

Our Reference: G32230L-011

24 May 2023

C/- Davis Advisory
Via email <kayla.gregg@davisadvisory.com.au>

Dear Kayla,

2-44 Graingers Road, West Footscray – Proposed Paintback Project (PaCE HQ) Traffic Engineering Assessment

Further to your request, we have undertaken a traffic engineering assessment of the Proposed Paintback Project (PaCE HQ) at 2-44 Graingers Road, West Footscray.

The following report provides an assessment of the traffic, car parking, vehicle access, and loading arrangements for the proposed use.

Project Description

We have been briefed by Davis Advisory to consider traffic engineering matters in relation to the proposed Paintback (PaCE HQ) project in West Footscray. The PaCE HQ project is described in Annexure D of the application, and our comments and findings are referable to that project.

Existing Conditions

The overall site, addressed as 2-44 Graingers Road, West Footscray, is located on the west side of Graingers Road and east side of Stradbroke Street, between Sunshine Road (to the north) and the Princes Highway Service Road (to the south).

The land at 2-44 Graingers Road, West Footscray is currently occupied by an operating paint manufacturing facility. The existing paint manufacturing facility falls under the land-use category of 'industry' under Clause 73.03 of the Planning Scheme.

The application area comprises two (2) existing sheds and adjoining outdoor areas in the southern part of the overall site. This is shown in the locality plan and aerial photograph that are provided at Figure 1 and Figure 2, respectively. We have been advised that the remaining portion of the site will continue to operate as a paint manufacturing facility by Watty (Hempel Group).

The existing shed has a roller door and associated crossover connection with Braid Street, near the bend with Stradbroke Street.

The overall site currently contains approximately 90 on-site car spaces, with 54 car spaces within the western car park and 36 car spaces (inclusive of 1 DDA space) within the eastern car park.

We have been advised that the existing loading arrangements consist of three (3) east-west drive-through arrangements between Stradbroke Street (to the west) and Graingers Road (to the east). We have been advised that the northern and southern connections accommodate up to B-double trucks, and the central connection accommodates up to semi-trailer trucks. We understand that truck arrivals are generally via Sunshine Road (from the north) to Stradbroke Street, and then drive through the site and depart onto Graingers Road towards Sunshine Road (to the north) or Princes Highway (to the south).

The subject site of this proposal is rectangular in shape, with frontages to Braid Street (to the north) and Darwin Street (to the west).

The subject site is located within the 'Industrial 3 Zone (IN3Z)' under the Maribyrnong Planning Scheme. Notable land uses in the vicinity of the site include Hansen Reserve located approximately 450 metres west and the Bunnings located approximately 500 metres to the east.

A locality plan, aerial photograph and photograph of the site's frontage to Braid Street are provided at Figure 1 to Figure 3, respectively.

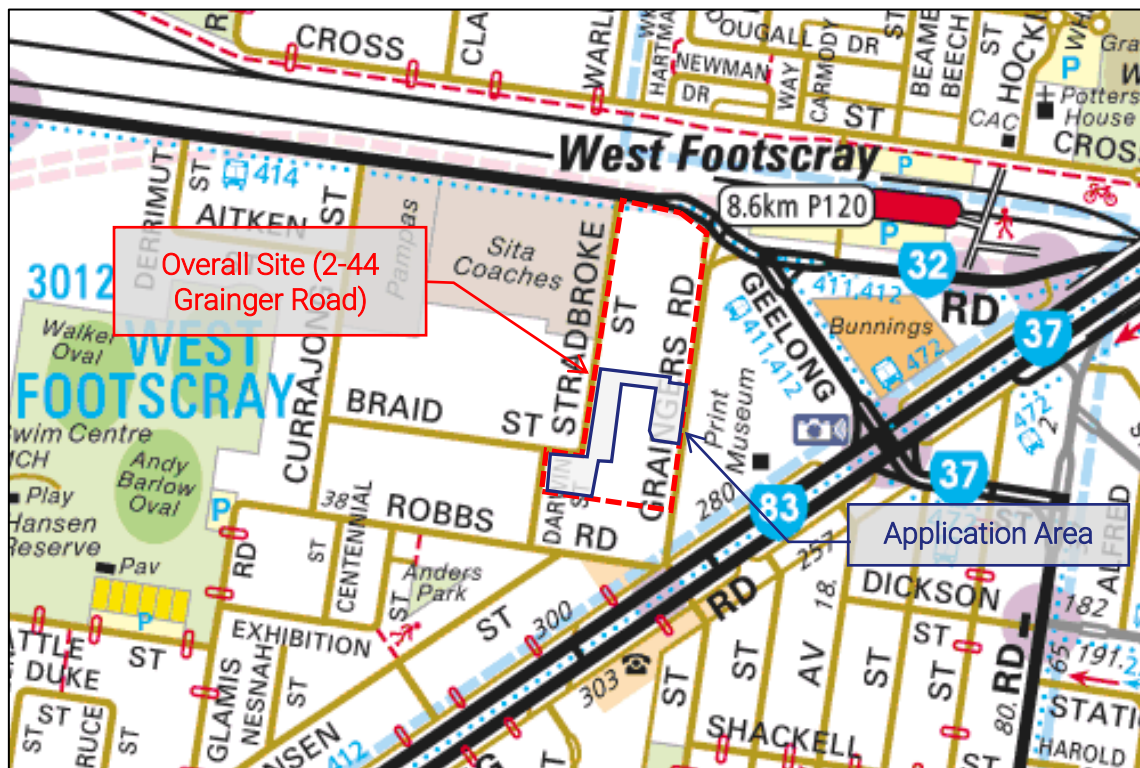


Figure 1: Locality Plan

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Figure 2: Aerial View

Source: Nearmap



Figure 3: Site Frontage to Braid Street - View South



Existing Road Network & Parking Conditions

Graingers Road is classified as an 'Access Road' under the Council's Road Register. Graingers Road is aligned in a general north-south direction between Sunshine Road (to the north) and Princes Highway (to the south).

In the vicinity of the site, Graingers Road has a carriageway width of approximately 14 metres and provides for simultaneous two-way traffic and kerbside parking on both sides of the road.

The default urban speed limit of 50km/h applies to Graingers Road.

Stradbroke Street is classified as an 'Access Road' under the Council's Road Register. Stradbroke Street is aligned in a general north-south direction between Sunshine Road (to the north) and Braid Street (to the south).

In the vicinity of the site, Stradbroke Street has a carriageway width of approximately 7 metres which provides for a single lane of two-way traffic and kerbside parking on both sides of the road. Alternatively, simultaneous two-way traffic is accommodated where vehicles are parked along one side of the road only.

Parking along Stradbroke Street is generally unrestricted except at the northern end where 'No Stopping' restrictions apply on both sides.

We note at that 'left turn only' restrictions apply on the southern approach of the Stradbroke Street/Sunshine Road intersection

The default urban speed limit of 50km/h applies to Stradbroke Street.

Braid Street is classified as an 'Access Road' under the Council's Road Register. Braid Street is aligned in a general east-west direction between Stradbroke Street (to the east) and Currajong Street (to the west).

In the vicinity of the site, Braid Street has a carriageway width of approximately 9.6 metres and provides for simultaneous two-way traffic and kerbside parking on both sides of the road.

The default urban speed limit of 50km/h applies to Stradbroke Street.

Darwin Street is classified as an 'Access Road' under the Council's Road Register. Darwin Street is aligned in a general north-south direction between Braid Street (to the north) and Robbs Road (to the south).

In the vicinity of the site, Darwin Street is provided with a carriageway width of approximately 9.3 metres and provides for two-way traffic and kerbside parking on both sides of the road.

The default urban speed limit of 50km/h applies to Darwin Street.

Sunshine Road is classified as an 'Transport Zone 2 – Principal Road Network (TRZ2)' under the Planning Scheme and is managed by the Department of Transport. Sunshine Road is aligned in a general east-west direction.

In the vicinity of the site, Sunshine Road provides for two (2) traffic lanes in both directions. 'No Stopping' restrictions apply to both the north and south sides of the road.



A signed speed limit of 60km/h applies to Sunshine Road in the vicinity of the site.
Figure 4 to Figure 9 provides views of the surrounding road network.



Figure 4: Graingers Road – View North



Figure 5: Graingers Road – View South



Figure 6: Stradbroke Street – View North



Figure 7: Stradbroke Street – View South



Figure 8: Braid Street at Site Access – View East



Figure 9: Braid Street at Site Access – View West



Sustainable Modes of Transport

The City Maribyrnong is well serviced by the Principal Bicycle Network (PBN), with on-road and off-road bicycle paths directly linking to surrounding municipalities.

The subject site has good access to existing bicycle infrastructure with on-road bicycle lanes and informal bicycle routes on many roads in the immediate vicinity of the subject site, including Robbs Road, Roberts Road and Somerville Road.

The site also has good access to public transport with West Footscray Station located approximately 550 metres northeast of the site and Bus Routes 411, 412 and 947 operating approximately 200 metres southeast of the site on Princes Highway.

Bus Route 414 is also available approximately 300 metres north of the site on Sunshine Road.



Proposal

The proposal is for a paint recovery facility within the existing sheds at the southern part of the overall Watty paint site to be known as 'PaCE HQ'.

The proposed facility will broadly operate as follows:

1. Incoming deliveries of stillages filled with various containers of both solvent and water-based paint.
2. Sorting and separation of paints into either solvent or water based.
3. Crushing of empty paint cans and transfer into skip bins for collection and recycling.
4. Repurposed paint products are captured in pallets and delivered out to customers.

Incoming and outgoing deliveries are to occur within the existing southern and central loading routes of the overall site, with entry from Stradbroke Street and exit to Graingers Road via existing crossovers.

Direct vehicle access to the shed is to be provided via the existing concrete apron/crossover at the Stradbroke Street/Braid Street bend, with one (1) roller doors allowing for reverse-in access for hook-lift trucks for occasional skip bin collection.

The existing eastern car park is to be repurposed as an outdoor storage area, with existing car parking demands to be displaced to the main (western) car park which is to be retained. Vehicle access to the western car park is via two (2) existing crossovers with Stradbroke Street.

As part of the proposal, 15 new car spaces are to be provided at various locations throughout the overall site as shown in the revised concept plan at Appendix A. These car spaces are to be accessed via various existing access connections with Graingers Road or Stradbroke Street. All of these 15 new car spaces are to be allocated to Paintback.

The proposed hours of operation are to be 7am-11pm, Monday to Saturday. We understand that initial operations of the facility for the first few years will generally occur between 8am-5pm Monday to Friday.



Car Parking Considerations

Statutory Car Parking Assessment

The existing paint manufacturing facility falls under the land-use category of 'industry' under Clause 73.03 of the Planning Scheme.

Clause 52.06 of the Maribyrnong Planning Scheme relates to parking requirements for new development. It applies to

- *a new use; or*
- *an increase in the floor area or site area of an existing use; or*
- *an increase to an existing use by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use.*

We note the following regarding the proposal:

- the existing paint manufacturing facility falls under the same land-use category as the proposed use (industry), and
- the 'Car Parking Measure (Column C)' from Clause 52.06 of the Planning Scheme for industry (net floor area) will remain the same as there is no change to floor area.

Accordingly, we are in the view that Clause 52.06 of the Planning Scheme does not apply to the proposal and therefore there is no requirement to provide car parking. However, in this case the proposed use is to occupy the existing eastern car park associated with existing industry use and therefore the car parking demands that will be displaced must be considered. An assessment of the existing car parking demands and proposed displacement of demands is provided in the following section.

Furthermore, we acknowledge that the proposed paint recovery facility will generate a car parking demand and therefore, it is reasonable to consider the car parking generation by undertaking a first principles analysis.

The car parking demands are expected to be predominantly staff, with visitors being infrequent. We have been advised that the proposed facility will have up to 16 new employees on-site at any one time.

Accordingly, the anticipated peak car parking demand generated by the proposed use is up to 16 car spaces. This conservatively assumes that all new staff members drive to work by car, although it is likely that some may choose to travel by public transport given the proximity of West Footscray Railway Station.



Availability of Car Parking

To ascertain existing car parking conditions on-site and availability to accommodate the proposed use, Traffix Group has reviewed Nearmap aerial photography from several days to understand parking occupancy within the eastern and western car parks, as illustrated in Figure 10.



Figure 10: On-Site Car Parking Survey Area

Aerials for the following dates were reviewed:

- Wednesday, 14th of September 2022 at 10:38am,
- Thursday, 21st of July 2022 at 12:38pm,
- Monday, 17th of February 2020 at 11:51am, and
- Monday, 25th of November 2019 at 9:51am.

There are a total of approximately 87 car spaces, including 34 in the east car park and 53 in the west car park.

A summary of the aerial parking survey results is provided at Table 1.



Table 1: Aerial Parking Survey Results – On-Site Parking

	Wednesday 14/09/2022			Thursday 21/07/2022			Monday 17/02/2020			Monday 25/11/2019		
	10:38am			12:38pm			11:51am			9:51am		
Spaces Available	East (34)	West (53)	Total (87)	East (34)	West (53)	Total (87)	East (34)	West (53)	Total (87)	East (34)	West (53)	Total (87)
Total Cars Parked	16	36	52	13	34	47	4	36	40	17	24	41
Total Vacant Spaces	18	17	35	21	19	40	30	17	47	17	29	46
Percentage Occupancy	47%	68%	60%	38%	64%	54%	12%	68%	46%	50%	45%	47%

At the peak time of the reviewed aerial images, 52 out of the 87 parking spaces were occupied (60% occupancy, 35 vacant parking spaces) within the survey area. The remaining surveys had lower existing demands and therefore greater vacancy of car spaces.

Accordingly, if all existing car parking demands from the eastern car park were displaced to the western car park, the peak overall demand of 52 cars would be adequately accommodated within the capacity of the western car park (53 spaces).

As mentioned previously, 15 new car spaces are to be provided at various locations throughout the overall site as shown in the revised concept plan at Appendix A. In addition, as demonstrated by our parking surveys, there is a spare capacity of one (1) space within the main western car park even after existing car parking demands has been displaced from the eastern car park.

All 15 new car spaces are to be allocated to Paintback as well as car one (1) space within the existing main western car park.

Accordingly, we are satisfied that the proposed on-site car parking provision is sufficient to accommodate the likely car parking demand generated by the proposed use in addition to the displaced existing car parking demands. Furthermore, there is not expected to be any material impact to on-street parking availability in the nearby area as a result of the proposal.



Traffic Generation and Impacts

Staff Vehicles

For the purposes of a conservative assessment, we have assumed that 16 staff drive to work in separate vehicles. We also assume that all staff have the same shift start and finish times (i.e., 8am to 5pm).

Accordingly, it is estimated that staff will generate up to 16 arrivals in the morning peak hour, and 16 departures in the afternoon peak hour.

Heavy Vehicles

Heavy vehicle arrivals and departures are expected to be generally spread throughout the hours of operation.

We have been advised that the proposed facility is expected to generate the following average number of trucks each week:

- Inbound deliveries: 21-26 trucks per week
- Outbound product deliveries: 14-17 trucks per week

Assuming a 5-day operation, the above equates to a total of only 7 to 9 trucks per day.

Accordingly, a total of approximately 14-18 truck movements (inclusive of 7-9 arrivals and 7-9 departures) per day are anticipated. There will also be occasional hook-lift trucks to deliver or collect skip bins.

During commuter peak hours, we expect there will be in the order of two (2) arrival movements and two (2) departure movements by trucks.

Total

As outlined above, staff arrivals and departures are assumed to occur within the peak hours (16 movements). In addition, we have assumed two (2) truck arrivals and two (2) truck departures during the commuter peak hours. Accordingly, in total the proposed use is expected to generate up to 20 vehicle movements during peak hours.

The level of traffic projected to be generated by the proposed development is low, equivalent to approximately one (1) vehicle movement every 3 minutes on average during the peak hours.

Accordingly, we are satisfied that the projected peak hour traffic can be adequately absorbed by the surrounding road network and intersections with no material impact.

Furthermore, we have been informed that the existing paint manufacturing plant has historically operated as a distribution centre with far greater operations than currently at the site. Accordingly, historical traffic generation including truck movements would presumably have been much higher than what occur currently with addition of traffic anticipated to be generating by the proposed facility.



Loading Considerations

Clause 65.01 of the Planning Scheme states that the responsible authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

The proposed loading arrangements are outlined as follows and illustrated at Figure 11:

- Loading activities associated with incoming paint deliveries will predominately occur within the existing central loading roadway of the overall site. Loading vehicles will arrive from the north along Stradbroke Street, enter the site in a forwards direction, temporarily prop within the existing undercover loading bay, and then exit to Graingers Road to towards the north or south.

We have prepared swept path diagrams for a 19 metre semi-trailer to demonstrate access to and from the central loading area within the overall site. Swept path diagrams are attached at Appendix B, noting that these swept paths are considered conservative given that trucks can typically undertake tighter manoeuvres in practice. If necessary, the client can provide video footage on request to demonstrate functionality for a semi-trailer.

- Loading activities associated with outgoing products will predominantly occur within the existing southern loading routes of the overall site. Loading vehicles will arrive from the north along Stradbroke Street, enter the site in a forwards direction, temporarily prop within the existing undercover loading bay, and then exit to Graingers Road to towards the north or south. We have been advised that this loading route accommodates B-doubles under existing conditions, noting that the proposed use will only be receiving up to semi-trailers.
- Skip bins will be delivered/collected via hook-lift trucks of up to approximately 8.8m in length, utilising the existing concrete apron/crossover at the corner of Stradbroke Street/Braid Street to access the roller door access to the shed. These trucks will reverse towards roller door and then prop temporarily on the concrete apron to collect or unload hook-lift skip bins from the rear of the truck.
- We have prepared swept path diagrams for a Medium Rigid Vehicle (MRV) to demonstrate satisfactory access to and from the hook-lift bins that are accessed via the roller doors. Swept path diagrams are attached at Appendix B. Whilst some trucks may partly overhang the edge of carriageway at the bend on Stradbroke Street/Braid Street when loading/unloading, we are of view that this is acceptable given it is an industrial street and it will only occur for a brief period of time.

Based on the above, we are satisfied that these arrangements are appropriate and therefore the relevant requirement under Clause 65.01 is satisfied.



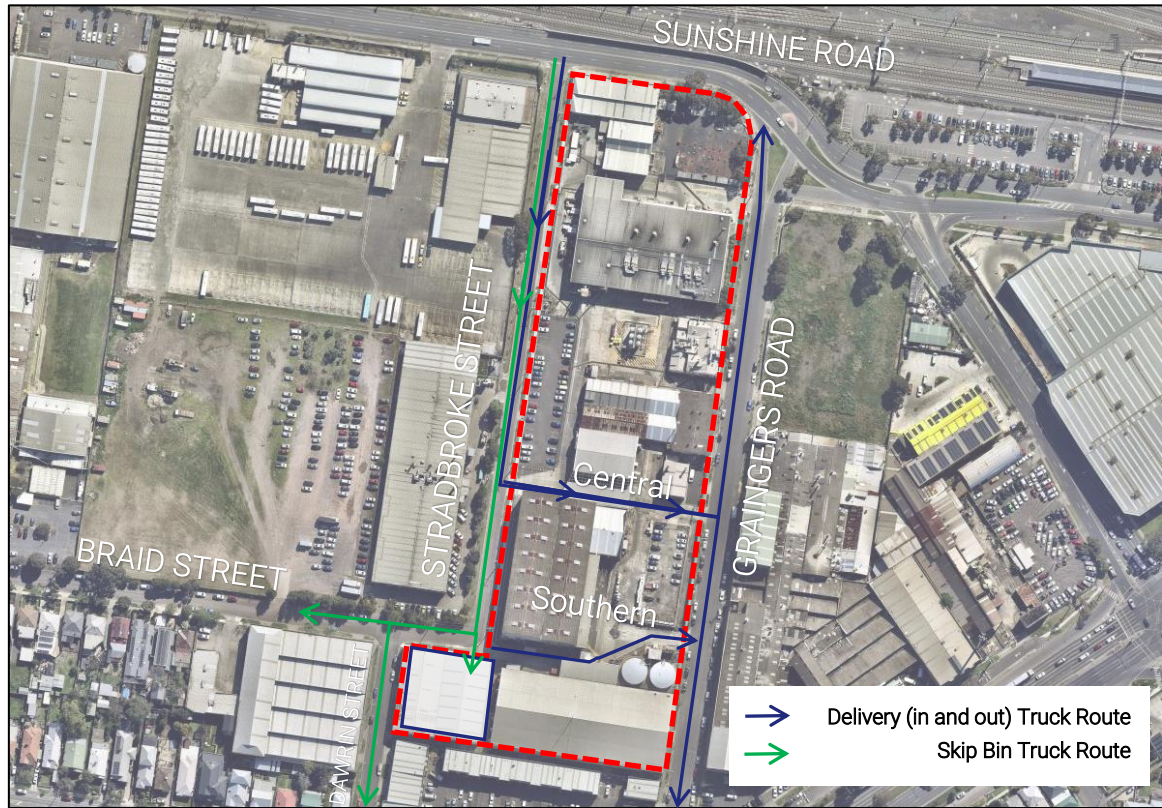


Figure 11: Proposed Loading Routes

Aerial Source: Nearmap



Conclusions

Having undertaken a detailed traffic engineering assessment of the Proposed Paintback Project (PaCE HQ) 2-44 Graingers Road, West Footscray, we are of the opinion that:

- a) The existing and proposed uses fall under the land-use category of 'industry' and there is no change to net floor area and therefore the car parking requirements under Clause 52.06 do not apply.
- b) The expected peak staff car parking demands plus the displaced car parking demands from the eastern car park will be adequately catered for within the existing western car park which is currently underutilised, and also the proposed new additional on-site car spaces.
- c) Traffic generated by the proposed use will be relatively low and will not have a material impact on the surrounding road network and intersections which already accommodate industrial type traffic.
- d) The proposed loading arrangements for truck incoming and outgoing deliveries and hook-lift skip bin trucks are considered acceptable.

Overall, we are satisfied that there are no traffic engineering reasons why the proposed use should not be approved.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



BRENT CHISHOLM

Associate





Appendix A

Proposed Additional Car Parking Spaces

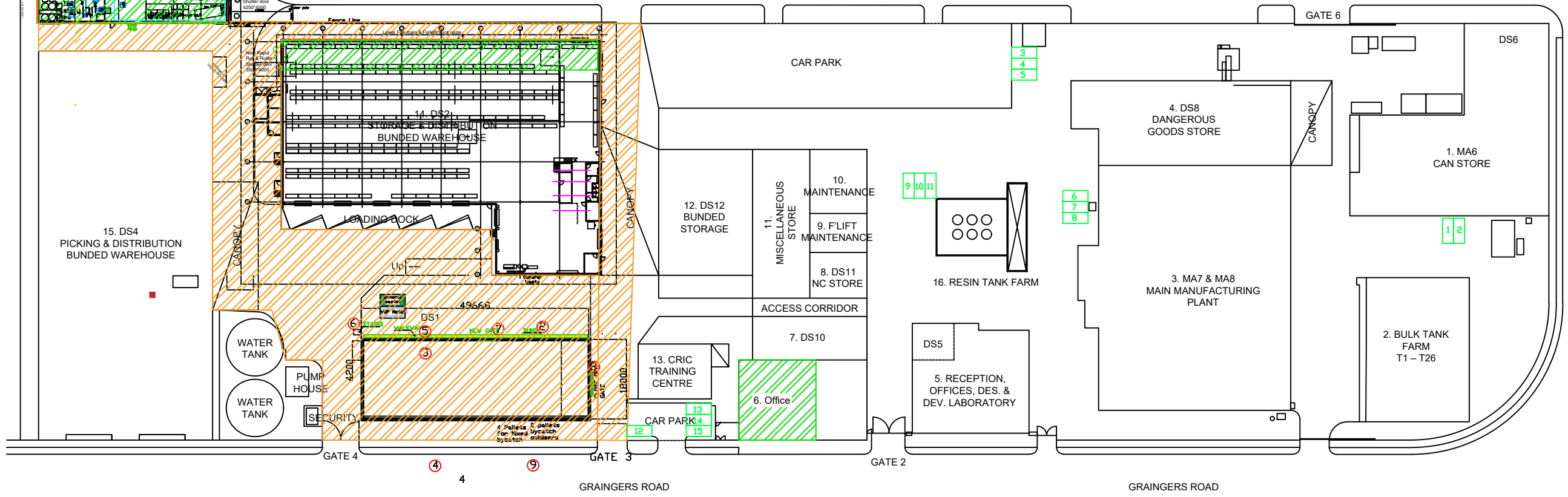


- Notes:
1. Darwin St roller shutter to be locked and not used during plant operation
 2. New roller shutter to be open only when skip is being picked up
 3. Reinstate fire escape door on Northern wall
 4. Entry and exit for all materials shown with orange arrows
 5. Sound insulation to be provided in accordance with noise consultants report

DS3 Area	1765m ²
DS2 Warehouse	455m ²
Office Area	260m ²
Total Building area	2480m²

Total of other external areas used 4940m²

Indicates new carparking space



Revision notes:		
Rev:	Date:	Notes:

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Author	SMV
Client	Paintback

Project	Project Transformer
Drawing Title	Change of use areas

Date	22/05/23
Scale at A3	-1:1000
Revision	---





Appendix B

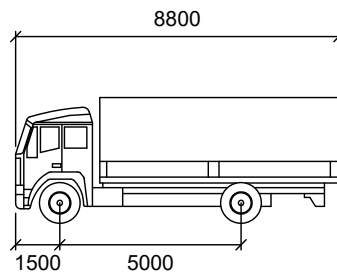
Swept Paths

VEHICLE PROFILE

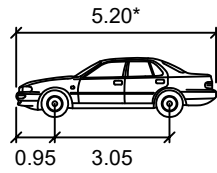
HOOK TRUCK WASTE SKIP COLLECTION - MRV REVERSE ENTRY

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



MRV (AS 2890.2) mm
 Width : 2500
 Track : 2500
 Lock to Lock Time : 6.0
 Steering Angle : 34.0



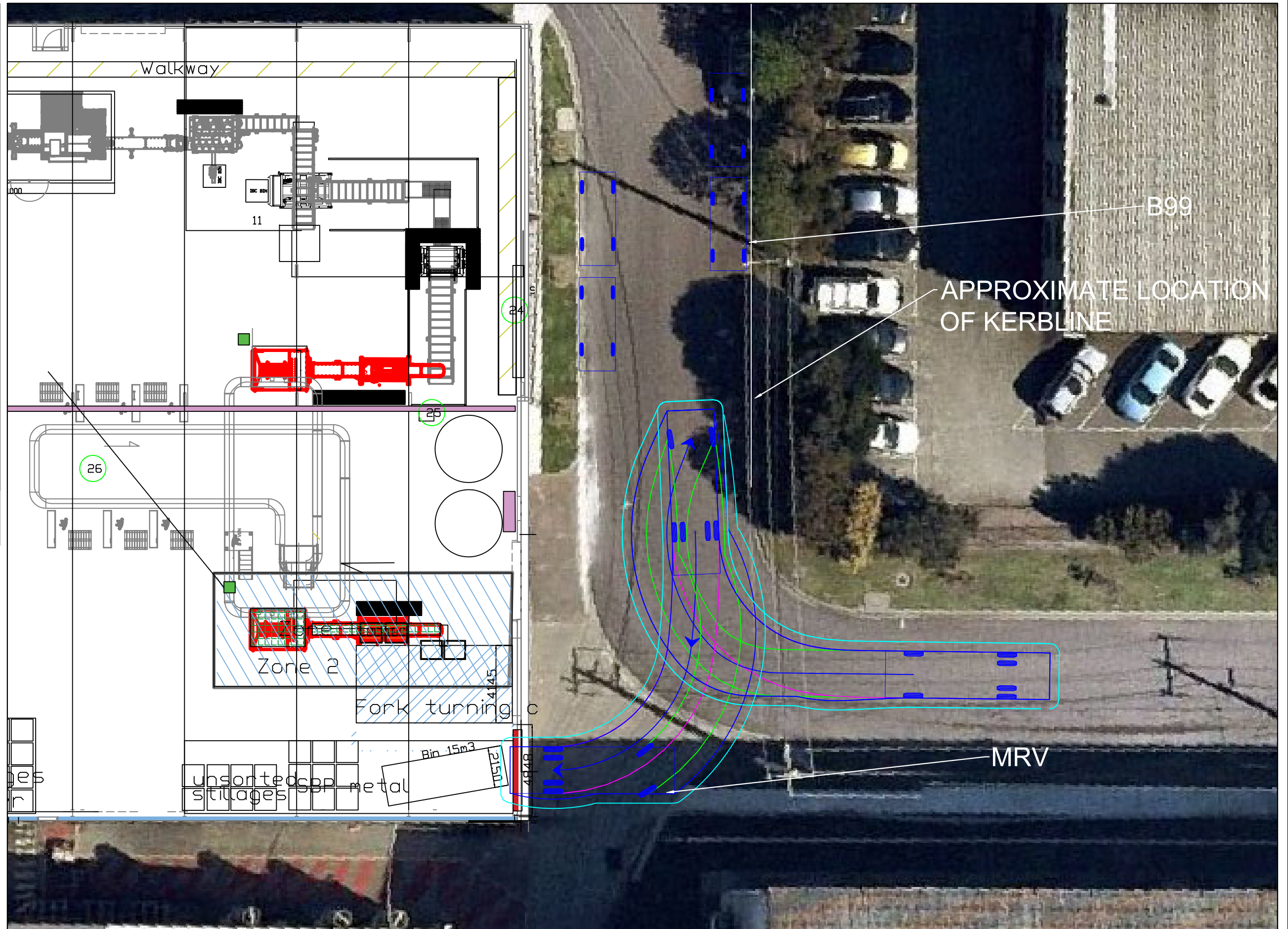
99th percentile (AS/NZS 2890.1:2004)

Width : 1.94
 Track : 1.84
 Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE



REV	DATE	NOTES
A	16/12/2022	PaCE HQ
B	21/04/2023	PaCE HQ

DESIGNED BY	CHECKED BY
H. ROBERTSON	B. CHISHOLM (RPE7582)
H. ROBERTSON	B. CHISHOLM (RPE7582)

2-44 GRAINGERS ROAD, WEST FOOTSCRAY
 PROPOSED PaCE HQ DEVELOPMENT

GENERAL NOTES:
 BASE PLANS RECEIVED 14/04/2023. SCALED
 NEARMAP AERIAL OF BRAID
 STREET/STRADBROKE STREET BEND.

FILE NAME: G32230-01
 SHEET NO.: 01



SCALE: 1:200 (A3)

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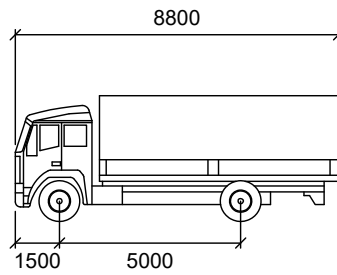
Traffix Group
 Level 28, 459 Collins St, MELBOURNE VIC 3000
 T: (03) 9822 2888
 www.traffixgroup.com.au

VEHICLE PROFILE

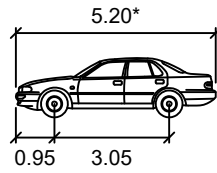
HOOK TRUCK WASTE SKIP COLLECTION - MRV FORWARD EXIT

VEHICLE USED IN SIMULATION

(VEHICLE SPEED - 5KM/H)



MRV (AS 2890.2) mm
 Width : 2500
 Track : 2500
 Lock to Lock Time : 6.0
 Steering Angle : 34.0



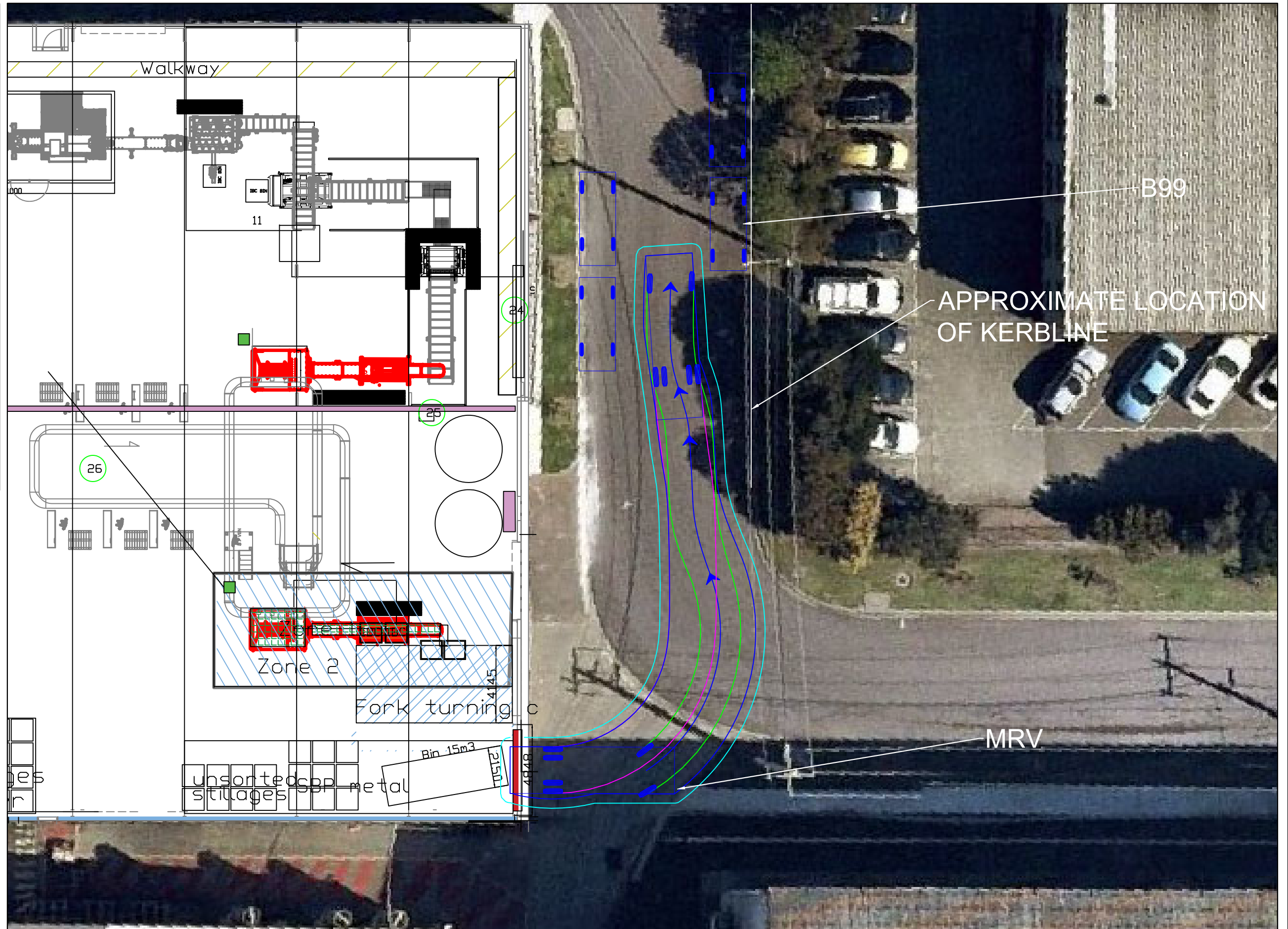
99th percentile
 (AS/NZS 2890.1:2004)

Width : 1.94
 Track : 1.84
 Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE



REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	16/12/2022	PaCE HQ	H. ROBERTSON	B. CHISHOLM (RPE7582)
B	21/04/2023	PaCE HQ	H. ROBERTSON	B. CHISHOLM (RPE7582)

2-44 GRAINGERS ROAD, WEST FOOTSCRAY
 PROPOSED PaCE HQ DEVELOPMENT

GENERAL NOTES:
 BASE PLANS RECEIVED 14/04/2023. SCALED
 NEARMAP AERIAL OF BRAID
 STREET/STRADBROKE STREET BEND.

FILE NAME: G32230-01
 SHEET NO.: 02



SCALE: 1:200 (A3)

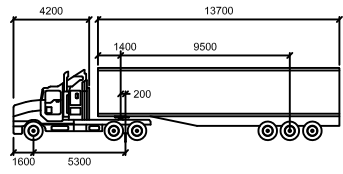
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 www.trafficgroup.com.au

VEHICLE PROFILE

OVERALL SITE'S CENTRAL ACCESS LOADING - SEMI TRUCK STRADBROKE STREET ENTRY AND GRAINGERS ROAD EXIT

VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)

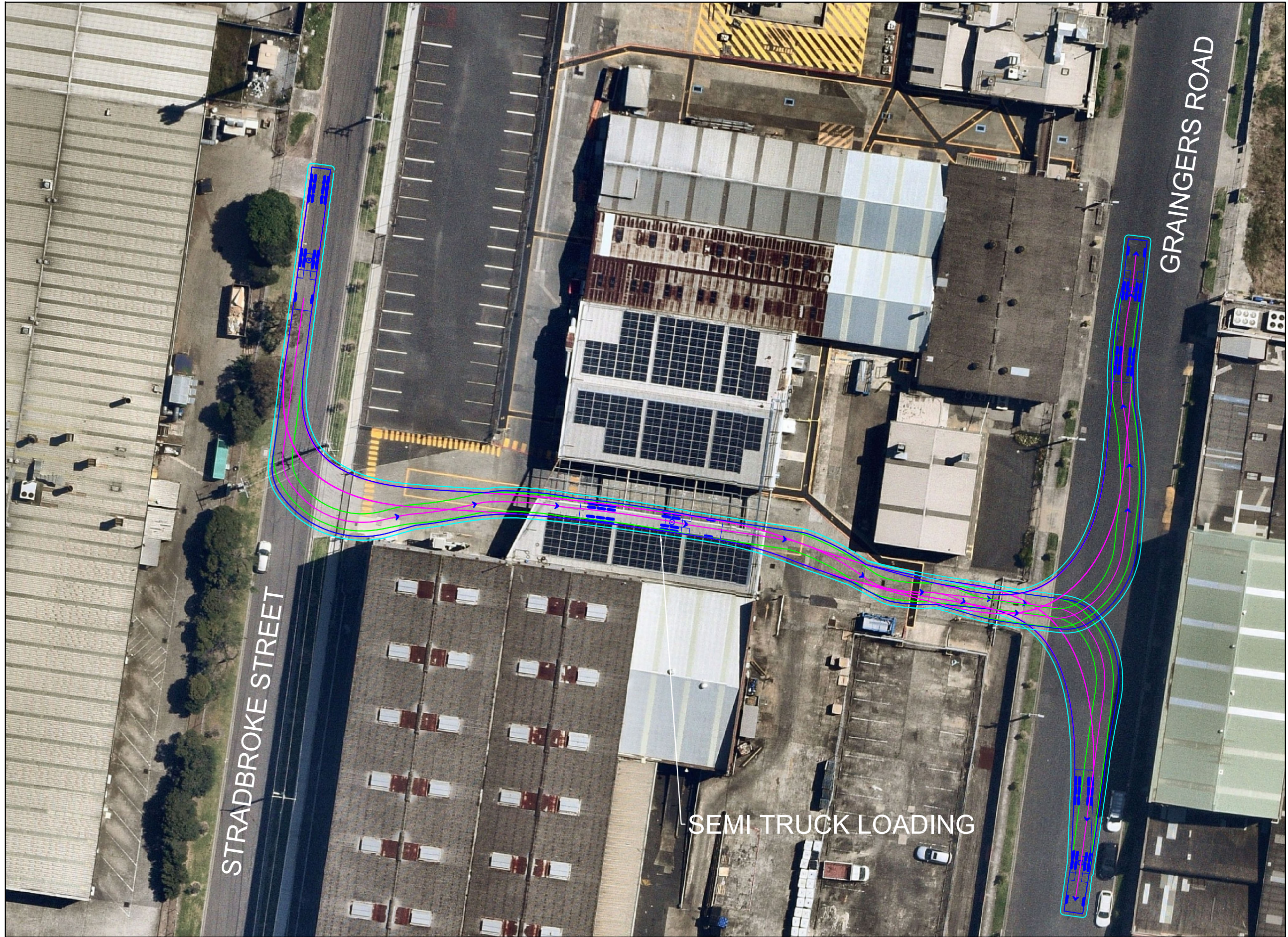


19m semi (AustRoads)

	mm		
Tractor Width	: 2500	Lock to Lock Time	: 6,0
Trailer Width	: 2500	Steering Angle	: 27,8
Tractor Track	: 2500	Articulating Angle	: 70,0
Trailer Track	: 2500		

LEGEND

REAR WHEELS	VEHICLE BODY
FRONT WHEELS	BODY CLEARANCE



STRADBROKE STREET

GRAINGERS ROAD

SEMI TRUCK LOADING

REV	DATE	NOTES
A	23/05/2023	PaCE HQ

DESIGNED BY	CHECKED BY
H. ROBERTSON	B. CHISHOLM (RPE7582)

2-44 GRAINGERS ROAD, WEST FOOTSCRAY
PROPOSED PaCE HQ DEVELOPMENT

GENERAL NOTES:
SCALED NEARMAP AERIAL OF SUBJECT SITE'S CENTRAL ACCESS AND GRAINGERS ROAD/STRADBROKE STREET.

FILE NAME: G32230-01
SHEET NO.: 03



SCALE: 1:500 (A3)
0 5 10
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Trafficx Group
Level 28, 459 Collins St, MELBOURNE VIC 3000
T: (03) 9822 2888
www.trafficxgroup.com.au