Contents

7D.1 Introduction

7D. 1.1 Land to which this Part Applies

The controls in this Part of the DCP apply to land in the City of Botany Bay where freight transport facilities are permissible. Freight transport facilities are permitted with the consent of Council in the IN1 – General Industrial Zone under the Botany Bay Local Environmental Plan 2013.

This Part needs to be read in conjunction with:

Part 1 - Introduction
Part 2 - Notification and Advertising
Part 3 - General Provisions
Part 6 - Employment Zones
Part 8 - Character Precincts
Part 9 - Key Sites
Part 10 – Technical Guidelines

Note: Freight transport facilities must comply with all other applicable Parts of the DCP, if there is a discrepancy between **Part 7D - Freight Transport Facilities** and other Parts, the Objectives and Controls of **Part 7D** will always prevail.

7D. 1.2 General Objectives

O1 To ensure freight transport facilities are compatible with surrounding land uses;

O2 To minimise the disruption to local traffic;

O3 To identify roads suitable to transport vehicles with containers;

O4 To promote the use of rail to transport containers to and from the Port; and

O5 To minimise and mitigate impacts from freight transport facilities.

7D.2 Design and Layout

Objectives

O1 To ensure the freight transport facilities are compatible with the surrounding land uses;

O2 To ensure development contributes to a high quality landscape environment of the area;

O3 To achieve a coherent site layout that provides a functional and efficient development; and

O4 To minimise any adverse environmental effect on the surrounding area.

Controls

General

C1 The following information is required for a freight transport facility application:

(i) The location of areas for storage of containers, parking, vehicular circulation areas, loading/unloading zones, truck waiting zones, administration areas and other site facilities (these are to be clearly marked);

(ii) The number of containers to be stacked on top of each other including maximum height above finished surface level;

(iii) A Traffic and Parking Impact Assessment Report, prepared by qualified and experienced traffic engineer, which includes truck routes to and from the site to Port Botany and to the classified road network;

(iv) Details of surface treatment; and

(v) A site management plan describing means for suppression of dust and noise and protection of all paved areas.

C2 Storage of containers shall be screened from view from any street or nearby residential development by landscaping or other forms of screening.

C3 Containers are not permitted to be stored between the street and the building line.

C4 Where various uses or activities are proposed to be undertaken, a Site Plan is required and must specify the location of where uses or activities are proposed to be undertaken.

Landscaping

C5 A landscape area of a minimum width of 3 metres shall be provided along all street frontages with significant vegetation including large canopy trees to provide a visual screen.

7D.3 Neighbourhood Amenity

Objectives

O1 To ensure the freight transport facilities are compatible with the surrounding land uses;

O2 To ensure impacts are minimised on the surrounding areas;

O3 To minimise the noise and vibration impacts; and

O4 To ensure the hours of operation do not have a detrimental impact of the surrounding areas.

Controls

General

C1 The proposed development must not interfere with the amenity of the neighbourhood including:

(i) Vibration;
(ii) Smell;
(iii) Fumes;
(iv) Steam;
(v) Soot;
(vi) Ash;
(vii) Dust;
(viii) Waste water;
(ix) Waste products;
(x) Noise; and
(xi) Light.

C2 Refrigerated and motorised containers shall not be stored adjacent or in close proximity to residential zones or uses.

C3 The height to which containers can be stacked is limited to *6* ~~5~~ metres.

C4 If a development application proposes containers to be stacked higher than *6* ~~5~~ metres, the application demonstrate that the containers stacking will not detrimentally impact amenity of the surrounding area and must address the following:

(i) Visual amenity – including the view from the street and adjoining properties;
(ii) Safety;
(iii) Noise and vibration; and

(iv) Distance to residential zones or uses.

Note: If the subject site adjoins a residential zone or use Council will not permit the stacking of containers higher than *6* metres.

Note: *The DA is to be accompanied by a container stacking specification that has been prepared by a professional engineer, as is defined under the Building Code of Australia.*

C5 Smaller machinery such as forklifts shall be operated on LPG rather than liquid fuels.

Hours of Operation

C6 The hours of operation of freight transport facilities are limited to 7am to 5pm Monday to Saturday.

C7 Freight transport facilities which propose to operate outside the allocated time in C6 or which are located in close proximity to residential premises must be accompanied by an acoustic & vibration report prepared by a suitably qualified acoustic & vibration consultant. The report is to consider noise and vibration from truck movement outside of the hours in C6, including the loading and unloading of containers.

Noise and Vibration

C8 Development applications are required to identify:

(i) Relevant noise criteria based on the Office of Environment and Heritage guidelines & Council's Noise Criteria (refer to **Part 6 - Employment Zones**);
(ii) All sources of noise;
(iii) Noise emission levels; and
(iv) Proposed mitigation measures.

C9 Vibration transmitted must be within the acceptable limits based on the Office of Environmental and Heritage guidelines.

Plan of Management

C10 A Plan of Management (POM) is required to be submitted with a development application. A POM is a written report which describes how the ongoing operation of freight transport facility will be managed to reduce its impact upon the amenity of surrounding properties.

The POM allows Council to exercise control over the ongoing operation of a premises by

requiring, as a condition of consent, that the premises operate in accordance with the POM. A condition of consent may require that a POM be regularly revised and submitted to Council.

The POM must provide all details relevant to the operation of the premises. As a minimum the following must be included:

(i) Title;
(ii) Objectives;
(iii) Operational details;
(iv) Hours of operation;
(v) Staffing details;
(vi) Carparking;
(vii) plant and equipment;
(viii) if no on-site caretaker/site manager, how is the use managed;
(ix) Deliveries and loading/unloading, including compliance with truck routes;
(x) Noise and Vibration Impact Assessment;
(xi) Complaint recording and handling process; and
(xii) The review process to continuously improve the POM.

The traffic movements, hours of deliveries, use of parking areas and garbage collection must be managed through the POM where a freight transport facility is close to residential premises. Where significant amounts of traffic are likely to be generated which could affect residential areas or residential zoned land, schedules of vehicle movements and their routes must be provided and may be regulated in conditions of consent.

7D.4 Parking and Access

Objectives

O1 To ensure vehicular access and servicing are suitable for the proposed use;

O2 To ensure parking and vehicular access does not impact the amenity of the surrounding area;

O3 To ensure the most efficient method of haulage is used; and

O4 To reduce congestion on public roads.

Controls

General

C1 All vehicles shall enter and exit the site in a forward direction. In order to demonstrate there is adequate manoeuvring area within the site for vehicles enter and exit the site in a forward direction, swept path diagrams (in scale) of the largest vehicle accessing the site shall be shown on the plans

C2 Weighbridges or control devices which may require trucks entering the site to stop are not permitted within 50 metres from a public road.

C3 Vehicles carrying containers are restricted to those roads identified in **Figure 1**.

Note: If an application includes a route which includes a section of state controlled road, which is not approved for B-Doubles, a separate application to Roads and Maritime Services is required.

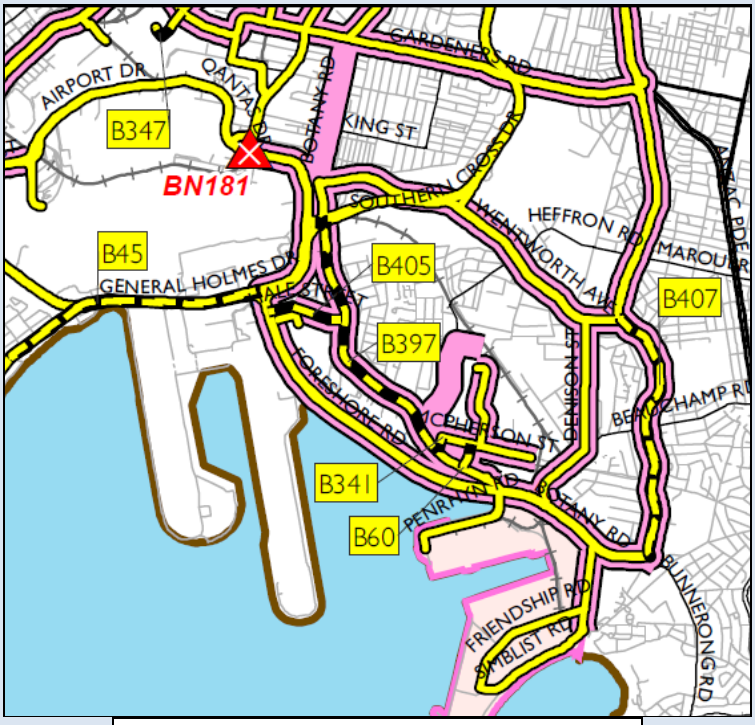
C4 Land upon which containers are to be moved, cleaned, repaired or stored must be sealed to Council's satisfaction. The surface must be impervious, be capable of withstanding axle loads of 50 tonnes and have a 20 year lifespan.

C5 All vehicles entering or leaving the site, classified under the AS2890.2 as Medium Rigid Vehicle (MRV) or larger must:

(i) Comply with Part 5 of the Protection of the *Environment Operations Act 1997*;
(ii) Have no impact on the amenity of nearby residents;
(iii) Have bodies which are kept in good condition and do not have loose attachments which might result in their generating excessive noise from body rattles and the like; and
(iv) Not carry empty containers or like loadings prone to cause unnecessary noise unless all reasonable measures have been taken to eliminate such sources of noise.

Figure 1 - Travel Restriction Vehicle Routes in the Botany Bay LGA

Source: Roads and Maritime Services



Bridge Verticle Clearance <4.3m:
- Through Traffic on Bridge
- Through Traffic under Bridge

B-Doubles, Road Trains, 4.6m High Vehicles
- All Access Approved Zones
- Exemption Routes

B-Doubles
- 25/26m B-Double Routes
- 23m B-Double Routes
- 19m and >50t B-Double Routes
- B-Double Approved Zones
- B3 — B-Double Route Restrictions Number
- B20 — B-Double Area Restrictions Number

Road Trains
- Road Train Routes
- R3 — Road Train Route Restrictions Number
- R18 — Road Train Area Restrictions Number

4.6m High Vehicles
- 4.6m High Vehicle Routes
- 4.6m High Vehicle Approved Zones
- H3 — 4.6m High Vehicle Route Restrictions Number
- H30 — 4.6m High Vehicle Area Restrictions Number

Route Travel Restrictions Symbol
- Information of travel restrictions are on the Travel Restrictions Table.

Classified Roads
- Regional Roads
- State Roads
- Local Roads

Parking

C6 Adequate parking areas shall be provided to accommodate all vehicles including trucks and trailers. The parking spaces are to be provided in accordance with the current version of AS2890.2.

C7 Employee parking shall be separate from areas where trucks are parked or manoeuvred or where containers are stored. Signs are to be erected at the entry indicating the existence and location of that parking area.

C8 Car parking is to be provided on the site at the rate specified in **Part 3A - Car Parking**.

Loading Bays

C9 Loading and unloading areas shall be provided on the wholly on site. Loading and unloading areas shall be designed to accommodate the largest trucks accessing the site in accordance with AS 2890.2. Swept paths of the trucks accessing the loading / unloading area shall also be shown on the plans.

B-Double Vehicles

C10 A Development Application which includes the use of B-Double vehicles shall include the following documents:

(i) A map showing the proposed B-Double route;
(ii) Copy of previous development consents for the usage of B-Double vehicles;
(iii) Details of heavy vehicle trips for the site over the last full known year (should not be greater than 2 years from the date of application); and
(iv) Details of the number of proposed heavy vehicles trips per annum.

7D.5 Traffic and Transport Reports

Objective

O1 To ensure that developments consider the traffic, road performance and parking impacts on the local and surrounding road networks.

Controls

C1 A Traffic and Parking Impact Assessment Report is required for container terminals and other freight transport facilities applications and must include:

(i) Full details of the proposed operation (including size of trucks accessing the site, frequency of truck movements);
(ii) Proposed vehicular access, off-street parking, loading/unloading zones, movement and maneuverability of all vehicles;
(iii) The maximium length of vehicles;
(iv) Truck routes between the site and classified roads;
(v) Peak traffic flow of the development and adjacent road network; and
(vi) Details of any potential traffic impacts on the road network system (including intersection performance analysis).

C2 A Road Pavement Impact Assessment Report along the local roads of the proposed truck route between the site and classified roads shall be prepared by a qualified and experienced consultant and submitted to demonstrate that the existing road pavement can perform adequately under the anticipated traffic loading generated from the development. The following assessment procedure shall be adopted in the road pavement impact assessment report:

(i) Development profile and future traffic volumes and equivalent standard axles (ESA);
(ii) Scope of assessment and criteria to be adopted;
(iii) Impact assessment and determination of additional road requirements;
(iv) Assessing pavement impacts; and
(v) Determination of any developer contribution required.