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

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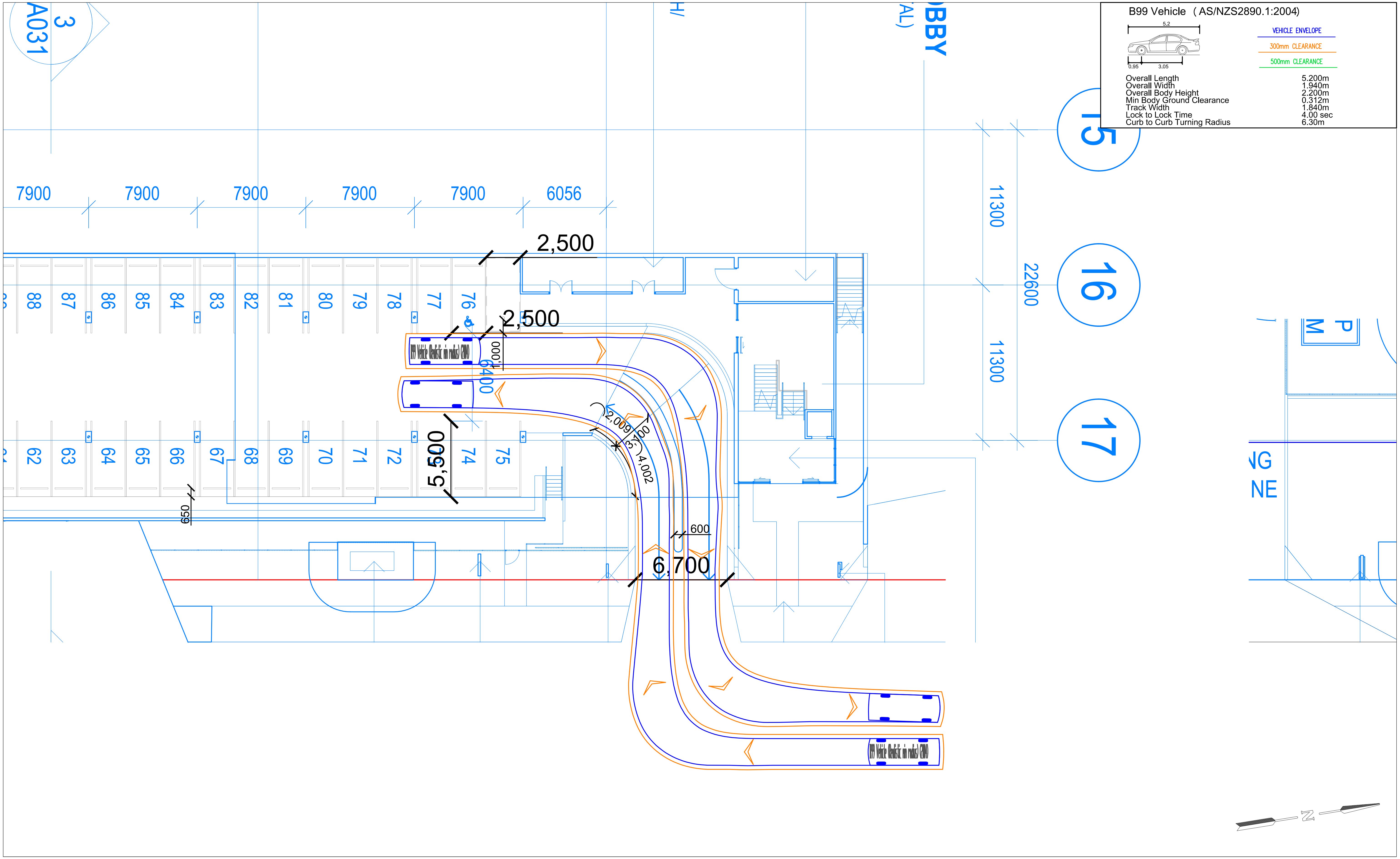

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PROJECT

P2521

3 Johnston Crescent, Horsley Park

DOCUMENT INFORMATION

SWEPT PATH ASSESSMENT

ACCESS DRIVEWAY

FILE NAME	SHEET
AG2521-05-v02.dwg	AG03

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

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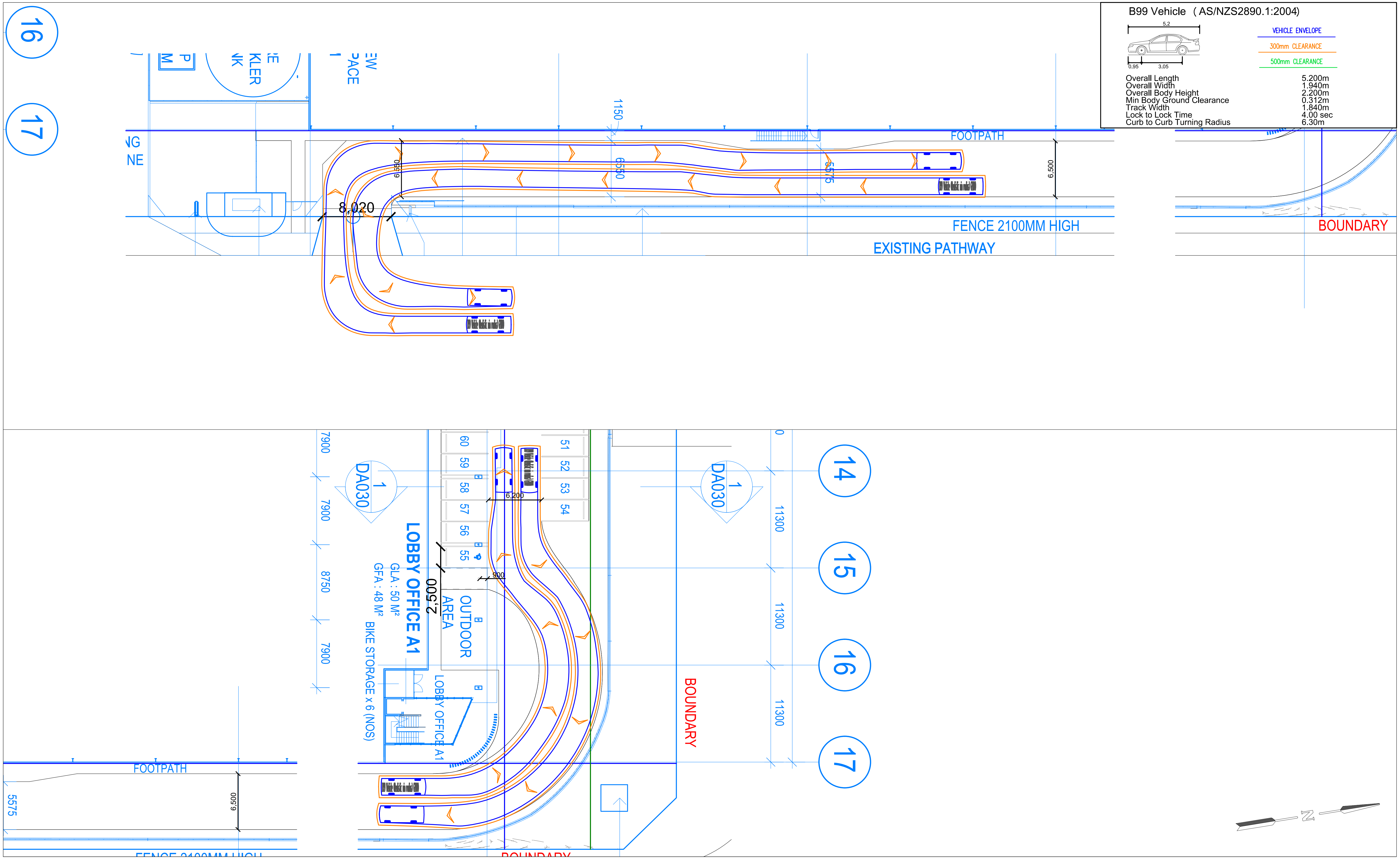

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asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au