

4 November 2015
Our Ref: 15187

Mr Dylan Baudinet
Baudinet Group
Suite 5, Level 5
66 Hunter Street Sydney NSW 2000

E: dylan@oraclefm.com.au

Dear Mr Baudinet

**Re: Planning Proposal
61 – 73 Christie Street, St Marys**

I have considered the issues raised in Council's email of 27.10.15 and respond in the following:

*** Traffic Generation of Lot 4**

The existing industrial development on Lot 4 comprises:

- 2 industrial (manufacturing) buildings with a total floor area of 1,299m²
- an office building of 130m²

The RMS Development Guidelines specify peak traffic generation rates for these uses as:

Factory	1.0 vtpm / 100m ²
Office	1.2 to 1.6 vtpm / 100m ²

. / cont'

Therefore the potential traffic generation of existing is:

1,299m ²	13 vtp
130m ²	2 vtp
Total:	15 vtp

The net lettable area of the proposed self storage is 7,982m² and while RMS do not have traffic generation criteria for this use the “industry” has published the results of a study by Aurecon (see attached extract).

The peak traffic generation indications from this study are reproduced in the following:

	AM Peak	PM Peak
3,000 – 6,000m ² NLA	10 to 20 vtp	10 to 20 vtp
6,000 – 9,500m ² NLA	15 to 30 vtp	20 to 30 vtp

This traffic generation will be distributed over the proposed access driveways on Christie Street and the future Links Road extension frontages whereas all movements are limited to the Christie Street access at the present time. Given that:

- o the traffic generation will be very little more than that of the existing industrial use and will be spread onto 2 separate accesses
- o the traffic generation to/from the west and to/from the north will enter and exit without passing through the Christie Street, Lee Holm Road and Links Road extension intersection

It is apparent that the proposed self storage development on Lot 4 will have no greater traffic impact than that of the traffic generated by the industrial use on the site.

*** Traffic Surveys**

The surveys were undertaken on Tuesday 18th August 2015.

*** Access Driveways**

The design of the access driveways complies with the AS2890.1 & 2 design criteria which does not include any separation requirement. The driveway for Lot 3 will be left turn ingress only when the impeding intersection works are undertaken and as such will have no adverse traffic or conflict implications for the adjacent driveway.

*** Turning Paths**

The requested diagrams are attached indicating satisfactory turning provision for fuel delivery vehicles.

Yours faithfully



Ross Nettle
Director

Transport and Traffic Planning Associates

Aurecon Australia Pty Ltd
ABN 54 005 139 873
60 Albert Road
South Melbourne Victoria 3205
Australia

T: +61 3 8683 1333
F: +61 3 8683 1444
E: melbourne@ap.aurecongroup.com
W: www.aurecongroup.com.au

Study Results and Findings
Self Storage Facility Traffic and Parking Study
Prepared for the
Self Storage Association of Australasia

8 July 2009
Reference 38851/443

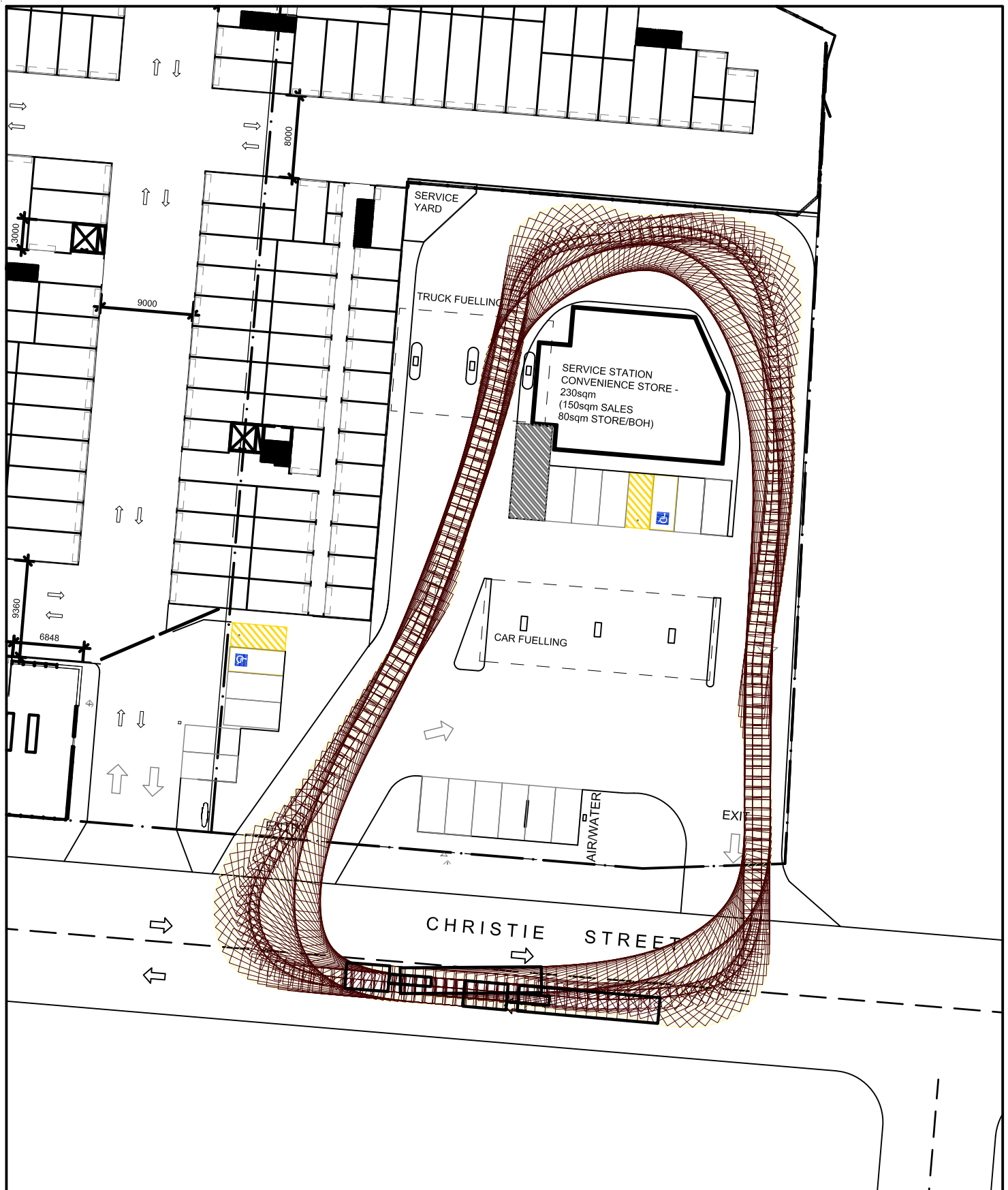
6.3 Traffic Generation

From observations, discussion with self storage business staff and through our study it is shown that traffic generation to self storage sites varies significantly for each site and from site to site. Table 5-8 shows the probable traffic generation range for self storage sites.

Table 5-8: Estimated traffic generation range for whole site

Daily	Weekday Trips	Weekend Trips
0-3,000 m ²	60 to 130	40 to 100
3,000 m ² -6,000 m ²	110 to 220	80 to 160
6,000 m ² -9,500 m ²	160 to 260	120 to 260
AM Peak Hour		
0-3,000 m ²	5 to 15	
3,000 m ² -6,000 m ²	10 to 20	
6,000 m ² -9,500 m ²	15 to 30	
PM Peak Hour		
0-3,000 m ²	5 to 20	
3,000 m ² -6,000 m ²	10 to 20	
6,000 m ² -9,500 m ²	20 to 30	
Business Peak Hour		
0-3,000m ²		10 to 30
3,000 m ² -6,000 m ²		10 to 30
6,000 m ² -9,500 m ²		20 to 40

From Table 5-8 it is shown that the number of trips to a Self Storage business in the peak hour or over an entire day is low. However, it should be noted that a small number of trips generated by these sites will be medium size heavy vehicles. These vehicles may cause small delays along the adjacent road network when they are turning into the self storage site. To minimise this delay it is recommended that driveways to the security gate be designed for a medium size truck (up to 14.5 m).



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 19m ARTICULATED
VEHICLE ENTERING AND
EXITING THE SITE**

SP 3