



Ref: 24.016r01v02

1/11/2024

AMJ Demolition
c/- Claron Consulting
PO Box 542
Lindfield NSW 2070

Attention: Brent Winning

**RE: 55 MARTIN ROAD, BADGERYS CREEK
SECTION 4.55 MODIFICATION APPLICATION TO AN APPROVED RESOURCE RECOVERY FACILITY
TRAFFIC & PARKING STATEMENT**

Dear Brent,

PDC Consultants has been commissioned by AMJ Demolition to prepare a Traffic and Parking Statement (Statement) relating to a Section 4.55 Modification Application (S4.55 Application) to an approved resource recovery facility under Development Application DA 263 / 2018 / A at 55 Martin Road, Badgerys Creek. A detailed description of the proposed works under this S4.55 Application is provided in the Statement of Environmental Effects (SEE) prepared by Claron Consulting. The relevant modifications to the traffic and parking design aspects of the approved development include:

- Reconfiguration of the shed and increase of the warehouse gross floor area (GFA) from 2,340m² to 6,270.5m². The shed will now incorporate the stockpile bays which was previously located outside of the shed.
- No change to the maximum processing capacity of 95,000 tonnes per annum of construction and demolition waste.
- No change to the separate office building and car park. Any proposed changes to these development aspects will be covered under a separate S4.55 Application to Council.
- No change to the vehicle access arrangements onto Martin Road.

A copy of the relevant architectural drawings prepared by PTI Architecture and submitted separately to Council.

This Statement has been prepared to assess the parking and traffic impacts of the proposed modifications, with our findings discussed herein.

APPROVED DEVELOPMENT

For context, it is considered noteworthy to summarise the relevant traffic and parking aspects of the latest approved development under DA 263 / 2018 / A approved on 16 June 2020, which are as follows:

- 2,354 m² warehouse GFA.
- 280 m² office GFA.
- 13 at-grade car parking spaces including 2 accessible spaces.
- A maximum processing capacity of 95,000 tons per annum of construction and demolition waste.

PDC Consultants

- Five separated covered stockpile bays, located outside the main shed.
- Two separate vehicle access driveways serving the resource recovery facility shed and the office building.

PARKING REQUIREMENTS

Car Parking

The Liverpool Council Development Control Plan 2008 (LDCP) stipulates car parking rates for warehouse developments. **Table 1** outlines the minimum car parking requirements under the LDCP.

Table 1: Minimum Car Parking Requirements

TYPE	PROPOSED GFA	LDCP PARKING RATE	LDCP MINIMUM REQUIREMENT
Warehouse	6,270.5 m ²	1.0 space / 250 m ² GFA	25

From **Table 1**, it is evident that a minimum of 25 car spaces is required under the LDCP. This is an increase of an additional 12 car spaces above the required provisions under the DA 263 / 2018 / A Consent.

Notwithstanding the above, the operational characteristics of the development should be taken into consideration when assessing the minimum parking requirements. The primary reason to provide for a larger shed is to encapsulate the five separate stockpile bays within the building envelope. For reference, the approved stockpile bay arrangements under the approved DA 263 / 2018 / A Consent drawings, is shown in **Figure 1**.

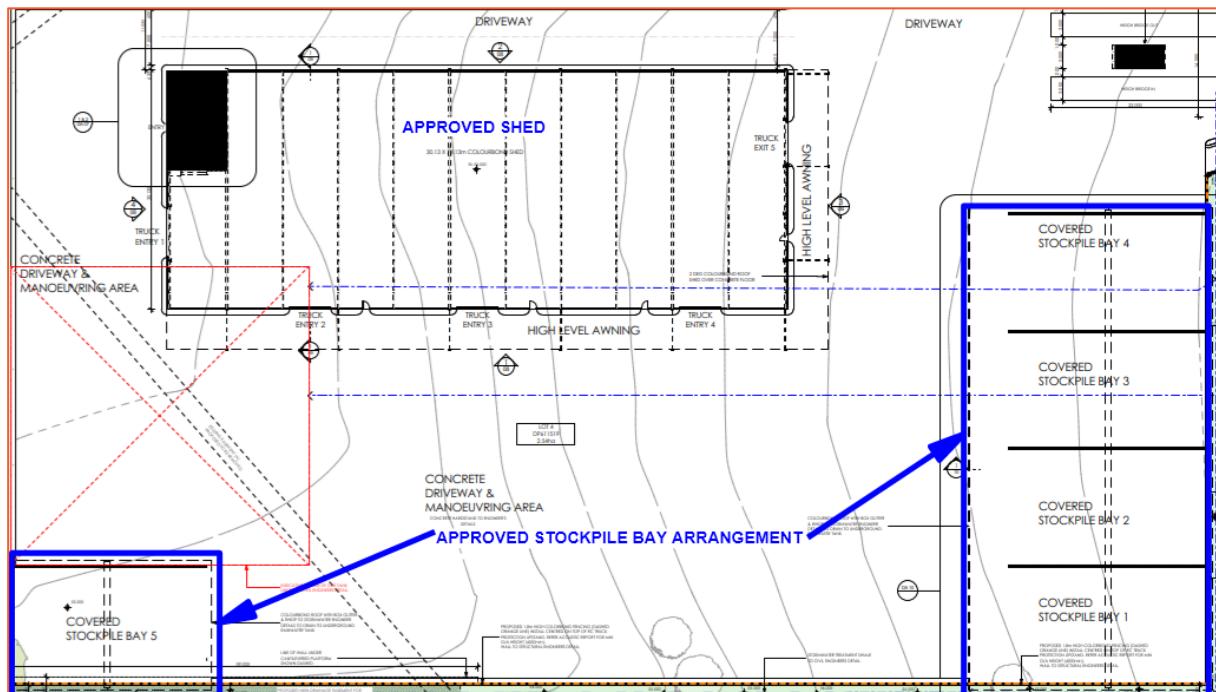


Figure 1: Approved Shed & Stockpile Bay Arrangements



As per the architectural drawings submitted separately to Council, the stockpile bays will wholly be accommodated in the larger shed. Movement of waste and resource material would be able to move more efficiently within the building and noting that the subject S4.55 Application proposes no change to the approved maximum processing capacity of 95,000 tonnes per annum of construction and demolition waste. Accordingly, the number of staff that would be working within the shed would be the same under the approved DA 263 / 2018 / A Consent and this subject S4.55 Application.

It is considered that the provision of 13 car spaces is considered acceptable for the above circumstances.

Service Vehicle Parking

Consistent with the DA 263 / 2018 / A Consent, the largest truck to access the site is a 20-metre-long articulated vehicle (AV). The processing shed will have three separate truck accesses along its northern side that will allow for AVs to manoeuvre within the hardstand area and reverse into the shed.

Swept path analysis has been undertaken of the abovementioned truck movements using an AV, as defined under AS 2890.1. The results, included as **Attachment 1**, confirm satisfactory truck movements and importantly, all site entry and exit movements will occur in a forward direction.

TRAFFIC GENERATION AND IMPACTS

As discussed early in this Statement, whilst the processing larger will comprise of a larger GFA, the operational characteristics of the development will remain as per the approved DA 263 / 2018 / A Consent noting a maximum maximum processing capacity of 95,000 tonnes per annum.

With reference to the Traffic Impact Assessment Report (ref: 17149r) prepared by Transport & Urban Planning Pty Ltd dated February 2018 (herein referred to as the "TUP TIA Report), the expected truck movements are as follows:

The total truck trips per day will typically be 14 HRV trucks and 12 AV trucks, totalling 26 truck trips per day. This equates to 26 truck movements into the site and 26 truck movements out of the site per day. Over a 10 hour day there will be an average of 2.6 trucks entering and 2.6 trucks leaving the site each hour. Because truck operations are planned to occur regularly throughout each day, the peak hour volumes are expected to be up to three trucks per hour in and out of the site.

No changes to the heavy vehicle traffic generation are expected under this S4.55 Application and accordingly, will be consistent with the DA 263 / 2018 / A Consent

Separate to the above, no changes are proposed to the on-site office building. Any changes to the office building will be subject to a separate S4.55 Application to Council.

DESIGN ASPECTS

This S4.55 Application only relates to the processing shed component of the site and any changes to the office building and associated at-grade car park will be addressed by a separate S4.55 Application. Accordingly, the noteworthy design commentary outlined below will relate to the associated vehicle movements around the hardstand area and processing shed.



Vehicle Access

- No changes are proposed to the approved vehicle access arrangements and is consistent with the DA 263 / 2018 / A Consent.

Truck Loading / Unloading Bays

- The truck accesses along the northern side of the shed are provided with 6.3-metre-wide roller doors.
- Swept path analysis has been undertaken of the entry and exit movements to the processing shed using an AV as defined under AS 2890.1. The results included as **Attachment 1** confirming satisfactory entry and exit movements can be achieved.

In summary, the internal parking arrangements have been designed in general accordance with AS 2890.2 and the approved development under DA 263 / 2018 / A. Any minor amendments (if any) can be dealt with prior to the release of a Construction Certificate. It is therefore concluded that the proposed development is supportable on traffic planning grounds.

Please contact the undersigned should you have any queries or require anything further.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Julius Boncato'.

Julius Boncato
Senior Traffic Engineer, PDC Consultants

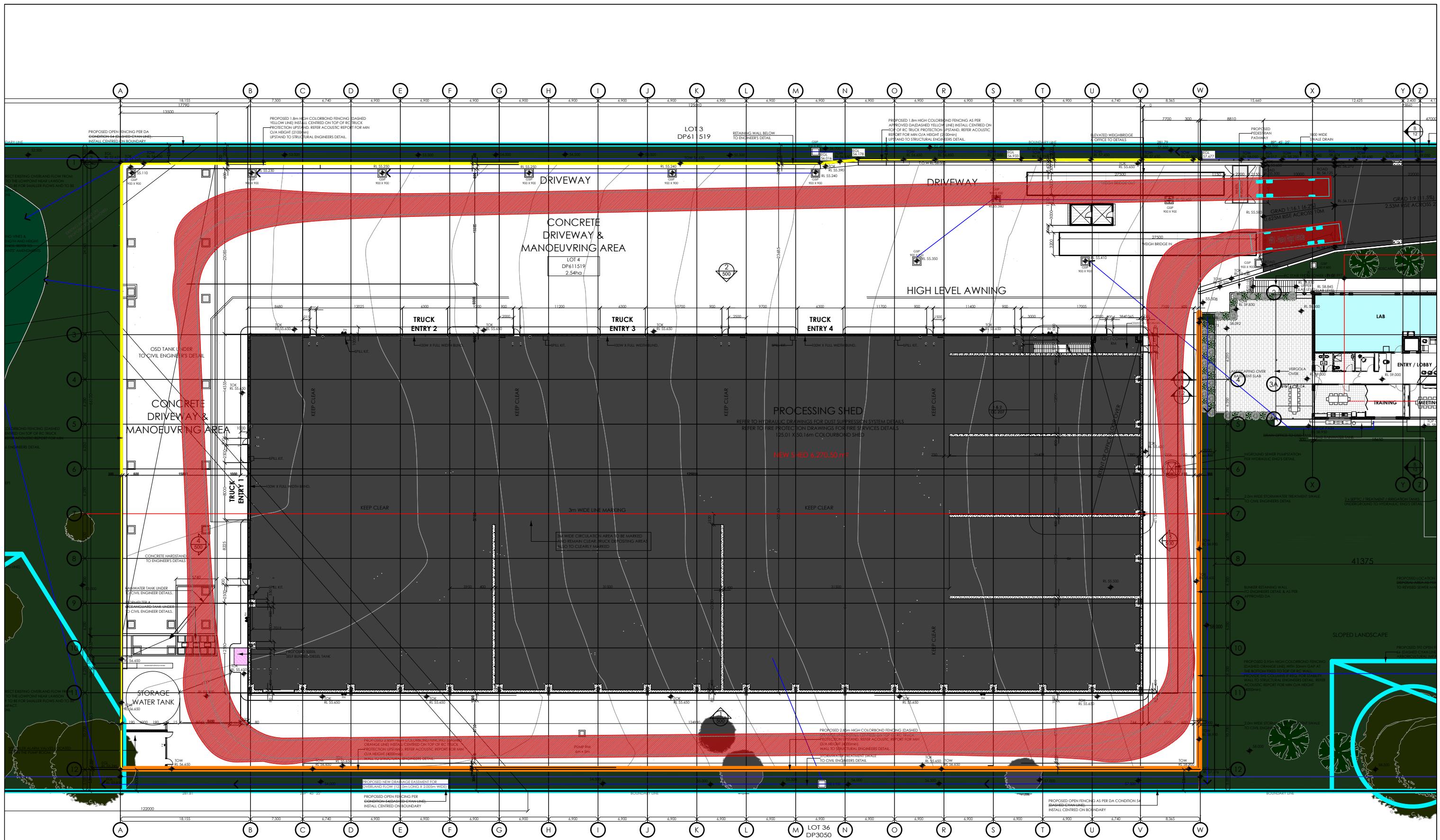
Email: jboncato@pdcconsultants.com.au

Attachments:

- 1) *Swept Path Drawings*



Attachment 1



Drawing Prepared By



North



Swept Path Key

- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

Project

55 Martin Road
Badgery's Creek

Project No
24.016

Drawing Title

Site Plan
12.5-metre Heavy Rigid Vehicle Swept Path Analysis
Fire Truck Access & Circulation Arrangements

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.

002

Drawn By

JB

Revision No.

-

Date

1/11/2024

Scale

1:500 @ A3

