TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

director: Graham Pindar
acn: 065132961
abn: 66065132961

Reference: 19.103r01v02

13 May 2019

EME Advisory
17 Carlotta Street
Greenwich NSW 2065

Attention: Mr Brian Cullinane, Director

Re: 35-37 Frank Street Wetherill Park
Proposed Development Modification 4 – 24-hour, 7-day operations
Traffic Impact Statement

Dear Brian,

TRAFFIX has been commissioned to assess the traffic impacts in support to the Section 4.55 application to modify approved planning Condition – B24 – restricting operating hours relating to an industrial development located at 35-37 Frank Street Wetherill Park. The subject site is located within Fairfield Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately in support of Modification 4 for 24-hour, 7-day operations. The proposed development is an industrial development and will not have a significant impact on any state roads. As such, the DA will not require referral to the Roads and Maritime Services (RMS) under the provisions of State Environmental Planning Policy (Infrastructure) 2007.

Site and Location

The subject site at 35-37 Frank Street Wetherill Park is located approximately 5 kilometres east of Westlink M7, 3.5 kilometres west of Prospect Highway and 4 kilometres south of Western Motorway M4. More specifically, it is located on the northern side of Frank Street, and approximately 1.5 kilometres south of Prospect Reservoir.

The site is rectangular in configuration and has a total site area of 20,773.5 m^2. It has a southern frontage of 77 metres to Frank Street and a northern boundary of 78 metres to an industrial development. The eastern boundary of 267 metres and western boundary of 268 metres are shared with neighbouring industrial developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the Photographic Record presented in **Attachment 1**, which provides an appreciation of the general character of roads and other key attributes within proximity of the site.

Figure 1: Location Plan

Figure 2: Site Plan

Road Hierarchy

The road hierarchy in the vicinity of the site is show in **Figure 3** with the following roads of particular interest:

- Victoria Street: a State Road (MR609) that traverses in an east-west direction between the Cumberland Highway in the east and The Horsley Drive in the west. Victoria Street is subject to 60km/hr and accommodates two (2) lanes of traffic in each direction. In the vicinity of the site, Victoria Street provides a dedicated bus lane. Parking lanes with various restrictions are provided at some sections of road.
- Elizabeth Street: a local road that traverses in a north-south direction between Davis Road in the north and Victoria Street in the south. Elizabeth Street is subject to 60km/hr speed zoning. At the vicinity of the site, Elizabeth Street limits traffic to single (1) lane traffic in each direction and permits on-street parking outside of clearway restrictions, whereas other sections of the road generally permit two (2) lane traffic on each direction.
- Frank Street: a local road that traverses in an east-west direction that traverses between Redfern Street in the east and Elizabeth Street in the west. Frank Street is subject to 50km/hr and accommodates one (1) lane of traffic in each direction within an undivided carriageway. Frank Street permits on-street parking on both sides.
- Redfern Street: a local road that generally traverses in an east-west direction between Hassall Street in both directions. Redfern Street is subject to 60km/hr and accommodates one (1) lane of traffic in each direction. Redfern Street permits on-street parking on both sides of the road outside of clearway restrictions.

The site lies within a predominantly industrial area, with good local accessibility as well as access to the wider arterial road network.

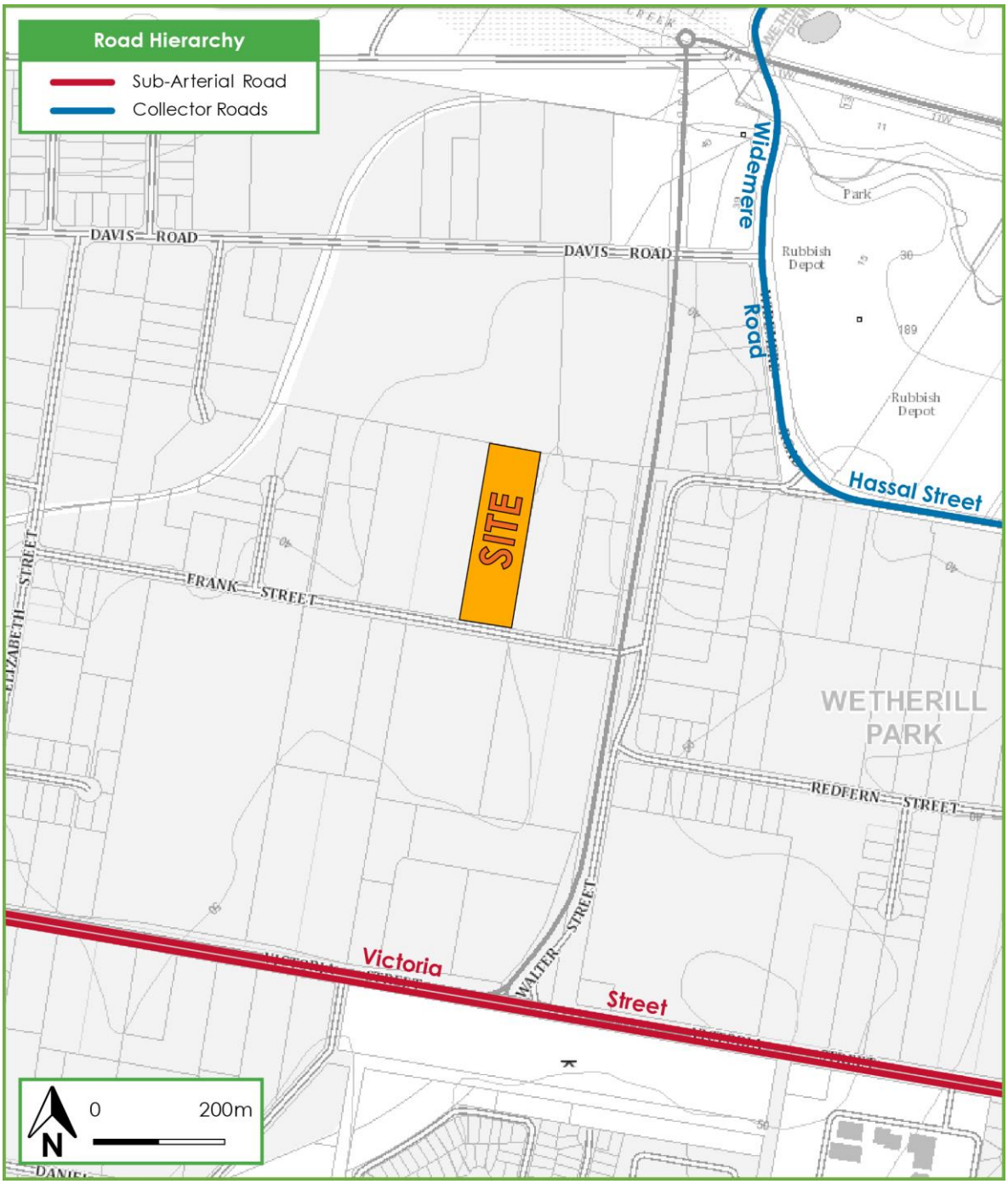


Figure 3: Road Hierarchy

Public Transport

The subject site is within optimal walking distance (400 metres) of several bus services operating in the locality. These bus services are presented in **Figure 4** and are summarised as follows:

- 800 – Blacktown to Fairfield
- 814 – Fairfield to Smithfield (Loop Service)
- T80 – Liverpool to Parramatta Service

Overall the site has good access to the public transport.

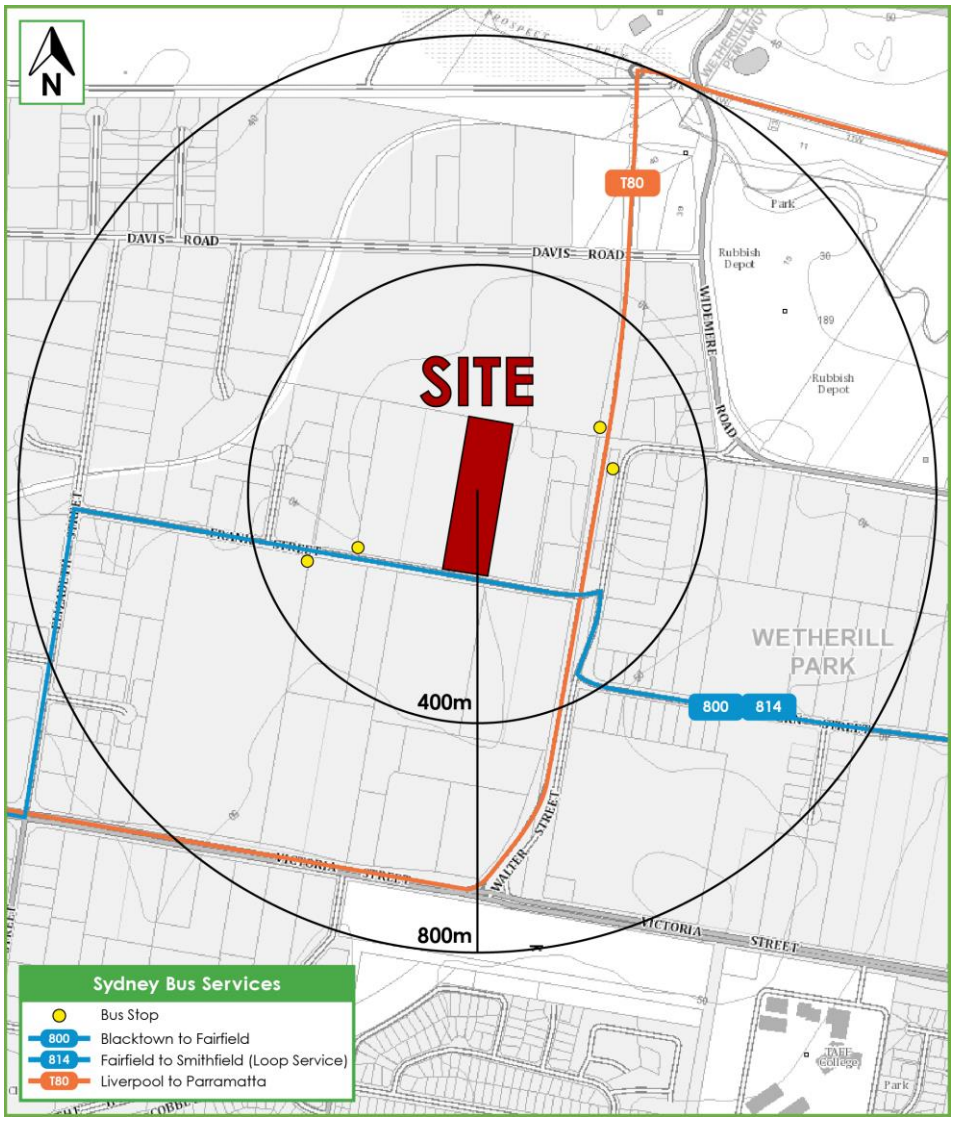


Figure 4: Public Transport

Approved Development

The existing facility is a Waste and Resource Management Facility. Under current consents, it has approval to process a maximum of 250,000 tonnes per annum of waste. This is not proposed to be changed and as discussed below, the intention of this Section 4.55 Application is to provide improved operational efficiency.

Description of Proposed Development

The Waste and Resource Management Facility will continue to operate within the current tonnage threshold, with no change in building areas. The only changes sought relate to the improved management of the facility and changes to the overall hours of operation. These are outlined and discussed separately under the following headings. However, the consequence of the changes is that traffic activity will be both reduced (by using larger trucks) and more dispersed (with activity being more spread throughout the week with increased hours of operation. There is also a change to staff rosters which is an internal management initiative that can occur under existing consents in any event.

Changes to Hours of Operation

Approved Hours

Operation Waste receival

- Monday to Saturday
  - 4:00AM – 5:00PM

Operation Waste removal of materials

- Monday to Friday
  - 4:00AM – 10:30PM — Loose PEF only
  - 5:00AM – 10:30PM — Baled PEF for export
  - 5:00AM – 5:00PM — Recyclable materials and residual waste
- Saturday
  - 5:00AM – 12:00PM — Loose PEF only (Loose PEF only, No removal of baled PEF for export, recyclable materials and/ or residual waste)

Proposed Hours

Operation Waste receival

- Monday to Sunday
  - 24 hours a day / 7 days per week

Operation Waste removal of materials

- Monday to Sunday
  - 24 hours a day /7 days per week

It is evident that given the retention of the existing production threshold, the increased hours will in effect result in a greater spread of activity, reducing traffic volumes on the road network. This is discussed further below.

It can be seen that the only changes that will generate impacts that technically need to be addressed under this application relate to the following:

- Introduction of Waste receival between 5:00PM and 4:00AM on Weekdays
- Introduction of Loose PEF removal between 10:30PM and 4:00AM on Weekdays
- Introduction of Baled PEF removal between 10:30PM and 5:00AM on Weekdays
- Introduction of Recyclable materials and residual waste removal between 5:00PM and 5:00AM on Weekdays
- Introduction of Waste receival, and removal of Baled PEF, recyclable materials and /or residual waste on Saturdays
- Introduction of Loose PEF removal between 12:00PM and 5:00AM on Saturdays
- Introduction of Waste receival, and removal of PEF, recyclable materials and /or residual waste on Sundays

These changes are expected to have moderate impacts during these times, with minimal activity on weekends in particular. Nevertheless, the opportunity has been taken to review changes to shifts and truck traffic across all shifts, in the interests of completeness. The impacts are discussed in the following sections.

Truck Generation and Impacts

The changes in the operating hours will require changes in the truck timetable. The existing development generates an average of 2,224 truck movements per week (1,112 in, 1,112 out). This information is from the *Traffic Impact Assessment* report prepared by *Lyle Marshall & Associates Pty Ltd (February 2016)*. These trucks are dispersed across the week with 90.8% on weekdays and 9.2% on Saturdays, as follows:

- 404 per day on Weekdays (2,020 movements)
- 204 per day on Saturday

The existing truck movements are summarised in **Table 1**.

Table 1 – Existing Trucks per day

Product	Existing Truck Movements on Weekdays		Existing Truck Movements on Saturdays	
	In	Out	In	Out
Raw waste Materials	146 loaded	146 empties	102 loaded	102 empties
Processed PEF from site	25 empties	25 loaded	-	-
Other processed materials: - aggregates/ timber/metal soil	25 empties	25 loaded	-	-
Residual Waste	6 empties	6 loaded	-	-
Total	202	202	102	102

The proposed development will generate a reduced average of 1,708 truck movements per week (854 in, 854 out). These trucks are dispersed across the week with 81.4% on weekdays, 12.6% on Saturdays and 6% on Sundays, as follows:

- 278 per day on Weekdays (1,390 movements)
- 216 per day on Saturdays; and
- 102 per day on Sundays

The proposed truck movements are summarised in **Table 2**.

Table 2 – Proposed Trucks per day

Product	Proposed Truck Movements for Weekdays		Proposed Truck Movements for Saturdays		Proposed Truck Movements for Sundays	
	In	Out	In	Out	In	Out
Raw waste Materials	104 loaded	104 empties	84 loaded	84 empties	45 loaded	45 empties
Processed PEF from site	20 empties	20 loaded	16 empties	16 loaded	6 empties	6 loaded
Other processed materials: - aggregates/ timber/metal soil	13 empties	13 loaded	7 empties	7 loaded	-	-
Residual Waste	2 empties	2 loaded	1 empty	1 loaded	-	-
Total	139	139	108	108	51	51

Weekdays

It is evident from **Table 1** and **Table 2** that the daily truck movements on a weekday are significantly reduced from 404 trucks movements to 278 truck movements. This is due to a significant increase in the number of Semi-trailers and B Doubles operating on weekdays.

During the additional hours sought of between 10:30 PM and 4:00 AM, there are approximately 50 trucks movement which is 8 trucks movement per hour. These volumes are moderate and since the existing traffic volumes are spread though out the day, the traffic conditions will improve on weekdays. The actual volumes will be distributed on weekdays as shown in **Table 3**.

Saturdays

The existing truck movements on Saturdays will increase from 204 movements per day to 216 movements. This is due to the fact that the proposal seeks to increase the operating hours on Saturdays, to enable an improved response to the market. This is notwithstanding that trucks will also increase in size. Specifically, current tipper trucks are used, and these will be largely replaced by trucks such as Rigid and Walking Floor trucks (single and B Double walking floor trucks) as well as 40' container trucks (semis) and truck and dog combinations.

During the additional hours sought of between 12:00 PM and 5:00 AM, the average truck movements are 108, which is approximately 7 trucks movement per hour. These volumes are moderate and will have no adverse impact given the lower 'background' traffic levels on Saturdays in the locality. The actual volumes will be distributed on weekdays as shown in **Table 3.**

Sundays

Under the proposed shift changes, there will be a total of 102 truck movements on Sundays, which is approximately 5 trucks movement per hour. These volumes are moderate, which is expected to have minimal impacts on surrounding road network and therefore the proposed Sunday operations create no adverse impacts. The actual volumes will be distributed on weekdays as shown in **Table 3.**

Summary of Movements by Shift

The proposed truck movements are distributed as per shift and is presented in **Table 3**.

Table 3 –Proposed Trucks per Shift

Days	Shift	Time	Number of Trucks (In and Out)	Total (In and Out)
Weekdays	Day	4:00AM – 1:00PM	170	278
	Afternoon	1:00PM – 9:00PM	50	
	Night	9:00PM – 4:00AM	58	
Saturdays	Day	4:00AM – 1:00PM	124	216
	Afternoon	1:00PM – 9:00PM	38	
	Night	9:00PM – 4:00AM	54	
Sundays	Day	5:00AM – 1:00PM	60	102
	Afternoon	1:00PM – 9:00PM	16	
	Night	9:00PM – 5:00AM	26	

- **Staff Rosters**

The development takes the opportunity to change in the timetable to operate 24/7 and will require additional staff for the overnight shift. The total number of existing staff per shifts is summarised in **Table 4** and the total number of staff required for workshop (operations) and office with the respective shifts is summarised in **Table 5**. The existing staff information is from the previous *Traffic Impact Assessment* report prepared by *Lyle Marshall & Associates Pty Ltd (February 2016*).

Table 4 – Existing Shifts and Staff

Days	Staff type	Shift	Time	Number of Staff	Total
Weekdays	Workshop	Day	5:00AM – 2:30PM	20	64
		Night	2:30PM – 10:00PM	19	
	Office	Day	7:00AM – 5:00PM	5	
		Day	8:00AM – 5:00PM	20	
Saturdays and Sundays	Workshop	Day	8:00AM – 4:00PM	4	11
		Day	6:00PM – 12:00PM	7	

Table 5 – Proposed Shifts and Staff

Days	Staff Type	Shift	Time	Total Number of Staff	Total
Weekdays	Operations	Day	4:00AM – 1:00PM	25	74
		Afternoon	1:00PM – 9:00PM	22	
		Night	9:00PM – 4:00AM	19	
	Office	Day	8:00AM – 5:00PM	8	
Saturdays and Sundays	Operations	Day	4:00AM – 1:00PM	25	67
		Afternoon	1:00PM – 9:00PM	22	
		Night	9:00PM – 4:00AM	19	
	Office	Day	8:00AM – 5:00PM	1	

It can be seen that the changes are moderate, with the notable exception being a net increase of 56 staff on Saturdays and Sundays, but with a maximum net increase of only 20 staff during the busiest morning shift.

Traffic Generation at Staff Changeover Times

The expected staff levels for each shift are shown in **Table 6**.

Table 6 – Proposed Shifts and Staff

Days	Shift	Arrive	No. of arriving car drivers	Depart	No. of departing car drivers
Weekdays	Day	4:30AM – 5:00AM	30	5:00AM – 5:30PM	19
	Afternoon	12:30PM – 1:00PM	20	1:00PM – 1:30PM	30
	Night	8:30PM – 9:00PM	19	9:00PM – 9:30PM	20
Saturdays and Sundays	Day	4:30AM – 5:00AM	24	5:00AM – 5:30PM	19
	Afternoon	12:30PM – 1:00PM	20	1:00PM – 1:30PM	24
	Night	8:30PM – 9:00PM	19	9:00PM – 9:30PM	20

The staff arrival and departure times do not coincide with peak hour traffic in the morning and afternoon and therefore, do not requiring a detailed assessment of impacts to the peak hour traffic conditions. In addition, it is reiterated that net changes are modest compared with current shifts are moderate. Finally, we understand that these staff levels can occur under existing consents in any case.

Parking Requirements and Provision

The proposed changes do not significantly alter staff levels and in any event can occur under existing consents. Rather, these existing parking demands will simply occur during the extended hours that are now sought. This occurs between 4.00AM and 5.00AM on weekdays, but with more staff, at a reduced level, on weekends. Nevertheless, it is important to examine how staff levels will occur under the revised management regime now sought.

The Australian Bureau of Statistics provides Journey *to Work to Place of Work* data for 2016, which is *90.56%*. by car as a driver mode' The estimated car driver travel mode in the night shift to be 100%. Applying this rate to the number of staff in **Table 5**, the number of staff and the onsite parking spaces is summarised in **Table 7** below:

Table 7 –Car Parking Requirement

Days	Staff Type	Time	Time	Number of Staff	Number of Parking Spaces Required*
Weekdays	Operations	Day	4:00AM – 1:00PM	25	23
		Afternoon	1:00PM – 9:00PM	22	20
		Night	9:00PM – 4:00AM	19	19
	Office	Day	8:00AM – 5:00 PM	8	7
Saturdays and Sundays	Operations	Day	4:00AM – 1:00PM	25	23
		Afternoon	1:00PM – 9:00PM	22	20
		Night	9:00PM – 4:00AM	19	19
	Office	Day	8:00AM – 5:00 PM	1	1

** The numbers are rounded to the nearest whole number*

It can be seen from **Table 7** that the proposed development nominally requires a maximum of 30 spaces, even if the development were assessed as a new application, which is not the case. A total of 42 on-site parking spaces are however available and these are shown on **Attachment 2**. This number exceeds the maximum parking demand and the development provides sufficient on-site parking spaces and meets its needs.

Accessible Parking

The *Fairfield Citywide DCP 2013* states that the minimum spaces required shall be according with Building Code of Australia AS1428. The building code for 'Class 7b - for storage or display of goods or produce for sale by wholesale' requires 1 space for every 100 carparking spaces or part thereof. In response, the proposed development already provides one disabled car space designed in accordance with AS 2890.6 (2009) and the current compliance with the DCP will continue.

Servicing and Refuse Collection

The *Fairfield Citywide DCP 2013* states the Loading for Industrial Developments need to determine appropriate loading arrangement on-site without interfering with the efficient operation of the premises, gain access to an on-street loading zone at the front of the premises and arrange deliveries outside of business hours. This development currently meets that requirement.

Access

The proposed development incorporates two driveways from Frank Street. The driveway at the northern part of the property provides access to the staff carpark, whereas, the driveway at the southern part of the property provides access for trucks into the facility. The existing driveways and car spaces remain unchanged and therefore no detailed assessment is required.

Conclusions

On the basis of the above, proposed Modification 4 for 24 hour, 7 day operations, to the current consent to the facility at 35-37 Frank Street Wetherill Park is considered supportable. Indeed, there is expected to be an overall net reduction in traffic activity across a typical week, with reduced external impacts and more efficient internal management.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

Matthew Thompson
Senior Transport Planner

Encl: Attachment 1 – Photographic Record
Attachment 2 – Reduced Plans

ATTACHMENT 1

Photographic Records

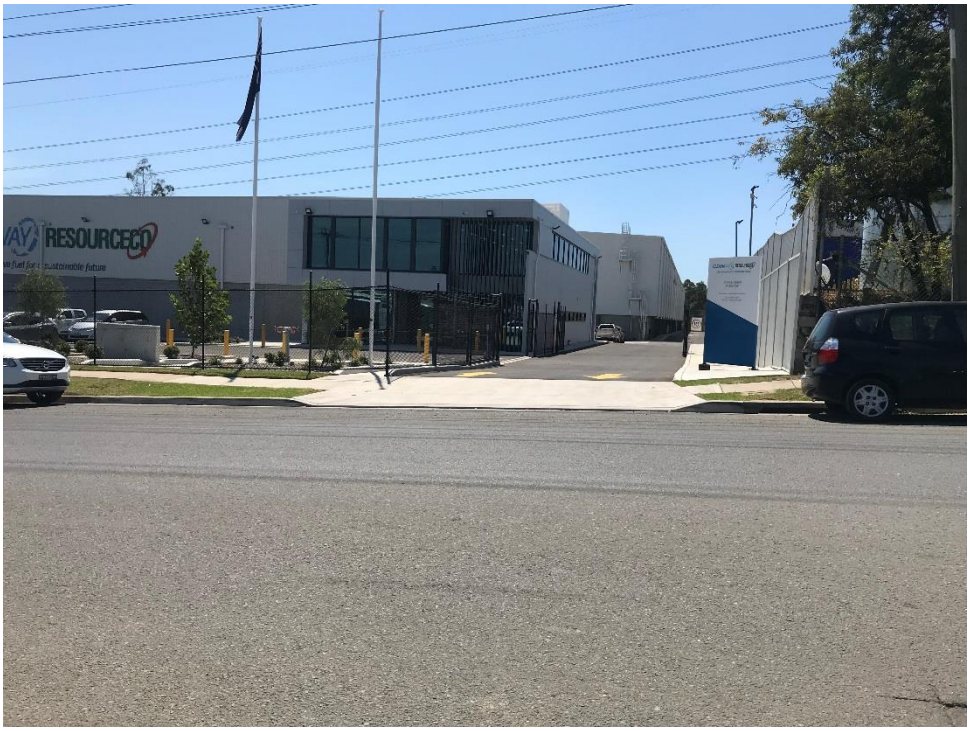
View looking north at the subject site frontage along Frank Street.

Site frontage from the east of Frank Street

View looking east on Frank Street from west of the subject site.

View looking west on Frank Street from east of the subject site.

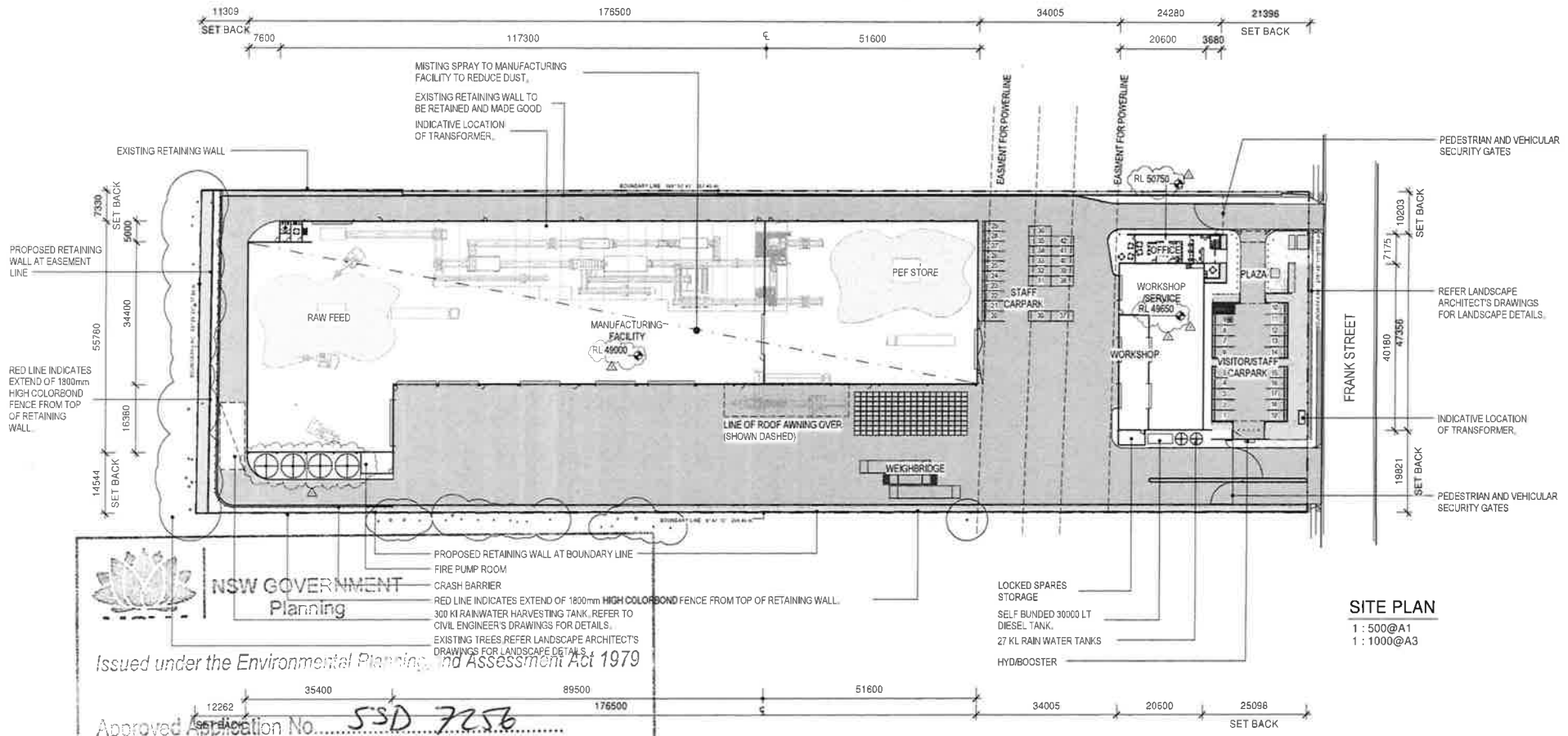
View looking the western driveway of the subject site.



View looking the eastern driveway of the subject site.

ATTACHMENT 2

Reduced Plans



SITE PLAN

1 : 500@A1
1 : 1000@A3

NSW GOVERNMENT
Planning

Issued under the Environmental Planning and Assessment Act 1979

Approved Application No. SSD 7256

granted on the 10 APR 2017

Signed.....

Sheet No. 1 of 6

FOR DEVELOPMENT APPROVAL

ORIENTATION
TRUE NORTH

CLIENT
RESOURCECO

ARCHITECT
BELL Architecture
Suite 1, 77 King William Road Unley SA 5061 PO Box 3091 Unley SA 5061 P 08 8373 3870 F 08 8357 2939
BELL

JOB TITLE
Resource Co - Wetherill Park Sydney NSW

DRAWING TITLE
SITE PLAN

JOB NO	DRAWING SCALE @ A1	DRAWN BY	DRAWING NO	REVISION
BA150078	1:500	JD	SK1101	P3