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13 May 2014

Benbow Environmental
13 Daking Street
North Parramatta NSW 2151

Attention: Brent Winning

Dear Brent,

RE: Parking and Access Arrangements at
73 Victoria Street, Smithfield

This letter is a supplement to Transport and Urban Planning's Traffic and Impact Assessment Report dated November 2013, regarding formalisation of MRI's waste resource recovery operation at the subject address.

We have been instructed to review further traffic design issues following comments received from Fairfield City Council. These issues are;

1. On site car parking requirements;
2. Relocation of storage and waste bins from the front of the site to the rear yard;
3. Truck access and manoeuvrability in the rear yard; and
4. Truck trip distribution on the surrounding road network.

1. Car Parking

It is understood that the previous development consent for the subject site was on the basis that it could be operated as three separate factory units, two fronting Victoria Street and one at the rear with access from O'Connell Street. The total parking requirement was for 51 car spaces, and these were provided by 40 spaces on the Victoria Street frontage (including one space for the disabled), and 11 spaces in the rear yard.

MRI proposes to relocate several storage containers from the front yard to the rear yard, completely freeing up the front yard for its intended purposes of car parking and delivery truck access.

While the rear yard would be a preferable location for the bins, the 11 parking spaces in the rear yard would no longer be available. To assess whether this would be feasible, Transport and Urban Planning Pty Ltd has surveyed the parking demands for the current and proposed MRI operation.

It should be noted that in Section 5.2.1 of the RMS Guide to Traffic Generating Developments, the basis for recommended car parking rates is discussed. It is indicated that surveying the actual characteristics of an individual development, where possible, can produce more accurate parking requirements than using rates derived from averaging numerous site surveys of diverse types of development. It states "*it is the responsibility of the applicant to prove that…...the proposed level of parking provision is adequate*."

The current MRI operation involves day time hours only, with a maximum workforce of 28 operational staff and six office staff. A staff survey shows that of the 28 operational staff, 18 (64%) drive cars and park at the site. (7 use public transport, three get lifts to work). All six office staff drive and park at the site. MRI Management also advise that five visitor car spaces is the maximum required. This equates to a current maximum total parking accumulation of 29 cars.

The proposed staffing and hours of the future MRI operation is detailed in our November 2013 report in Section 3.2. Shift operations from 6am to 11pm are proposed and weekday staffing arrangements will be:

6.00am – 2.30pm 15 operational staff
8.00am – 4.30pm 7 operational staff
2.30pm – 11.00pm 10 operational staff
Plus 8 full time office staff

At the shift change at 2.30pm up to all 32 operational staff and 8 office staff could be on site. To assume a 'worst-case' parking demand, it is assumed that the 10 late shift staff will all drive to work, all 8 office staff will drive to work, 64% of the 22 day shift staff (14) will drive to work and the five visitor spaces will also be required. This equates to a future maximum total parking requirement of 10 + 8 + 14 + 5 = 37 spaces.

It is therefore concluded that the 40 parking spaces in the front yard of the site will provide an adequate supply of parking for the peak future MRI operational demand. It is also noted that the car parking spaces in the rear yard will not be permanently lost, because should MRI ever vacate the site those spaces would again be available for a future tenant's use.

2. and 3. Relocation of Bins and Truck Access

The MRI operation seeks to have three types of storage containers or waste bins to be positioned outdoors for frequent servicing. These containers are;

- 2 steel recycling bins, 6m x 2.4m;
- 2 general waste bins, 1.8m x 1.2m;
- Large storage cages covering a total area of 7.5m x 5m.

Some of these containers have been kept in the front yard of the site, occupying parking spaces, which is not permitted by Council. It is proposed that to comply with Council's requirements all these containers will be located in the rear yard. This will remove any storage of materials from the front yard (other than transient items) ensuring that all parking spaces are available and that trucks can access the front yard to deliver and collect material.

To ensure that the rear yard can accommodate these containers and also allow service trucks to enter and leave via O'Connell Street in a forward direction, we have prepared **Figure 7** which shows the swept path of 12.5m MRV manoeuvring in the rear yard, and typical locations of the containers. **Figure 7** verifies that the proposed bin and truck access arrangements will operate satisfactorily.

It is also noted that **Figures 3, 4** and **5** from the November traffic assessment report verify that trucks up to 19.0m semi trailers can operate in the front yard, including entering and exiting in a forward direction. Relocation of all storage and waste bins to the rear yard will ensure that all trucks that are expected to use the site will be able to do so in accordance with AS2890.2-2002.

4. Truck Trip Distribution

Section 3.3 of the November traffic assessment report identified the future truck volumes that will use the site. The current site review and reorganisation has resulted in MRI Management adjusting the forecast truck volumes, increasing the trucks using the rear yard from 2 to 4 per day, while maintaining the forecast 7 trucks per day using the front yard.

Maximum daily truck trips

- Victoria Street driveways - 7 trucks
- O'Connell Street driveways - 4 trucks

Trucks up to the size of 19.0m semi trailers are expected to use the site, but most trucks will be MRV size (12.5m rigid trucks).

MRI Management advise that the typical pattern of truck distribution is 50% to and from the west and 50% to and from the east. All trucks use Victoria Street to and from the site due to load limits on The Horsley Drive south of the site.

The typical hourly distribution of the 11 daily truck trips to and from the MRI site is that most occur between 9am and 3pm, however to assess a worst case scenario, it is assumed that up to two truck trips may occur in an AM or PM peak hour. This would involve one trip to and from the east, where this volume of trucks will easily be accommodated in traffic signals at the Cumberland Highway and will then disperse on the State arterial road network; and one trip to and from the west, where this volume would easily disperse along Victoria Street to Hassall Street, Gipps Road and the M4 to the north, The Horsley Drive to the west, or Cowpasture Road or the M7 to the south.

As concluded in the November 2013 Traffic Impact Assessment, the MRI proposal will be a low generator of heavy vehicles and will have no adverse effect on the surrounding road network.

Yours faithfully

Geoff Morris
Senior Traffic Consultant
Transport and Urban Planning Pty Ltd