

Our Ref: 14S1302000

28 March 2013

Dyldam Developments
Level 1, 74 Macquarie Street
Parramatta NSW 2150
C/- Dickson Rothschild
9 Argyle Place
Millers Point NSW 2000

Attention: Ms Kathleen McDowell

Dear Kathleen

RE: 15-33 BRIGHTON AVENUE, CROYDON PARK – PRELIMINARY TRAFFIC REVIEW

As requested, GTA Consultants has conducted a preliminary traffic review of a proposed development at the above site. The review is to accompany a planning proposal to be submitted to Canterbury City Council. The planning proposal will seek approval from Council to rezone the site to allow a mixed use development comprising predominantly high density residential apartments with some non-residential uses e.g. local convenience stores/cafes/businesses etc.

Site Description

The subject site is located at 15-33 Brighton Avenue, Croydon Park between Georges River Road and Queensborough Avenue. It is within the local government area of Canterbury City Council. The site is located within an established residential area with frontage to Brighton Avenue. The site comprises a number of properties. It is currently used as industrial with a mix of one and two storey industrial buildings.

The site has a combined site area of some 1.47ha. The site has an existing zoning of IN2 Light Industrial with a maximum floor space ratio of 1:1. As such, it has the potential to be redeveloped as an industrial use with a total gross floor area of some 14,700m².

Proposed Development

The planning proposal would seek to amend the rezoning of the site from the existing IN2 Light Industrial to R4 High Density Residential so that it is consistent with the existing zoning of the surrounding sites.

A proposed indicative scheme that may be developed on the site following any approval of the proposed rezoning may include the following:

- residential use – approximately 340 high density residential apartments, and
- non-residential – retail use of approximately 600m².



Traffic Effects

The relevant traffic generation rates from the Roads and Maritime Services (RMS) traffic generation guidelines are presented below:

- 1.0 trips per peak hour per 100m² of gross floor area for industrial use, and
- 0.29 trips per peak hour per apartment for high density residential developments.

As indicated previously, the site has an existing zoning of IN2 Light Industrial with a maximum floor space ratio of 1:1. The applicable RMS traffic generation rate for industrial uses is as per above. As such, the continuation of the IN2 zoning on the site has the potential to generate some 147 vehicle trips per peak hour (including a substantial volume of heavy vehicle volumes associated with the industrial use).

The planning proposal envisages a mixed use development with some 340 high density residential apartments with some retail tenancies. This is expected to generate some 100 vehicle trips per hour using the RMS suggested trip generation rate for high density residential use of 0.29 trips per hour per apartment.

It is noted that RMS has recently released a Technical Direction (TDT2013/04) providing a summary of trip generation rates for various land uses to replace the suggested trip rates in their traffic generation guidelines. The Technical Direction indicates that high density residential apartments have a revised generation rate of 0.19 trips per peak hour per apartment (i.e. approximately 35 per cent reduction on the existing rate). As such, it is expected that the proposed development would generate traffic less than that estimated above.

In relation to the proposed retail use, it is not expected that they would generate any significant volume of development traffic. The proposed retail use on the site would be low scale typically generating customs from walk in pedestrians from the local area. Any development traffic arising from the retail use would be related to staff/shop owners during the morning and evening periods. This is expected to be in the order of 5 vehicle trips per peak hour or less.

As such, the proposed development would generate approximately 100 vehicles per peak hour compares to 147 vehicle trips per peak hour if the site was continued to be redeveloped as industrial uses permitted under the current planning controls. This represents a reduction of development traffic of approximately 30 per cent.

It is not expected that the estimated development traffic would result in any adverse impact to the local road network. However, this will be assessed in detail in the traffic and parking assessment report for the DA submission.

Conclusion

The proposed development is expected to generate some 100 vehicle trips per peak hour compares to 147 vehicle trips per peak hour if the site was continued to be redeveloped as industrial uses consistent with existing planning controls. The traffic level of the proposed development represents a reduction of some 30 per cent of the current permitted use traffic level.

It is also noted that RMS has revised their suggested traffic generation rate for high density residential use by approximately 35 per cent. As such, the proposed development is expected to generate development traffic less than that estimated above.



In addition, industrial uses would generate a greater intensity of loading activities as such the proportion of truck movements to and from the site would not only be significantly higher than the proposed development with a predominately residential use, but also inconsistent with the well established residential use in the vicinity of the site potentially resulting in loss of residential amenity on the local streets.

Finally, it is not expected that the proposed mixed use with predominately high density residential apartments would result in any adverse impact to the local road network. A detailed traffic and parking impact assessment will be prepared and submitted with a future development application.

We trust the above is consistent with your expectation. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

Michael Lee
Associate