



Reference: 12.060I02v03

Tuesday, 4th September 2018

DBL Property
Level 6, 432 Kent Street
Sydney NSW 2000

Attention: Mr Jeff Lord, Director

Re: Orica Lot 9, Macpherson Street, Botany

traffix
traffic & transport planners

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director Graham Pindar
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Dear Jeff,

TRAFFIX has been commissioned by DBL Property to provide preliminary advice regarding the traffic implications for the subject site under the current industrial zoning, with particular regard to the likely requirements for assessment under a SEARs application.

In the first instance, given the scale of the development and its State Significant status, commentary shall be required from State Government authorities, including the RMS, Department of Planning And Environment and Transport for NSW, in addition to the requirements of Local Council.

Our investigation of the existing conditions, likely impacts and key areas of assessment has been described as follows:

Existing Site

The site is located 1.5 kilometres to the north of Port Botany. It lies in the southern section of the greater Botany Industrial Park. A location plan is presented in **Figure 1** and a site plan in **Figure 2**.

The potential development in question relates to Lot 9 on the wider Orica Southlands site. The site area of this lot is 41,290 m². The predicted Floor Space Ratio (FSR) for warehouse development on this site is assumed to be 22,265 m², in line with the concept design plans included in **Attachment 1** for reference.

It is pertinent to note that development has been realised on the neighbouring sites on McPherson Street with the subject site being one of the few undeveloped sites in this area.

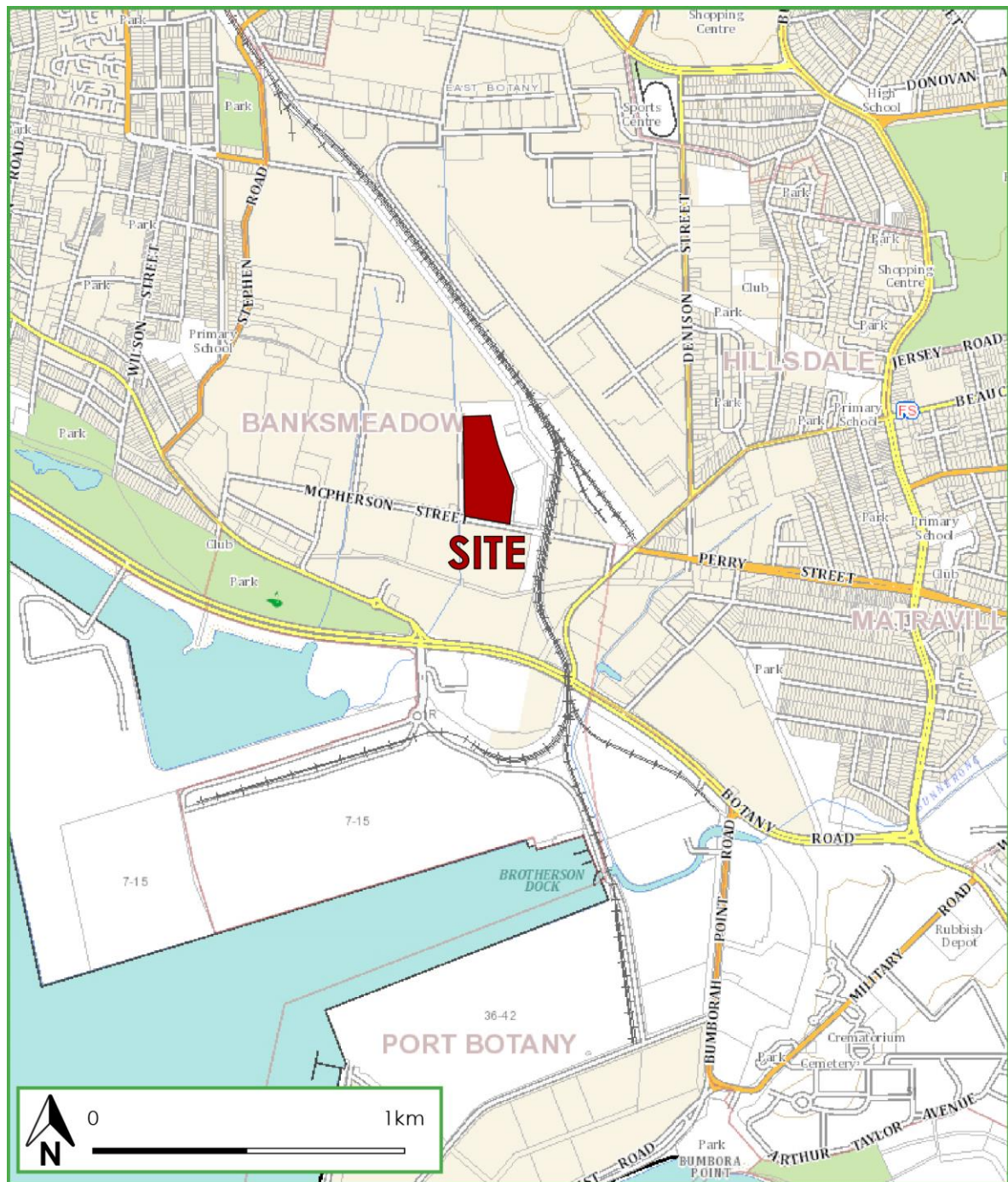


Figure 1: Location Plan



Figure 2: Site Plan



Description of Surrounding Roads

The surrounding road network is shown in **Figure 3**, with the following roads of particular interest:

McPherson Street:

A local road that runs in an east-west direction, between Hills Street in the west and terminating in a cul-de-sac at the south-east frontage of the subject site. McPherson Street is 12.8m wide and provides potential site access along the southern frontage. It is an approved route for up to 26m B-Doubles;

Hills Street:

A local road that runs in a north south direction from Botany Road to McPherson Street. Hills Street is a one-way street restricting traffic to northbound movements from Botany Road. Hills Street is 9 metres wide and an approved route for up to 26m B-Doubles. Travel conditions are imposed restricting B-Doubles to right turn movements only from Botany Road.

Exell Street:

A local road that runs in a north south direction from Botany Road to McPherson Street. Exell Street is a one-way street restricting traffic to southbound movements from McPherson Street and has a 12.8 metre wide carriageway. Movements onto Botany Road are restricted to left turn only for all vehicles. Exell Street is an approved route for up to 26m B-Doubles.

Botany Road:

An RMS State Road (MR 170) in this locality that generally runs in an east-west direction in the vicinity of site. It commences at Regent Street to the north and terminates at Bunnerong Road to the east of site. It has a carriageway width of generally 15 metres and permits B-Double access to the east of Hills Street, in the vicinity of site;

Foreshore Road:

An RMS State Road (MR 617) that runs in an east west direction between Botany Road to the south-east and the M1 to the west. Foreshore Drive is a duel carriageway permitting B-Double access;

Figure 3 shows the location in respect to the arterial road systems serving the region whilst **Figure 4** shows the approved B-Double routes, connecting the site to the arterial network.

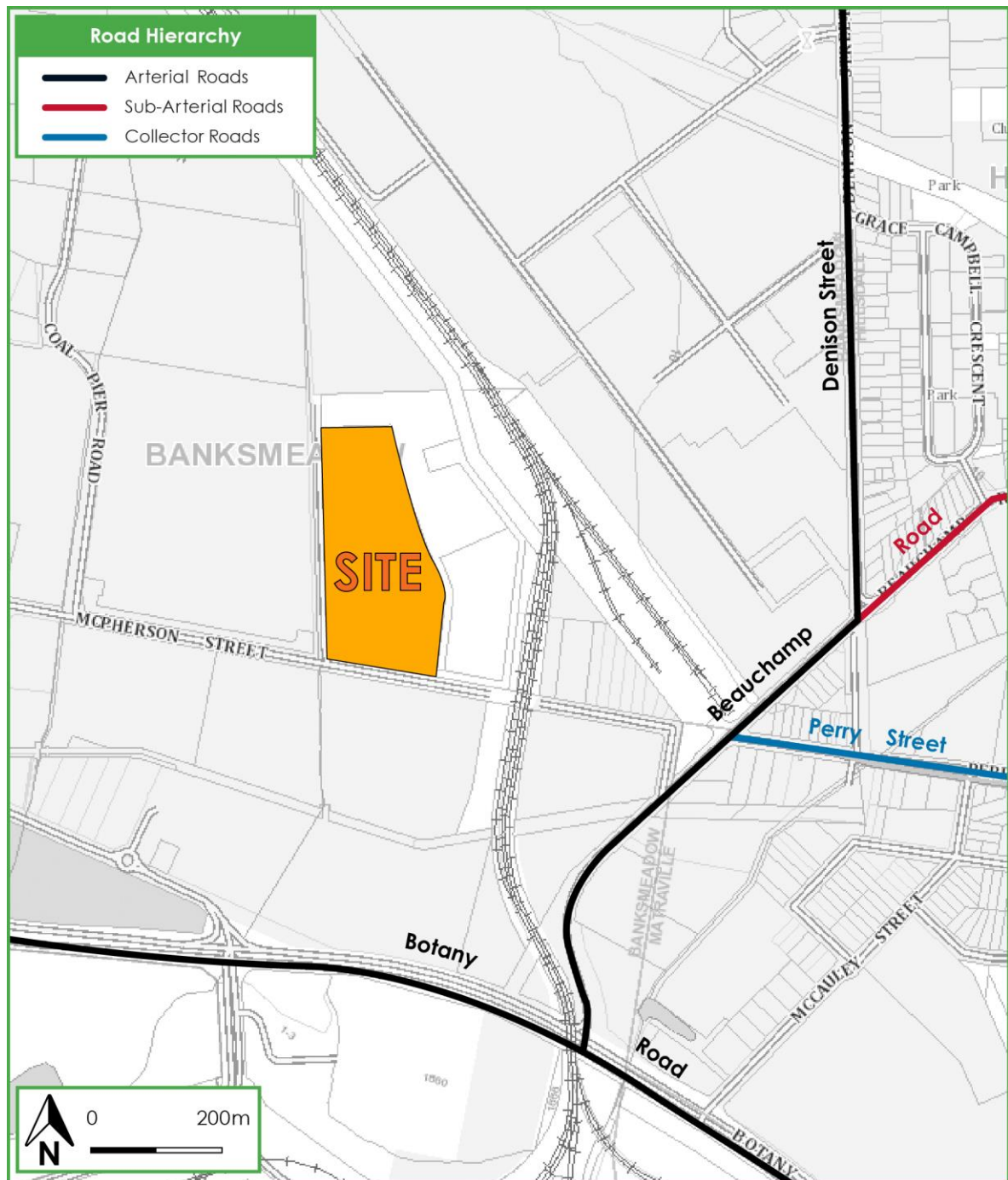
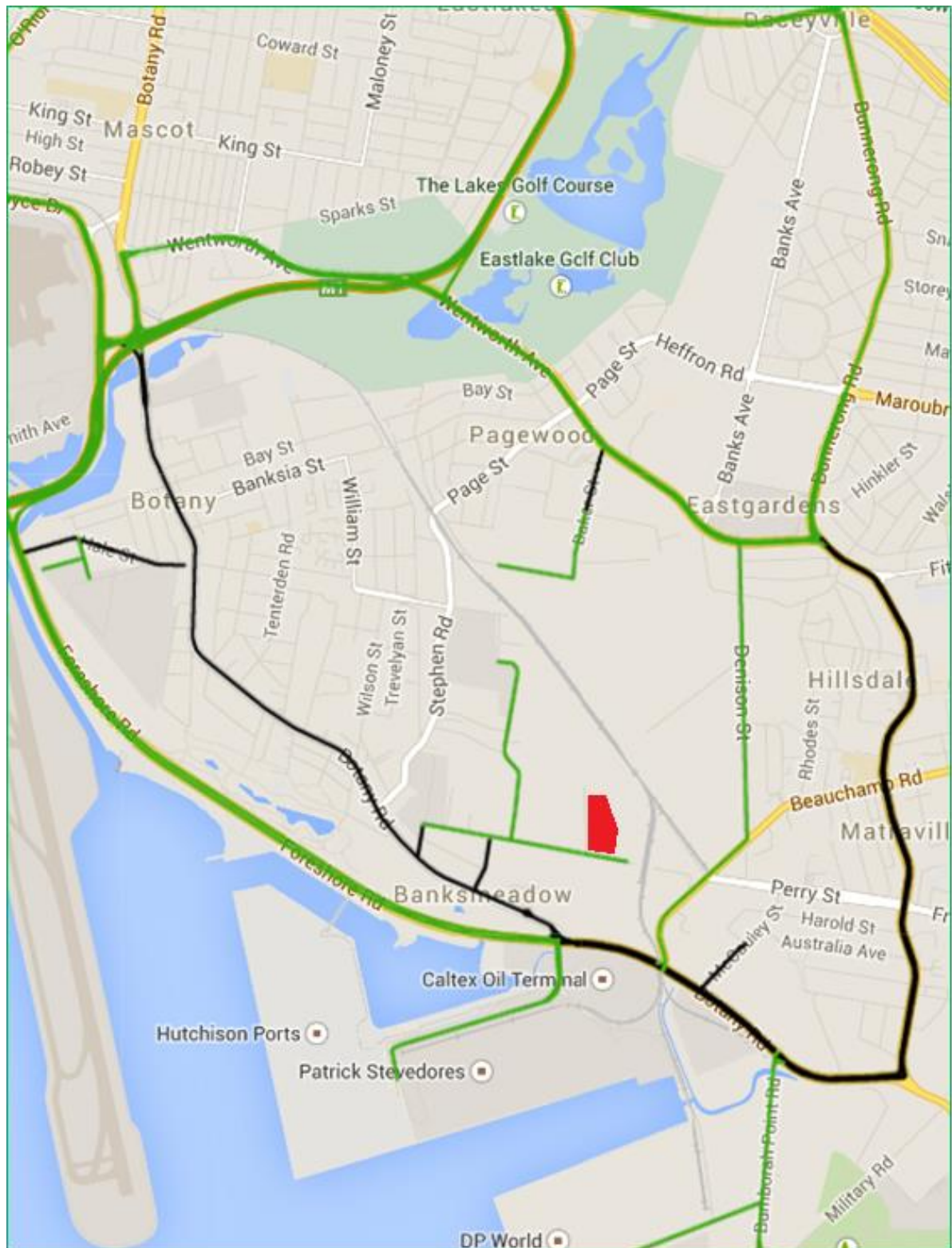


Figure 3: Road Hierarchy



*Black denotes "Approved with conditions"

Figure 4: B-Double Access Routes



2 Predicted Traffic Generation

When determining the expected traffic generation of the proposed development the RMS Technical Direction TDT2013 04a, relating to the Guide to Traffic Generating Developments, lists the following traffic generation rates for industrial estates.

- 0.52 vehicle trips per 100m² GFA during the AM peak period, and
- 0.56 vehicle trips per 100m² GFA during the PM peak period.

These rates are assumed to also account for ancillary office uses of industrial estates, and so when considering the total floor space of 22,265 m², the development sought under the proposal is expected to generate the following traffic:

- 116 (81 in; 35 out) vehicle trips per hour during the AM peak period, and
- 125 (38 in; 87 out) vehicle trips per hour during the PM peak period.

This traffic generation is considered to be moderate and represents approximately two vehicle trips per minute during the peak period, hence it is considered a traffic modelling assessment shall be required to determine the impact of these additional vehicle trips.

2 Existing Network Performance

In order to assess the impact of the proposal on the local network it is recommended a SIDRA modelling assessment be undertaken on the key intersections surrounding the site, comparing the existing traffic scenario (prior to operation) with the future traffic scenario (post operation).

This assessment shall determine the extent of any local area improvement works required on the network to support the development.

Preliminary discussions with Council's traffic engineers indicate the following intersections are to be included in the modelling assessment:

- Botany Road with Hills Street (of particular importance is the critical right turn manoeuvre from Botany Road);
- Botany Road with Excell Street;
- Excell Street with McPherson Street
- McPherson Street with Nant Street.

It is notable that recent upgrades were undertaken by Orica as a result of earlier approvals for development on McPherson Street, including an extension to the right turn bay at the intersection of Botany Road with Hills Street. .

2 Car Parking Requirements

The subject site lies within the area zoned by the SEPP (Three Ports) 2013. However the SEPP does not provide specific parking rates for this type of development, hence it is recommended the Botany DCP rates be adopted as a guide for the assessment of parking provision for the subject site.



It is noted the Botany Council DCP 2013 stipulates the parking requirements for Warehouse or Distribution Centres as “2 spaces or 1 space / 300m² GFA, whichever is greater; plus 1 space / 40 m² of ancillary office”.

The parking requirement under the DCP is summarised in **Table 1** below noting the total warehouse ground floor area is 20,265m² with associated ancillary office area of 2,000m².

Table 1: Car Parking Rates and Provision

Type	No. / Area	Parking Rate	Minimum Spaces Required	Spaces Provided
Warehouse or Distribution Centres				
Warehouse	20,265m ²	1 space / 300m ² GFA	67	117
Ancillary Office	2,000m ²	1 space / 40 m ² GFA	50	
Totals			117	117

It can be seen from **Table 1** that the overall development will generate a requirement for a minimum of 117 parking spaces when assessed under the Botany DCP. In response, the concept design has made provision for 117 parking spaces meeting the minimum requirement of Council's DCP and demonstrating compliance shall be achievable on site.

Accessible Parking

For warehouse use, the DCP stipulates that in a parking area containing more than 49 parking spaces, the ratio of accessible parking spaces will comply with Table D3.5 of BCA. The Table stipulates that 1 parking space should be provided for every 100 car parking spaces or part thereof for a Class 7 building. As the development requires 117 off-street parking spaces there is a requirement that two (2) parking spaces is an accessible parking space.

It is noted, two (2) accessible parking spaces have been provided within the car park, meeting the BCA requirement.

Servicing and Loading

The DCP stipulates that warehouse developments over 8,000m² ground floor area require 1 service bay for MRV or larger / 800 m² GFA.

In response, each warehouse unit will provide an internal loading area capable of accommodating a design vehicle up to and including a 19m articulated vehicle. A swept path assessment shall be undertaken for the largest design vehicle anticipated on site to ensure satisfactory design.



Bicycle Parking

Council's DCP does not specify a rate for bicycle parking for a warehouse development, AUSTROADS recommends a rate of 1 space per 1000m² of GFA for light industry.

The appropriate provision of bicycle parking shall be addressed at Development Application stage noting compliance with AUSTROADS represents a provision of some 20 spaces. However the heavy industrial use of the local road network and lack of segregated cycle facilities in this location presents a hostile environment for cyclists. .

Access and Internal Design

The site access and internal design of the site is to comply with the requirements of AS2890.1 (Off Street Car Parking), AS2890.2 (Off Street Commercial Vehicle Facilities) and AS2890.6 (Off Street Parking for People with Disabilities).

It is anticipated a condition of consent shall be applied requiring compliance to these design standards prior to the release of a Construction Certificate.

Consideration should be given to both vehicle and pedestrian access to the site and the circulation of vehicles and pedestrians within the site, ensuring a safe and efficient operation.

Conclusions

In summary, in order to appropriately assess the site it is recommended an assessment of the existing traffic conditions and future traffic conditions, post development be undertaken.

Furthermore, the internal design shall be assessed to ensure adequate parking, servicing manoeuvring, pedestrian and bicycle facilities have been incorporated to ensure a safe and efficient operation.

We trust the above is of assistance. Please contact the undersigned should you have any queries or require any further information.

Yours faithfully,

Traffix

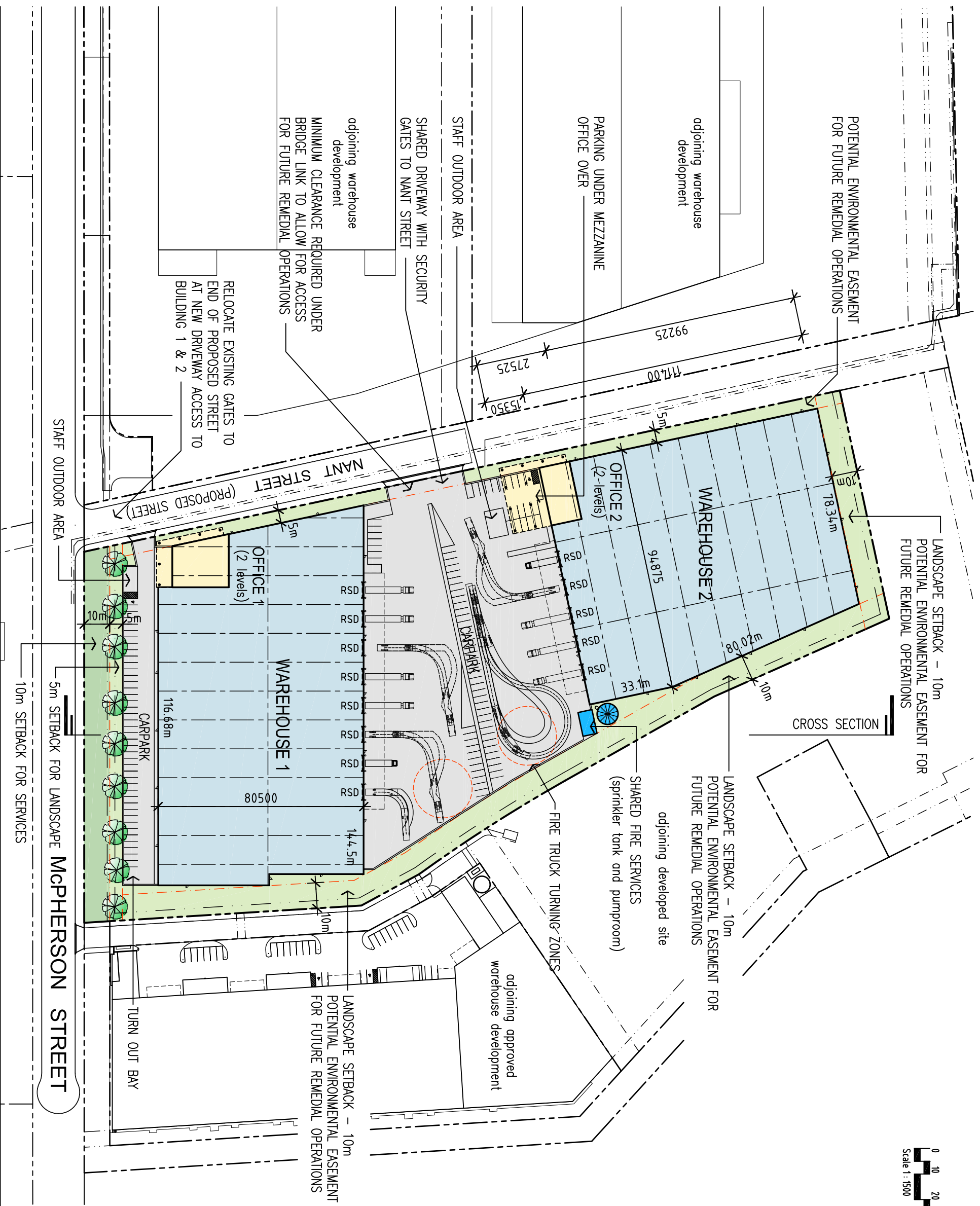


Geoff Higgins
Technical Director

Attachment: 1) Concept Design



Attachment 1



SCHEDULE OF AREAS

SITE AREA	41 290 sqm
SITE AREA - less 1 459 sqm for 10m front setback services zone to McPherson St.	39 831 sqm
CONCRETE PLATFORM	33 310 sqm
suspended concrete platform to support buildings and hardstand / parking areas above basin	
BUILDING 1	
SITE AREA - lease area (excludes 10m setback zone to McPherson St. for services)	21 250 sqm
WAREHOUSE 1	10 630 sqm
OFFICE 1 - 2 storey	1 000 sqm
410 gnd floor + 590 first floor	
TOTAL BUILDING AREA	11 630 sqm
AWNING 1 - 8m wide	740 sqm
60 carspaces including 1 disabled space provided on site for building 1	
BUILDING 2	
SITE AREA - lease area	18 581 sqm
WAREHOUSE 2	9 635 sqm
OFFICE 2 - 2 storey	1 000 sqm
280 gnd floor + 720 first floor	
TOTAL BUILDING AREA	10 635 sqm
AWNING 1 - 8m wide	496 sqm
57 carspaces including 1 disabled space provided on site for building 2	
COUNCIL CARPARK REQUIREMENTS	
WAREHOUSE DISTRIBUTION AREA	1 CAR / 300m ²
OFFICE AREA	1 CAR / 40m ²

Drawing

SITE PLAN - OPTION 2

Scale: 1: 1500 @A3
 Drawn: AA
 Date: Jan 2018
 Project No: 180101
 Drawing No: SK - A 102
 Issue: P3



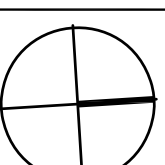
PROPOSED WAREHOUSE DISTRIBUTION AND OFFICE DEVELOPMENT

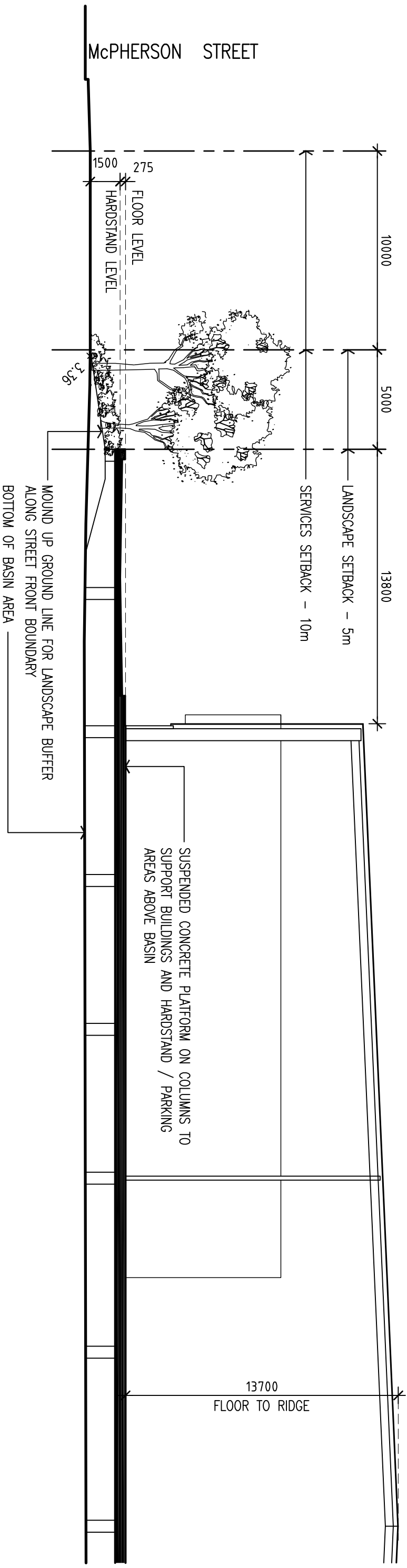
ORICA AUSTRALIA

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AXIS ARCHITECTURAL Pty Ltd - ABN 18 006 653 376
Nominated Architect - David McDonald NSW AAB No. 7997



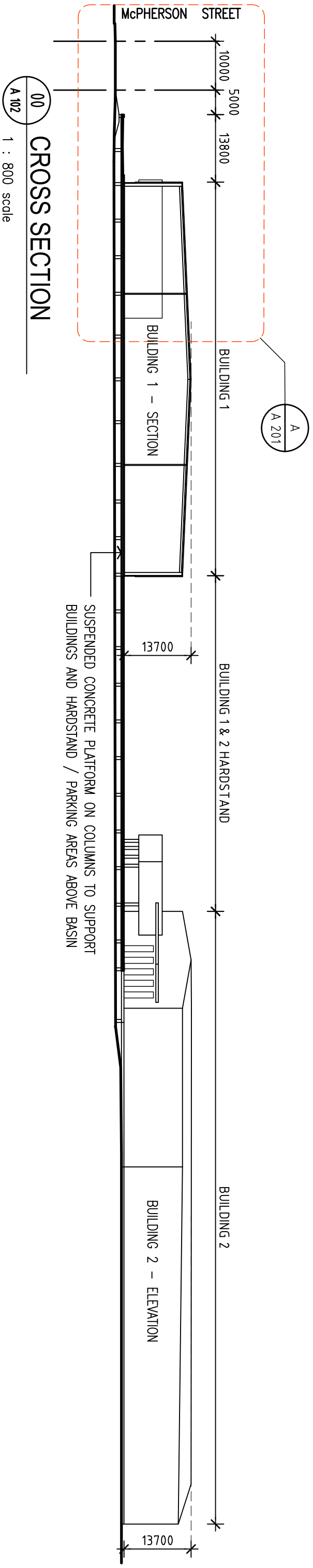


A

DETAIL A

A 202

1 : 200 scale



PROPOSED WAREHOUSE DISTRIBUTION
AND OFFICE DEVELOPMENT

ORICA AUSTRALIA

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AXIS ARCHITECTURAL Pty Ltd – ABN 18 086 853 376

Nominated Architect - David McDonald NSW ARB No. 7997

Drawing :

**SITE CROSS SECTION -
OPTION 2**

Scale : 1 : 800 / 200 @A3

Project No :

Drawing No :

Issue :

Drawn : AA

Date : Jan 2018

180101

SK - A 202

P1