

Appendix A

Planning Proposal Report

SYDNEY

GPO Box 5278 Sydney 2001
Tower 2, Level 23, Darling Park
201 Sussex Street
Sydney NSW 2000 Australia

GREENWAY SUPACENTA_PRE-GATEWAY REVIEW_COVERING LETTER

t 02 8233 9900 f 02 8233 9966 e info@urbis.com.au w urbis.com.au Urbis Pty Ltd ABN 50 105 256 228



Request to Prepare a Planning Proposal

Greenway Supacenta, 1183-1185 The Horsley Drive,
Wetherill Park

November 2014

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Tim Blythe
Senior Consultant	Norelle Jones
Job Code	SA4350
Report Number	Draft v1

© Urbis Pty Ltd
ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

URBIS
Australia Asia Middle East
urbis.com.au

TABLE OF CONTENTS

Executive Summary	i
1 Introduction	1
1.1 Overview	1
1.2 Background.....	1
1.3 Structure of Report	2
2 Site Analysis	3
2.1 The Site	3
2.2 Planning Analysis	4
2.2.1 Current Planning Controls	4
2.2.1 Previous Planning controls	5
2.2.2 LEP Comparative Review.....	7
2.2.3 Land Use Definitions	7
3 Proposed LEP Amendment	11
3.1 Objectives and Intended Outcomes	11
3.2 Explanation of the Provisions that are to be included in the Proposed Instrument.....	12
3.2.1 Overview.....	12
3.2.2 Schedule 1 Amendment	12
3.2.3 Other Controls	12
3.3 Relationship to Existing Local Planning Instrument	12
3.4 Exempt and Complying Development	12
4 Case for addressing the anomaly within the existing planning controls	15
5 Part 3 – Justification and the Process for their Implementation	17
5.1 Section A – Need for the Planning Proposal	17
5.2 Section B – Relationship to Strategic Planning Framework.....	18
5.3 Section C – Environmental, Social and Economic Impact	22
5.4 Section D – State and Commonwealth Interests.....	23
6 Part 4 – Mapping	25
7 Part 5 - Community Consultation.....	27
7.1 Public Consultation	27
7.2 Preliminary Consultation with Council	27
8 Part 5 – Project Timeline	29
9 Conclusion	31
Disclaimer	32
 Appendix A Site Plan	
 Appendix B Draft Key Sites Map	
 Appendix C Economic Statement	
 Appendix D Traffic Statement	

FIGURES:

Figure 1 – Site Location	3
Figure 2 – Site Plan	4
Figure 3 – Existing Zoning	5
Figure 4 – Extract from Draft Key Sites Map	11
Figure 5 – Fairfield Employment Lands Strategy - Proposed Central Services Facility	19

TABLES:

Table 1 – Land Use Definitions	7
Table 2 – Changes of Use permissible as Exempt Development	13
Table 3 – Changes of use Permissible as Complying Development	13
Table 4 – Consultation with Council Officers	27
Table 5 – Indicative Project Timeline	29

TABLE OF CONTENTS

This page is intentionally blank

Executive Summary

OVERVIEW

This Planning Proposal has been prepared on behalf of Gaintak Investments Pty Ltd to initiate the preparation of an amendment to the *Fairfield Local Environmental Plan 2013* (FLEP 2013). The amendment would result in an amendment to Schedule 1 Additional Permitted Uses of the LEP to allow an existing building within the bulky goods retail centre at 1183-1185 The Horsley Drive, Wetherill Park to support retail and business premises.

This report has been prepared to assist Council in preparing a Planning Proposal for the rezoning of the site in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

BACKGROUND

Greenway Supacentra is an existing bulky goods centre consisting of a gross floor area of approximately 29,000sqm comprising:

- Bulky goods retail outlets
- Shops and business uses
- Commercial offices
- Fast food restaurants and take away outlets

Pursuant to the Fairfield Local Environmental Plan 2013 (FLEP 2013), the site is zoned B5 Business Development. The core activity within the site, bulky goods retail, is permissible within the B5 zone. Similarly, takeaway food and drink premises are a permissible use.

Existing uses contained within Units 1 – 7 of the ground floor and Units 1-6 of the mezzanine of Greenway Plaza, and lawfully commenced prior to the gazettal of FLEP 2013, are most appropriately defined as follows:

- Shops
- Business premises
- Office premises

These uses are not permissible in the B5 zone. Similarly, restaurants are prohibited within the zone.

Clause 25G of Fairfield LEP 1994 (FLEP 1994) permitted “shop” and “business” premises (as defined by FLEP 1994) within Units 1-7 and “business” premises within Units 1-6 of Greenway Supacentra.

Fairfield LEP 2013 was gazetted on 17 May 2013 and replaced FLEP 1994 as the applicable environmental planning instrument for the site. Pursuant to FLEP 2013, the subject site was rezoned to B5 Business Development. Consistent with the site’s previous zoning (4 (a) Light Industrial) commercial premises are generally prohibited within the B5 zone¹. The site specific provisions of Clause 25G which permitted retail and business premises within the centre under FLEP 1994 were not transferred into FLEP 2013. As a consequence, existing use rights must be relied upon as the basis of the permissibility of the existing commercial uses within Greenway Plaza.

¹ The B5 zone allows for the following commercial uses: bulky goods premises; kiosks; hardware and building supplies; landscaping material supplies; vehicle sales or hire premises and take away food and drink premises

This Planning Proposal has been prepared to address the prohibition of existing commercial uses created by the gazettal of Fairfield LEP 2013 by introducing an amendment to Schedule 1 Additional Permitted Uses.

PROPOSED LEP AMENDMENT

The current land use zoning and the range of permissible uses do not reflect the existing (and lawful) land uses present on the site. There is a genuine need to review the zoning of the site as follows:

- In its current form FLEP 2013 fails to reasonably and fairly recognise the existing land uses of the site as reflected in the planning controls that applied under FLEP 1994.
- The introduction of FLEP 2013, specifically the repeal of site specific provisions which permitted commercial uses within the site, amounted to a significant “down zoning” of the subject land. This has resulted in substantial and unreasonable economic impacts on the land owners.
- FLEP 2013 ignores the economic and social benefits of the site in local terms. The centre performs an important role as an industrial service centre providing services and facilities for the local workforce.
- FLEP 2013 ignores the investment made by both the land owners and Council in establishing the site specific controls that applied under Clause 25G of FLEP 1994.

This Planning Proposal has been prepared to address the prohibition of certain commercial uses within the Greenway Supacentra site through the provision of a site specific amendment to FLEP 2013. It seeks to reintroduce the site specific provisions which applied to the site pursuant to Clause 25G of FLEP 1994.

The rezoning of the site as proposed is influenced by a number of key factors which are addressed in this report. These are:

- Under the now repealed Fairfield LEP 1994 “shops” and “business” uses (as defined by FLEP 1994²) were permissible within Units 1-7 of the site and the shopping centre has developed on that basis accommodating a variety of shop and business uses within Units 1-7 (ground floor) and commercial offices within Units 1-6 (mezzanine).
- No changes are proposed to the quantum of shop, business or office floor space currently available within the site. The shopping centre will remain primarily a bulky goods retail outlet with the general retail / commercial uses playing a complementary and subsidiary role to that use.
- No changes are proposed to the site’s current land use zoning (B5 Business Development).

It is proposed to introduce a Schedule 1 amendment for the site as follows:

20 Use of certain land at 1183-1185 The Horsley Drive, Wetherill Park

(1) This clause applies to part Lot 1 in DP709356 being land identified as Site 21 on the Key Sites Map.

(2) Development for the following uses is permitted with consent:

a. Commercial premises at ground floor level; and

b. Business and office premises at mezzanine level

(3) If development for the purposes of a shop is permitted under this Clause, the retail floor area must not exceed 1,500 square metres.

² FLEP 2013 adopts the definitions of the standard template LEP which differ to those used in FLEP 1994.

The definitions of FLEP 2013 have been adopted.

Following our analysis of the site and its surrounding context, and the applicable State and local planning policies, we are firmly of the view that there is clear planning merit to the Planning Proposal. It is therefore recommended that this Planning Proposal be favourably considered by Fairfield City Council and that Council resolve to forward it to the NSW Planning and Environment for Gateway determination in accordance with the *Environmental Planning and Assessment Act, 1979* to prepare the necessary LEP amendment.

This page is intentionally blank

1 Introduction

1.1 OVERVIEW

This Planning Proposal has been prepared on behalf of Gaintak Investments Pty Ltd (the applicant) to initiate the preparation of an amendment to the *Fairfield Local Environmental Plan 2013* (FLEP 2013) to address an anomaly in the existing planning controls. The amendment would involve changes to Schedule 1 Additional Permitted Uses of the LEP to support retail, business and office premises within an existing building of the bulky goods retail centre at 1183-1185 The Horsley Drive, Wetherill Park (known as Greenway Supacenta).

This report has been prepared to assist Council in preparing a Planning Proposal for the rezoning of the site in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.2 BACKGROUND

Greenway Supacenta is an existing bulky goods centre consisting of a gross floor area of approximately 29,000sqm comprising:

- Bulky goods retail outlets
- Shops and business uses
- Commercial offices
- Fast food restaurants and take away outlets

Pursuant to the Fairfield Local Environmental Plan 2013 (FLEP 2013), the site is zoned B5 Business Development. The core activity within the site, bulky goods retail, is permissible within the B5 zone. Similarly, takeaway food and drink premises are a permissible use.

Existing uses contained within Units 1 – 7 of the ground floor and Units 1-6 of the mezzanine of Greenway Plaza, and lawfully commenced prior to the gazettal of FLEP 2013, are most appropriately defined as follows:

- Shops
- Business premises
- Office premises

These uses are not permissible in the B5 zone. Similarly, restaurants are prohibited within the zone.

Clause 25G of Fairfield LEP 1994 (FLEP 1994) permitted “shop” and “business” premises within Units 1-7 ground floor level and “business” premises within Units 1-6 mezzanine level of Greenway Supacenta.

Fairfield LEP 2013 was gazetted on 17 May 2013 and replaced FLEP 1994 as the applicable environmental planning instrument for the site. Pursuant to FLEP 2013, the subject site was rezoned to B5 Business Development. Consistent with the site’s previous zoning (4 (a) Light Industrial) commercial premises are generally prohibited within the zone³. The site specific provisions of Clause 25G which permitted retail, business and office premises within the centre under FLEP 1994 were not transferred into FLEP 2013. As a consequence, existing use rights must be relied upon as the basis of the permissibility of the existing commercial uses within Units 1-7 ground floor level and Units 1-6 mezzanine level.

³ The B5 zone permits the following commercial uses: bulky goods premises; kiosks; hardware and building supplies; landscaping material supplies; vehicle sales or hire premises and take away food and drink premises

This Planning Proposal has been prepared to address the prohibition of existing commercial uses within the site created by the gazettal of Fairfield LEP 2013 by introducing an amendment to Schedule 1 Additional Permitted Uses.

1.3 STRUCTURE OF REPORT

As required by Section 55 of the EP&A Act, this Planning Proposal includes the following:

- Description of the subject site and context.
- Description of the proposed rezoning and Indicative Concept Plan showing sufficient detail to indicate the effect of the rezoning.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal, including an environmental assessment.
- Description of the community consultation process.

The Planning Proposal has been prepared having regard to the NSW Department of Planning's '*A Guide to Preparing Planning Proposals*' and '*A Guide to Preparing Local Environmental Plans*'. It has also been prepared following discussion with planning officers at Council.

In support of this Planning Proposal request, the following information is provided:

- Site Plan (Appendix A)
- Draft Key Sites Map (Appendix B)
- Economic Statement (Appendix C)
- Traffic Statement (Appendix D)

2 Site Analysis

2.1 THE SITE

The site is the Greenway Supacenta, an existing shopping centre, and comprises land known as 1183-1185 The Horsley Drive, Wetherill Park. The legal description of the property is Lot 1 in DP 1136897.

The Greenway Supacenta sits between The Horsley Drive, Elizabeth Street and Canley Vale Road. It comprises an area of approximately 5.75ha. Land uses consist of general retail, bulky goods retail, restaurants, food outlets, offices and associated car parking.

Land to the north, east and west of the site consists predominantly of low density bulky goods retail outlets on large lots. Land to the south comprises residential land uses, predominantly low density dwelling houses separated from the site by The Horsley Drive.

FIGURE 1 – SITE LOCATION



The existing shopping centre comprises two building components which are separated by at grade car parking:

- Greenway Supacenta bulky goods retail outlet: L-shaped building which wraps around the northern and western sides of the site accommodating large format retail tenancies which accommodate a range of bulky goods retail uses.
- **Greenway Plaza:** Centrally located within the site and comprising two wings:
 - Northern wing: Single storey building accommodating bulky goods retail uses.

- **Southern wing:** Two storey building. The ground floor of the building (Units 1-7) accommodates a mix of general retail and business uses. The mezzanine level (Units 1-6) accommodate commercial offices.

The proposal relates to the existing retail, business and offices tenancies situated at ground floor and mezzanine level of the southern wing of Greenway Plaza (Units 1-7 ground floor and Units 1-6 mezzanine level) as illustrated in Figure 2 below.

FIGURE 2 – SITE PLAN



2.2 PLANNING ANALYSIS

2.2.1 CURRENT PLANNING CONTROLS

The primary local planning controls that currently apply to the site are contained within the Fairfield Local Environmental Plan 2013.

Under FLEP 2013 the site is zoned B5 Business Development.

The only uses permitted with development consent on the site are as follows:

Without consent

Environmental protection works

With consent

Bulky goods premises; Child care centres; Funeral homes; Garden centres; Hardware and building supplies; **Kiosks;** Landscaping material supplies; Light industries; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; **Take away food and drink**

premises; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified as permitted without consent or prohibited.

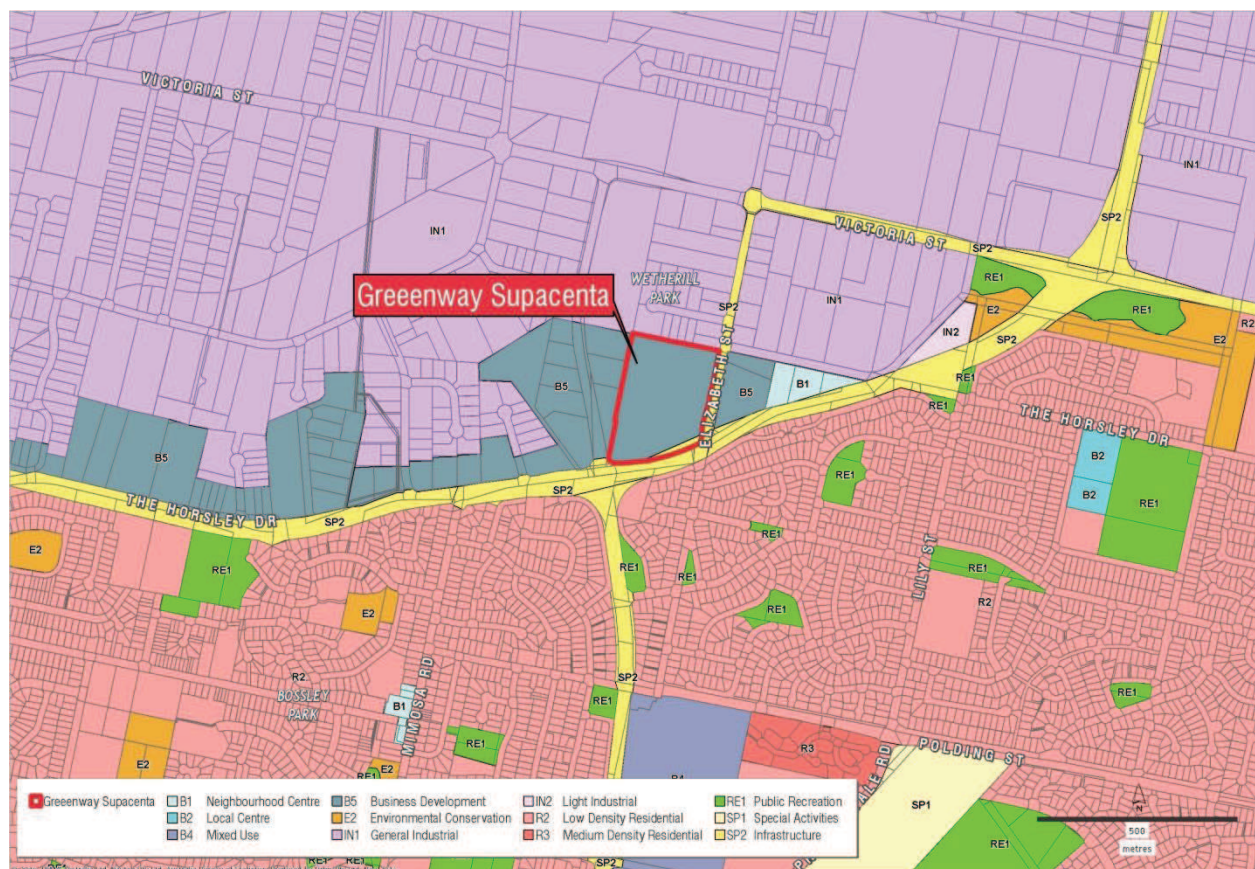
Commercial premises (with the exception of those uses listed above) are prohibited within the zone. Commercial premises are defined as follows:

“Commercial premises means any of the following:

- (a) Business premises,
- (b) Office premises,
- (c) Retail premises.”

A plan showing the existing zoning is shown in Figure 3.

FIGURE 3 – EXISTING ZONING



There are no height or floor space ratio controls applicable to the land.

2.2.1 PREVIOUS PLANNING CONTROLS

The planning controls that applied to the site prior to the introduction of FLEP 2013 are relevant to the Planning Proposal.

Pursuant to Fairfield LEP 1994 the site was zoned 4(c) Special Industrial. The objectives of the zone were as follows:

“(a) to encourage the establishment of a broad range of light industrial and warehouse activities and a limited range of business and retail activities compatible with nearby residential areas to generate employment and contribute to the economic development of the City of Fairfield,

- (b) to allow community uses to serve the needs of the nearby industrial work force, and*
 - (c) to allow retail development only:*
 - (i) where associated with, and ancillary to, light industrial purposes on the same land,*
 - (ii) for the display and sale of bulky goods,*
 - (iii) where it primarily serves the daily convenience needs of the local industrial work force, or*
 - (iv) for motor orientated activities (that is, the use of a building or place associated with the sale by retail of motor vehicle components or goods, where that building or place has a work bay or area for the fitting of motor vehicle components or goods or a large area for the handling, storage or display of motor vehicle components or goods but not the use of a building or place elsewhere defined in this plan),*
- and only if the proposed development will not detrimentally affect the viability of any nearby business centre.*

The following uses were generally prohibited within the 4(c) zone:

Abattoirs, aged and disabled persons' housing, amusement parks, animal establishments, brothels, **business premises**, camping grounds and caravan parks, dwelling houses (except caretakers' dwelling houses), entertainment facilities, extractive industry, forestry, gaming taverns, generating works, group homes, hazardous industry, hazardous storage establishments, health consulting rooms, helicopter landing sites, heliports, home businesses, hospitals, hostels, hotels, industry, institutions, intensive agriculture, junkyards, medical centres, mines, multi-unit housing, offensive industry, offensive storage establishments, residential flat buildings, roadside stalls, sawmills, serviced apartments, **shops (except take-away food shops)**, stock and sales yards, transport depots.

All other uses were permissible with consent within the zone. This includes "restaurants" (under Fairfield LEP 1994 this use would be defined as a refreshment room).

Site specific controls applied to the subject site. The site was subject to an LEP amendment in 2003 to facilitate the development of the part of the site as an Industrial Service Centre, intended to provide facilities and services to support the local workforce.

LEP Amendment No. 87 introduced Clause 25G of FLEP 1994. The clause allowed for certain commercial uses otherwise prohibited within the 4(a) zone to be developed on the land as follows:

25G 1183–1185 The Horsley Drive, Wetherill Park (Greenway Plaza Industrial Service Centre)

"(1) This clause applies to land known as Greenway Plaza, No 1183–1185 The Horsley Drive, Wetherill Park, being Lot 1, DP 709356, as shown edged heavy black on the map marked "Fairfield Local Environmental Plan 1994 (Amendment No 87)".

(2) The objectives of development on the land to which this clause applies are as follows:

- (a) to encourage a long term mix and balance in land uses to sustain the role of the site as an industrial service centre,*
- (b) to provide for a range of shops and business premises to meet the day-to-day service needs of the surrounding industrial workforce,*
- (c) to facilitate a mix of land uses on the land, including bulky goods salesrooms or showrooms, light industry, refreshment rooms, warehouses, business premises and shops, but excluding supermarkets,*
- (d) to allow business premises within units 1 to 6 of the mezzanine level of the premises situated on the land to which this clause applies,***

(e) to allow shops and business premises within units 1 to 7 on the ground floor of the premises situated on the land to which this clause applies,

(f) to encourage multi-purpose car trips to the industrial service centre and to moderate the overall growth in car travel in the surrounding area,

(g) to make adequate provision for on-site car parking to satisfy the parking needs of the industrial service centre.

(3) Despite the other provisions of this plan, development on the land to which this clause applies may be carried out for the purpose of business premises or shops, but only in the units identified in subclause (2) (d) and (e).

(4) Before granting consent to any development on the land to which this clause applies, the Council must consider the objectives contained in subclause (2).

(5) Despite the other provisions of this plan, development for the purposes of a supermarket on the land to which this clause applies is prohibited."

2.2.2 LEP COMPARATIVE REVIEW

FLEP 2013 represented the conversion of the local planning controls into the Standard LEP Template. This draft LEP purports to make a "like for like" transfer of land use zones and development controls from the existing LEP. Under FLEP 2013, the site was zoned B5 Business Development.

We understand that Council investigated opportunities to replicate Clause 25G within the new LEP but at that time were advised by NSW Planning and Environment that introduction of site specific controls was not supported by State Government and that should Council wish to allow business or retail uses within the site an alternative business zone should be used.

It was Council's view that this approach would allow for an expansion of the role of the centre beyond an industrial service centre and this was not supported.

As a result the site specific controls that applied to the subject site pursuant to Clause 25G of FLEP 1994 were abandoned. This has resulted in the prohibition of "shop" and "business" uses (as defined by FLEP 1994) within the site.

2.2.3 LAND USE DEFINITIONS

It is relevant to note that FLEP 2013 adopts the definitions of the standard template LEP. These definitions differ to those contained in FLEP 1994. Accordingly, a comparison of definitions within the two instruments is provided in Table 1 below and has been used to inform the details of the proposed LEP amendment.

TABLE 1 – LAND USE DEFINITIONS

LAND USE	LEP 1994 DEFINITION	LEP 2013 EQUIVALENT	LEP 2013 DEFINITION
Business premises	<i>A building or place used for the purpose of administrative, clerical, technical, professional or similar activities or in which there is carried on an occupation or profession, but does not include a building or place elsewhere defined in this plan.</i>	Business premises <u>and</u> Office premises	<u><i>Business Premises</i></u> <i>A building or place at or on which:</i> <i>(a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or</i> <i>(b) a service is provided directly to members</i>

LAND USE	LEP 1994 DEFINITION	LEP 2013 EQUIVALENT	LEP 2013 DEFINITION
			<i>of the public on a regular basis,</i> <i>and includes a funeral home and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.</i> <u>Office Premises</u> <i>A building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.</i>
Shop	<i>A building or place used for the purpose of retail sale, auction sale, hire or display for the purpose of sale or hire of goods, materials and merchandise, but does not include a building or place elsewhere defined in this plan.</i>	Retail premises	<i>A building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following:</i> <i>(a) bulky goods premises,</i> <i>(b) cellar door premises,</i> <i>(c) food and drink premises,</i> <i>(d) garden centres,</i> <i>(e) hardware and building supplies,</i> <i>(f) kiosks,</i> <i>(g) landscaping material supplies,</i> <i>(h) markets,</i>

LAND USE	LEP 1994 DEFINITION	LEP 2013 EQUIVALENT	LEP 2013 DEFINITION
			(i) plant nurseries, (j) roadside stalls, (k) rural supplies, (l) shops, (m) timber yards, (n) vehicle sales or hire premises, but does not include highway service centres, service stations, industrial retail outlets or restricted premises.
Refreshment room	<i>A building or place used principally to provide food for people to consume in that building or place.</i>	Food and drink premises	premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following: (a) a restaurant or cafe, (b) take away food and drink premises, (c) a pub, (d) a small bar.

Note: The definition of shop which applied under FLEP 1994 is considered to be more closely aligned with retail premises than shop as defined by FLEP 2013. Shops are more narrowly defined by FLEP 2013 as follows:

“Shop means premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop, but does not include food and drink premises or restricted premises.”

It is also relevant that all forms of retail land use included within the FLEP 2013 definition of “retail premises” are already permissible within the B5 zone with the exception of food and drink premises (other than take away food and drink premises) and shops.

This page is intentionally blank

3 Proposed LEP Amendment

3.1 OBJECTIVES AND INTENDED OUTCOMES

The primary objective of the proposed LEP amendment is to address the prohibition of existing and lawful commercial premises within the Greenway Supacentra bulky goods retail centre which occurred as a direct result of the conversion of Fairfield Local Environmental Plan 1994 to the standard template instrument.

To facilitate the LEP amendment the following changes to Fairfield Local Environmental Plan 2013 are proposed:

- An amendment to Schedule 1 Additional Permitted Uses to allow for the following as permissible uses within part of the site:
 - Commercial premises within Units 1 – 7 of the ground floor of Greenway Plaza; and
 - Business and office premises within Units 1 – 6 of the mezzanine level of Greenway Plaza.
- An amendment to Key Sites Map Sheet KYS_010 to reflect the Schedule 1 Additional Permitted Uses amendment.

The land subject to the amended Schedule 1 Additional Permitted Uses is illustrated on the draft Key Sites Map in Figure 4 below and Appendix B.

FIGURE 4 – EXTRACT FROM DRAFT KEY SITES MAP



3.2 EXPLANATION OF THE PROVISIONS THAT ARE TO BE INCLUDED IN THE PROPOSED INSTRUMENT

3.2.1 OVERVIEW

To enable a limited quantum of retail and business related uses within the existing Greenway Supacenta site, an amendment is proposed to Schedule 1 Additional Permitted Uses.

The land to which the Schedule 1 amendment will apply is within 1183-1185 The Horsley Drive, Wetherill Park, specifically the southern wing of the existing Greenway Plaza building, which comprises Units 1-7 at ground floor level, and Units 1-6 at mezzanine level. The location of the building is illustrated in Figure 2.

The B5 Business Development zone will continue to generally prohibit shop, restaurant / cafe, business and office uses within the site. The amendment will only apply to the land specified on the accompanying Key Sites Map (Sheet KYS_010).

3.2.2 SCHEDULE 1 AMENDMENT

An amendment to Schedule 1 is proposed to apply to land within the Greenway Supacenta site. The Schedule 1 amendment is proposed as follows:

20 Use of certain land at 1183-1185 The Horsley Drive, Wetherill Park

- (1) *This clause applies to part Lot 1 in DP709356 and identified as Site 21 on the Key Sites Map.*
- (2) *Development for the following uses is permitted with consent:*
 - a. *Commercial premises at ground floor level; and*
 - b. *Business and office premises at mezzanine level*
- (3) *If development for the purposes of a shop is permitted under this Clause, the retail floor area must not exceed 1,500 square metres.*

The Schedule 1 amendment will be accompanied by a Key Sites Map which will identify the land to which the new clause applies. A draft Key Sites Map is included at Appendix B.

3.2.3 OTHER CONTROLS

No changes are proposed to the existing zoning, height or floor space ratio controls that apply to the site.

3.3 RELATIONSHIP TO EXISTING LOCAL PLANNING INSTRUMENT

The Fairfield Local Environmental Plan 2013 will continue to apply to the site and will be amended by a site specific LEP amendment in accordance with this Planning Proposal.

3.4 EXEMPT AND COMPLYING DEVELOPMENT

The provisions of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* allow for the change of use of certain commercial uses as either exempt or complying development. These provisions do not however apply to "existing uses."

Following the proposed LEP amendment the relevant provisions of the Codes SEPP will apply, establishing a range of exempt and complying development provisions not currently available to the site.

TABLE 2 – CHANGES OF USE PERMISSIBLE AS EXEMPT DEVELOPMENT

EXISTING USE	NEW USE
Category 1	
Business premises	Business premises
Office premises	Office premises
Shop	Shop
	Kiosk

TABLE 3 – CHANGES OF USE PERMISSIBLE AS COMPLYING DEVELOPMENT

EXISTING USE	NEW USE
Category 1	
Bulky goods premises	Landscaping material supplies
Landscaping material supplies	Hardware and building supplies
Hardware and building supplies	Vehicle sales or hire premises
Vehicle sales or hire premises	Garden centre
Garden centre	Plant nursery
Plant nursery	Rural supplies
Rural supplies	Self-storage units
Timber yard	Timber yard
Warehouse or distribution centre	Warehouse or distribution centre
	Neighbourhood shop
	Kiosk
	Wholesale supplies
	Business premises
	Office premises
	Light industry
	General industry
	Packaging industry
	Industrial retail outlet

EXISTING USE	NEW USE
Category 2	
Business premises	Medical centre
Office premises	Shop
Shop	Food and drink premises
Food and drink premises	Kiosk
Kiosk	Business premises
Medical centre	Office premises
Veterinary hospital	

As noted in Table 3, the Codes SEPP allows for a change of use from bulky goods retail premises to business and office premises may be undertaken as complying development. Business and office premises would continue to be prohibited uses within the site beyond Units 1-7 ground floor and Units 1-6 mezzanine level of the Greenway Plaza building. The LEP amendment would not facilitate any change of use of the site's existing bulky goods retail outlets to business or office use.

4 Case for addressing the anomaly within the existing planning controls

The key planning considerations to support the reintroduction of retail and business premises as additional permitted uses on the site are outlined below.

PUBLIC INTEREST

The Greenway Supacenta site has specific characteristics that distinguish it from other bulky goods retail sites. Specifically, its location on the periphery of the Wetherill Park employment precinct make it ideally positioned in terms of providing important services and facilities for the local workforce. This was recognised by Council, as evidenced by the introduction of site specific controls (Clause 25G of FLEP 1994). The introduction of site specific controls in 2003 was subject to a detailed analysis of the potential for the site to perform an industrial service centre role. The significant time and resources invested in the process of pursuing the LEP amendment by both Council and the landowner were not recognised in the preparation of FLEP 2013.

Where the site specific controls applicable to the site pursuant to Clause 25G of FLEP 1994 encourage the industrial service centre function of the site, the current LEP controls apply generic controls to the site that fail to recognise the strategic significance and uniqueness of the site. These qualities were the reason for site specific controls being established under LEP Amendment No. 87.

ECONOMIC IMPACTS

The approach to the technical and practical issues arising from the translation of the previous LEP controls into the standard template with respect to the site was to discard the site specific controls entirely. The repeal of the site specific controls applicable to the site has resulted in the down zoning of the land when compared to the site specific provisions under FLEP 1994. This was done in the absence of any supporting research to quantify or qualify the associated impacts, including economic impacts on the land owner. The existing retail, business and office uses must rely on existing use rights as the basis of permissibility necessitating a development application to be lodged for extremely minor proposals which would typically be dealt with as exempt or complying development (e.g. retail fit out tenancies). The cost and time implications of the DA process impacts on the ability of the centre to attract new tenants.

Retail, business and office uses are an established feature of the site. These uses are compatible with and complementary to the predominant use of the site for bulky goods retail. Allowing a moderate level of retail, business and office uses to continue within the site has not eroded the core purpose of the site for bulky goods retail, impacted on the employment uses of Wetherill Park or resulted in adverse economic impacts on existing centres within the LGA.

An economic analysis of the proposal has been undertaken and is attached at Appendix C. The key findings from this report are summarised below.

The Role of Greenway Supacenta within the Fairfield Centres Hierarchy

The centres within proximity to the site include:

- **Stockland Wetherill Park** (known as Prairiewood Subregional Town Centre) approximately 2.4km to the south of the site. The centre performs well and achieved sales in excess of \$250 million in 2013-2014. The centre is anchored by a Woolworths supermarket, Big W and Target Discount Department store. It also accommodates around 100 specialty retailers. The centre is currently undergoing redevelopment which will introduce a second supermarket and a further 100 specialty stores. Completion is expected March 2016.
- **Wetherill Park Market Town** approximately 1.2km to the west of the site. The centre is anchored by a Supa IGA supermarket and has around 30 specialty stores.

Greenway Supacenta is primarily a bulky goods retail centre providing large format homemaker retailing for households within the Fairfield LGA and environs. 40% of the centre's existing floorspace is used for bulky goods retailing.

In addition to its role as a bulky goods centre, Greenway Supacentra performs an important role as a service centre for the larger worker market within the Wetherill Park industrial area. Wetherill Park provides employment for around 19,000 workers. The Supacentra is well positioned to provide day-to-day services and facilities for the local workforce reducing their need to travel longer distances to access such facilities.

The Supacentra does not include a supermarket, nor is the intention of the applicant to develop a supermarket within the site. In this regard, a provision restricting the floorspace of any future retail tenancy within Units 1-7 of Greenway Plaza is proposed thereby preventing a future supermarket from being developed in this location. In traditional shopping centres, supermarkets are the key anchor tenant and the main driver of foot traffic and sale for other specialty retailers. The lack of a supermarket limits the attractiveness of the centre to local shoppers when compared to the centres at Prairiewood and Wetherill Park.

The analysis confirms that there are no potential adverse economic impacts associated with the proposed LEP amendment.

5 Part 3 – Justification and the Process for their Implementation

5.1 SECTION A – NEED FOR THE PLANNING PROPOSAL

Q1. IS THE PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

The Planning Proposal is not the direct result of a specific strategic study or report. The need for the proposed LEP amendment has arisen due to an anomaly created through the introduction of Fairfield Local Environmental Plan 2013. The repeal of site specific provisions relating to the Greenway Supacentra site within the previous environmental planning instrument that applied to the land (Fairfield LEP 1997) which allowed retail and business use has created an inconsistency between the uses permissible pursuant to the LEP zoning of the site and existing development within the southern wing of Greenway Plaza. The planning proposal seeks to address this inconsistency.

Q2. IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

The Planning Proposal is the best means of achieving the objectives of the project. The site is suitably zoned to permit bulky goods retail, being the primary focus of the shopping centre, but an extension of the permissible uses is required to address those parts of the site (namely the southern wing of Greenway Plaza) where existing (lawful) retail, business and office uses are prohibited as a result of the repeal of site specific LEP provisions that previously applied to the site following the gazettal of Fairfield LEP 2013.

The Planning Proposal seeks to replicate the site specific provisions of Clause 25G of FLEP 1994 as far as possible. As discussed in Section 2.2.3, the land use definitions used within FLEP 1994 differ to those adopted in FLEP 2013. The land uses proposed to be included in the LEP amendment are considered to be comparable with those uses permissible within the site pursuant to Clause 25G of FLEP 1994. The proposal does not seek to allow for additional land uses within the site, over and above the shop and business uses envisaged under Clause 25G.

With respect to shop use, Clause 25G sought to prevent the development of supermarkets within the site. In this regard, a provision to restrict the floor space of shops to a maximum 1,500sqm within the site is proposed.

Alternative approaches have been considered but rejected as follows:

- Restricting shop use to neighbourhood shops in this case is not considered to be an appropriate option as Clause 5.4 of the LEP restricts the floor space of neighbourhood shops as follows:

(7) Neighbourhood shops

If development for the purposes of a neighbourhood shop is permitted under this Plan, the retail floor area must not exceed 80 square metres.

The existing retail tenancies within Units 1-7 of the Greenway Plaza range comprise gross leasable areas ranging from 27sqm to 1,178sqm.

- *Supermarkets* are not defined within FLEP 2013 (or in any other relevant legislative document). It is therefore not considered appropriate to introduce a clause that would specifically exclude supermarkets as a permissible use within the site.

5.2 SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Q3. IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS OF THE APPLICABLE REGIONAL AND SUB-REGIONAL STRATEGY (INCLUDING THE SYDNEY METROPOLITAN STRATEGY AND EXHIBITED DRAFT STRATEGIES)?

Yes, for the reasons outlined below.

THE METROPOLITAN PLAN FOR SYDNEY 2036 + DRAFT 2031 PLAN

The Metropolitan Plan for Sydney 2036 (“Metro Plan”) seeks to respond to the key challenges facing Sydney such as a growing and changing population, the need to locate more jobs closer to home, more efficient transport, tackling climate change and enabling a more sustainable city. Central to achieving these challenges is a focus on developing a ‘City of Cities’ structure which is defined by a compact, multi-centred and connected city structure enabling people to spend less time travelling to access work, services, markets or regional facilities. The Plan positively encourages well designed, higher density development within walking distance of existing public transport infrastructure.

The site falls within the West Central Subregion. The *draft West Central Subregional Strategy* applies to the Fairfield LGA. The subregion is described as being rich in cultural diversity and containing a large network of eight Town Centres which generally act as important anchors of retail, services and community facilities. The Subregional Strategy identifies the site as being within the Wetherill Park employment area. Wetherill Park is identified as being the largest employment precinct employment precinct in the West Central Subregion, comprising an area of 600 hectares. The precinct accommodates a range of employment uses with a particular focus on light manufacturing, urban services and transport and logistics.

In considering the provisions of the draft Sub-regional strategy, the Planning Proposal is consistent with and will further the sub-regional strategy in the following respects:

- It will continue to provide significant employment and broader economic benefits to the locality and contributes to the strategic direction of the strategy to “*provide local employment opportunities.*”
- The proposal will not impact on regionally significant employment lands. It does not involve any change to the zoning or existing uses which currently exist.
- The proposal will help to ensure that Greenway Supacenta continues to perform its established role as an Industrial Service Centre, accommodating important local facilities and services which catering to the day-to-day needs of the local workforce.
- The proposal will help to ensure the continued vitality and viability of the Greenway Supacenta and as such will help to retain local jobs.
- The site will continue to be utilised to provide local employment.

DRAFT METROPOLITAN STRATEGY FOR SYDNEY 2031

The Metro Plan is currently under review. The Draft Metropolitan Strategy for Sydney was released on 18 March 2013 and was exhibited until 30 April 2013. At this stage the Strategy has not been formally adopted. The key messages of the current Metro Plan are restated and reinforced in the draft strategy.

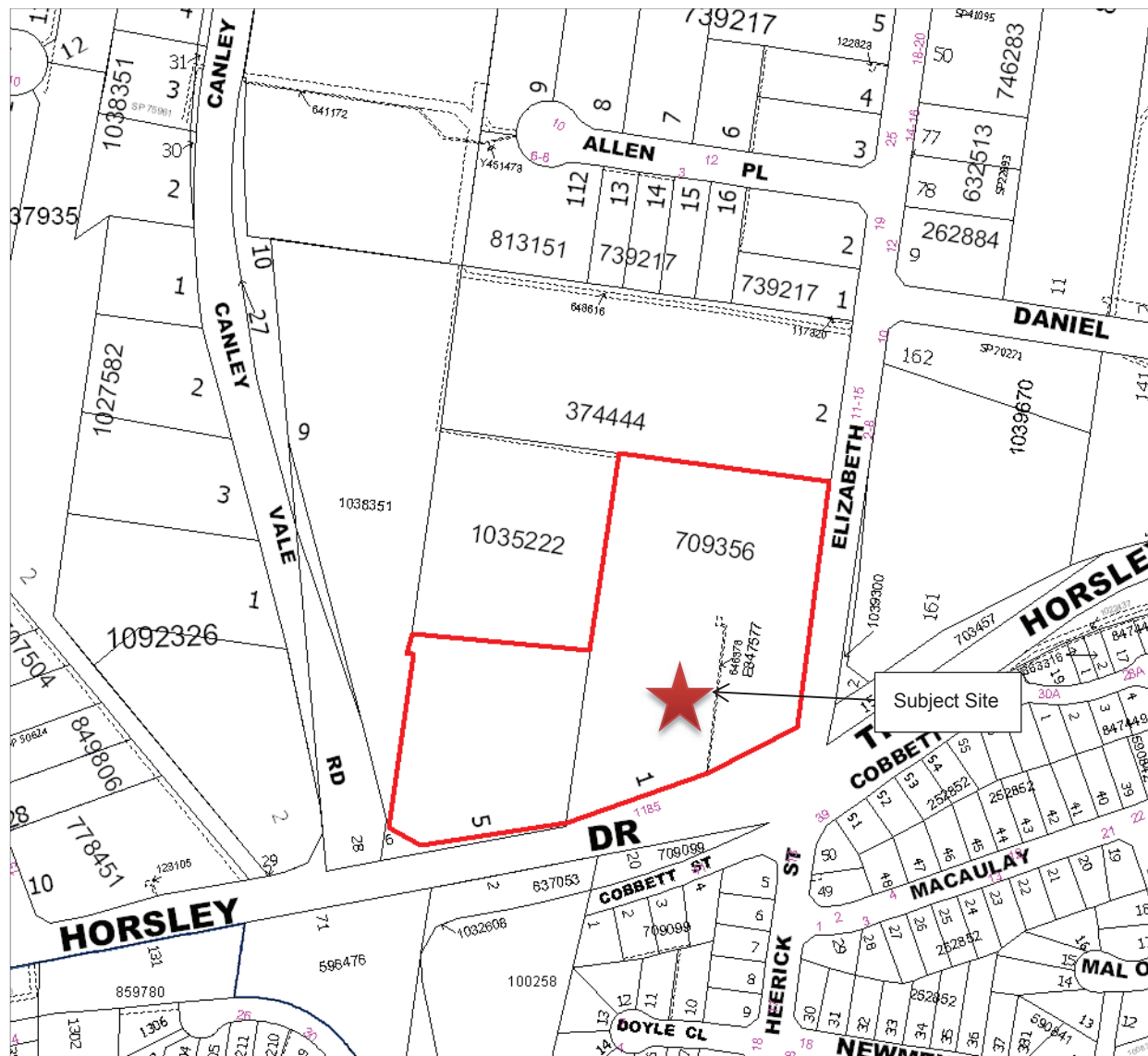
The site is located within the South West subregion, as defined by the draft Strategy. The employment target for the subregion is 134,000 new jobs to 2031.

Q4. IS THE PLANNING PROPOSAL CONSISTENT WITH A COUNCIL’S LOCAL STRATEGY OR OTHER LOCAL STRATEGIC PLAN?

Yes. The Fairfield Employment Lands Strategy (February 2008) was prepared to inform the conversion of FLEP 1994 to the standard template LEP. The strategy included consideration of the Greenway

Supacenta site, including its future zoning and function. Of particular relevance to the proposal, the strategy recommends that Central Services Facility nodes be included within Wetherill Park to provide daily services for the working population in the industrial area. The site forms part of one of the proposed CSF sites comprising an area west of Daniel Street bounded by Elizabeth Street to the east, Canley Vale Road to the west and The Horsley Drive to the south. The proposal is entirely consistent with the strategy as it would reinforce Greenway Supacenta as a “central services facility.”

FIGURE 5 – FAIRFIELD EMPLOYMENT LANDS STRATEGY - PROPOSED CENTRAL SERVICES FACILITY



Q5. IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

The Planning Proposal is consistent with the relevant State Environmental Planning Policies as summarised below.

SEPP	CONSISTENCY	CONSISTENCY OF PLANNING PROPOSAL
SEPP 1 – Development Standards	Yes	The Planning Proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development	Yes	The Planning Proposal will not contain provisions that will contradict or would hinder the application of the SEPP. The proposal will support the application of the SEPP to the site which will contribute to the transparency of the planning controls applicable to the site.
SEPP 6 – Number of Storeys in a Building	Yes	The Planning Proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 22 – Shops and Commercial Premises	Yes	The Planning Proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP 55 – Remediation of Land	Yes	The site is occupied by an existing shopping centre. No change of use is proposed. The site is not subject to any known contamination that would prevent its ongoing use as a shopping centre.
SEPP 64 – Advertising and Signage	Yes	The Planning Proposal will not contain provisions that will contradict or would hinder the application of the SEPP.
SEPP (Infrastructure) 2007	Yes	State Environmental Planning Policy (Infrastructure) 2007, sets out requirements for various public authority and infrastructure works throughout the state. In addition, it requires the referral of certain traffic generating development to the RMS during the DA assessment process. Any required referral will be triggered at DA stage and does not impact a land rezoning. Traffic generation, parking and access are addressed in Section 5.3.
Draft SEPP (Competition) (2010)	Yes	The proposal has considered the draft SEPP, namely the objectives to remove artificial barriers on competition between retail businesses and is considered consistent with the draft SEPP.

Q6. IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S.117 DIRECTIONS)?

The Section 117 Ministerial Directions (under Section 117(2) of the Environmental Planning and Assessment Act, 1979) provide local planning direction and are to be considered in a rezoning of land. The relevant Section 117 considerations are considered below.

DIRECTION	COMMENT
1.1 Business and Industrial Zones	The proposal is consistent with the Direction as follows: ▪ The proposed development will have a positive employment impact, providing for ongoing opportunities for new jobs. ▪ The proposal will not undermine the integrity and core purpose of the Greenway supacenta for bulky goods retail.
1.2 -1.5	Not Applicable
2.1-2.4	Not Applicable
3.1 -3.3	Not Applicable
3.4 Integrating Land Use and Transport	The proposal is consistent with the direction for the following reasons: ▪ The site supports the principle of integrating land use and transport. ▪ The site exhibits good access to public and private transportation use, being adjacent to The Horsley Drive. ▪ The site's proximity to the existing Wetherill Park workforce will provide opportunities for employees to access the site reducing their need to travel for day-to-day services and facilities.
3.5-3.6	Not Applicable
4.1 -4.2	Not Applicable
4.3 Flood Prone Land	The proposal is not intended to facilitate changes to the existing built form within the site. New development will be required to address flood constraints within the site.
4.4	Not Applicable
5.1 -5.8.	Not Applicable
6.1 Approval and Referral Requirements	This is an administrative requirement for Council.
6.2 Reserving Land for Public Purposes	This is an administrative requirement for Council.
6.3 Site Specific Provisions	The Planning Proposal has been prepared in accordance with the provisions of the Standard Instrument and in a manner consistent with the Fairfield LEP.
7.1 Implementation of the Metropolitan Plan	The planning proposal is consistent with the aims of the Metropolitan Plan as detailed previously within the Planning Proposal.

5.3 SECTION C – ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Q7. IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

No. The site is located within an established urban area. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative ecological impacts are minimal.

Q8. ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

The key environmental considerations associated with the project are as follows:

Flooding

The site has been identified within the draft Wetherill Park Overland Flow Study as being flood affected. At the time of writing, the study had not been adopted by Council. We understand that the Greenway Plaza building is situated on land that is identified as being flood affected. Council has recommended that an Evacuation and Site Emergency Response Flood Plan be prepared for the site.

The proposal does not propose any alterations or additions to existing built development within the site. Should physical changes be proposed in the future, a development application would be required and this would include consideration of the provisions of Chapter 11 of the Fairfield City Wide DCP 2013.

Traffic

The proposal will not involve any changes to the existing uses or quantum of floor space within the site. Existing parking, traffic and access arrangements are currently satisfactory and will remain unchanged.

As part of a recent development application for a new medical centre within the site, a comprehensive traffic and parking analysis was undertaken. A copy of this report is attached at Appendix D. The findings of this report are relevant to the Planning Proposal providing confirmation that the existing parking and traffic management measures which service the retail and business uses, alongside the wider Greenway Supacentra site, are acceptable.

The analysis was supported by parking accumulation surveys which were carried out on Thursday 4 April 2013 and Saturday 6 April 2013. The survey results indicated the following:

- A total of 672 spaces within the Greenway Supacentra site.
- Peak parking accumulation on Thursday was 464 parked cars at midday (212 unoccupied spaces).
- Peak parking accumulation on Saturday was 449 parked cars at 11am (227 unoccupied spaces).
- Parking for an additional 38 cars was proposed as part of the DA for the medical centre which would result in the total availability of **710 spaces within the site**.

The report confirms that adequate parking is available within the site to accommodate the demands of the existing bulky goods and other uses, combined with the parking demands of the proposed medical centre.

Traffic generation of the existing uses combined with the proposed medical centre was also undertaken. The assessment findings are as follows:

- 234 vehicle trips per hour during the morning peak period
- 220 vehicle trips per hour during the evening peak period

- 400 vehicle trips per hour during the weekend peak period

Overall, it is considered that the site will not result in any significant environmental effects that would preclude the proposed LEP amendment.

Q9. HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

The Planning Proposal is accompanied by an Economic statement which provides an assessment of the potential economic impacts of the proposed LEP amendment (refer to Appendix C). The analysis confirms that the proposal will not result in potential adverse economic impacts as follows:

- Existing retail activity within the centre is not having any adverse impact on the Fairfield Centres hierarchy. Centres in the vicinity of the site experience strong trade.
- The retail tenancies perform an ancillary role to the principal focus of the centre, being for bulky goods retail.
- The office tenancies within the mezzanine level are complementary to the prevailing land uses.
- Greenway Plaza plays a role in providing convenient retail options for the local Wetherill Park workforce. There is currently limited provision locally.
- The existing planning controls are having an adverse economic impact on the operation of the Greenway Supacenta, causing time and cost delays associated with minor development application matters. Given the prominent location of Units 1-7 vacancies have a knock-on impact on the appearance and vitality of the entire site. Addressing the existing planning controls as proposed will ameliorate these impacts and assist in improving the performance of the centre generally.

In summary, the proposal will result in positive social and economic effects as follows:

- Maintaining jobs to support the local population, enabling people to live, work and shop within their local area.
- Ensure the ongoing vitality and viability of the Greenway Supacenta by eliminating the time and cost impediments created by the current planning controls.
- Improving the opportunities for a range of shopping to be done in a single journey by maintaining local scale retail and business facilities adjacent to an established employment area.
- Proximity to labour markets: The proposal will allow for the continued role of Greenway Supacenta as a service centre, providing a limited level of retail and business floor space to meet the day to day needs of the local workforce (within Wetherill Park).

5.4 SECTION D – STATE AND COMMONWEALTH INTERESTS

Q10. IS THERE ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PLANNING PROPOSAL?

Yes. The site is served by existing utility services. The proposal involves the continuation of existing uses within the site. Accordingly, it is not anticipated that unnecessary or additional demands will be placed on public infrastructure.

Q11. WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

No consultation with State or Commonwealth authorities has been carried out to date on the Planning Proposal. It is acknowledged that Fairfield Council will consult with relevant public authorities following the Gateway determination.

6 Part 4 – Mapping

A draft Key Sites Map is attached at Appendix B.

This page is intentionally blank

7 Part 5 - Community Consultation

7.1 PUBLIC CONSULTATION

No formal public community consultation has been undertaken to date in regard to this Planning Proposal.

The Planning Proposal will be publically exhibited in accordance with the requirements of the Gateway Determination.

It is anticipated that the proposal would be notified by way of:

- A public notice in the local newspaper(s).
- A notice on the Fairfield Council website.
- Written correspondence to adjoining and surrounding landowners.

The Planning Proposal is likely to be publically exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

7.2 PRELIMINARY CONSULTATION WITH COUNCIL

A meeting was held with Fairfield City Council staff on 24 October 2014 to discuss the planning proposal. In an advice letter dated 6 November 2014 Council officers confirmed the following requirements for the planning proposal submission:

TABLE 4 – CONSULTATION WITH COUNCIL OFFICERS

ISSUE	RESPONSE
Prohibition of supermarkets Clause 25G of the previous LEP permitted shops and business premises within specific units on the subject site however the clause specifically prohibits supermarkets. Any planning proposal will need to demonstrate that supermarkets will continue to be prohibited on the subject site (despite permitting shops) and the proposed LEP amendment will need to reflect this accordingly. Should the DPE maintain its previous position to zone the site to a business zone, it will be highly unlikely that Council officers will be able to support the planning proposal due to the reasons mentioned above.	 It is not the intention of the proposal to allow for supermarkets within the site. Accordingly, a provision to restrict the floor space of a single retail tenancy to 1,500sqm is proposed. Consideration has been given to restricting shop use to "neighbourhood shops." This approach is not considered to be appropriate as it would unreasonably restrict the floor space of the retail tenancies to 80sqm with a number of the existing retail tenancies exceeding this floor space limit.
Mapping Clause 25G of the previous LEP identified specific units for which the additional permitted uses applied. Consideration will need to be given as to how this will be incorporated into the current Fairfield LEP 2013 e.g. mapping only the portion of the building that the amendment applies to on the Key Sites map. It would be advisable to liaise further with the Regional (Parramatta) Office of the DPE to determine the best way to approach dealing with this prior	 A draft Key Sites map is included at Appendix B. The map limits the application of the amendment to the southern wing of Greenway Plaza.

ISSUE	RESPONSE
to lodging the planning proposal. Council officers will not support identifying the whole site for the planning proposal. Council officers will not support for the purposes of enabling additional permitted uses of shops and business premises.	
Retail and Business Premises Floor Space Issues It is noted that the intention of Clause 25G was to restrict retail and business premises within specific units rather than encourage their expansion. Accordingly, given that a floor plan cannot form part of the LEP, consideration of how the proposal can control the existing quantum of floor space designated towards shops and business premises within the framework of the LEP template, needs to be addressed as part of the planning proposal. As outlined in the point above, an accompanying map could identify only the portion of the building that the amendment applies to on the Key Sites map in addition to the other controls restricting the floor space designed to shops and business premises.	As above.
Economic Impact Assessment Council officers acknowledge that the proposal seeks to reinstate the provisions that previously applied under the Fairfield LEP 1994 and does not seek to increase or develop additional retail / business floor area. Furthermore, the uses you are seeking to formalise are existing and have been operating in accordance with previous planning provisions. Given the above, it is not considered that Council will require a comprehensive economic impact assessment for the proposal however, comments and analysis will still be required as part of the planning proposal in order to address the potential economic impacts of the proposal on surrounding town centres.	An economic impact statement accompanies the planning proposal at Appendix C.
Traffic It is considered appropriate that the planning proposal provides further details that the reintroduction of additional permitted uses will not have adverse impacts on the existing traffic and car parking arrangements.	The traffic impacts of the proposal are addressed at Section 5.1.
Floor Plans It is requested that current floor plans including floor space also be provided as part of the planning proposal. The plans should also clearly identify the location of businesses subject of the planning proposal.	Floor plans are attached at Appendix A.

8 Part 5 – Project Timeline

It is anticipated that the LEP amendment will be completed within 6-9 months. An indicative project timeframe is provided below.

TABLE 5 – INDICATIVE PROJECT TIMELINE

STAGE	DATES
Consideration by Fairfield Council	February 2015
Planning Proposal referred to Department of Planning and Environment for Gateway determination	February 2015
Gateway determination by Department of Planning and Environment	April 2015
Commencement and completion of public exhibition	May 2015
Consideration of submissions and consideration of the proposal post exhibition	June 2015
Date of submission to the Department of Planning and Environment to finalise the LEP	July 2015

This page is intentionally blank

9 Conclusion

This Planning Proposal seeks an amendment to Schedule 1 Additional Permitted Uses of Fairfield Local Environmental Plan 2013 to introduce retail and business uses as additional permitted uses at 1183-1185 The Horsley Drive, Wetherill Park.

The Planning Proposal is intended to address the inconsistency between the existing land uses on the site and the applicable planning controls. There are a number of significant reasons for Council to support this request and prepare a Planning Proposal as follows:

- In its current form FLEP 2013 fails to reasonably and fairly recognise the existing land uses of the site as reflected in the planning controls that applied under FLEP 1994.
- The introduction of FLEP 2013, specifically the repeal of site specific provisions which permitted commercial uses within the site, amounted to a “down zoning” of the subject land. This has resulted in unreasonable economic impacts on the land owners.
- FLEP 2013 fails to recognise the economic and social benefits of the site in local terms. The centre performs an important role as an industrial service centre providing services and facilities for the local workforce.
- FLEP 2013 ignores the investment made by both the land owners and Council in establishing the site specific controls that applied under Clause 25G of FLEP 1994.

Accordingly, we urge Council to amend FLEP 2013 to reintroduce retail, business and office premises as permissible uses within the site consistent with the provisions of Clause 25G of FLEP 1994.

Urbis

November 2014

Disclaimer

This report is dated November 2014 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Gaintak Investments Pty Ltd (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Appendix A

Site Plan

This page is intentionally blank

Greenway Supa Centa & Greenway Plaza
1183 - 1187 The Horsley Drive, Wetherill Park, NSW

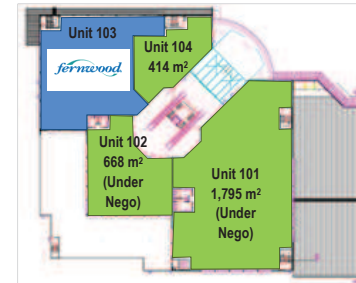
THIS PLAN IS NOT TO SCALE, IS ONLY INDICATIVE, AND IS SUBJECT TO CHANGE.
Date: 05 November 2014



- Leased
- For Lease - subject to vacant possession
- Under Offer / Terms Agreed / Lease Issued
- Vacant



Greenway Supa Centa - First Floor



Tenant Directory

- 1A Joe Papandrea Butchery (proposed)
- 1B Joe's Fruit World
- 1E Real Estate Agency (proposed)
- 1F Future Tenancy For Lease (proposed)
- 1G Future Tenancy For Lease (proposed)
- 1H Ray White
- 1J Just Baked Patisserie
- 1K Joe's Deli (proposed)
- 1L Accounting Business (proposed)
- 2 Italian Shoes
- 3 Westpac Bank
- 4 Anton's Hair Dressing
- 5 Unique Cafe
- 6A Juice Bar (proposed)
- 6B Café or Beauty Salon (proposed)
- 6C Tobacconist (proposed)
- 7A Angelo Jo's Dry Cleaners
- 7B Penrith Seafood
- 7C A & H Bakery
- 9 La Royale Patisserie
- 9A Indulgence Collection
- 10-10A Anytime Fitness
- 11A My Beautiful Rugs (proposed)
- 11B Godfreys
- 11C Thai Central
- 11D One Stop Battery Shop
- 11E Future Tenancy (proposed)
- 12A Powerhouse Health & Nutrition
- 12B&12C Guzman y Gomez
- 13A Subway
- 13B Domino's Pizza
- 14 Red Rooster
- 31-36 Officeworks
- 37-41 The Good Guys
- 42-43 Supercheap Auto
- 44-45 BCF (Boating Camping Fishing)
- 46-47 Sneaker Sports
- 48 For Lease (Under Nego)
- 49-61 For Lease (Under Nego)
- 101, 102, 104 For Lease (Under Nego)
- 103 Fernwood
- 62-63 Petbarn
- 64-69 Spotlight
- 70-71 Beds R Us
- 72 Roads & Maritime Services (formerly RTA)
- K1 Kiosk 1 Cafe
- K2 Havana Café
- Suite 1&2 Four J's Group
- Suite 3 AR Design
- Suite 3A Global Skills
- Suite 4 Carro & Associates
- Suite 5A Gino J Coiera & Co Accountants
- Suite 6 Property Sales and Leasing

Disclaimer: Greenway Australia Properties Pty Ltd and Gaintak Investment Pty Ltd as a general overview provide the content of this plan for information purposes only. While reasonable care has been taken in the preparation of this plan, no warranty is made as to the accuracy, reliability, completeness or currency of this information. Greenway Australia Properties Pty Ltd and Gaintak Investment Pty Ltd disclaim all liability for any loss or damage which may arise from reliance upon the information contained in this plan. Any recipient of this plan must undertake an independent assessment of its content and verify all information on which it intends to rely to its own satisfaction. Any reliance by a recipient on any information contained in this plan is solely at the recipient's own risk.

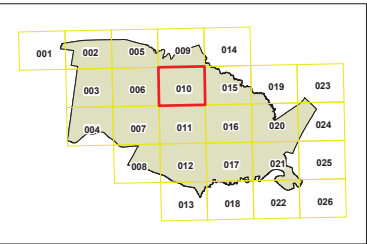
Appendix B

Draft Key Sites Map

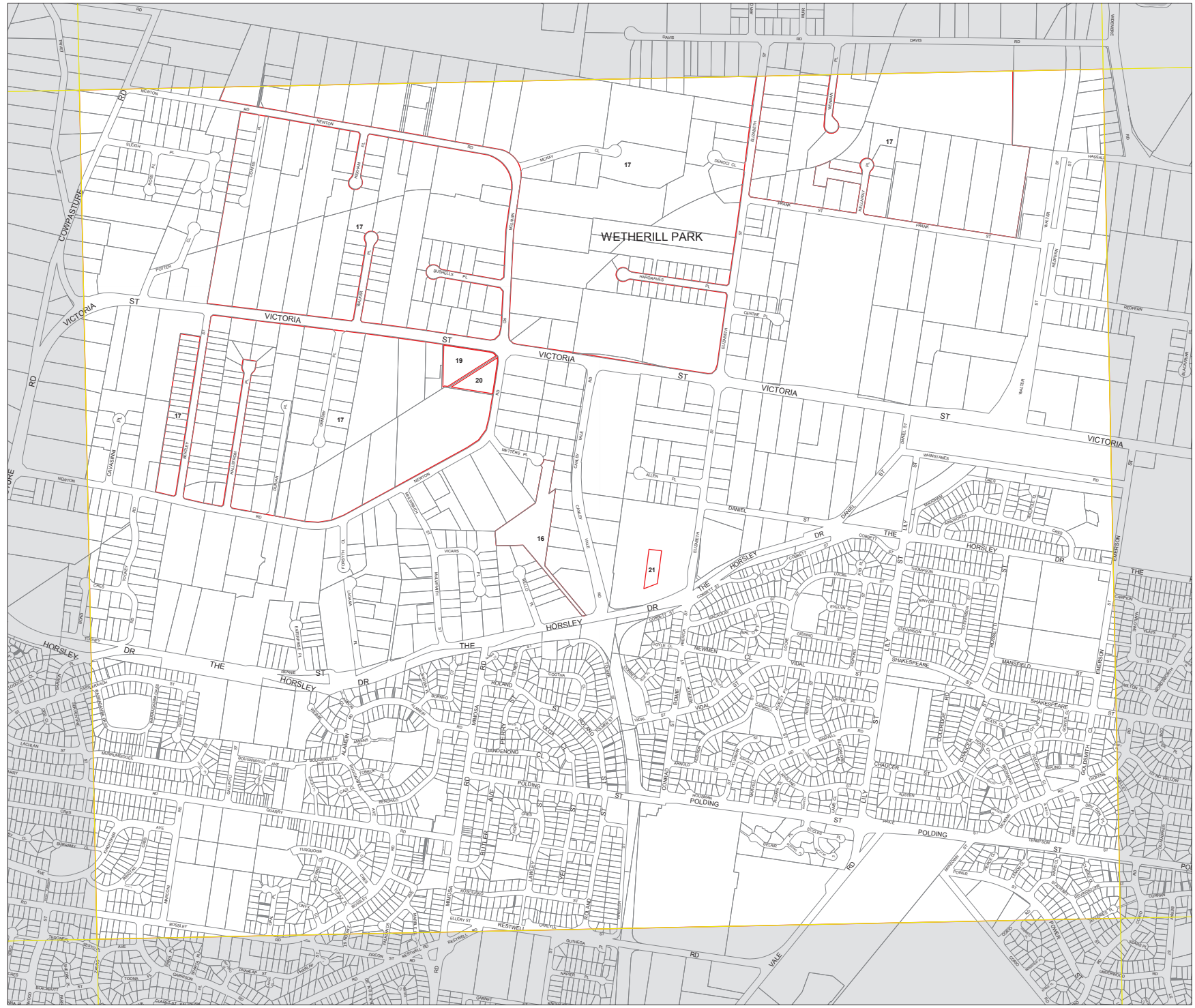
This page is intentionally blank

Key Sites Map - Sheet KYS_010
 DRAFT

Key Sites
 Site
Cadastral
 Cadastral 31/01/2014 © Fairfield City Council



N
 0 200 400 Metres
 Scale 1:10,000 @ A3
 Projection GDA 1994 Zone 56
 Map identification number:
 2850_COM_KYS_010_010_20140217



Appendix C

Economic Statement

This page is intentionally blank

17 November 2014

The Manager
City Development Group
Fairfield City Council
86 Avoca Road
WAKELEY NSW 2176

Dear Sir / Madam,

Proposed LEP Amendment - Greenway SupaCenta and Plaza, Economic Analysis

Urbis has been appointed by Gaintak Investments Pty Ltd, the owner of Greenway Supacenta to consider the economic impacts associated with the proposed LEP amendment pertaining to existing retail and business tenancies within the Greenway Plaza building.

SUMMARY OF FINDINGS

Our analysis confirms that there are no potential adverse economic impacts associated with the proposed LEP amendment. Moreover the amendment is likely to result in economic benefits to the centre and to Fairfield City Council. This is based on the following:

- There is no evidence to suggest that the continued operation of retail tenancies within Greenway Plaza are having any adverse impact on retailing within the Fairfield Centres hierarchy. We understand that the nearby Stockland Wetherill Park centre trades strongly and is undergoing a major expansion. We understand that nearby Wetherill Park Market Town also has refurbishment plans. Both are anchored by supermarket retail tenants, and the Stockland Centre also contains two Discount Department Stores.
- Based on official population forecasts for the Fairfield LGA and forecast per capita spending growth, resident retail expenditure is forecast to increase by around **\$40 million** per annum between 2014 and 2026, equal to an additional **\$447 million** in total. This provides substantial opportunities for existing Fairfield retailers to capture a share of this spending growth and enhance their performance. All Fairfield retailers therefore have the opportunity to do-better moving forward.
- Retail tenancies within Greenway Plaza perform an ancillary role to the SupaCenta, which is an established bulky goods centre within the Fairfield Centres hierarchy. Greenway Plaza retailers are focused on capturing incidental spending from bulky goods customers. Bulky goods purchases are typically made infrequently, therefore the Greenway Plaza retail tenancies are also likely to be visited infrequently, but by customers from a broad geographic area. Their role is different from that of nearby centres which attract frequent spending on weekly and top-up items.
- The office tenancies within the mezzanine level of Greenway Plaza, which comprise 940 sq.m in total are ordinarily ancillary uses that would typically be found in any commercial centre. They accommodate centre management and local businesses within a broader employment area and are therefore complementary to prevailing land uses.
- Greenway Plaza also plays a role in providing convenient retail options for the worker market within the Wetherill Park employment lands north of The Horsley Drive. There is limited provision

for workers in this area to access shops and services at lunchtimes and during break periods. Greenway Plaza retailers contribute to meeting this demand as they are easily accessible and provide convenient at-grade parking.

- Existing planning controls are having an adverse economic impact on the operation of Greenway Plaza in terms of time and cost delays associated with minor DA matters. Due to the prominent location of Tenancies 1-7, vacant units have a knock-on impact on the appearance and vitality of the entire site. Normalising planning controls would therefore ameliorate these impacts and provide a benefit to the centre owner, current and prospective tenants, and to Fairfield City Council as the consent authority.

BACKGROUND

The proposed amendment seeks to retain 'retail, business and office premises' as permissible uses for Units 1-7 (ground floor) and Units 1-6 (mezzanine level) within the SupaCenta (the portion known as the southern wing of Greenway Plaza). This would maintain the permissibility of the current commercial uses, without having to rely on existing use right provisions for any minor DA matters (change of tenancy, fit out, signage etc.). The previous LEP included a site specific clause which permitted retail, business and office premises for these tenancies, separate from the balance of the site, where bulky goods uses are permissible but these other commercial uses are prohibited.

Effectively, the proposed LEP amendment will maintain and 'lock-in' the current tenancy arrangement within the Supacenta. The owner has advised Urbis that the intent is to allow the tenancies to remain as complementary retail uses, ancillary to the primary use of the site as a bulky goods centre. We are also advised that there is no intent to amalgamate tenancies 1-7 to create a single supermarket tenancy. We assume that Council could enforce this through an LEP provision if appropriate.

GREENWAY SUPACENTA

The Greenway Supacenta is located on the corner of The Horsley Drive and Elizabeth Street in Wetherill Park. It is a combined bulky goods and retail complex comprising approximately 29,000 sq.m of total floorspace and a 672 space car park.

The Centre is shown in *Attachment A*. Key components of the complex include:

- **Greenway SupaCenta:** An 'L' shaped development comprising approximately 22,300 sq.m of floorspace. The majority of the Greenway Supacenta is on one level. Current bulky goods tenants include Spotlight, Petbarn, BCF, Supacheap Auto, The Good Guys, Officeworks, Beds R Us and Godfreys. In mid 2014, the owner secured DA consent to convert the corner tenancies (tenancies 7 and 8) to create a 12,000 sq.m medical centre with an additional 38 parking spaces (at the time of writing the consent had not been activated).
- **Greenway Plaza:** A largely retail and service complex comprising approximately 6,500 sq.m of floorspace. Tenancies 1-7 (ground floor), which are the subject of the proposed LEP amendment, are located in the centre of the site and comprise around 3,330 sq.m. Current uses, which include a range of food retail, catering, retail services and non-retail uses are shown in the Table in *Attachment B*.

In addition, there is around 940 sq.m office floorspace at mezzanine level (Suites 1-6) which currently contains a number of local small businesses as well as the centre management office. These uses are similarly ancillary to the prevailing bulky goods / retail use across the site and comprise around 3% of total floorspace.

FAIRFIELD CENTRES HIERARCHY

The Fairfield Centres Hierarchy, as set out in Council's Retail & Commercial Centres / Activities Policy is shown in *Attachment C*.

The subject site is located 2.4km by car from Stockland Wetherill Park (identified as 'Prairiewood Subregional Town Centre' in Council's centres policy) and 1.2km on foot. It is also located 1.2km by car to the west of the Wetherill Park 'Market Town' local centre.

These two centres dominate the north western portion of the LGA, and in particular the residential areas to the south of The Horsley Drive. Other centres within the hierarchy serve trade areas further south into the areas around Bonnyrigg, Cabramatta and Fairfield.

Prairiewood is the defined town centre serving the north western portion of the current Fairfield LGA residential area. Based on data published in Shopping Centre News, we note that the Stockland Wetherill Park performs well and achieved sales in excess of **\$250 million** in 2013-14. It is anchored by a Woolworths supermarket, Big W and Target Discount Department Stores and includes around 100 specialty retailers. It currently provides **46,000 sq.m** retail floorspace and **61,000 sq.m** floorspace overall.

The centre is currently undergoing a **\$222million** redevelopment which will add a second supermarket around 100 extra specialty retailers. Stage 1 of the redevelopment is due to open in March 2015, with final completion of the centre in March 2016.

Upon completion, Stockland Wetherill Park is expected to be a very strong performing Sub Regional Shopping Centre and should further increase its market share within the north western portion of the Fairfield LGA.

The **Wetherill Park 'Market Town' centre** provides 5,800 sq.m retail floorspace. It is anchored by a Supa IGA supermarket (2,300 sq.m) and around 30 specialty shops. The centre was opened in 1981 and refurbished in 2002. According to the PCA Shopping Centre Database there are plans to refurbish the centre. The centre benefits from frontage to The Horsley Drive, increasing its accessibility and ability to attract passing trade.

The outlook for both of these centres is positive and neither appears to have been adversely affected by the ongoing operation of Greenway Plaza. Moving forward, redevelopment and refurbishment should further strengthen the role of both centres.

FAIRFIELD RETAIL EXPENDITURE MARKET

Retail expenditure growth within the Fairfield LGA will be driven by population growth and growth in per capita spending levels. Existing retailers will benefit from spending growth within the LGA resident market, and higher order centres with extensive trade areas (such as Fairfield and Bonnyrigg Plaza) will also benefit from growth in adjacent areas beyond the LGA boundary.

Population projections prepared for Fairfield City Council by Forecast ID indicate that the LGA population will grow by around **18,600 persons** between 2014 to 2031, equal to around **1,100 people per annum**. The population is forecast to grow from **197,832** in 2014 to **216,508** in 2031.

Retail spending estimates are derived using *MarketInfo*, a micro-simulation model developed by Market Data Systems Limited (MDS). This model, which is based on information from the national ABS Household Expenditure Survey (HES) and the Census of Population and Housing, uses micro-simulation techniques to combine a household's propensity to spend on particular commodities with the socio-economic characteristics of individuals to derive spending per capita estimates on a small area basis.

Across Fairfield LGA, the average per capita retail spending figure per annum is currently **\$9,671**.

Based on the 2011 Census data, per capita spending data provided from *Marketinfo* and the Forecast ID population forecast for Fairfield we estimate that retail spending by Fairfield residents is forecast to increase from **\$1.91 billion** in 2014 to **\$1.99 billion** in 2016, **\$2.18 billion** in 2021 and **\$2.4 billion** by 2026 (in constant \$2014, including GST). This is shown in Table 1.

Retail Spending Market

Fairfield LGA (in constant \$2014 dollars)

TABLE 1

	Food Retail	Food Catering	Apparel	Home- wares	Bulky Goods	Leisure/ General	Retail Services	Total Retail	Annual Growth	Pop Growth	Per Cap Spend Growth
2014	911.2	250.1	192.5	127.2	184.2	192.5	55.8	1,913			
2016	937.1	258.2	202.8	136.0	195.0	204.0	58.2	1,991	2.0%	0.6%	1.5%
2021	1,001.9	278.7	228.1	157.8	222.6	232.9	63.9	2,186	1.9%	0.5%	1.3%
2026	1,069.4	300.1	255.1	181.1	251.5	263.3	70.1	2,391	1.8%	0.5%	1.3%

Source : ABS; MarketInfo 2012; ForecastID; Urbis

This reflects an additional **\$447 million** available retail expenditure from Fairfield LGA residents between 2012 and 2026, equal to around **\$40 million** additional spend per annum over the period in constant \$2014 dollars.

By way of comparison, this level of expenditure growth is equal to approximately twice the current reported turnover of Stockland Wetherill Park, which currently provides 46,000 sq.m retail floorspace.

This level of spending growth presents a **highly favourable** year-on-year trading environment for existing Fairfield retailers and opportunities to support new retailers to enter the market.

ROLE OF THE CENTRE

The primary role of the subject site is a bulky goods centre providing large format homemaker retailing for households within the Fairfield LGA and environs. Around 40% of existing floorspace within the centre is used for bulky goods retailing, compared to around 11% which comprises the Greenway Plaza ground floor retail uses. A further 30% of existing floorspace is contained within the corner tenancies 48-60, and 101-104 which is currently being converted to a medical centre.

The bulky goods tenants – Spotlight, Petbarn, Beds R Us, Supacheap Auto, BCF, Goodguys and Officeworks – are national bulky goods operators and are the major drawcards to the centre. The closest competing homemaker centres are Homebase Prospect (8km to the north) and Megacentre Liverpool 14.5km to the south.

The former bulky goods precinct at Villawood, also within the Fairfield LGA, has changed its role and is now focused on leisure activities such as bowling and lazertag.

Bulky goods centres typically serve extensive regional catchments, generally extending up to 10 km through residential areas depending on specific competition factors and physical attributes of the surrounding area. This is because people make bulky goods purchases less frequently than other types of retail purchase, and are therefore used to travelling further distances by car to make specific bulky purchases.

The decision to purchase bulky goods items is generally made in advance of a planned shopping trip, unlike convenience or fashion shopping, which tends to be more spontaneous. Greenway Supacentra is therefore ideally positioned to provide bulky goods shoppers from a broad catchment with an

otherwise unplanned opportunity to top-up on household goods and services as part of the same shopping trip.

It is important to note that the subject site does not include a supermarket. In a 'traditional' shopping centre, supermarkets are the key anchor tenant and the main driver of foot traffic and sales for other specialty retailers. The lack of a supermarket limits the role and 'pull' of the retailing within Greenway Plaza and means that it is much more reliant on ancillary trade from visitors to the bulky goods retailers.

By contrast, centres at Prairiewood and Wetherill Park both contain supermarkets and are specifically designed and located to cater to the weekly and top up shopping needs of Fairfield residents.

WORKER MARKET

In addition to being complementary to the centre's bulky goods offer, a further benefit of the subject site is its ability to provide services for the large worker market within the Wetherill Park industrial area to the north of the Horsley Drive.

Bureau of Transport Statistics Data indicates that this area contains **19,000 workers**. These workers require access to services at lunchtime in particular, and the centre provides convenient vehicular access to catering, food retail and services such as hair dressing and dry cleaning and banking. These are uses that are readily available to CBD workers, but which are often in short supply in industrial areas.

The convenience and proximity of the subject site, with direct access off The Horsley Drive is similar to that offered by Market Town at Wetherill Park. This reduces the need for additional vehicular traffic from workers to drive into the residential areas around Prairiewood.

The lunchtime worker market therefore provides an additional source of trade for the retail tenancies, which is distinct from the Fairfield resident spending market and does not therefore dilute the amount of resident spending available to other centres within the hierarchy.

BENEFITS OF THE PROPOSED LEP AMENDMENT

The proposed LEP amendment will 'normalise' planning controls for the subject site and reduce the necessity to use existing use rights for minor operational matters. We understand that the reliance on existing use rights is leading to significant time delays in getting routine development approvals. The economic benefits associated with the amendment therefore include:

- Reduced costs (in the form of time savings) associated with minor development applications
- Reduced vacancy periods for tenancies
- Reduced 'blight' on the balance of the centre caused by vacant tenancies. As the Plaza occupies a prominent central position within the development, vacant tenancies can detract from the overall appearance and vitality of the centre
- A more marketable proposition for existing and potential tenants, and importantly
- Time and cost savings to Fairfield City Council as a result of a simplified planning approval process.

CONCLUSION

Our analysis demonstrates that Tenancies 1-7 perform an established role within the Fairfield LGA centres hierarchy, primarily as a top-up destination for bulky goods customers of the SupaCenta.

Centres in the vicinity of the subject site continue to perform strongly and are either in the process of expansion or have mooted refurbishment plans.

Therefore, there are unlikely to be any adverse economic impacts associated with the proposed LEP amendment, rather it can deliver benefits to the centre owner, existing and potential tenants and to Fairfield City Council as the consent authority.

On balance the proposed LEP amendment is supportable on economic grounds.

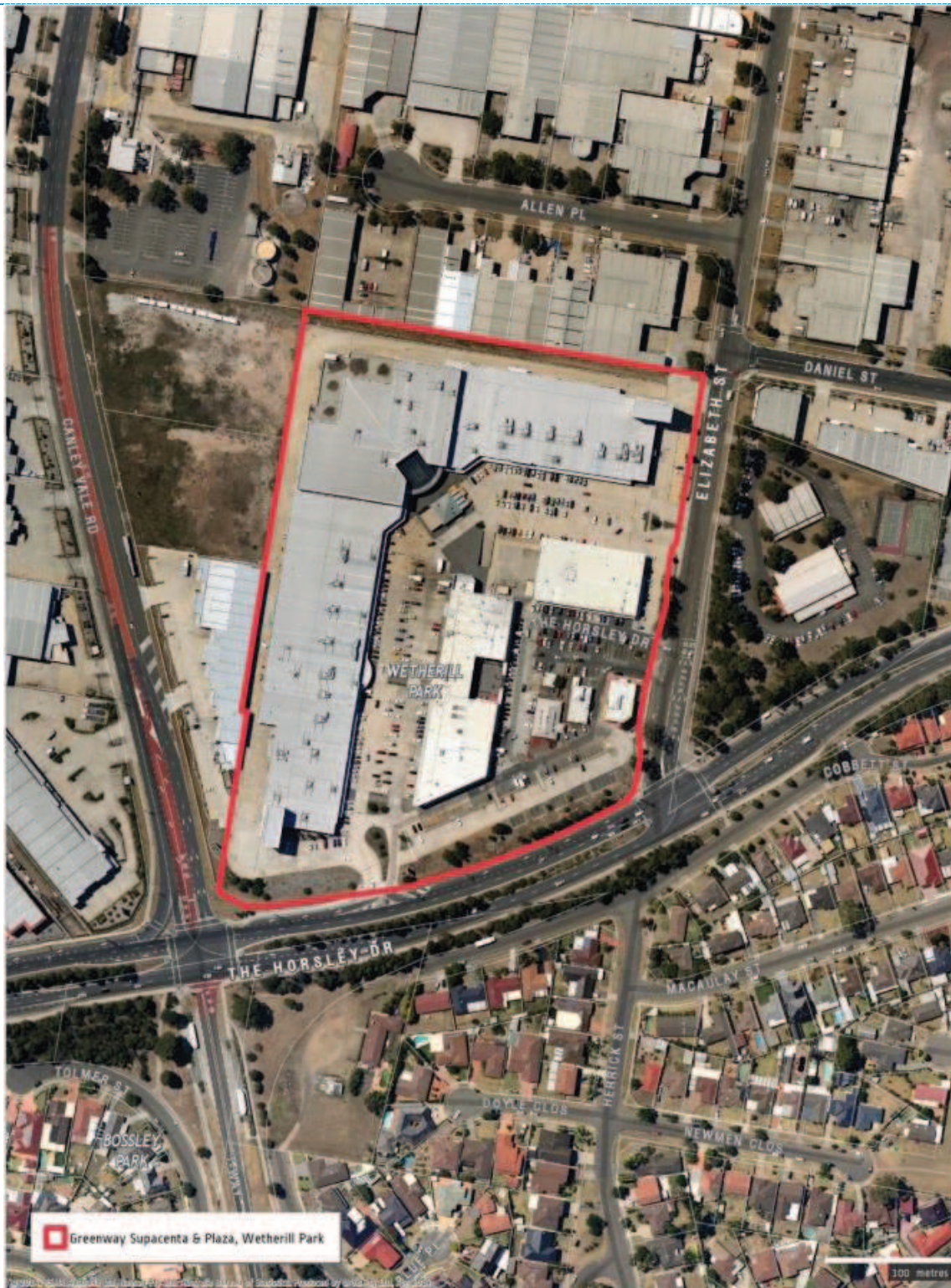
Yours sincerely,

A handwritten signature in black ink, appearing to read 'David Wilcox', is positioned below the closing. The signature is fluid and cursive.

David Wilcox
Associate Director

Attachment A: Greenway SupaCenta Map

GREENWAY SUPACENTA



Attachment B: Greenway SupaCenta – Current Uses

Retail Tenancies, Greenway Plaza

Subject to LEP Amendment

TABLE 2

Unit	Tenant	Category	Floorspace (sq. m)
1A, C, E, F, G	Vacant	Vacant	429
1B, 1K	Joes's Fruit World	Food Retail	1,178
1B	Outdoor kiosk	Food Retail	17
1D	Tobacco Kiosk	Leisure	51
1H	Ray White Real Estate	Non retail	77
1J	VLS Bakers	Food retail	47
1L	Vacant	Vacant	27
2	Italian Shoes	Apparel	75
3	Westpac Bank	Non Retail	469
4	Anton's Hair Dressing	Retail Services	101
5	Unique Café	Food Catering	120
6	Papandreas's Meats	Food Retail	126
7A	Angelo Joe's Dry Cleaners	Retail Services	130
7B	Penrith Seafood*	Food Retail	350
7C	A&H Bakery	Food Retail	130
Total			3,326
<i>Food Retail</i>			<i>1,848 56%</i>
<i>Non retail</i>			<i>546 16%</i>
<i>Vacant</i>			<i>456 14%</i>
<i>Retail Service</i>			<i>231 7%</i>
<i>Food Catering</i>			<i>120 4%</i>
<i>Leisure</i>			<i>51 2%</i>
<i>Apparel</i>			<i>75 2%</i>

*includes loading dock

Current Floorspace Greenway SupaCenta

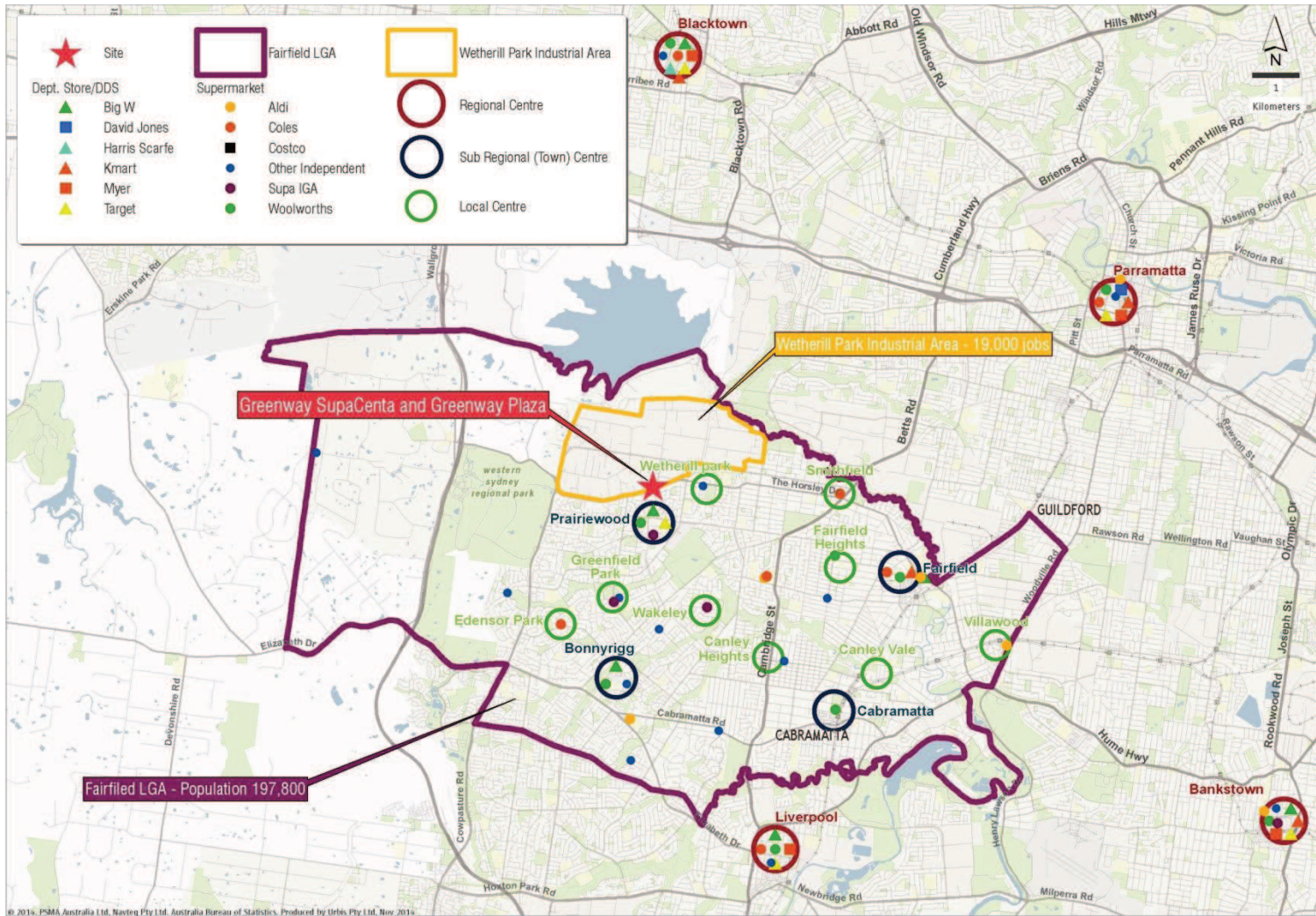
Greenway Supacenta and Plaza –

TABLE 3

Tenants	Gross Leasable Area (sq.m)
Greenway SupaCenta	
Bulky Goods	11,513
Vacant	8,995
Other	1,793
Total	22,300
Greenway Plaza	
Tenancies 1-7	3,326
Balance	2,299
Vacant	186
Office	939
Total	6,750
Total Centre	29,050

Source : Greenway Plaza/SupaCenta Tenancy Schedule ; Urbis

Attachment C: Fairfield Centres Hierarchy



Appendix D

Traffic Statement

This page is intentionally blank



**PROPOSED GREENWAY SUPACENTA MEDICAL CENTRE
CORNER OF THE HORSLEY DRIVE AND ELIZABETH STREET, WETHERILL PARK**

Traffic and Parking Assessment Report

6 August 2013

Ref: 13023

Prepared by

Terraflow Pty Ltd
Traffic and Parking Consultants

TABLE OF CONTENTS

1. INTRODUCTION	1
2. EXISTING SITE CONDITIONS.....	5
3. PROPOSED DEVELOPMENT	10
4. PARKING ASSESSMENT	13
5. SERVICING ASSESSMENT	20
6. TRAFFIC ASSESSMENT	22
7. CONCLUSION	31

APPENDICES

APPENDIX A	PLANS OF PROPOSED DEVELOPMENT PREPARED BY POC+P ARCHITECTS
APPENDIX B	PARKING ACCUMMULATION SURVEY DATA
APPENDIX C	TRAFFIC GENERATION CALCULATION FOR STAFF ONLY
APPENDIX D	TRAFFIC GENERATION CALCULATION FOR VISITORS ONLY
APPENDIX E	TRAFFIC GENERATION CALCULATION FOR STAFF AND VISITORS (COMBINED TOTAL)

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE



1. INTRODUCTION

This report has been prepared to accompany a development application (DA) to Fairfield City Council for a proposed medical centre development within the Greenway Plaza/Supacenta complex located on the corner of The Horsley Drive and Elizabeth Street, Wetherill Park (Figure 1).

As can be seen on Figure 2, the proposed medical centre is located in the north-west corner of the site and will occupy Units 7 and 8 of the existing Greenway Supacenta development. The Fernwood Gymnasium currently operating on the first floor level of Unit 7 will be retained.

The proposal will ultimately convert 8,996m² of approved bulky goods retail floorspace in Units 7 and 8 to a medical centre known as “GREENWAY SUPAMEDICAL” and will comprise the following components:

Ground Level

- 210m² Pharmacy
- 147m² Pathology lab
- 685m² Medical Imaging/Radiology
- 992m² Day surgery
- 216m² Allied Health
- 47m² Health/Wellness/Cafe promotion kiosks
- 50m² Gifts/Flower shop
- 393m² Consulting rooms (up to 7 rooms)
- 265m² Physio/Chiropractic Centre (up to 9 rooms)
- 305m² General Practitioner Clinic (up to 6 rooms)
- 377m² Dental Clinic (up to 4 rooms)
- 326m² Hypoxia/ Hyperbaric Clinic (1 room)
- Hydrotherapy Pool

Mezzanine Level

- 1117m² Medical suites (9 rooms)
- 225m² Administration/Management
- 226m² Board Room / Meeting Room



First Floor Level

- 222m² Allied Health, speech pathology (5 rooms)
- 2502m² Private Hospital (44 rooms)
- 180m² Sleep Clinic (generally night time use only)

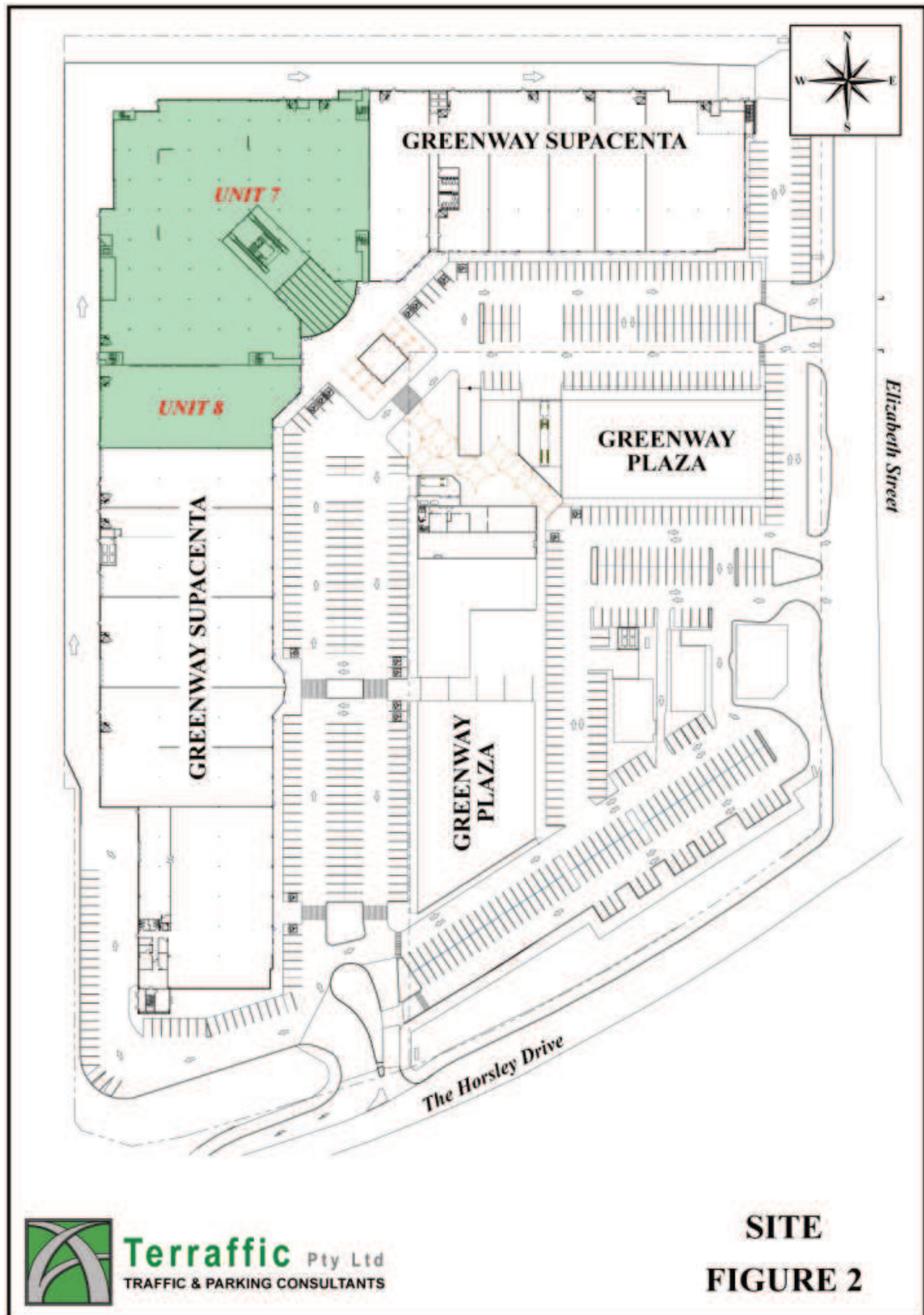
The proposed medical centre will primarily utilise the parking spaces that have been allocated to the existing bulky goods use that will be replaced. In addition, the development proposal will provide a 38 space carpark on the ground level for staff only. The additional carpark will also contain an ambulance bay and loading area for small delivery vehicles such as courier vans. The proposed staff carpark gains vehicular access via the service road located at the rear of the Supacenta complex.

The main entrance to the Greenway Supacenta carpark will be reconfigured to incorporate a two lane port cochere for ambulance parking and quick drop-off/pick-up of patients. Additional disabled parking spaces will also be provided in close proximity to the main entrance.

Plans of the development proposal prepared by POC+P Architects are reproduced in Appendix A.

The purpose of this report is to assess the traffic, servicing and parking implications of the proposed development.







2. EXISTING SITE CONDITIONS

Existing Greenway Plaza/Supacenta Floor Space

The combined Greenway Plaza and Greenway Supacenta development sites comprise a total floor area of approximately 28,765m² as follows:

Greenway Plaza

Retail	3,171.4m ²
Commercial office	939m ²
Bulky goods retail	1,647.7m ²
Take-away food outlets	194m ²
Restaurant	322m ²
Red Rooster	284m ² (16 seats)
Total Floor Space	6,558.1m²

Greenway Supacenta

Bulky goods retail	21,110.6m ² (including Officeworks)
Fernwood Gymnasium	992m ²
Coffee Shop	104m ²
Total Floor Space	22,206.6m²

Parking Assessment of Existing Floor Space

Chapter 12 of the Fairfield City Wide DCP 2006 “*Carparking Vehicle and Access Management*” (Version 17) specifies the following parking requirements that apply to the existing Greenway Supacenta and Plaza developments:

Shops/Retail (Elsewhere in the City)	1 space per 40m ² gross leasable area
Bulky Goods Salesroom or Showroom	1 space per 50m ² gross leasable area plus the requirement for any associated use such as cafe etc
Offices and Business Premises	1 space per 40m ² gross leasable area when provided on-site or 1 space per 66m ² gross leasable area if provided by way of contribution to centralised car park



Restaurants (Outside Town Centres)	1 space 7m ² gross leasable area
Gymnasiums	1 space 11m ² gross leasable area

As Council's DCP does not contain a parking requirement for all uses on the site, the following assumptions have been made:

1. The parking requirement for the Red Rooster on the Greenway Plaza site will be the requirement of 1 space per 2 seats (internal) for drive-in take away food outlets specified in the RTA's "*Guide to Traffic Generating Developments*" (October 2002).
2. The Town Planning Report for the existing Fernwood Women's Health Club (Development Application DA1739.1/08) reveals that the number of gym patrons will be between 5-20 during the day and 35-55 after regular business hours. To that end, a peak weekday daytime parking demand of 25 cars has been adopted.
3. It is recognised that restaurants typically operate at their peak after normal business hours. To that end, this assessment has adopted a reduced parking requirement of 1 space per 25m² during the day and 1 space per 7m² at night for the restaurants on the Greenwood Plaza site. It should be noted that the rate of 1 space per 25m² coincides with Council's parking requirement for restaurants located within Town Centres such as Fairfield, Cabramatta and Canley Vale.

Application of those parking rates to the existing development yields a total weekday (daytime) parking demand of 624 spaces calculated as follows:

Retail (incl. take-away food outlets)	3,365.4m ² @ 1 space per 40m ²	84.1 spaces
Commercial office	939m ² @ 1 space per 40m ²	23.5 spaces
Bulky goods retail	22,758.3m ² @ 1 space per 50m ²	455.2 spaces
Restaurant	322m ² @ 1 space per 25m ²	12.9 spaces
Red Rooster	16 seats (@ 1 space per 2 seats)	8.0 spaces



Fernwood Gymnasium	25 daytime parking spaces	25.0 spaces
Coffee Shop	104m ² @ 1 space per 7m ²	14.9 spaces
Total		623.6 spaces

The combined Greenway Plaza/Supacenta development is served by 672 off-street parking spaces, representing a surplus of 48 parking spaces for the existing site development as follows:

Existing parking provision	672 spaces
DCP parking requirement	624 spaces
Current parking surplus	48 spaces

Current Parking Conditions

Information provided by Centre Management reveals that there is currently 8,975m² of unoccupied floor space on the site comprising 170m² of retail floor space in Greenway Plaza and 8,805m² of bulky goods retail floor space in Greenway Supacenta. Application of Council's parking rates to those vacant areas yields a total weekday (daytime) parking demand of 180 spaces calculated as follows:

Greenway Plaza Retail	170m ² @ 1 space per 40m ²	4 spaces
Greenway Supacenta Bulky Goods Retail	8,805m ² @ 1 space per 50m ²	176 spaces
Combined Total		180 spaces

Based on these calculations, the existing centre should have a maximum parking demand of 444 parked cars calculated as follows:

DCP parking requirement of total development	624 spaces –
Parking requirement of existing vacant tenancies	180 spaces
Current parking demand	444 spaces

In order to assess if the current parking demand is consistent with the above calculations, parking accumulation surveys were carried out on Thursday 4th April 2013 and Saturday 6th April 2013. These surveys were carried out by Roar Data and a copy of those survey results are reproduced in Appendix B revealing that:



- The combined Greenway Plaza/Supacenta development is served by a total of 672 spaces
- The peak parking accumulation recorded on the Thursday surveyed was 464 parked cars at midday. At that time, there were 212 unoccupied parking spaces
- The peak parking accumulation recorded on the Saturday surveyed was 449 parked cars at 11.00am, revealing there were still 227 unoccupied parking spaces

A line graph illustrating the results of the survey is reproduced overleaf.

Based on these recent surveys, the current peak parking demand (464 cars at midday on Thursday and 449 cars at 11am on Saturday) is consistent with Council's parking requirement for the floor space that is currently occupied (444 cars). It can therefore be assumed that:

1. the parking requirement of the unoccupied floor space would be 180 parked cars
2. the total development would generate approximately 624 parked cars once fully occupied

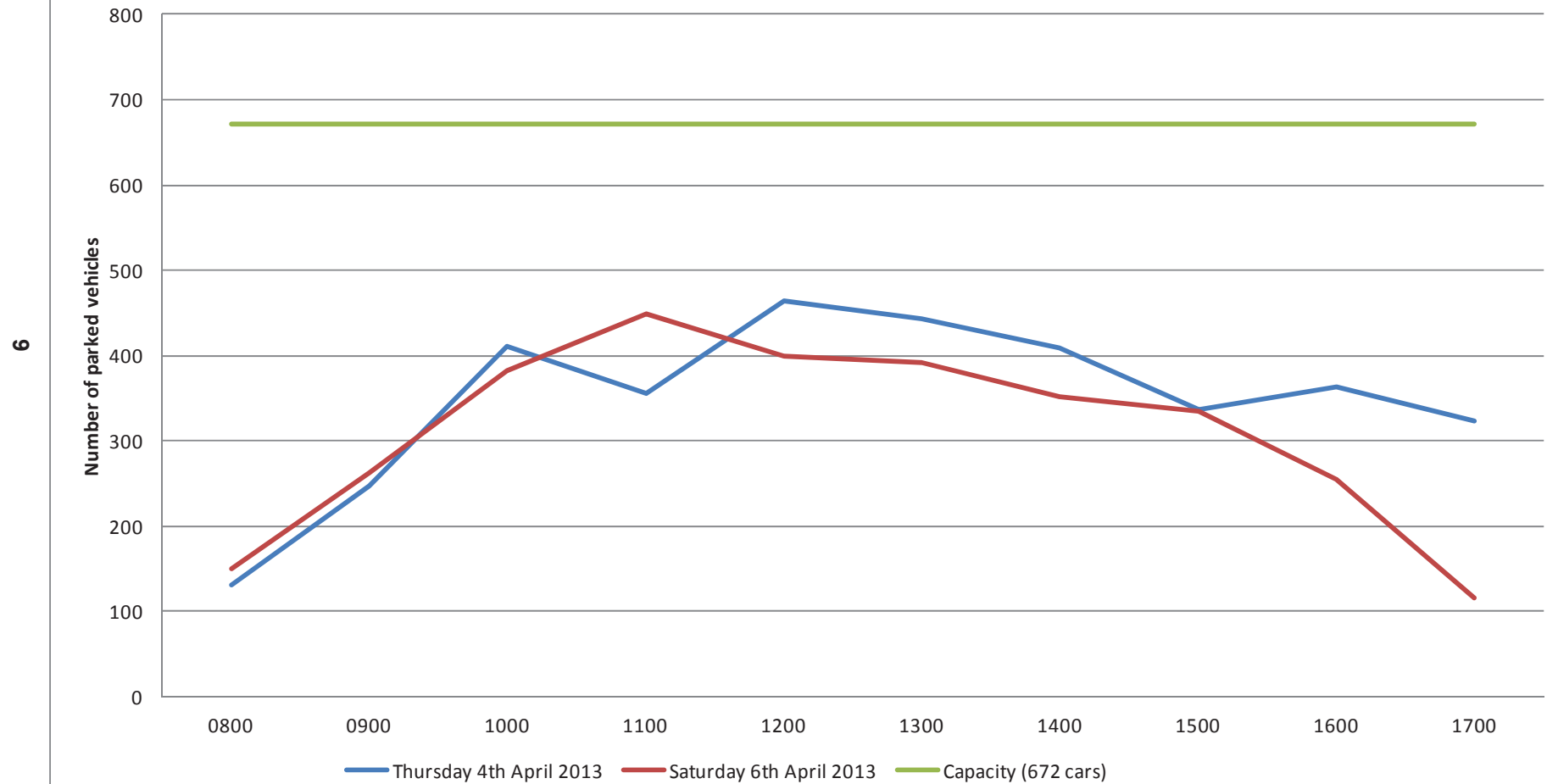
Current Development Applications

A Development Application (DA 464.1/2012) is currently being considered by Fairfield City Council for the approval of 3 new kiosks to be located centrally within the Greenway Plaza/Supacenta site. A parking assessment carried out by Terra Traffic Pty Ltd has been lodged with Council and concludes that the 3 kiosks will have a parking generation of 9 spaces. Should this application be approved by Council, the available parking surplus will reduce to 39 spaces.



Greenway Plaza / Supacenta, Wetherill Park

Car Parking Accumulation Survey





3. PROPOSED DEVELOPMENT

As noted in the Introduction of this report, the proposed development will convert 8,996m² of approved bulky goods retail floorspace in Units 7 and 8 to a medical centre known as “GREENWAY SUPAMEDICAL”.

Table 3.1 has been provided by the applicant and details the maximum staffing levels and hours of operation. The total daytime staffing level of 134 staff is the absolute maximum as it assumes that the proposed medical centre will be operating at 100% capacity with all doctors attending at any given time of the day.

Ground Floor	Daytime Staffing Levels	Hours of operation
Pharmacy	5	8am-12am
Pathology lab + collection (2 professionals)	3	7am-6pm
Medical Imaging/Radiology (3 professionals)	7	8am-6pm
Day surgery	20	7am-6pm
Allied Health (5 doctors = 5 rooms)	6	8am-6pm
Health/Wellness/Cafe promotion kiosks	3	8am-6pm
Gifts/Flower shop	1	8am-6pm
Lobby/Lounge/Waiting area/Reception	2	24 hours
Hydrotherapy Pool	4	8am-10pm
Consulting rooms (7 doctors = 7 rooms)	8	8am-6pm
Physio/Chiro (9 doctors = 9 rooms)	10	8am-8pm
G.P Clinic (6 doctors = 6 rooms)	10	8am-8pm
Dental Clinic (4 doctors = 4 rooms)	9	8am-6pm
Hypoxia/ Hyperbaric Clinic (1 doctor = 1 room)	4	8am-8pm
Total	92	
Mezzanine Level	Daytime Staffing Levels	Hours of operation
Medical suites (9 doctors = 9 rooms)	9	8am-6pm
Reception	2	8am-6pm
Admin Mnt/ E Records/ Staff change support	2	8am-6pm
Total	13	
First Floor	Daytime Staffing Levels	Hours of operation
Allied Health, Speech Pathology (5 doctors = 5 rooms)	6	8am-6pm
Sleep Clinic	1	7pm-7am
Private hospital (44 rooms)	22	24 hour
Total	29	
Total daytime staff numbers operating at 100% capacity	134	

Table 3.1 – Daily staff levels and hours of operation at 100% operating capacity

As can be appreciated, not all consulting rooms will be occupied at the same time. With the exception of say General Practitioners (GP’s) and dentists, specialists (such as surgeons and physiotherapists) tend to operate between hospitals and their office and may only be on-site



on a given day. Furthermore, patients visiting a specialist are required to make an appointment which evenly distributes their parking generation throughout the day.

Components of the proposed development that contain specialists have been highlighted in Table 3.2 below. This table assumes that these specialists will be on-site 70% of the time. For instance, the Allied Health component on the Ground Level contains 5 rooms that can accommodate a maximum of 5 specialists at any given time. When assuming that 70% of specialists will be on-site, the total number of specialists reduces to 4 at any given time.

When making this assumption regarding the capacity of the specialist areas, the total number of staff on-site throughout the day reduces slightly to 124 employees.

Ground Floor	Daytime Staffing Levels	Hours of operation
Pharmacy	5	8am-12am
Pathology lab + collection (2 professionals + 1 staff)	3	7am-6pm
Medical Imaging/Radiology (3 professionals + 4 staff)	7	8am-6pm
Day surgery	20	7am-6pm
Allied Health (5 doctors @70% capacity = 4 doctors + 1 staff)	5	8am-6pm
Health/Wellness/Cafe promotion kiosks	3	8am-6pm
Gifts/Flower shop	1	8am-6pm
Lobby/Lounge/Waiting area/Reception	2	24 hours
Hydrotherapy Pool	4	8am-10pm
Consulting rooms (7 doctors @ 70% = 5 doctors + 1 staff)	6	8am-6pm
Physio/Chiro (9 doctors @ 70% capacity = 6 doctors + 1 staff)	7	8am-8pm
G.P Clinic (6 doctors + 4 staff)	10	8am-8pm
Dental Clinic (4 doctors + 5 staff)	9	8am-6pm
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	4	8am-8pm
Total	86	
Mezzanine Level	Daytime Staffing Levels	Hours of operation
Medical suites (9 doctors @ 70% capacity = 6 doctors only)	6	8am-6pm
Reception	2	8am-6pm
Admin Mnt/ E Records/ Staff change support	2	8am-6pm
Total	10	
First Floor	Daytime Staffing Levels	Hours of operation
Allied Health, Speech Pathology (5 doctors @70% capacity = 4 doctors + 1 staff)	5	8am-6pm
Sleep Clinic	1	7pm-7am
Private hospital (44 rooms)	22	24 hour
Total	28	
Total daytime staff numbers	124	

Table 3.2 – Daily staff levels with 70% specialist attendance



Table 3.1 notes that the 44 room Private Hospital will operate on a 24 hour basis with a daytime staffing level of 22 employees. As to be expected, this will reduce at night with approximately 8 staff on-site during this period. Visiting hours for the private hospital are expected to be restricted to between 6pm and 8pm daily.

The proposed Day Surgery on the Ground Level will operate between 7am - 6pm daily and will accommodate up to 20 patients per day. As the majority of patients will be administered sedatives during their visit, patients will not be allowed to drive and will therefore be dropped off in the morning and picked up in the afternoon. Patients will be given specified arrival times in order to minimise waiting times and congestion.

The G.P. Clinic will function as an “*extended hours medical centre*” in which patients will either make an appointment to see a doctor or will simply arrive and wait for the next available doctor.

The proposed development includes a staff training/conference facility on the mezzanine level. This facility will primarily be unmanned and is intended for staff training purposes only, with attendees to the facility already on the site. Notwithstanding, there may be the occasional conference with attendees being shuttled in by bus from other medical facilities or universities. This type of event will be very rare and is unlikely to attract a high level of additional traffic or parking. Should a conference be planned that will attract car drivers, this conference can be held at night (say after 6pm) when parking availability is high.

As noted in the foregoing, the proposed medical facility will also provide a two lane port cochere at the main entrance to facilitate access for the sick and elderly. The port cochere will also provide convenient access for ambulance services to the facility.



4. PARKING ASSESSMENT

Chapter 12 of the Fairfield City Wide DCP 2006 “*Carparking Vehicle and Access Management*” (Version 17) specifies the following parking requirements that apply to the existing and proposed development:

Shops/Retail (Elsewhere in the City)	1 space per 40m ² gross leasable area
Bulky Goods Salesroom or Showroom	1 space per 50m ² gross leasable area plus the requirement for any associated use such as cafe etc
Health Consulting Rooms	3 spaces per consulting room or per health care professional, whichever is the greater
Medical Centres	3 spaces per consulting room or per health care professional, whichever is the greater
Hospital	Determined by traffic survey of a hospital at a similar scale

In order to determine an appropriate parking generation rate for the proposed 44 bed private hospital, the following parking rate specified in the RTA’s “*Guide to Traffic Generating Developments*” (October 2002) will be adopted:

Peak Parking Accumulation = $-19.56 + 0.85 B + 0.27 \text{ ASDS}$, where

B = Beds, and

ASDS = Average number of staff per weekday shift

While the parking requirements stated above provide an indication of the peak parking generated by each use, they do not distinguish between staff (long-term) parking and visitor (short-term) parking. To that end, this assessment has assumed that the total number of staff allocated to each use will have an 80% car driver rate. This assumption is based on:

1. the close proximity of the bus stops serving the Liverpool-Parramatta T-Way
2. the expectation that a proportion of staff will be car passengers



3. the expectation that some staff will be either dropped-off or picked-up by family or friends
4. the expectation that some staff may walk or cycle to work

Parking Generation of Existing Bulky Goods Floorspace

Application of Council's parking rate to the existing bulky goods retail floorspace yields a total weekday (daytime) parking demand of 180 spaces calculated as follows:

Bulky goods retail	8,996m ² @ 1 space per 50m ²	179.9 spaces
--------------------	--	--------------

Parking Generation of Proposed Medical Facility

Application of the Council and RTA parking rates to the proposed medical facility yields a total weekday (daytime) parking demand of 216 spaces. The calculation for this parking provision is reproduced in Table 4.1 which lists the following:

1. The individual components of the medical facility
2. The floor space for each component
3. The daytime staffing level (at 100% capacity)
4. The RTA or Council parking requirement
5. The total number of spaces required
6. A breakdown of staff (long-term) spaces and visitor (short-term) spaces

To establish the long-term/short-term parking breakdown, the long-term parking was determined by multiplying the projected staffing level by the 80% car driver rate. The short term parking was determined by subtracting the long-term parking demand from the total parking provision.

For example, the Allied Health Centre on the Ground Level employs 6 people comprising 5 doctors (specialists) and 1 staff (receptionist). Based on Council's parking rate of 3 spaces per health care professional, the Allied Health Centre would generate 15 spaces in total. By applying the 80% car driver rate to the workforce, 5 of the 6 staff would drive to the facility while 1 would make alternate travel arrangements. As the Allied Health Centre would



generate 15 vehicles in total, it can be assumed that 5 will be long-term (staff) spaces and 10 will be short-term (patient/visitor) spaces.

As noted in the foregoing, not all consulting rooms will be occupied at the same time. Specialists (such as surgeons and physiotherapists) tend to operate between hospitals and their office and may only be on-site on a given day. To that end, the parking provision calculated in Table 4.1 would be the absolute maximum and would represent the worst possible case.

Proposed Parking Provision

As noted in the Introduction of this report, the proposed development will primarily utilise the parking spaces that have been allocated to the existing bulky goods use that will be replaced. In addition, the development proposal will provide a 38 space carpark on the ground level for staff only.

With a peak parking requirement of 216 spaces for the proposed medical centre, 178 vehicles generated by the proposed development will park in the main Greenway Plaza/Supacenta carpark while 38 vehicles will park in the new staff carpark as follows:

Maximum parking generation of proposed medical facility	216 vehicles -
Proposed additional parking spaces for staff	38 vehicles
Remaining vehicles that will utilise main carpark	178 vehicles

In comparison, the existing bulky goods retail floorspace that will be replaced by the medical facility generates a parking demand of 180 vehicles in the main carpark. To that end, the proposed medical centre will generate a similar parking demand in the main carpark as the existing bulky goods floorspace that it will replace.



Table 4.1 – Parking requirements for proposed medical facility

Ground Floor	GFA(m ²)	Daytime Staffing Levels	Parking Requirement	Number of spaces	Staff parking #	Visitor/patient parking
Pharmacy	210	5	1 space per 40m ² for retail	6	4	2
Pathology lab + collection (2 professionals)	147	3	3 spaces per consulting room or per health care professional	6	2	4
Medical Imaging/Radiology (3 professionals)	685	7	3 spaces per consulting room or per health care professional	9	6	3
Day surgery	992	20	0.8 space per staff member plus 4 visitors/patients per hour	20	16	4
Allied Health (5 doctors = 5 rooms)	216	6	3 spaces per consulting room or per health care professional	15	5	10
Health/Wellness/Cafe promotion kiosks	47	3	0.8 space per staff member	2	2	0
Gifts/Flower shop	50	1	1 space per 40m ² for retail	1	1	0
Lobby/Lounge/Waiting area/Reception	330	2	0.8 space per staff member	2	2	0
Hydrotherapy Pool and chemical store	500	4	0.8 space per staff member	3	3	0
Consulting rooms (7 doctors = 7 rooms)	393	8	3 spaces per consulting room or per health care professional	21	6	15
Physio/Chiro (9 doctors = 9 rooms)	265	10	3 spaces per consulting room or per health care professional	27	8	19
G.P Clinic (6 doctors = 6 rooms)	305	10	3 spaces per consulting room or per health care professional	18	8	10
Dental Clinic (4 doctors = 4 rooms)	377	9	3 spaces per consulting room or per health care professional	12	7	5
Hypoxia/ Hyperbaric Clinic (1 doctor = 1 room)	326	4	3 spaces per consulting room or per health care professional	3	3	0
Total	4843	92		145	73	72
Mezzanine Level	GFA(m ²)	Daytime Staffing Levels	Parking Requirement	Number of spaces	Staff parking #	Visitor/patient parking
Medical suites (9 doctors = 9 rooms)	1117	9	3 spaces per consulting room or per health care professional	27	7	20
Reception	48	2	0.8 space per staff member	2	2	0
Admin Mnt/ E Records/ Staff change support	225	2	0.8 space per staff member	2	2	0
Total	1390	13		31	11	20
First Floor	GFA(m ²)	Daytime Staffing Levels	Parking Requirement	Number of spaces	Staff parking #	Visitor/patient parking
Allied Health, Speech Pathology (5 doctors = 5 rooms)	222	6	3 spaces per consulting room or per health care professional	15	5	10
Sleep Clinic	180	1	0.8 space per staff member plus one visitor	1	1	0
Private hospital (44 rooms)	2502	22	PPA= -19.56+0.85B+0.27ASDS	24	18	6
Total	2904	29		40	24	16
Total Daytime Staff Numbers and Parking Required		134		216	108	108

Staff parking provision assumes that 80% of staff drive to work. Other 20% are a combination of car pooling, public transport, walking, cycling, etc.



Dual and Complimentary Use of Parking

The parking calculations outlined in Table 4.1 have not considered the *Dual and Complimentary* use of parking that will occur on the site.

Dual use of parking spaces occurs when patrons of one component of a development also patronise another. For example, a small proportion of visitors or patients to the proposed medical facility can also be expected to patronise the retail shops in Greenway Plaza. Not only will this reduce the parking requirements for the proposed medical facility, it also has the potential to reduce the traffic generating potential of visitors to the site.

Complimentary use of parking spaces occurs when the peak parking demand of one component of a development does not coincide with the peak parking demand of another. In this case, the peak parking demand of the retail uses is on Thursday and Saturday midday, while the peak parking demand of the visitors dropping-off or picking up patients will be in the morning and evening. Furthermore, visiting hours for the proposed private hospital will be early evening when there is ample spare capacity in the carpark.

Long-Term (Staff) Parking Location

Table 4.1 indicates that the proposed medical facility will generate up to 108 long-term staff parking spaces. As 38 of those parking spaces are located within the new additional carpark, the remaining 70 cars will be parked within the main carpark.

In order to ensure that these long-term users do not utilise the prime parking spaces fronting neighbouring retail outlets, the proposed development will develop a *Parking Plan of Management* that will apply to all staff not parking in the new additional carpark. The Plan of Management will require that staff utilise those sections of the existing carpark not typically used by shoppers. These areas can be determined by reference to the parking accumulation survey outlined in Chapter 2 of this report.



The parking accumulation survey reproduced in Appendix B indicates that Zones G and H have a combined capacity of 156 spaces. The results of the parking survey reveal that these zones on the outer periphery of the Centre are currently underutilised as follows:

Thursday 4th April 2013												
Zone	Location	Cap	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
	<u>Car Park</u>											
G	Outdoor Car Park	114	15	22	29	30	40	46	34	26	32	29
H	Outdoor Car Park	42	3	4	5	7	8	9	9	6	6	5
Total Vehicles		156	18	26	34	37	48	55	43	32	38	34
Number of Vacant Vehicles			138	130	122	119	108	101	113	124	118	122
% Capacity Used			11.5%	16.7%	21.8%	23.7%	30.8%	35.3%	27.6%	20.5%	24.4%	21.8%

Saturday 6th April 2013												
Zone	Location	Cap	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
	<u>Car Park</u>											
G	Outdoor Car Park	114	13	14	17	22	33	29	28	25	22	6
H	Outdoor Car Park	42	3	4	7	10	12	11	8	9	8	2
Total Vehicles		156	16	18	24	32	45	40	36	34	30	8
Number of Vacant Vehicles			140	138	132	124	111	116	120	122	126	148
% Capacity Used			10.3%	11.5%	15.4%	20.5%	28.8%	25.6%	23.1%	21.8%	19.2%	5.1%

The recent parking surveys indicate that there over 100 vacant spaces throughout the day in Zones G and H. It can be appreciated that these vacant spaces located along The Horsley Drive and service road would be ideal for the 70 staff generated by the proposed medical facility.

In the circumstances, it can be concluded that the proposed medical facility will have no unacceptable parking implications because:

- The provision of an additional 38 space staff carpark ensures that the parking generation of the proposed development is similar to the existing bulky goods retail floorspace



- The parking calculations for the proposed medical facility would be a maximum and represents a worst case scenario
- The proposal will not rely on the parking surplus that is currently operating on the site
- A *Parking Plan of Management* will be adopted that ensures staff of the proposed medical facility park in underutilised sections of the carpark and not in high demand spaces required by neighbouring retail tenancies
- The parking calculations have not considered any discounts due to *dual and complimentary use* of parking spaces



5. SERVICING ASSESSMENT

The Greenway Supacenta complex is served by a dedicated service road that circulates around the site in a one-way clockwise direction. Entry to the service road is located next to the Officeworks tenancy at the Hoxton Park Road access driveway. Service vehicles depart the service road onto Elizabeth Street in the north-eastern corner of the site.

The service road has a width of 9m and can accommodate 19m long semi-trailers. Due to the restrictive width of the service road, delivery vehicles do not reverse into individual tenancies. Delivery vehicles are either side or rear loaded with the use of fork-lifts trucks. Goods are taken from the vehicle and taken into each tenancy via a loading door.

The existing bulky goods stores that are proposed to be occupied by the medical facility are served by a total of 6 loading doors with 5 of those serving Unit 7. The loading door that currently serves Unit 8 and one other loading door serving Unit 7 will be made redundant should the medical facility be approved.

Table 5.1 details the delivery schedule for the proposed medical facility. As can be seen, the proposed development will generate approximately 16 deliveries per day mostly by courier vans. The development will also generate a minimal amount of small and medium sized (garbage) trucks during the week.

While the total number of vehicles servicing the proposed medical facility may be higher than that serving a 8,996m² bulky goods store, the type of vehicle servicing the medical centre is substantially smaller. As can be expected, the approved bulky goods store would be serviced by larger commercial vehicles including semi-trailers and large rigid vehicles.

In the circumstances, the proposed medical facility will have no unacceptable servicing implications.



Ground Floor	Deliveries per day	Deliveries per week
Pharmacy	2 courier vans	10 courier vans
Pathology lab + collection	4 blood pick ups (cars)	24 courier vans
Medical Imaging/Radiology	1 courier van	5 courier van
Day surgery	3 courier vans	13 courier vans
Allied Health		1 courier van
Health/Wellness/Cafe promotion kiosks	1 courier van	6 courier vans
Gifts/Flower shop	1 courier van	6 courier vans
Lobby/Lounge/Waiting area/Reception	1 courier van	5 courier van
Hydrotherapy Pool and chemical store		1 small truck
Consulting rooms		1 courier van
Physio/Chiro		1 courier van
G.P Clinic		1 courier van
Dental Clinic		1 courier van
Hypoxia/ Hyperbaric Clinic		1 courier van
Garbage room		1 garbage truck
Contaminated waste		1 garbage truck
Total	13	78
Mezzanine Level	Deliveries per day	Deliveries per week
Medical suites		1 courier van
Reception		1 courier van
Admin Mnt/ E Records/ Staff change support		1 courier van
Total	0	3
First Floor	Deliveries per day	Deliveries per week
Allied Health, Speech Pathology		1 courier van
Sleep Clinic		1 courier van
Private hospital	3 courier vans	13 courier vans
Total	3	15
Total deliveries per day / per week	16	96

Table 5.1 – Delivery schedule for proposed medical facility



6. TRAFFIC ASSESSMENT

Existing Vehicular Access Arrangements

The Greenway Plaza/Supacentra complex currently gains vehicular access to the road network in 4 separate locations as follows:

1. An entry and exit driveway off The Horsley Drive approximately 150m west of Elizabeth Street. This driveway generally serves the Greenway Supacentra carparks
2. An entry and exit driveway off Elizabeth Street approximately 70m north of The Horsley Drive. This driveway generally serves the Greenway Plaza carpark
3. An entry and exit driveway off Elizabeth Street approximately 140m north of The Horsley Drive. This driveway generally serves the Greenway Supacentra carpark
4. An exit only driveway off Elizabeth Street located adjacent to the northern site boundary and approximately 220m north of The Horsley Drive. This driveway provides the egress point to the service road discussed in Chapter 5 of this report.

Traffic Generating Potential of Approved Bulky Goods Floorspace

An indication of the traffic generation potential of the existing bulky goods retail floorspace is provided by the following traffic generation rates specified by the RTA's "*Guide to Traffic Generating Developments*" (October 2002):

Bulky Goods Retail

Weekday peak period	2.5vtph per 100m ²
Weekend peak period	6.6vtph per 100m ²

Application of these typical traffic generation rates to the existing site development yields a traffic generating potential of 225 vehicle trips per hour (vtph) during the weekday peak and 600vtph during the weekend peak period calculated as follows:



Weekday peak period	8,996m ² @ 2.5vtph per 100m ²	225vtph
Weekend peak period	8,996m ² @ 6.6vtph per 100m ²	593vtph

For the purposes of this assessment, it will be assumed that the existing site development generates 225vtph during the weekday morning and evening peak periods.

Traffic Generating Potential of Proposed Medical Facility

Section 3.11 of the RTA Guidelines specifies the following traffic generating rates that can apply to the proposed development:

Extended Hours Medical Centres

Morning Peak Period	10.4vtph per 100m ²
Evening Peak Period	8.8vtph per 100m ²

Notes: The mean number of consulting rooms was 7, the average percentage of patients arriving by car was 66% and the mean length of stay was approximately 27 minutes

Private Hospitals

$$\begin{aligned}\text{PVT} &= -14.69 + 0.69 B + 0.31 \text{ ASDS} \\ \text{MVT} &= -10.21 + 0.47 B + 0.06 \text{ ASDS} \\ \text{EVT} &= -2.84 + 0.25 B + 0.40 \text{ ASDS}\end{aligned}$$

$$\begin{aligned}\text{PVT} &= -22.07 + 1.04 B \\ \text{MVT} &= -12.41 + 0.57 B \\ \text{EVT} &= -11.96 + 0.69 B\end{aligned}$$

Where:

- PVT - Peak vehicle trips
- MVT - AM Peak vehicle trips
- EVT - PM Peak vehicle trips
- B - No of beds
- ASDS - Average number of staff per weekday shift.



Notes: The models based on number of beds (B) should only be used when staffing data is unknown.
The mean proportion of people who travelled to the site by vehicle was 87.4% with an average
vehicle occupancy of 1.3 persons per car. This equates to a car driver rate of 67%.

Specialty Shops

Evening Peak Periods 4.6vtph per 100m²

Unfortunately, the RTA Guidelines do not specify traffic generating rates for Professional Consulting Rooms which will occupy a substantial amount of floor space within the proposed medical facility.

Notwithstanding, application of the abovementioned traffic generating rates to the relevant components of the proposed development yields the following:

Extended Hours Medical Centre (GP Clinic)

Morning Peak Period	305m ² @ 10.4vtph per 100m ²	= 32vtph
Evening Peak Period	305m ² @ 8.8vtph per 100m ²	= 27vtph

Private Hospital

PVT	= -14.69 + (0.69 x 44 beds) + (0.31 x 22 staff)	= 22vtph
MVT	= -10.21 + (0.47 x 44 beds) + (0.06 x 22 staff)	= 12vtph
EVT	= -2.84 + (0.25 x 44 beds) + (0.40 x 22 staff)	= 17vtph

Specialty Shops

Pharmacy	210m ² @ 4.6vtph per 100m ²	= 10vtph
Gifts Flowers	50m ² @ 4.6vtph per 100m ²	= 2vtph

As the Guidelines do not provide a traffic generation rate for consulting rooms, dentists, day surgeries, pathology, chiropractic services, etc, this assessment will adopt a “*first principles*” approach to determine an appropriate traffic generation for ALL components of the development proposal.

The “*first principles*” approach will be based on the following:

1. The number of spaces allocated to long-term (staff) parking
2. The number of spaces allocated to short-term (patient/visitor) parking



3. The hours of operation for the different components of the facility
4. The number of consulting rooms or doctors/professionals
5. An appropriate patient turnover for each doctor/professional per hour
6. An appropriate car driver rate for visitors/patients

Traffic Generation of Medical Facility – Staff Only

As noted in Chapter 3 of this report, the proposed medical facility will operate with a maximum of 134 staff during the daytime. This staffing level assumes that the proposed medical centre will be operating at 100% capacity with all doctors attending at any given time of the day. Table 3.1 also shows that the hours of operation for each component can vary with some components operating for 12 and 24 hours. To that end, not all staff will approach and depart at a given time but will be spread across several hours during the morning and evening peak periods.

In addition, Table 4.1 indicates that the proposed medical facility will generate up to 108 long-term staff parking spaces of which 38 are located within the new additional carpark and the remaining 70 cars parked within the main carpark.

The calculations for the anticipated AM and PM peak period traffic flows generated by staff are reproduced in Appendix C and reveal:

- the majority of staff will arrive between 7.30-8.30am with up to 51 cars arriving during that period
- it can be assumed that 38 staff cars will arrive between 8.30-9.30am
- the development will generate 54 staff vehicle trips during the morning peak period (7.30-8.30am). This will comprise 51 vehicles entering and 3 departing the site
- the only staff arriving during the evening peaks will be those who work throughout the night in the private hospital, 24 hour reception desk or sleep clinic



- the majority of staff will depart between 5.30-6.30pm with up to 56 cars departing during that period
- the development will generate 60 staff vehicle trips during the evening peak period (5.30-6.30pm). This will comprise 4 vehicles entering and 56 departing the site

It should be noted that the traffic generation of staff throughout the day will be minimal. The traffic generated by the site outside of the morning and evening peaks will primarily be visitors and patients only. This is particularly relevant in this case as the peak operating periods for the Greenway Plaza/Supacenta development are during the middle of the day.

Traffic Generation of Medical Facility – Visitors and Patients Only

As noted above, the RTA Guidelines indicate that the average car driver rate for visitors accessing medical centres and private hospitals is approximately 67%. As the subject site is not within a residential area, this assessment has assumed that visitors will have a higher car driver rate of 80% and will take into account:

1. *dual use* of parking spaces where visitors may also visit another tenancy on the site,
2. the close proximity of the bus stops serving the Liverpool-Parramatta T-Way
3. a vehicle occupancy of 1.3 visitors per car

Table 6.1 shows the calculation used to determine an appropriate visitor traffic generation for the proposed development. In order to provide a robust (*worst-case*) assessment, the calculations have assumed that all doctors and specialists will be on-site at any given time (100% operating capacity) and will have a continual flow of patients arriving throughout the day.

Based on these “*first principle*” assumptions, Table 6.1 anticipates that there will be a maximum of 108 visitors/patients per hour to the facility. These visitors/patients will generate approximately 194 vehicle trips per hour (97 inbound and 97 outbound).



Ground Level	Number of doctors/ professionals	Patients per hour (per doctor)	Patients/visitors per hour	Patient/visitors cars per hour @ 80% car driver rate	Total vehicle trips (in + out)
Pharmacy	Clientele will mainly be generated by medical facility, assume 3 additional visitors p/h				6
Pathology	2	2	4	3	6
Medical Imaging	3	2	6	5	10
Day surgery	Assume 6 patient arrivals (AM) or departures (PM) per hour				10
Allied Health	5	2	10	8	16
Cafe promotion kiosks	Clientele will mainly be generated by medical facility, assume 0 additional visitors				0
Gifts/Flower shop	Clientele will mainly be generated by medical facility, assume 0 additional visitors				0
Hydrotherapy Pool	1	1	1	1	2
Consulting rooms	7	2	14	11	22
Physio/Chiro	9	2	18	14	28
G.P Clinic	6	3	18	14	28
Dental Clinic	4	2	8	6	12
Hypoxia/ Hyperbaric Clinic	1	1	1	1	2
Total					142
Mezzanine Level					
Medical suites	9	2	18	14	28
Total					28
First Floor					
Allied Health	5	2	10	8	16
Sleep Clinic	Patients arrive after peak PM peak and depart prior to AM peak				0
Private hospital	Assume 5 visitors per hour		5	4	8
Total					24
Total	52		108	85	194

Table 6.1 – Anticipated visitor arrivals per hour and total traffic generation

The calculations for the anticipated AM and PM peak period traffic flows generated by visitors are reproduced in Appendix D and reveal:

- during the morning, visitor traffic flows will gradually increase as the different components of the medical facility open. Visitor traffic will peak between 8.30-9.30am when there will be 97 visitor cars arriving and 97 visitor cars departing the site
- the development will continue to generate approximately 194 visitor vehicle trips throughout the day (97 in + 97 out)



- during the evening peak, inbound traffic will remain at 97vtph until approximately 6.00pm when most components of the medical facility close for the day.
- As expected, inbound visitor/patient traffic will diminish between 5.30-6.30pm when different components of the facility close for the day. Visitor traffic to the private hospital will remain constant until 8.00pm when visiting hours will cease
- visitor departure traffic during the evening peak will remain at 97vtph until after 6.30pm
- the development will generate 194 visitor vehicle trips up to 5.30pm when after that time these flows will gradually decrease

Traffic Generation of Medical Facility – Combined Staff and Visitors

The calculations for the anticipated AM and PM peak period traffic flows generated by staff and visitors are reproduced in Appendix E and reveal:

- the proposed medical facility will generate in the order of 234vtph during the AM peak period (8.30-9.30am). This will comprise 135vtph entering and 99vtph departing the site
- the proposed medical facility will generate in the order of 220vtph during the PM peak period (4.30-5.30pm). This will comprise 100vtph entering and 120vtph departing the site

Verification of “First Principle” Analysis

As noted in the foregoing, the RTA Guidelines provide traffic generation rates for extended hours medical centres and private hospitals. The RTA rates for the specialty shops (pharmacy and gift shop) on the site are not particularly relevant to this development as the majority of clientele are visiting one of the other components of the proposed medical facility.



Notwithstanding, this assessment assumed that the pharmacy would generate 6 additional visitor vehicle trips per hour.

In order to verify the validity of the “*first principles*” assumptions, a comparison can be drawn between the RTA’s traffic generating potential and those calculated using “*first principles*”. The results of this comparison are as follows:

	RTA Traffic Generation	“ <i>First Principles</i> ” Traffic Generation
Extended hours medical centre (GP clinic) - AM Peak	32vtph	30vtph
Extended hours medical centre (GP clinic) - PM Peak	27vtph	28vtph
Private Hospital - AM Peak	12vtph	17vtph
Private Hospital - PM Peak	17vtph	17vtph

As can be seen, the “*first principles*” approach to determining the traffic generation of the proposed development is consistent with the traffic generation based on the RTA Guidelines.

To that end, the “*first principles*” approach to determining an appropriate level of traffic for proposed medical facility is sound and will provides a good indication of the projected traffic generation of the development proposal.

Traffic Implications of Proposed Development

The traffic generation of the proposed development should be discounted by the traffic generation of the existing bulky goods retail floor space on the site. As noted in the foregoing, application of the RTA’s typical traffic generation rates to the existing site development yields a traffic generating potential of 225vtph during the weekday peak and 600vtph during the weekend peak period.



With an expected traffic generation of 234vtph during the morning peak and 220vtph during the evening peak periods, the proposed development will generate approximately 9 additional trips during the morning peak and 5 less vehicle movements during the evening peak.

It will be readily appreciated that the additional traffic generated by the proposed development is during the morning peak is relatively minor (9vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

The more relevant traffic impact occurs during the weekend peak period in which the RTA Guidelines anticipate that the existing bulky goods floorspace will generate up to 600vtph during the midday peak. In comparison, the proposed medical facility will only generate approximately 194vtph visitor/patient vehicular movements during that time.

To that end, the proposed development will significantly reduce traffic during the weekend peak period by around 400vtph. As can be appreciated, this is a substantial reduction in traffic that will benefit all road users and in particular those accessing the Greenway Plaza/Supacenta development.

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.



7. CONCLUSION

The proposed medical centre is located in the north-west corner of the Greenway Supacentra and will convert 8,996m² of approved bulky goods retail floorspace in Units 7 and 8 to a medical centre known as “GREENWAY SUPAMEDICAL”. The Fernwood Gymnasium currently operating on the first floor level of Unit 7 will be retained.

The proposed medical centre will primarily utilise the parking spaces that have been allocated to the existing bulky goods use that will be replaced. In addition, the development proposal will provide a 38 space carpark on the ground level for staff only. Vehicular access to the new carpark is via the service road located at the rear of the Supacentra complex.

The main entrance to the Greenway Supacentra carpark will be reconfigured to incorporate a two lane port cochere for ambulance parking and quick drop-off/pick-up of patients. Additional disabled parking spaces will also be provided in close proximity to the main entrance.

Application of Council’s parking rate to the existing bulky goods retail floorspace yields a total weekday (daytime) parking requirement of 180 spaces.

Application of the Council and RTA parking rates to the proposed medical facility yields a total weekday (daytime) parking demand of 216 spaces. Of those 216 spaces, 178 vehicles generated by the proposed development will park in the main Greenway Plaza/Supacentra carpark while 38 vehicles will park in the new staff carpark. To that end, the proposed medical centre will generate a similar parking demand in the main carpark as the existing bulky goods floorspace that it will replace.

Chapter 4 concluded that the proposed medical facility will have no unacceptable parking implications because:

- The provision of an additional 38 space staff carpark ensures that the parking generation of the proposed development is similar to the existing bulky goods retail floorspace



- The parking calculations for the proposed medical facility would be a maximum and represents a worst case scenario
- The proposal will not rely on the parking surplus that is currently operating on the site
- A *Parking Plan of Management* will be adopted that ensures staff of the proposed medical facility park in underutilised sections of the carpark and not in high demand spaces required by neighbouring retail tenancies
- The parking calculations have not considered any discounts due to *dual and complimentary use* of parking spaces

The proposed development will generate approximately 16 deliveries per day mostly by courier vans. The development will also generate a minimal amount of small and medium sized (garbage) trucks during the week.

While the total number of vehicles servicing the proposed medical facility may be higher than that serving a 8,996m² bulky goods store, the type of vehicle servicing the medical centre is substantially smaller. As can be expected, the approved bulky goods store would be serviced by larger commercial vehicles including semi-trailers and large rigid vehicles. Chapter 5 concluded that the proposed medical facility will have no unacceptable servicing implications.

Chapter 6 determined that the traffic generating potential of the existing bulky goods floorspace on the site is approximately 225vtph during the weekday peak and 600vtph during the weekend peak period. With an expected traffic generation of 234vtph during the morning peak and 220vtph during the evening peak periods, the proposed medical facility will have no traffic implications.

The major advantage of converting the existing bulky goods floorspace to a medical facility occurs during the weekend midday peak when the traffic generation of the existing retail

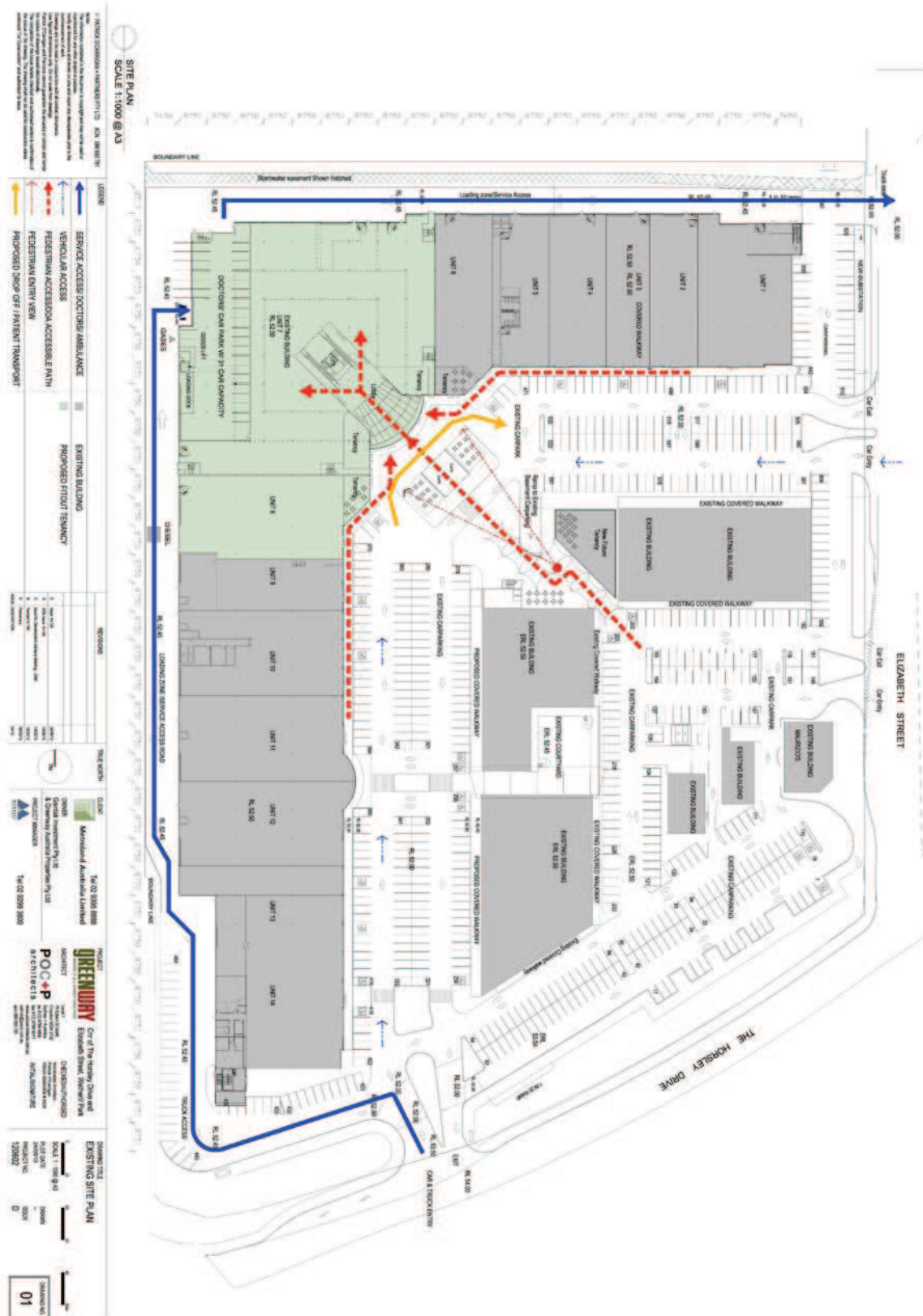


floorspace is approximately 600vtph. During this time, the proposed medical facility will only generate visitor traffic which is in the order of only 194vtph. To that end, the proposed development will reduce traffic during the weekend peak period by around 400vtph. As can be appreciated, this is a substantial reduction in traffic that will benefit all road users and those accessing the Greenway Plaza/Supacenta development.

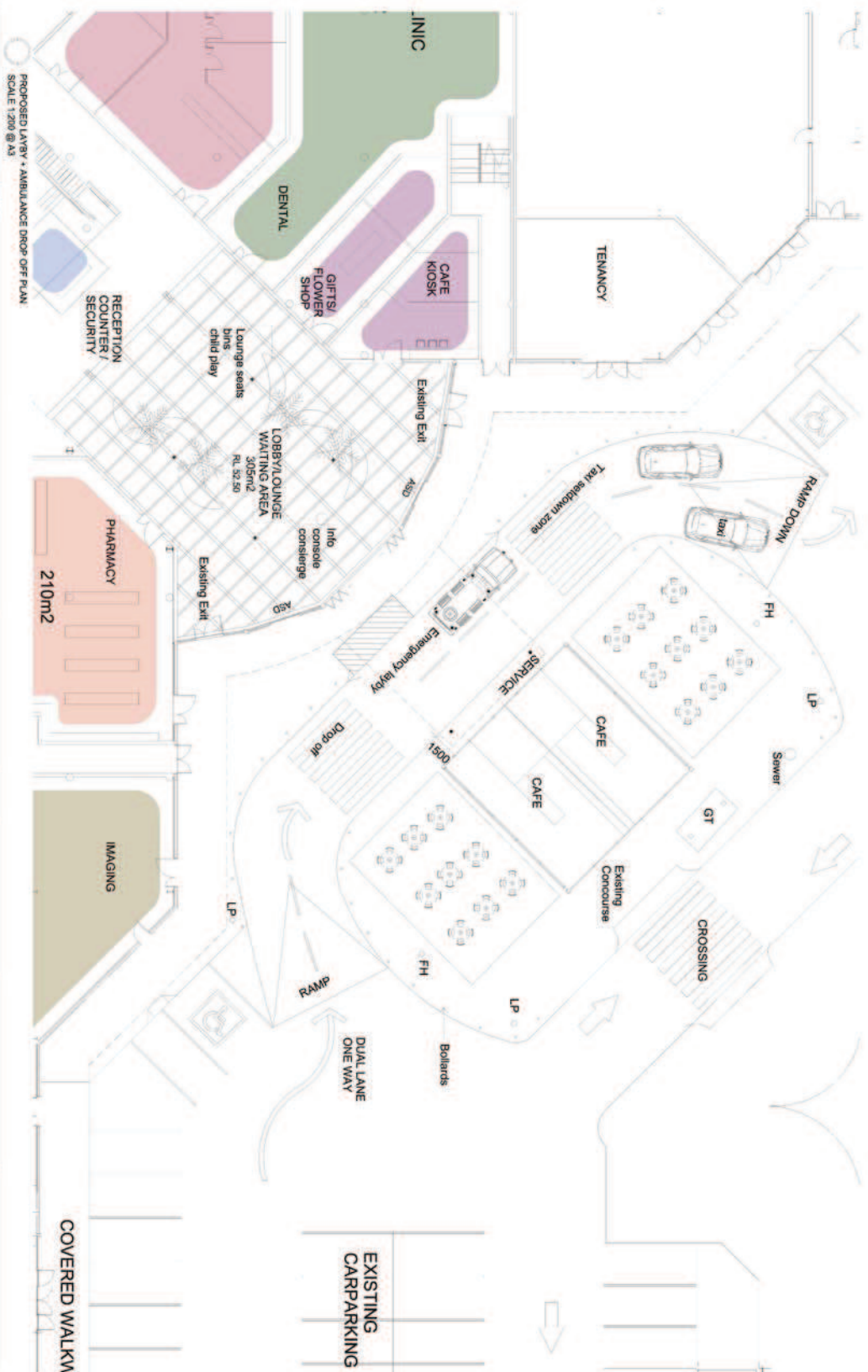
In the circumstances, it can be concluded that the proposed development has no unacceptable traffic, parking or servicing implications.

APPENDIX A

PLANS OF PROPOSED DEVELOPMENT PREPARED BY POC+P ARCHITECTS

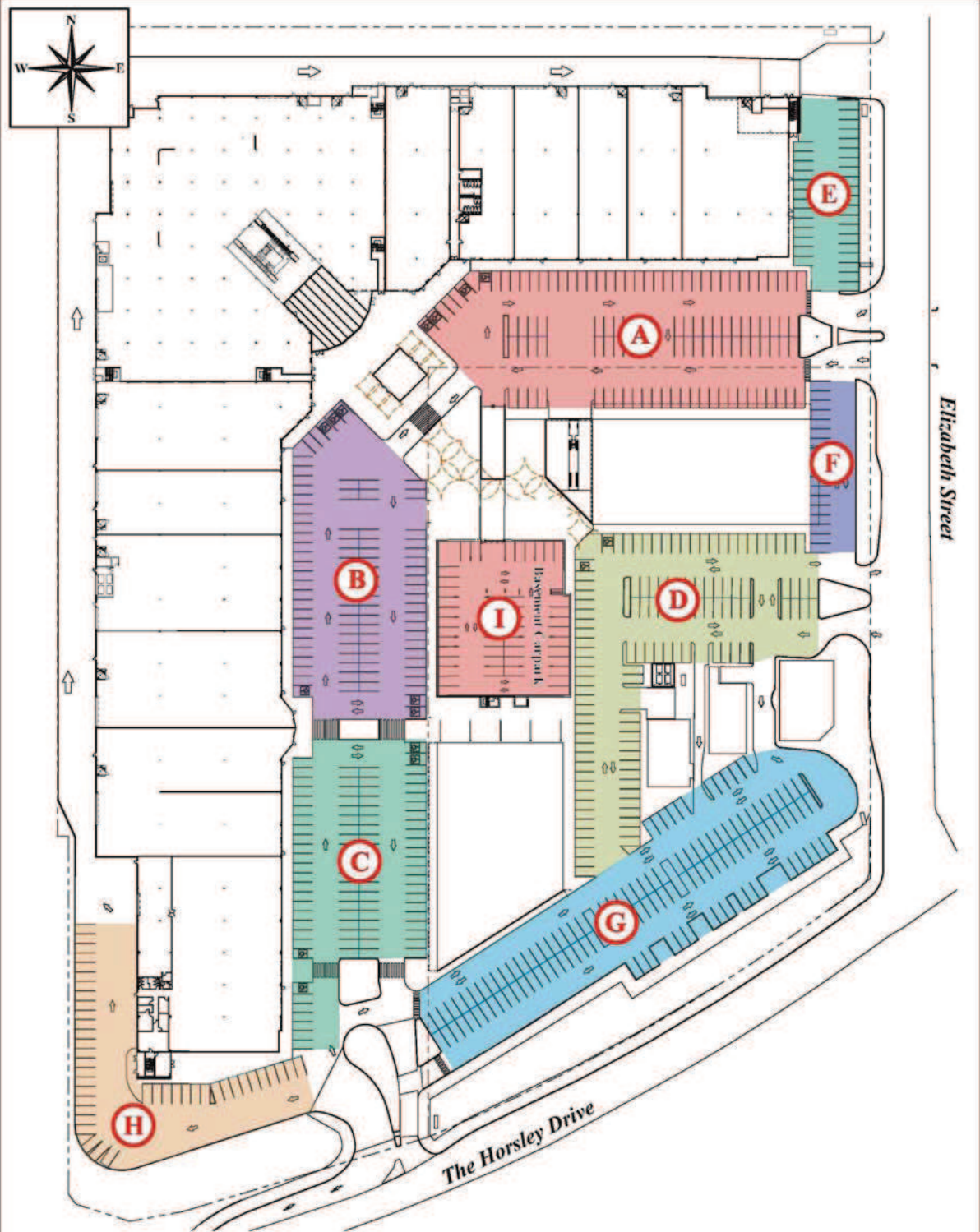




[illegible]

APPENDIX B

PARKING ACCUMMULATION SURVEY DATA



Terraflow Pty Ltd
TRAFFIC & PARKING CONSULTANTS

CARPARKING ACCUMULATION SURVEY ZONES

**R.O.A.R. DATA***Reliable, Original & Authentic Results*

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : TERRAFIC

Job No/Name : WETHERILL PARK Greenway Plaza

Thursday 4th April 2013												
Zone	Location	Cap	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
	<u>Car Park</u>											
A	Outdoor Car Park	122	21	56	112	100	108	92	86	73	89	75
B	Outdoor Car Park	88	26	49	78	53	71	75	67	61	58	55
C	Outdoor Car Park	91	14	37	54	40	70	60	54	45	59	52
D	Outdoor Car Park	117	37	43	82	75	114	104	103	74	77	69
E	Outdoor Car Park	31	0	11	9	9	11	8	16	10	4	8
F	Outdoor Car Park	18	0	2	12	12	8	17	12	13	10	9
G	Outdoor Car Park	114	15	22	29	30	40	46	34	26	32	29
H	Outdoor Car Park	42	3	4	5	7	8	9	9	6	6	5
I	<u>Basement</u>	49	15	24	30	30	34	33	28	28	28	21
Total Vehicles		672	131	248	411	356	464	444	409	336	363	323
Number of Vacant Vehicles			541	424	261	316	208	228	263	336	309	349
% Capacity Used			19.5%	36.9%	61.2%	53.0%	69.0%	66.1%	60.9%	50.0%	54.0%	48.1%

Saturday 6th April 2013												
Zone	Location	Cap	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700
	<u>Car Park</u>											
A	Outdoor Car Park	122	30	88	111	109	102	87	81	73	48	26
B	Outdoor Car Park	88	34	53	82	84	69	67	63	67	53	20
C	Outdoor Car Park	91	15	24	50	89	79	78	64	62	46	23
D	Outdoor Car Park	117	44	62	83	89	80	100	87	83	64	31
E	Outdoor Car Park	31	0	4	10	18	2	1	1	0	0	0
F	Outdoor Car Park	18	4	5	14	18	12	9	11	8	5	0
G	Outdoor Car Park	114	13	14	17	22	33	29	28	25	22	6
H	Outdoor Car Park	42	3	4	7	10	12	11	8	9	8	2
I	<u>Basement</u>	49	7	8	9	10	10	9	8	8	8	8
Total Vehicles		672	150	262	383	449	399	391	351	335	254	116
Number of Vacant Vehicles			522	410	289	223	273	281	321	337	418	556
% Capacity Used			22.3%	39.0%	57.0%	66.8%	59.4%	58.2%	52.2%	49.9%	37.8%	17.3%

APPENDIX C

TRAFFIC GENERATION CALCULATION FOR STAFF ONLY

Anticipated AM peak inbound traffic flows – STAFF ONLY

Ground Floor	Daytime Staff Parking Demand	Hours of operation	Anticipated AM Peak Inbound Traffic Flow - STAFF ONLY		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	4	8am-12am	0	1	1
Pathology lab + collection (2 professionals + 1 staff)	2	7am-6pm	1	0	1
Medical Imaging/Radiology (3 professionals + 4 staff)	6	8am-6pm	0	4	2
Day surgery	16	7am-6pm	5	6	5
Allied Health (5 doctors + 1 staff)	5	8am-6pm	0	3	2
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	1	0
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	0	0
Hydrotherapy Pool	3	8am-10pm	0	2	1
Consulting rooms (7 doctors + 1 staff)	6	8am-6pm	0	3	3
Physio/Chiro (9 doctors + 1 staff)	8	8am-8pm	0	4	2
G.P Clinic (6 doctors + 4 staff)	8	8am-8pm	0	4	2
Dental Clinic (4 doctors + 5 staff)	7	8am-6pm	0	4	3
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	3	8am-8pm	0	1	1
Total	73		7	34	24
Mezzanine Level	Daytime Staff Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites (9 doctors only)	7	8am-6pm	0	4	3
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	11		0	6	5
First Floor	Daytime Staff Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health, Speech Pathology (5 doctors + 1 staff)	5	8am-6pm	0	3	2
Sleep Clinic	1	7pm-7am	0	1	0
Private hospital (44 rooms)	18	24 hour	4	7	7
Total	24		4	11	9
Total staff traffic generation	108		11	51	38

Anticipated AM peak outbound traffic flows – STAFF ONLY

Ground Floor	Nighttime Staff Parking Demand	Hours of operation	Anticipated AM Peak Outbound Traffic Flow - STAFF ONLY		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	0	8am-12am	0	0	0
Pathology lab + collection (2 professionals + 1 staff)	0	7am-6pm	0	0	0
Medical Imaging/Radiology (3 professionals + 4 staff)	0	8am-6pm	0	0	0
Day surgery	0	7am-6pm	0	0	0
Allied Health (5 doctors + 1 staff)	0	8am-6pm	0	0	0
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	1	24 hours	0	1	0
Hydrotherapy Pool	0	8am-10pm	0	0	0
Consulting rooms (7 doctors + 1 staff)	0	8am-6pm	0	0	0
Physio/Chiro (9 doctors + 1 staff)	0	8am-8pm	0	0	0
G.P Clinic (6 doctors + 4 staff)	0	8am-8pm	0	0	0
Dental Clinic (4 doctors + 5 staff)	0	8am-6pm	0	0	0
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	0	8am-8pm	0	0	0
Total	1		0	1	0
Mezzanine Level	Nighttime Staff Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites (9 doctors only)	0	8am-6pm	0	0	0
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	0		0	0	0
First Floor	Nighttime Staff Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health, Speech Pathology (5 doctors + 1 staff)	0	8am-6pm	0	0	0
Sleep Clinic	2	7pm-7am	2	0	0
Private hospital (44 rooms)	5	24 hour	1	2	2
Total	7		3	2	2
Total staff traffic generation	8		3	3	2

Anticipated AM peak total (in + out) traffic flows – STAFF ONLY

Ground Floor	Daytime Staff Parking Demand	Hours of operation	Anticipated AM Peak In+Out Traffic Flow - STAFF ONLY		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	4	8am-12am	0	1	1
Pathology lab + collection (2 professionals + 1 staff)	2	7am-6pm	1	0	1
Medical Imaging/Radiology (3 professionals + 4 staff)	6	8am-6pm	0	4	2
Day surgery	16	7am-6pm	5	6	5
Allied Health (5 doctors + 1 staff)	5	8am-6pm	0	3	2
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	1	0
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	1	0
Hydrotherapy Pool	3	8am-10pm	0	2	1
Consulting rooms (7 doctors + 1 staff)	6	8am-6pm	0	3	3
Physio/Chiro (9 doctors + 1 staff)	8	8am-8pm	0	4	2
G.P Clinic (6 doctors + 4 staff)	8	8am-8pm	0	4	2
Dental Clinic (4 doctors + 5 staff)	7	8am-6pm	0	4	3
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	3	8am-8pm	0	1	1
Total	73		7	35	24
Mezzanine Level	Daytime Staff Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites (9 doctors only)	7	8am-6pm	0	4	3
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	11		0	6	5
First Floor	Daytime Staff Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health, Speech Pathology (5 doctors + 1 staff)	5	8am-6pm	0	3	2
Sleep Clinic	1	7pm-7am	2	1	0
Private hospital (44 rooms)	18	24 hour	5	9	9
Total	24		7	13	11
Total staff traffic generation	108		14	54	40

Anticipated PM peak inbound traffic flows – STAFF ONLY

Ground Floor	Nighttime Staff Parking Demand	Hours of operation	Anticipated PM Peak Inbound Traffic Flow - STAFF ONLY		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	0	8am-12am	0	0	0
Pathology lab + collection (2 professionals + 1 staff)	0	7am-6pm	0	0	0
Medical Imaging/Radiology (3 professionals + 4 staff)	0	8am-6pm	0	0	0
Day surgery	0	7am-6pm	0	0	0
Allied Health (5 doctors + 1 staff)	0	8am-6pm	0	0	0
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	1	24 hours	0	1	0
Hydrotherapy Pool	0	8am-10pm	0	0	0
Consulting rooms (7 doctors + 1 staff)	0	8am-6pm	0	0	0
Physio/Chiro (9 doctors + 1 staff)	0	8am-8pm	0	0	0
G.P Clinic (6 doctors + 4 staff)	0	8am-8pm	0	0	0
Dental Clinic (4 doctors + 5 staff)	0	8am-6pm	0	0	0
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	0	8am-8pm	0	0	0
Total	1		0	1	0
Mezzanine Level	Nighttime Staff Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites (9 doctors only)	0	8am-6pm	0	0	0
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	0		0	0	0
First Floor	Nighttime Staff Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health, Speech Pathology (5 doctors + 1 staff)	0	8am-6pm	0	0	0
Sleep Clinic	2	7pm-7am	0	0	2
Private hospital (44 rooms)	5	24 hour	1	2	2
Total	7		1	2	4
Total staff traffic generation	8		1	3	4

Anticipated PM peak outbound traffic flows – STAFF ONLY

Ground Floor	Daytime Staff Parking Demand	Hours of operation	Anticipated PM Peak Outbound Traffic Flow - STAFF ONLY		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	4	8am-12am	0	1	1
Pathology lab + collection (2 professionals + 1 staff)	2	7am-6pm	1	0	1
Medical Imaging/Radiology (3 professionals + 4 staff)	6	8am-6pm	0	2	4
Day surgery	16	7am-6pm	5	5	6
Allied Health (5 doctors + 1 staff)	5	8am-6pm	0	1	5
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	0	1
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	0	0
Hydrotherapy Pool	3	8am-10pm	0	0	1
Consulting rooms (7 doctors + 1 staff)	6	8am-6pm	0	1	5
Physio/Chiro (9 doctors + 1 staff)	8	8am-8pm	0	0	2
G.P Clinic (6 doctors + 4 staff)	8	8am-8pm	0	0	2
Dental Clinic (4 doctors + 5 staff)	7	8am-6pm	0	1	6
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	3	8am-8pm	0	0	1
Total	73		7	12	36
Mezzanine Level	Daytime Staff Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites (9 doctors only)	7	8am-6pm	0	1	6
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	11		0	3	8
First Floor	Daytime Staff Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health, Speech Pathology (5 doctors + 1 staff)	5	8am-6pm	0	1	5
Sleep Clinic	1	7pm-7am	0	0	0
Private hospital (44 rooms)	18	24 hour	4	7	7
Total	24		4	8	12
Total staff traffic generation	108		11	23	56

Anticipated PM peak total (in + out) traffic flows – STAFF ONLY

Ground Floor	Daytime Staff Parking Demand	Hours of operation	Anticipated PM Peak In+Out Traffic Flow - STAFF ONLY		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	4	8am-12am	0	1	1
Pathology lab + collection (2 professionals + 1 staff)	2	7am-6pm	1	0	1
Medical Imaging/Radiology (3 professionals + 4 staff)	6	8am-6pm	0	2	4
Day surgery	16	7am-6pm	5	5	6
Allied Health (5 doctors + 1 staff)	5	8am-6pm	0	1	5
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	0	1
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	1	0
Hydrotherapy Pool	3	8am-10pm	0	0	1
Consulting rooms (7 doctors + 1 staff)	6	8am-6pm	0	1	5
Physio/Chiro (9 doctors + 1 staff)	8	8am-8pm	0	0	2
G.P Clinic (6 doctors + 4 staff)	8	8am-8pm	0	0	2
Dental Clinic (4 doctors + 5 staff)	7	8am-6pm	0	1	6
Hypoxia/ Hyperbaric Clinic (1 doctor + 3 staff)	3	8am-8pm	0	0	1
Total	73		7	13	36
Mezzanine Level	Daytime Staff Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites (9 doctors only)	7	8am-6pm	0	1	6
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	11		0	3	8
First Floor	Daytime Staff Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health, Speech Pathology (5 doctors + 1 staff)	5	8am-6pm	0	1	5
Sleep Clinic	1	7pm-7am	0	0	2
Private hospital (44 rooms)	18	24 hour	5	9	9
Total	24		5	10	16
Total staff traffic generation	108		12	26	60

APPENDIX D

TRAFFIC GENERATION CALCULATION FOR VISITORS ONLY

Anticipated AM peak inbound traffic flows – VISITORS ONLY

Ground Floor	Daytime Visitor Parking Demand	Hours of operation	Anticipated AM Peak Inbound Traffic Flow - VISITORS ONLY		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	2	8am-12am	0	1	3
Pathology (2 professionals @ 2 patients p/h each)	4	7am-6pm	2	3	3
Medical Imaging (3 professionals @ 2 patients p/h)	3	8am-6pm	0	3	5
Day surgery (@ 6 patients per hour)	4	7am-6pm	5	5	5
Allied Health (5 doctors @ 2 patients p/h each)	10	8am-6pm	0	5	8
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	0	24 hours	0	0	0
Hydrotherapy Pool (@ 1 patient p/h)	0	8am-10pm	0	1	1
Consulting rooms (7 doctors @ 2 patients p/h)	15	8am-6pm	0	7	11
Physio/Chiro (9 doctors @ 2 patients p/h)	19	8am-8pm	0	7	14
G.P Clinic (6 doctors @ 3 patients p/h)	10	8am-8pm	0	7	14
Dental Clinic (4 doctors @ 2 patients p/h)	5	8am-6pm	0	3	6
Hypoxia/ Hyperbaric Clinic (1 doctor @ 1 patient p/h)	0	8am-8pm	0	1	1
Total	72		7	43	71
Mezzanine Level	Daytime Visitor Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites (9 doctors only @ 2 patients p/h)	20	8am-6pm	0	7	14
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	20		0	7	14
First Floor	Daytime Visitor Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health (5 doctors @ 2 patients p/h)	10	8am-6pm	0	4	8
Sleep Clinic	0	7pm-7am	0	0	0
Private hospital (assume 2-5 visitors p/h)	6	24 hour	2	2	4
Total	16		2	6	12
Total visitor traffic generation	108		9	56	97

Anticipated AM peak outbound traffic flows – VISITORS ONLY

Ground Floor	Daytime Visitor Parking Demand	Hours of operation	Anticipated AM Peak Outbound Traffic Flow - VISITORS ONLY		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	2	8am-12am	0	1	3
Pathology (2 professionals @ 2 patients p/h each)	4	7am-6pm	2	3	3
Medical Imaging (3 professionals @ 2 patients p/h)	3	8am-6pm	0	0	5
Day surgery (@ 6 patients per hour)	4	7am-6pm	5	5	5
Allied Health (5 doctors @ 2 patients p/h each)	10	8am-6pm	0	0	8
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	0	24 hours	0	0	0
Hydrotherapy Pool (@ 1 patient p/h)	0	8am-10pm	0	1	1
Consulting rooms (7 doctors @ 2 patients p/h)	15	8am-6pm	0	7	11
Physio/Chiro (9 doctors @ 2 patients p/h)	19	8am-8pm	0	0	14
G.P Clinic (6 doctors @ 3 patients p/h)	10	8am-8pm	0	7	14
Dental Clinic (4 doctors @ 2 patients p/h)	5	8am-6pm	0	0	6
Hypoxia/ Hyperbaric Clinic (1 doctor @ 1 patient p/h)	0	8am-8pm	0	0	1
Total	72		7	24	71
Mezzanine Level	Daytime Visitor Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites (9 doctors only @ 2 patients p/h)	20	8am-6pm	0	0	14
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	20		0	0	14
First Floor	Daytime Visitor Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health (5 doctors @ 2 patients p/h)	10	8am-6pm	0	0	8
Sleep Clinic	0	7pm-7am	1	0	0
Private hospital (assume 2-5 visitors p/h)	6	24 hour	2	2	4
Total	16		3	2	12
Total visitor traffic generation	108		10	26	97

Anticipated AM peak total (in + out) traffic flows – VISITORS ONLY

Ground Floor	Daytime Visitor Parking Demand	Hours of operation	Anticipated AM Peak In+Out Traffic Flow - VISITORS ONLY		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	2	8am-12am	0	2	6
Pathology (2 professionals @ 2 patients p/h each)	4	7am-6pm	4	6	6
Medical Imaging (3 professionals @ 2 patients p/h)	3	8am-6pm	0	3	10
Day surgery (@ 6 patients per hour)	4	7am-6pm	10	10	10
Allied Health (5 doctors @ 2 patients p/h each)	10	8am-6pm	0	5	16
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	0	24 hours	0	0	0
Hydrotherapy Pool (@ 1 patient p/h)	0	8am-10pm	0	2	2
Consulting rooms (7 doctors @ 2 patients p/h)	15	8am-6pm	0	14	22
Physio/Chiro (9 doctors @ 2 patients p/h)	19	8am-8pm	0	7	28
G.P Clinic (6 doctors @ 3 patients p/h)	10	8am-8pm	0	14	28
Dental Clinic (4 doctors @ 2 patients p/h)	5	8am-6pm	0	3	12
Hypoxia/ Hyperbaric Clinic (1 doctor @ 1 patient p/h)	0	8am-8pm	0	1	2
Total	72		14	67	142
Mezzanine Level	Daytime Visitor Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites (9 doctors only @ 2 patients p/h)	20	8am-6pm	0	7	28
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	20		0	7	28
First Floor	Daytime Visitor Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health (5 doctors @ 2 patients p/h)	10	8am-6pm	0	4	16
Sleep Clinic	0	7pm-7am	1	0	0
Private hospital (assume 2-5 visitors p/h)	6	24 hour	4	4	8
Total	16		5	8	24
Total visitor traffic generation	108		19	82	194

Anticipated PM peak inbound traffic flows – VISITORS ONLY

Ground Floor	Daytime Visitor Parking Demand	Hours of operation	Anticipated PM Peak Inbound Traffic Flow - VISITORS ONLY		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	2	8am-12am	3	3	3
Pathology (2 professionals @ 2 patients p/h each)	4	7am-6pm	3	3	0
Medical Imaging (3 professionals @ 2 patients p/h)	3	8am-6pm	5	5	0
Day surgery (@ 6 patients per hour)	4	7am-6pm	5	5	0
Allied Health (5 doctors @ 2 patients p/h each)	10	8am-6pm	8	8	0
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	0	24 hours	0	0	0
Hydrotherapy Pool (@ 1 patient p/h)	0	8am-10pm	1	1	1
Consulting rooms (7 doctors @ 2 patients p/h)	15	8am-6pm	11	11	0
Physio/Chiro (9 doctors @ 2 patients p/h)	19	8am-8pm	14	14	14
G.P Clinic (6 doctors @ 3 patients p/h)	10	8am-8pm	14	14	14
Dental Clinic (4 doctors @ 2 patients p/h)	5	8am-6pm	6	6	0
Hypoxia/ Hyperbaric Clinic (1 doctor @ 1 patient p/h)	0	8am-8pm	1	1	1
Total	72		71	71	33
Mezzanine Level	Daytime Visitor Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites (9 doctors only @ 2 patients p/h)	20	8am-6pm	14	14	0
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	20		14	14	0
First Floor	Daytime Visitor Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health (5 doctors @ 2 patients p/h)	10	8am-6pm	8	8	0
Sleep Clinic	0	7pm-7am	0	0	0
Private hospital (assume 5-12 visitors p/h)	6	24 hour	4	4	10
Total	16		12	12	10
Total visitor traffic generation	108		97	97	43

Anticipated PM peak outbound traffic flows – VISITORS ONLY

Ground Floor	Daytime Visitor Parking Demand	Hours of operation	Anticipated PM Peak Outbound Traffic Flow - VISITORS ONLY		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	2	8am-12am	3	3	3
Pathology (2 professionals @ 2 patients p/h each)	4	7am-6pm	3	3	3
Medical Imaging (3 professionals @ 2 patients p/h)	3	8am-6pm	5	5	5
Day surgery (@ 6 patients per hour)	4	7am-6pm	5	5	5
Allied Health (5 doctors @ 2 patients p/h each)	10	8am-6pm	8	8	8
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	0	24 hours	0	0	0
Hydrotherapy Pool (@ 1 patient p/h)	0	8am-10pm	1	1	1
Consulting rooms (7 doctors @ 2 patients p/h)	15	8am-6pm	11	11	11
Physio/Chiro (9 doctors @ 2 patients p/h)	19	8am-8pm	14	14	14
G.P Clinic (6 doctors @ 3 patients p/h)	10	8am-8pm	14	14	14
Dental Clinic (4 doctors @ 2 patients p/h)	5	8am-6pm	6	6	6
Hypoxia/ Hyperbaric Clinic (1 doctor @ 1 patient p/h)	0	8am-8pm	1	1	1
Total	72		71	71	71
Mezzanine Level	Daytime Visitor Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites (9 doctors only @ 2 patients p/h)	20	8am-6pm	14	14	14
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	20		14	14	14
First Floor	Daytime Visitor Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health (5 doctors @ 2 patients p/h)	10	8am-6pm	8	8	8
Sleep Clinic	0	7pm-7am	0	0	0
Private hospital (assume 5-12 visitors p/h)	6	24 hour	4	4	4
Total	16		12	12	12
Total visitor traffic generation	108		97	97	97

Anticipated PM peak total (in + out) traffic flows – VISITORS ONLY

Ground Floor	Daytime Visitor Parking Demand	Hours of operation	Anticipated PM Peak In+Out Traffic Flow - VISITORS ONLY		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	2	8am-12am	6	6	6
Pathology (2 professionals @ 2 patients p/h each)	4	7am-6pm	6	6	3
Medical Imaging (3 professionals @ 2 patients p/h)	3	8am-6pm	10	10	5
Day surgery (@ 6 patients per hour)	4	7am-6pm	10	10	5
Allied Health (5 doctors @ 2 patients p/h each)	10	8am-6pm	16	16	8
Health/Wellness/Cafe promotion kiosks	0	8am-6pm	0	0	0
Gifts/Flower shop	0	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	0	24 hours	0	0	0
Hydrotherapy Pool (@ 1 patient p/h)	0	8am-10pm	2	2	2
Consulting rooms (7 doctors @ 2 patients p/h)	15	8am-6pm	22	22	11
Physio/Chiro (9 doctors @ 2 patients p/h)	19	8am-8pm	28	28	28
G.P Clinic (6 doctors @ 3 patients p/h)	10	8am-8pm	28	28	28
Dental Clinic (4 doctors @ 2 patients p/h)	5	8am-6pm	12	12	6
Hypoxia/ Hyperbaric Clinic (1 doctor @ 1 patient p/h)	0	8am-8pm	2	2	2
Total	72		142	142	104
Mezzanine Level	Daytime Visitor Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites (9 doctors only @ 2 patients p/h)	20	8am-6pm	28	28	14
Reception	0	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	0	8am-6pm	0	0	0
Total	20		28	28	14
First Floor	Daytime Visitor Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health (5 doctors @ 2 patients p/h)	10	8am-6pm	16	16	8
Sleep Clinic	0	7pm-7am	0	0	0
Private hospital (assume 5-12 visitors p/h)	6	24 hour	8	8	14
Total	16		24	24	22
Total visitor traffic generation	108		194	194	140

APPENDIX E

TRAFFIC GENERATION CALCULATION FOR STAFF AND VISITORS (COMBINED TOTAL)

Anticipated AM peak inbound traffic flows – COMBINED STAFF AND VISITORS

Ground Floor	Daytime Parking Demand	Hours of operation	Anticipated AM Peak Inbound Traffic Flow - TOTAL		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	6	8am-12am	0	2	4
Pathology	6	7am-6pm	3	3	4
Medical Imaging	9	8am-6pm	0	7	7
Day surgery	20	7am-6pm	10	11	10
Allied Health	15	8am-6pm	0	8	10
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	1	0
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	0	0
Hydrotherapy Pool	3	8am-10pm	0	3	2
Consulting rooms	21	8am-6pm	0	10	14
Physio/Chiro	27	8am-8pm	0	11	16
G.P Clinic	18	8am-8pm	0	11	16
Dental Clinic	12	8am-6pm	0	7	9
Hypoxia/ Hyperbaric Clinic	3	8am-8pm	0	2	2
Total	145		14	77	95
Mezzanine Level	Daytime Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites	27	8am-6pm	0	11	17
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	31		0	13	19
First Floor	Daytime Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health	15	8am-6pm	0	7	10
Sleep Clinic	1	7pm-7am	0	1	0
Private hospital	24	24 hour	6	9	11
Total	40		6	17	21
Total staff + visitor traffic generation	216		20	107	135

Anticipated AM peak outbound traffic flows – COMBINED STAFF AND VISITORS

Ground Floor	Daytime Parking Demand	Hours of operation	Anticipated AM Peak Outbound Traffic Flow - TOTAL		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	6	8am-12am	0	1	3
Pathology	6	7am-6pm	2	3	3
Medical Imaging	9	8am-6pm	0	0	5
Day surgery	20	7am-6pm	5	5	5
Allied Health	15	8am-6pm	0	0	8
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	0	0
Gifts/Flower shop	1	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	2	24 hours	0	1	0
Hydrotherapy Pool	3	8am-10pm	0	1	1
Consulting rooms	21	8am-6pm	0	7	11
Physio/Chiro	27	8am-8pm	0	0	14
G.P Clinic	18	8am-8pm	0	7	14
Dental Clinic	12	8am-6pm	0	0	6
Hypoxia/ Hyperbaric Clinic	3	8am-8pm	0	0	1
Total	145		7	25	71
Mezzanine Level	Daytime Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites	27	8am-6pm	0	0	14
Reception	2	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	0	0
Total	31		0	0	14
First Floor	Daytime Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health	15	8am-6pm	0	0	8
Sleep Clinic	1	7pm-7am	3	0	0
Private hospital	24	24 hour	3	4	6
Total	40		6	4	14
Total staff + visitor traffic generation	216		13	29	99

Anticipated AM peak total (in + out) traffic flows – COMBINED STAFF AND VISITORS

Ground Floor	Daytime Parking Demand	Hours of operation	Anticipated AM Peak In+Out Traffic Flow - TOTAL		
			6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Pharmacy	6	8am-12am	0	3	7
Pathology	6	7am-6pm	5	6	7
Medical Imaging	9	8am-6pm	0	7	12
Day surgery	20	7am-6pm	15	16	15
Allied Health	15	8am-6pm	0	8	18
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	1	0
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	1	0
Hydrotherapy Pool	3	8am-10pm	0	4	3
Consulting rooms	21	8am-6pm	0	17	25
Physio/Chiro	27	8am-8pm	0	11	30
G.P Clinic	18	8am-8pm	0	18	30
Dental Clinic	12	8am-6pm	0	7	15
Hypoxia/ Hyperbaric Clinic	3	8am-8pm	0	2	3
Total	145		21	102	166
Mezzanine Level	Daytime Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Medical suites	27	8am-6pm	0	11	31
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	31		0	13	33
First Floor	Daytime Parking Demand	Hours of operation	6.30am-7.30am	7.30am-8.30am	8.30am-9.30am
Allied Health	15	8am-6pm	0	7	18
Sleep Clinic	1	7pm-7am	3	1	0
Private hospital	24	24 hour	9	13	17
Total	40		12	21	35
Total staff + visitor traffic generation	216		33	136	234

Anticipated PM peak inbound traffic flows – COMBINED STAFF AND VISITORS

Ground Floor	Daytime Parking Demand	Hours of operation	Anticipated PM Peak Inbound Traffic Flow - TOTAL		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	6	8am-12am	3	3	3
Pathology	6	7am-6pm	3	3	0
Medical Imaging	9	8am-6pm	5	5	0
Day surgery	20	7am-6pm	5	5	0
Allied Health	15	8am-6pm	8	8	0
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	0	0
Gifts/Flower shop	1	8am-6pm	0	0	0
Lobby/Lounge/Waiting area/Reception	2	24 hours	0	1	0
Hydrotherapy Pool	3	8am-10pm	1	1	1
Consulting rooms	21	8am-6pm	11	11	0
Physio/Chiro	27	8am-8pm	14	14	14
G.P Clinic	18	8am-8pm	14	14	14
Dental Clinic	12	8am-6pm	6	6	0
Hypoxia/ Hyperbaric Clinic	3	8am-8pm	1	1	1
Total	145		71	72	33
Mezzanine Level	Daytime Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites	27	8am-6pm	14	14	0
Reception	2	8am-6pm	0	0	0
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	0	0
Total	31		14	14	0
First Floor	Daytime Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health	15	8am-6pm	8	8	0
Sleep Clinic	1	7pm-7am	0	0	2
Private hospital	24	24 hour	5	6	12
Total	40		13	14	14
Total staff + visitor traffic generation	216		98	100	47

Anticipated PM peak outbound traffic flows – COMBINED STAFF AND VISITORS

Ground Floor	Daytime Parking Demand	Hours of operation	Anticipated PM Peak Outbound Traffic Flow - TOTAL		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	6	8am-12am	3	4	4
Pathology	6	7am-6pm	4	3	4
Medical Imaging	9	8am-6pm	5	7	9
Day surgery	20	7am-6pm	10	10	11
Allied Health	15	8am-6pm	8	9	13
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	0	1
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	0	0
Hydrotherapy Pool	3	8am-10pm	1	1	2
Consulting rooms	21	8am-6pm	11	12	16
Physio/Chiro	27	8am-8pm	14	14	16
G.P Clinic	18	8am-8pm	14	14	16
Dental Clinic	12	8am-6pm	6	7	12
Hypoxia/ Hyperbaric Clinic	3	8am-8pm	1	1	2
Total	145		78	83	107
Mezzanine Level	Daytime Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites	27	8am-6pm	14	15	20
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	31		14	17	22
First Floor	Daytime Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health	15	8am-6pm	8	9	13
Sleep Clinic	1	7pm-7am	0	0	0
Private hospital	24	24 hour	8	11	11
Total	40		16	20	24
Total staff + visitor traffic generation	216		108	120	153

Anticipated PM peak total (in + out) traffic flows – COMBINED STAFF AND VISITORS

Ground Floor	Daytime Parking Demand	Hours of operation	Anticipated PM Peak In+Out Traffic Flow - TOTAL		
			3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Pharmacy	6	8am-12am	6	7	7
Pathology	6	7am-6pm	7	6	4
Medical Imaging	9	8am-6pm	10	12	9
Day surgery	20	7am-6pm	15	15	11
Allied Health	15	8am-6pm	16	17	13
Health/Wellness/Cafe promotion kiosks	2	8am-6pm	0	1	1
Gifts/Flower shop	1	8am-6pm	0	0	1
Lobby/Lounge/Waiting area/Reception	2	24 hours	1	1	0
Hydrotherapy Pool	3	8am-10pm	2	2	3
Consulting rooms	21	8am-6pm	22	23	16
Physio/Chiro	27	8am-8pm	28	28	30
G.P Clinic	18	8am-8pm	28	28	30
Dental Clinic	12	8am-6pm	12	13	12
Hypoxia/ Hyperbaric Clinic	3	8am-8pm	2	2	3
Total	145		149	155	140
Mezzanine Level	Daytime Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Medical suites	27	8am-6pm	28	29	20
Reception	2	8am-6pm	0	1	1
Admin Mnt/ E Records/ Staff change support	2	8am-6pm	0	1	1
Total	31		28	31	22
First Floor	Daytime Parking Demand	Hours of operation	3.30pm-4.30pm	4.30pm-5.30pm	5.30pm-6.30pm
Allied Health	15	8am-6pm	16	17	13
Sleep Clinic	1	7pm-7am	0	0	2
Private hospital	24	24 hour	13	17	23
Total	40		29	34	38
Total staff + visitor traffic generation		216	206	220	200

This page is intentionally blank

Sydney

Tower 2, Level 23, Darling Park
201 Sussex Street Sydney, NSW 2000
t +02 8233 9900
f +02 8233 9966

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
t +03 8663 4888
f +03 8663 4999

Brisbane

Level 7, 123 Albert Street
Brisbane, QLD 4000
t +07 3007 3800
f +07 3007 3811

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
t +08 9346 0500
f +08 9221 1779

Australia • Asia • Middle East
w urbis.com.au **e** info@urbis.com.au

