



Reference: 14.360I04v05

08 January 2015

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Attention: Guy Smith, Planning Manager

Re: Port Botany Industrial Estate, McPherson Street, Botany: Section 75W Submission

Dear Guy,

We refer to the subject development, previously known as Stage 1 of the Orica Southlands development, and our previous traffic report (Ref: 06 076 CP/PA v6, dated October 2007) associated with the aforementioned Project Application. In this regard, we have undertaken site investigations, reviewed the amended plans and now provide the following advice.

This report accompanies a S75W application to vary the warehouse development on the site and seeks to explain and justify the modified traffic and parking provision.

This report includes the following sections:

- Project Background
- Description of Proposal
- Car Parking Assessment
- Traffic Generation & Impacts
- Proposed Site Access Arrangements
- Internal Design Aspects
- Conclusions

Project Background

On 16 April 2012, Project Approval was provided by the then Minister for Planning and Infrastructure for the Orica Southlands Remediation & Warehouse Development Project. As a part of that original submission, TRAFFIX prepared a Traffic Impact Assessment (TIA) report, entitled *Southlands Stages 1 and 2 Project Application Traffic Impact Assessment for an Industrial / Warehouse Development at McPherson Street, Banksmeadow*, dated October 2007. This project related to a Stage 1 building floor area of 47,000m² and 440 car parking spaces.

This approval was subsequently amended via a Section 75W on 14 August 2013, which includes a requirement (Condition 18 of the S75W) to provide:

“a) parking in accordance with the 06_0191 Mod 1 for each individual Lot;”



In this regard, reference should be made to the reduced plans included in **Attachment 1** which relate to this 06_0191 Mod 1 submission. A total of 341 parking spaces were provided for Stage 1, with a total building area of 36,170m².

The following assessment responds to these conditional requirements.

Description of Proposal

A detailed description of the proposed modifications proposed as part of this S75W application is provided within the Environmental Assessment (EA) submission, prepared separately by Lamp Planning.

The relevant change in areas and car parking provision is summarised in **Table 1** below. Reference should also be made to the reduced plans provided in **Attachment 2**.

Table 1: Summary of Changes

Scenario	Original Project Application (PPR)	Current Approval (Mod 1)	Proposed (this application)
Building Area (including ancillary office)	47,000m ²	36,170m ²	40,386m²
Parking Provision	440	341	302

Car Parking Assessment

As discussed above, the development is nominally required to provide car parking in accordance with the previous Mod 1 approval. Considering the previous floor area of 36,170m² the previously proposed parking (341 spaces) provision equates to an approved parking rate of approximately 1 space per 106m². Application of this approved rate results in a requirement for 381 parking spaces to be provided for the new floor area of 40,386m².

However, it is noted that original parking provisions were a concession to the Botany Bay City Council controls at the time (which nominally required a total in excess of 600 parking spaces) having regard for the reduced parking provision recommended under the *RMS Guide to Traffic Generating Developments*. Application of the current Botany Council parking requirement (Section 3A of the Botany Council DCP 2013), were this to apply to the subject site, is summarised in **Table 2** for the areas now proposed.



Table 2: Car Parking Requirements (Botany Council DCP 2013) – Proposed Areas

Type	Area	Council Parking Rates	Spaces Required ³	Spaces Provided
WAREHOUSE 1	(17,516m ²)		(111) ¹	127
Warehouse	15,100m ²	1 space per 300m ²	50.3	
Office	2,416m ²	1 space per 40m ²	60.4	
WAREHOUSE 2	(22,870m ²)		(123) ¹	175
Warehouse	20,740m ²	1 space per 300m ²	69.1	
Office	2,130m ²	1 space per 40m ²	53.3	
Totals ¹			234	302

Note: 1) Parking spaces rounded up in accordance with DCP

The RMS Guide permits car parking for ancillary office floor areas to be calculated at the lower warehouse rate, provided this area does not exceed 20% of the overall building floor area. On this basis, the subject development would require only 135 parking spaces under the RMS Guide rates.

Nevertheless, it is evident that the 302 car parking spaces proposed will exceed both RMS and Botany Council recommended parking provisions and is therefore considered acceptable.

Traffic Generation & Impacts

Technical Direction (TDT 2013/04a), which supersedes the *RMS Guide to Traffic Generating Developments* traffic generation rates, recommends the following traffic generation rates for industrial estates, as summarised in **Table 3** below.

Table 3: Development Traffic Generation (Stage 1 Only)

Type	Area	Period	Traffic Generation Rate	Traffic Generation (veh/hr)
Warehouse	40,386m ²	AM Peak	0.52 veh/ hr / 100m ²	210
		PM Peak	0.56 veh / hr / 100m ²	226

It can be seen from Table 3 that the development will generate up to 210 and 226 vehicles per hour during the morning and evening peak periods, respectively. The development is expected to generate in the order of 1,858 vehicles per day. Of this daily traffic, approximately 93 vehicles per day (5%) is expected to be associated with articulated vehicles over 12.5 metres in length.

The original traffic report prepared as part of the original Project Application undertook traffic modelling and analysis on the basis of an adopted of 47,000m² associated with the Stage 1 site. An area of only 40,386m² is now proposed which represents a 6,614m² reduction in floor area from



the original Project Application and, as such, the impacts of the development will be less than previously assessed. In this regard, additional traffic modelling and intersection analysis is not required in support of this particular S75W application.

Proposed Site Access Arrangements

Access to the site car parking areas is proposed via:

- 6.0m car park access to Coal Pier Road
- 6.0m existing driveway crossover to McPherson Street

Access the hardstand areas by commercial vehicles, including up to B-Doubles, is provided by way of the following:

- 12.0m combined access to Coal Pier Road, serving Warehouse A
- 15.25m combined access to Coal Pier Road, serving Warehouse B.
- 10.0m combined access to McPherson Street, serving both buildings.

All driveways will require access by emergency vehicles to provide access to all buildings. Use of the McPherson Street access by Warehouse B commercial vehicles is expected to be limited to emergency egress only having regard for the security arrangements in place whereby all access and egress to Warehouse B is via Coal Pier Road.

It is also noted that the site excludes the area immediately adjacent to McPherson Street which is being retained by Orica for the purposes of a Groundwater Treatment Plan reservation. As such, formal Right of Carriageway (ROW) will be required for all driveways to McPherson Street.

Reference should be made to the swept paths included in **Attachment 3** which demonstrate access to the site by B-Doubles. McPherson Street and Coal Pier Road are both approved B-double routes.

Internal Design Aspects

All car parking and loading areas have generally been designed in accordance with AS2890.1, AS2890.2 and AS2890.6 where applicable, with the following considered noteworthy:

- Car parking spaces are designed with a width of 2.5 metres, with a minimum aisle width of 6.6 metres.
- Accessible parking spaces are located adjacent to each building entry (5 in total) and include the 2.4 metre 'Shared Area' required under AS2890.6. This equates to approximately 1.6% of the overall parking provision which is considered acceptable.
- A turning area is provided at the eastern side of the northern car park for use by emergency vehicles.
- Turning bays within the Warehouse B car park will require a minimum 1.0m aisle extension in accordance with AS2890.1. This can readily be accommodated by reducing the space widths to 2.4 metres for the parking spaces to the west of the car park access.

Reference should also be made to the swept paths and design comments included in **Attachment 3**.



Conclusions

In summary, the proposed S75W application is supportable from a traffic and parking perspective.

The traffic generation associated with the subject development is less than previously assessed for the subject site as part of the original Project Application. Therefore, the traffic generation associated with the site is more than accounted for in the traffic modelling and analysis undertaken previously which forms the basis of the previously identified package of traffic improvement measures.

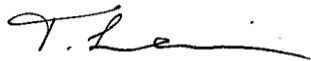
A total of 302 parking spaces are now proposed which is considered an acceptable provision. Indeed, both the RMS Guide and Botany Council DCP require less on-site car parking to be provided.

The proposed access and internal design is generally in accordance with AS2890 and will operate safely and efficiently.

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

Yours faithfully,

traffix



Tim Lewis
Senior Engineer

Attachments: 1) Previous Plans (Mod 1)
 2) Proposed Plans
 3) Swept Paths & Design Comments



Attachment 1

Previous Concept Plan

SOUTHLANDS AREA SCHEDULE

Lot 1 DP 254392	0.28 Ha
Lot 1 DP 528680	9.53 Ha
Lot 1 DP 85542	6.13 Ha
Lot 11 DP 109505	2.34 Ha

TOTAL SITE AREA 18.28 Ha

Springvale Drain	0.28 Ha
Nant Street	0.35 Ha

MASTERPLAN DEVELOPMENT AREA SCHEDULE

STAGE 1 - LOTS 1-6

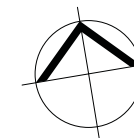
Total Site Area	93,940 sqm
Dev. Site Area	93,940 sqm
Total Warehouse	32,170 sqm
Total Office	4,000 sqm
Total Floor Area	36,170 sqm
Awning	1,709 sqm
Total Footprint (incl awning)	35,879 sqm
Site Cover	38.2%
FSR	38.5%
Carparking	341 cars

STAGE 1 - LOTS 7 + 8

Total Site Area	26,060 sqm
Developable Area	23,422 sqm

LEGEND

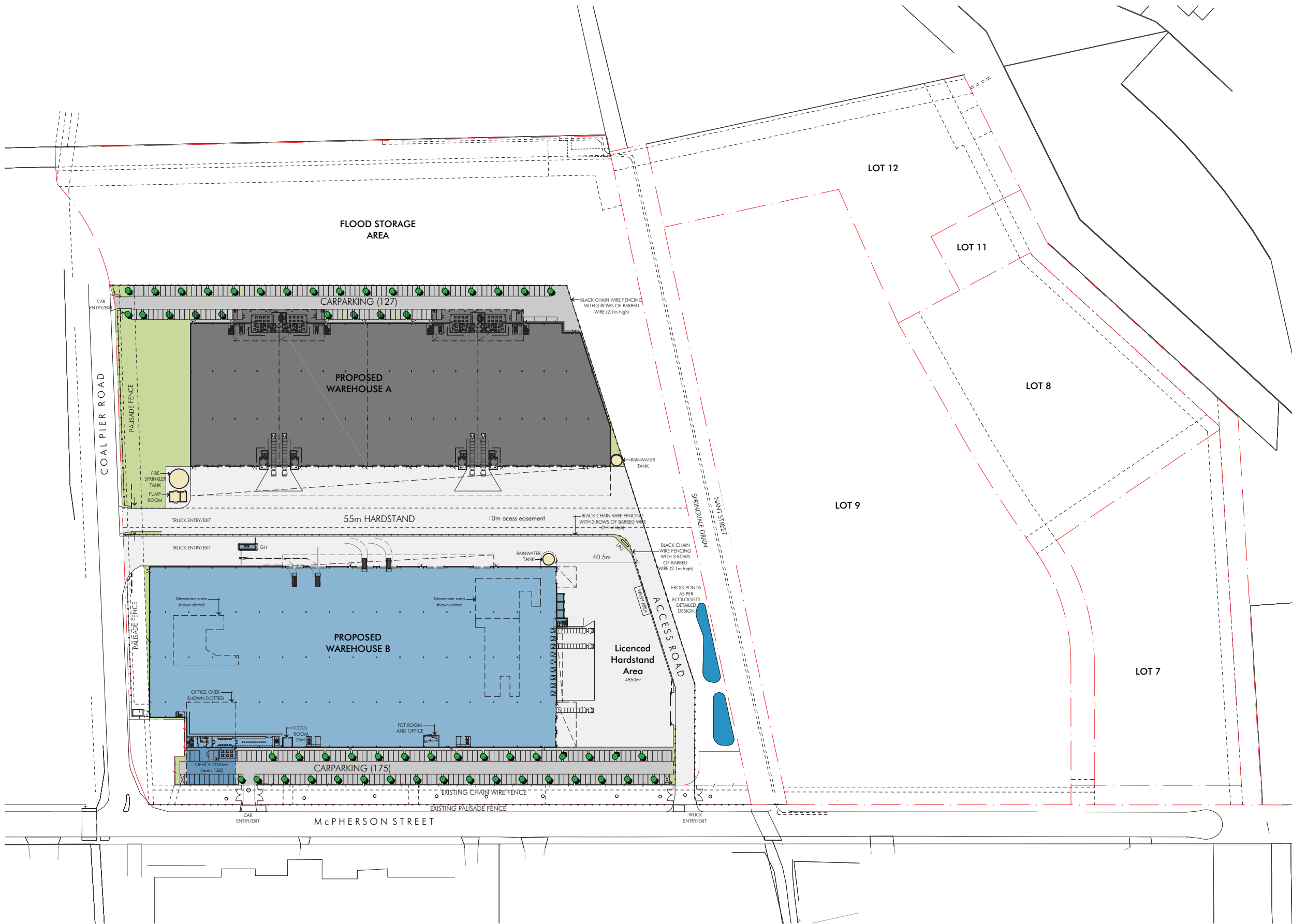
AW	Awning
HS	Hardstand





Attachment 2

Proposed Concept Plan



Warehouse A Units Area

Unit 1	
Warehouse	3,300 sqm
Office	350 sqm
Mezzanine storage	214 sqm

Unit 2	
Warehouse	3,300 sqm
Office	350 sqm
Mezzanine storage	214 sqm
Lobby (ground+level1)	80 sqm

Unit 3	
Warehouse	4,100 sqm
Office	350 sqm
Mezzanine storage	214 sqm

Unit 4	
Warehouse	4,400 sqm
Office	350 sqm
Mezzanine storage	214 sqm
Lobby (ground+level1)	80 sqm

Total Warehouse for Building A	15,100
Total Office for Building A	2,416

Carparking for Unit 1,2,3 & 4	127
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Warehouse B

Warehouse	18,920 sqm
Warehouse mezzanine level	1,820 sqm
Office Level 1	1,000 sqm
Office Level 2	1,000 sqm
Dock Office (over 2 levels)	58 sqm
WS, MHE, DG store	50 sqm
Gate House	22 sqm

Total Warehouse for Building B	20,740
Total Office for Building B	2,130

Hardstand	4,850 sqm
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Carparking	175
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Site Area Schedule

Total Site Area	93,806 sqm
Less: Undevelopable	27,883 sqm

Total Developable Area	65,923 sqm
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Total GFA for Building A	17,516 sqm
Total GFA for Building B	22,870 sqm

Total GFA	40,386 sqm
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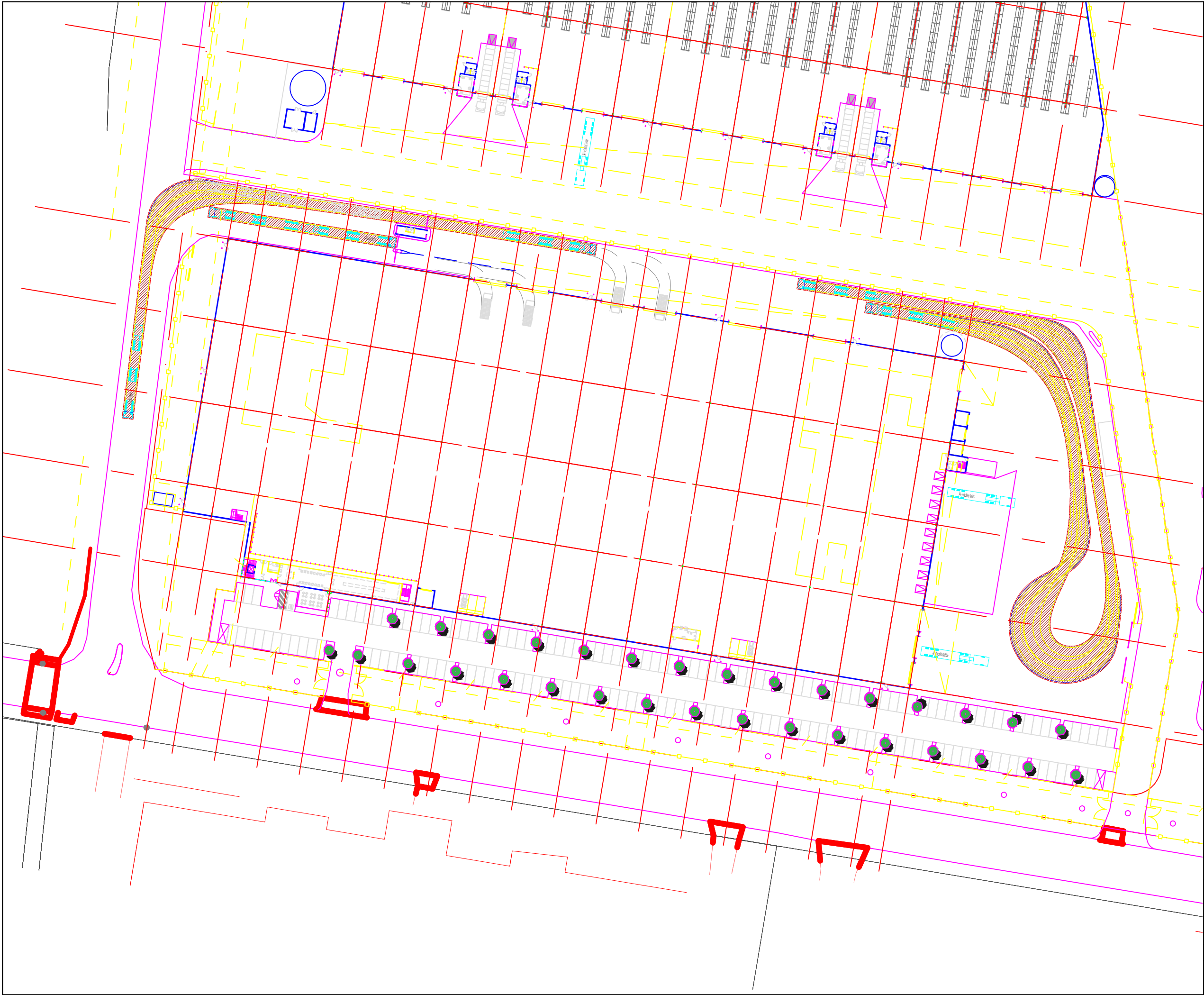
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Carparking Provided	302
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Attachment 3

Swept Paths & Design Comments



notes

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date

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Goodman Property Services (Aust) Ltd
Level 17, 60 Castlereagh Street
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Orica Southlands Remediation and Warehouse Development

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Swept Paths - Warehouse B
B Double Circulation

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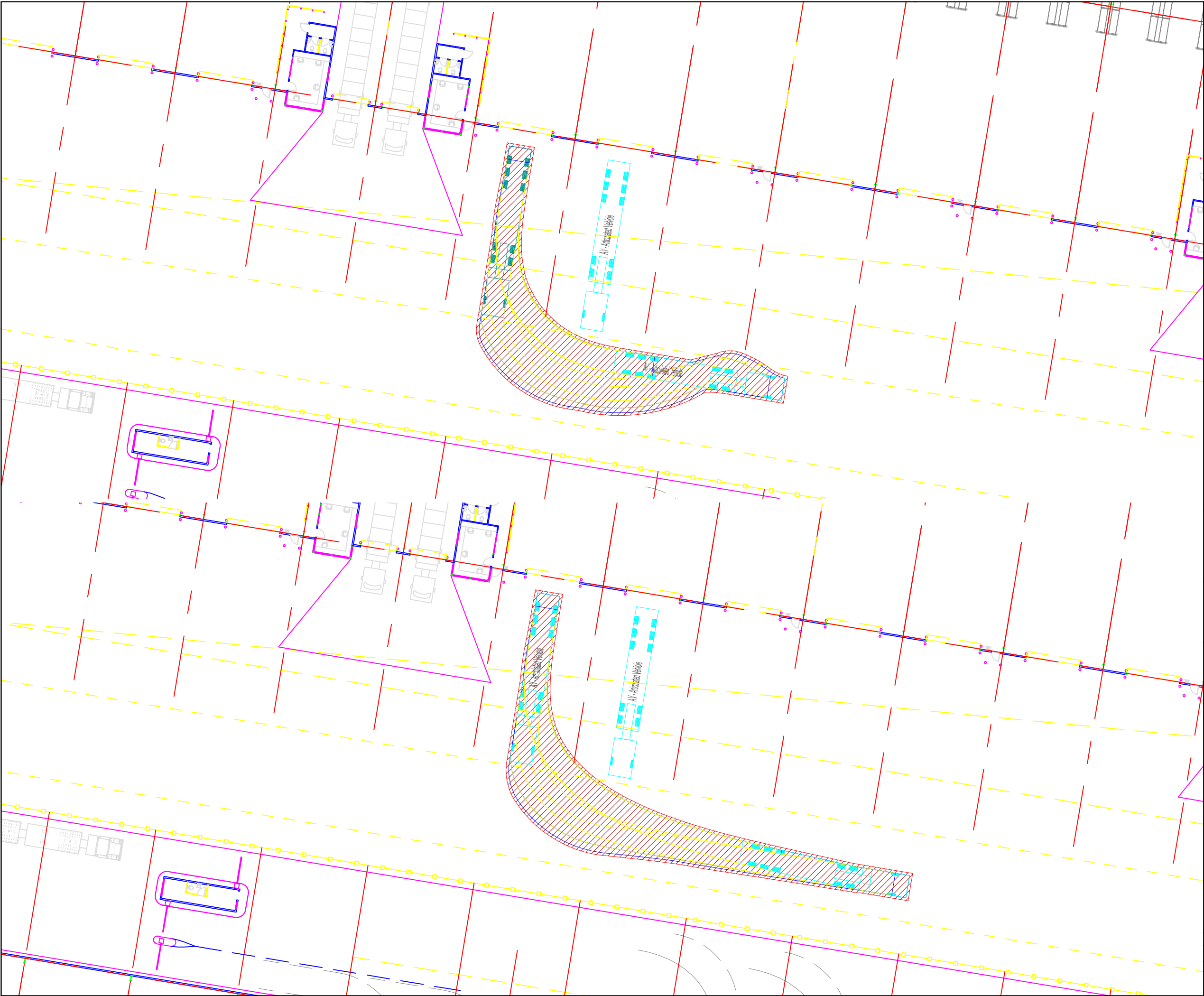
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scale

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Swept Paths - Warehouse A Loading Dock
19m Semi-trailer Entry & Exit

drawn:

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08 Jan 15

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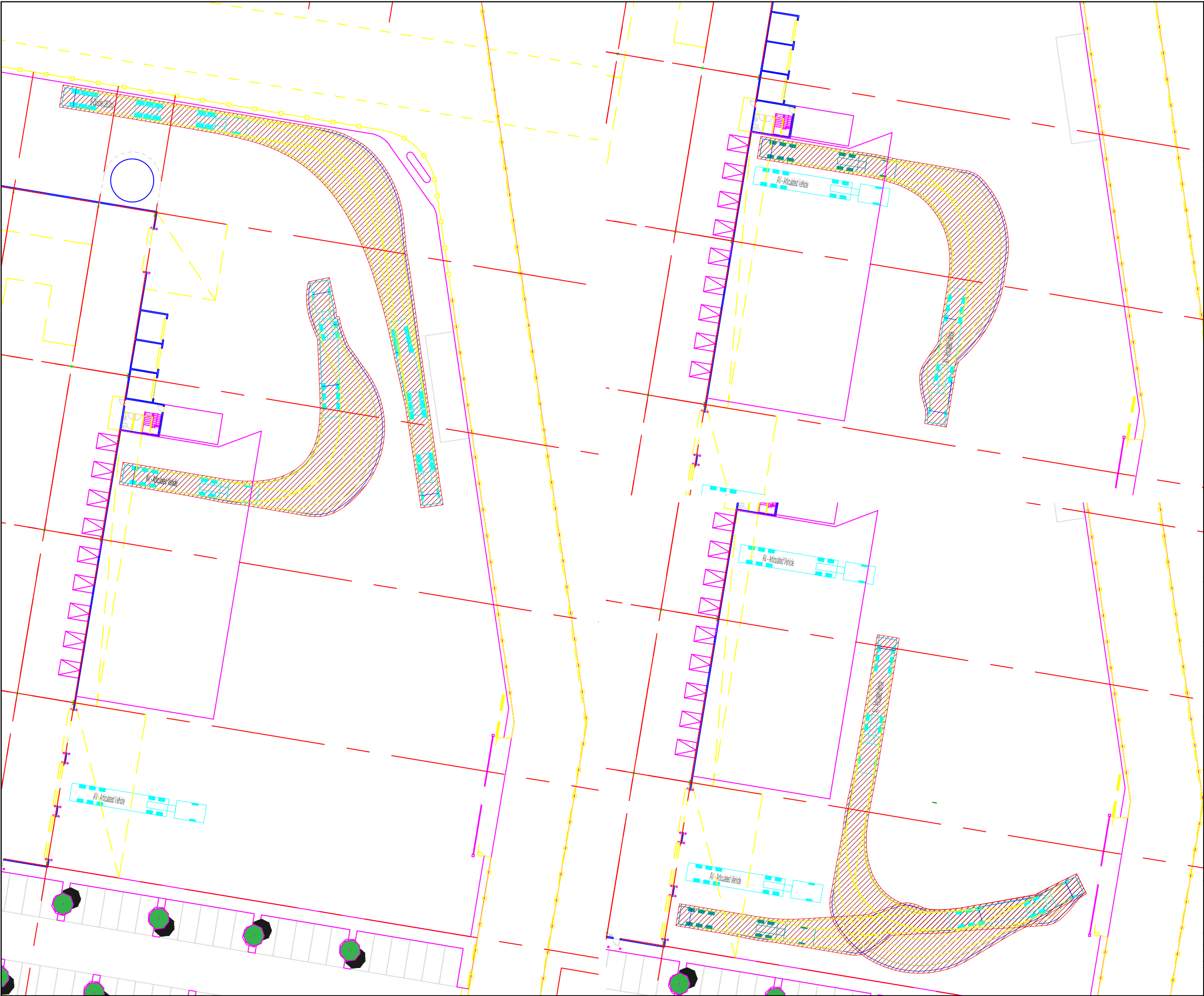
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
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Swept Paths - Warehouse B
19m Semi-trailer Entry and Exit

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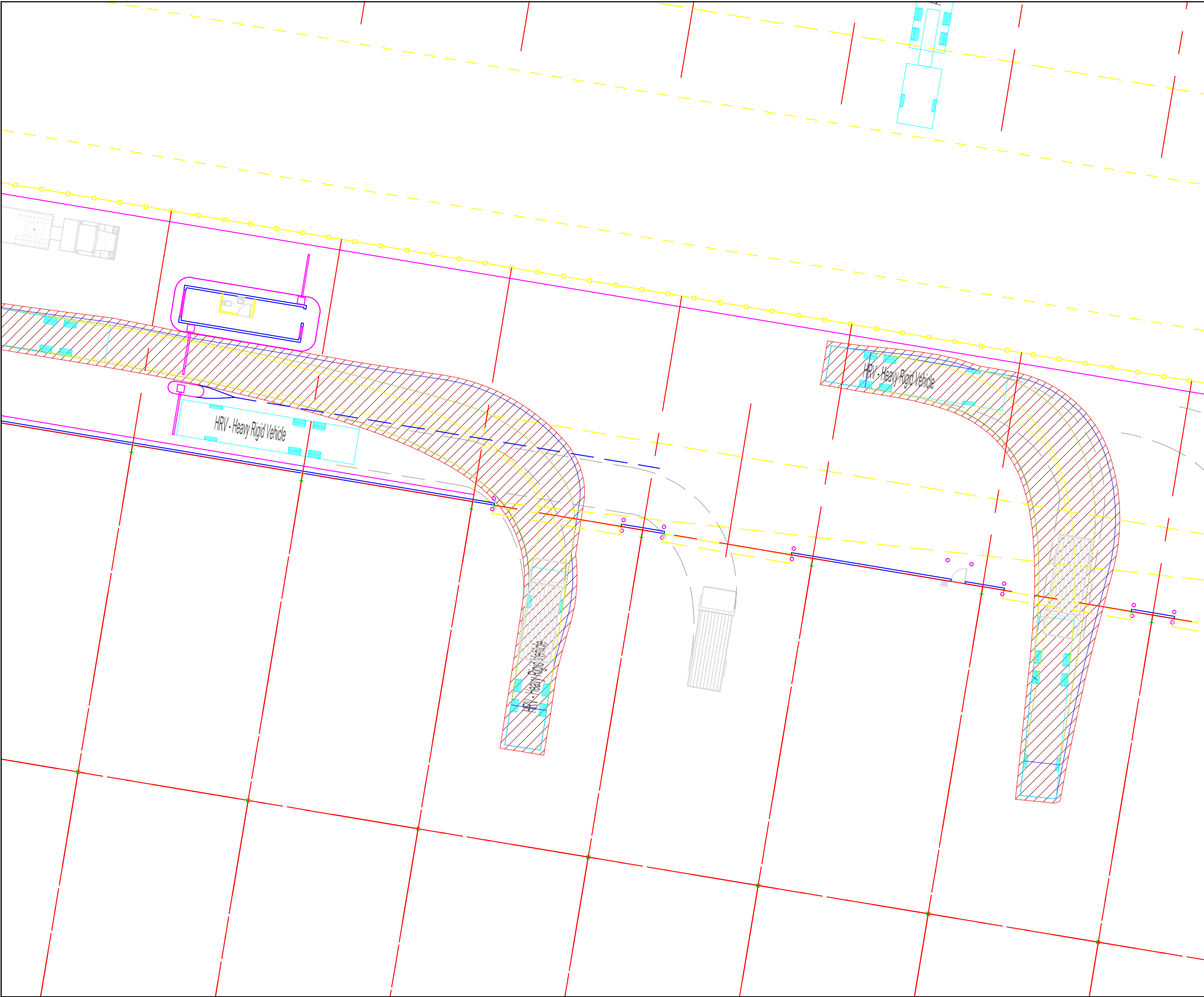
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Swept Paths - Warehouse B
26m B-Double Exit
12.5m HRV Building Entry & Egress

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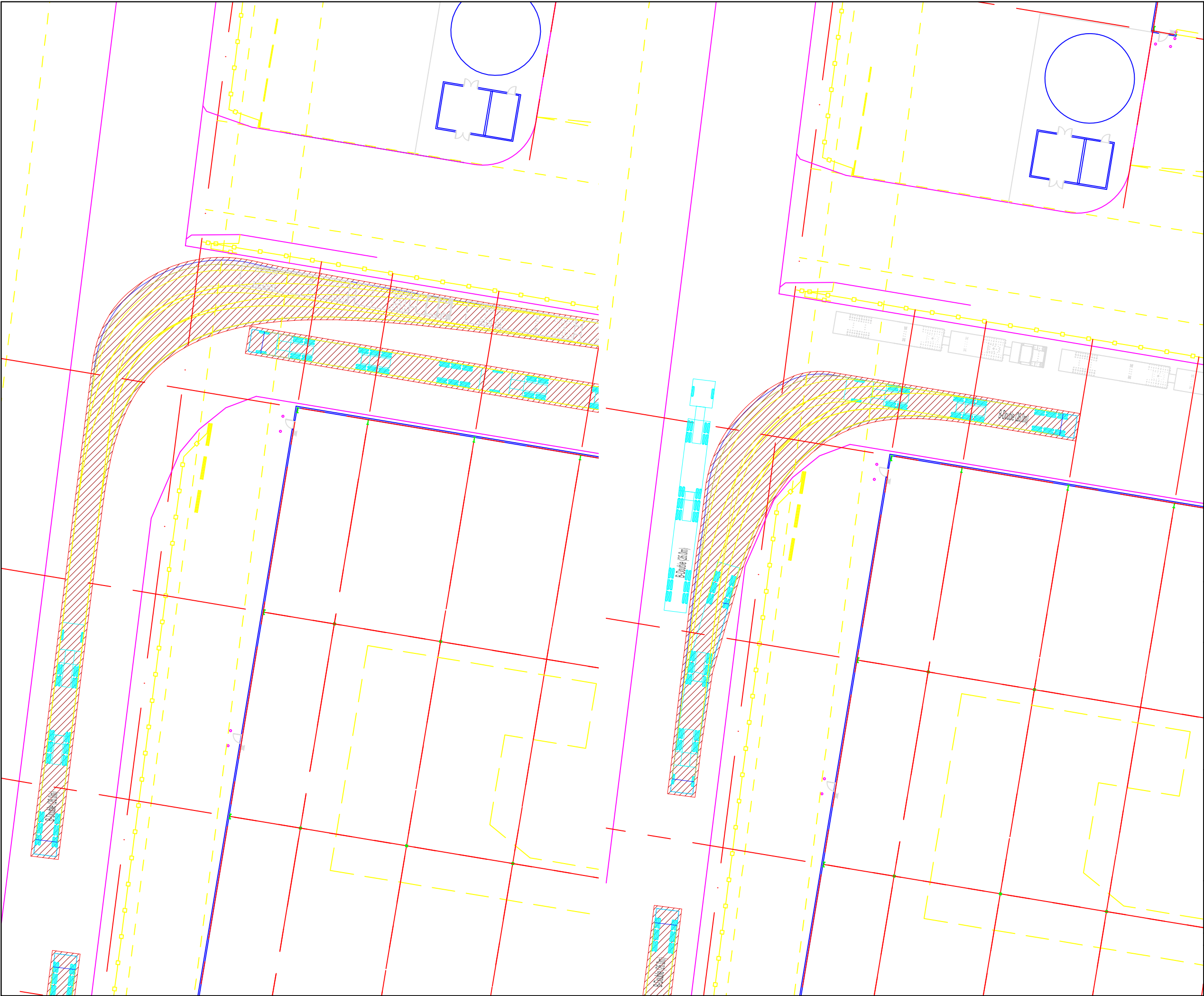
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Swept Paths - Warehouse B
26m B-Double Access & Egress

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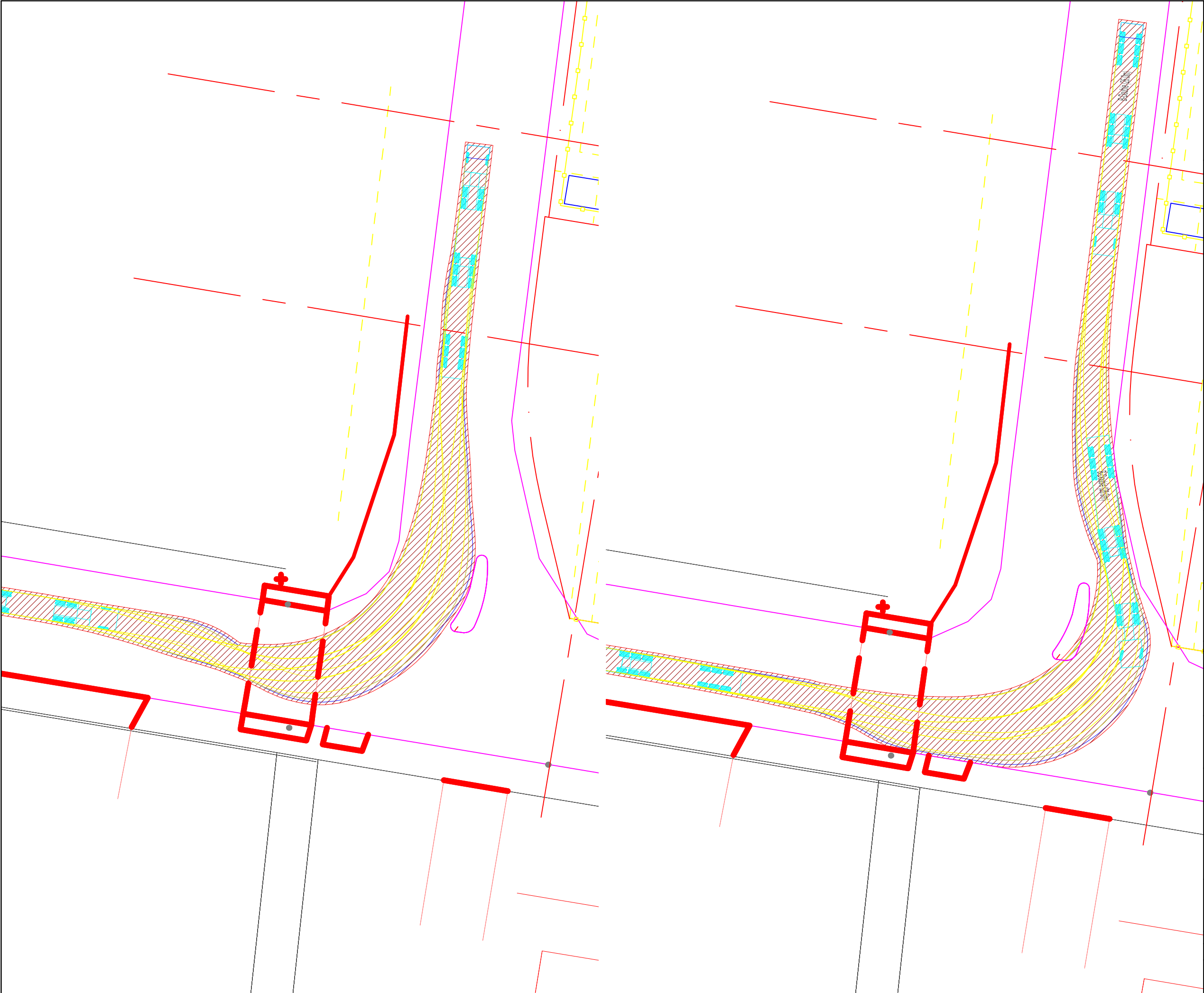
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Swept Paths
Coal Pier Road & McPherson Street
26m B-Double Access & Egress

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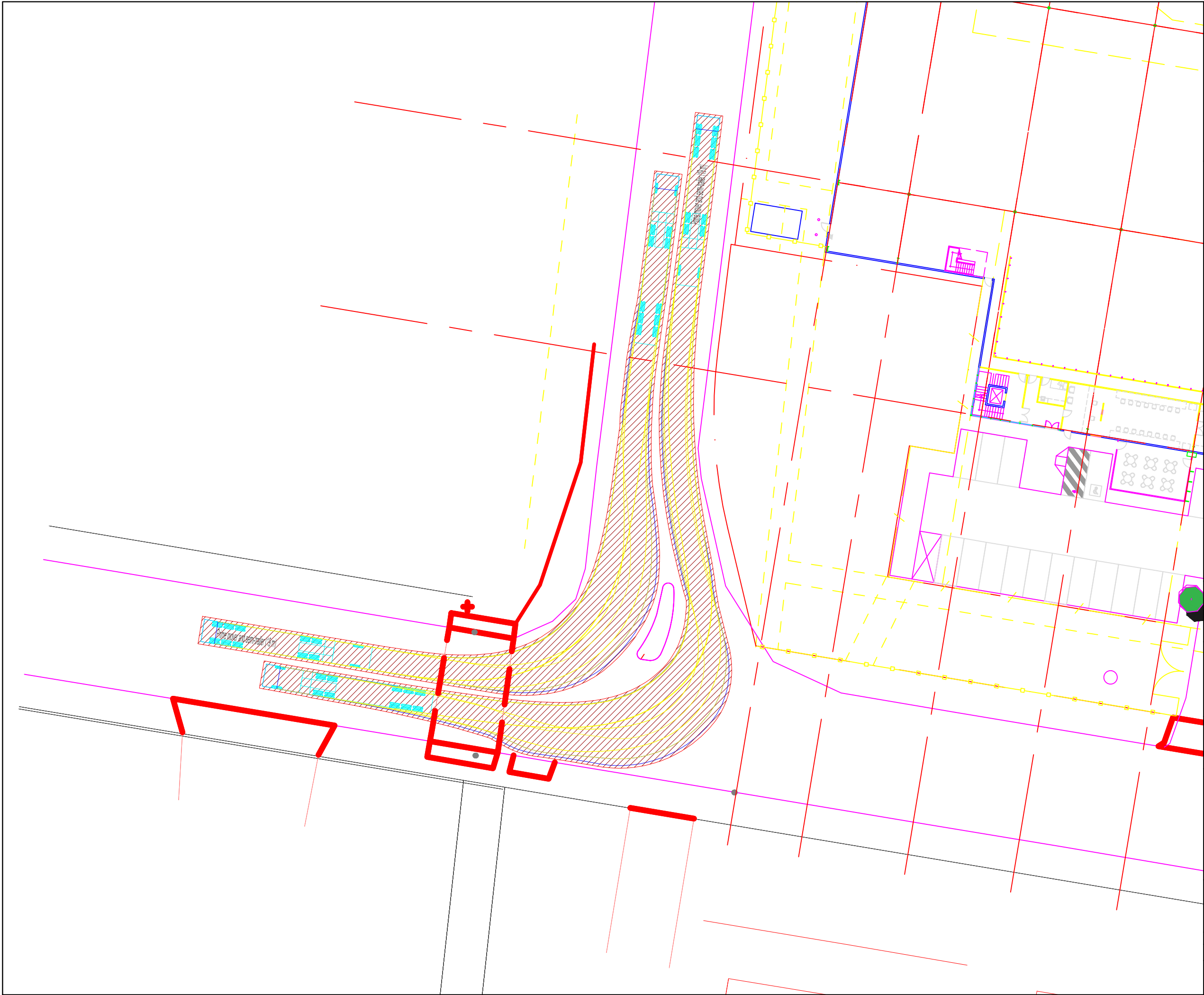
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drawing title
Swept Paths
Coal Pier Road & McPherson Street
19m Semi-trailer Access & Egress

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