



ABN 51 164 127 422
ACN 164 127 422

TRANSPORT & URBAN PLANNING PTY LTD

TRAFFIC ENGINEERING - TRANSPORT PLANNING -
ROAD SAFETY & PROJECT MANAGEMENT CONSULTANTS

SYDNEY OFFICE:

5/90 TORONTO PDE
SUTHERLAND NSW

P.O. Box 533
SUTHERLAND NSW 1499
PHONE: (02) 9545 1411
FAX: (02) 9545 1556

E-MAIL: admin@transurbanplan.com.au
www.transurbanplan.com.au

2 June 2016

The General Manager
City of Botany Bay Council
141 Coward Street
MASCOT NSW 2020

Dear Sir/Madam,

**Re: Commercial Masterplan DA 7-9, 14-18 and 19-21 Chalmers Street Mascot.
Revision L Plans. Traffic and Parking Matters raised by Council.**

A. Introduction

I refer to the above development proposal and in particular those traffic and parking matters raised by Council as outlined in the email from Council's Development Assessment Officer, dated 11 May 2016.

This letter and enclosed updated traffic modelling report addresses/comments on the issues raised by the RMS in their response to the proposed development as well as the deemed non compliant issues raised by Council in the Traffic and Parking Consultants Peer Review Report.

Also enclosed with this letter and updated traffic modelling report is the requested traffic count data and electronic copies of the updated SIDRA traffic modelling files.

Transport and Urban Planning Pty Ltd response to the issues raised by the RMS and Council are provided below;

B. Matters Raised by the RMS

The RMS has raised a number of matters in their response to Council. These matter are addressed below:

1. The RMS does not support the suggested phasing changes at the Kent Road/Coward Street intersection.

Response

This has been noted and the updated traffic modelling has removed these options and only includes the options supported by the RMS.

2. The RMS does support the following improvement options:
 - a) An increase in the parking restrictions in Kent Road south and Coward Street west;
 - b) The dual lane left turn from Kent Road north – (TMAP proposal). It should be noted that the RMS has indicated that the ultimate configuration of the intersection has not been agreed up at this stage.



Response

Both of these options have been retained in the updated traffic modelling.

3. RMS indicated that the subject development is within the area currently under investigation in relation to the proposed WestConnex project and suggested that WestConnex could be contacted for further information.

Response

Transport and Urban Planning Pty Ltd has undertaken a review of the published EIS and other supporting documentation for the WestConnex project. None of the published documentation provides any detail on the likely impacts of WestConnex on the future traffic conditions on the Kent Road/Coward Street/Bourke Road route between Rickety Street and O'Riordan Street.

Transport and Urban Planning Pty Ltd has also contacted WestConnex and Sydney Motorway Corporation concerning available information on this matter and spoken to two personnel. At this stage no information has been provided on the likely effect WestConnex will have on traffic volumes in the immediate area of the Masterplan development.

4. All works/regulatory signposting associated with the proposed development are to be at no cost to Roads and Maritime.

Response

This can be a Condition of Consent.

C. Matters Raised by Council and in the Traffic and Parking Consultant's Peer Review Report

The following matters were raised in the above peer review and or by Council:

1. Traffic Modelling Inputs

Response

- a) *The traffic modelling has been updated to reflect 2016 volumes and reduced traffic generation for Masterplan Development as per Revision L Plans for the Kent Road/Coward Street intersection. The enclosed report details the results of the updated traffic modelling.*
- b) *With regard to TMAP improvements for Kent Road/Coward Street intersection the RMS will be the responsible authority to determine if the additional crossing will be provided on the eastern leg of Coward Street. As noted above the RMS in their response have advised that the ultimate configuration of the intersection has not been agreed upon at this time.*

The new traffic count data and the SIDRA modelling has been made available to Council with this submission.



2. Traffic Modelling Outputs

Response

- a) *See latest traffic modelling outputs in attached report.*
- b) *RMS has indicated that it would support additional No Stopping in Kent Road and Coward Street and this option has been modelled.*
- c) *It should be noted that the level of service for traffic signal controlled intersections is based on the average vehicle delay for all vehicles, not the delay for individual movements. Provided that average vehicle delay for all vehicles is less than or equivalent to a Level of Service D, then the intersection is considered to have a satisfactory level of service.*
- d) *The RMS is the responsible authority that will determine the traffic signal phasing including the number of pedestrian crossings at the Kent Road/Coward Street intersection. Please note the RMS comments above.*

3. Car Parking Provision

Response

The parking provision for the Masterplan is in accordance with the parking rate for the TMAP and the number of small car parking spaces will not exceed 5% of total spaces.

4. Bicycle Parking

Response

Architectural plans have been updated to demonstrate that the required number of bicycle parking spaces are provided.

5. Parking Impacts

Response

One of the improvement options previously examined for the intersection of Kent Road/Coward Street was to extend the existing No Stopping restrictions by 30 metres in Kent Road south and Coward Street west. This would remove up to 11 car parking spaces.

A review of the parking conditions in the immediate area adjacent to where the No Stopping is proposed indicates that all the adjoining developments have off street parking, as do the majority of other developments that have frontages to Coward Street west and Kent Street south.

This option, if implemented, would only be required in the weekday AM and PM peak hour periods and not at other times, so the impacts would be limited to these times only. A review of parking conditions at between 3.30pm and 5.00pm on Tuesday the 31st May 2016 indicated that 4 of the above 11 spaces were unoccupied at the time and that there was minimum of 15 other car parking spaces available in Kent Road south and Coward Street west, within 50 metres walking distance of those spaces that may be affected by the peak hour restrictions.

The Masterplan development will provide sufficient parking for its own development and will not need to rely on on-street parking.



While it is acknowledged there may be some inconvenience from the removal of this parking it is considered that the impacts will be relatively limited.

The 2016 review of the traffic conditions at the Kent Road/Coward Street intersection indicates that the additional No Stopping restrictions during peak hours would not be required for the full Masterplan development at this time.

It therefore remains a future option to improve traffic conditions at the intersection if the traffic volumes using the intersection increases to a level which is significantly higher than the 2016 assessment.

6. Number of Service Vehicle Spaces

Response

The proposal will provide service vehicle parking for 5 courier vans and 4 loading bays that can accommodate 4 HRV (ie. Heavy Rigid Trucks up to 12.5 long) ie. total of 9 spaces for vehicles.

It is acknowledged that this is less than the DCP requirement of 6 courier vans, 2 small rigid truck bays plus 6 medium rigid truck bays. However the DCP requirement is considered to be excessive and not representative of what the actual requirement will be for an office development of this size.

Table 5.1 of the RMS Guide to Traffic Generating Developments provides service vehicle requirements for different types of developments.

For office developments over 20,000m² of floor area the RMS Guide recommends service vehicle provision of 5 spaces, plus 1 space/8,000m² over 20,000m² of which 50% should be suitable for trucks.

Adopting the RMS Guidelines, the Masterplan development would require 7-8 spaces for service vehicles, 4 of which should be truck spaces.

The proposal provides a total of 9 spaces/bays for service vehicles including 4 bays for HRV trucks and therefore complies with the RMS recommended parking rates.

Transport and Urban Planning Pty Ltd considers that the RMS Guideline more accurately reflect the required service provision and based on this it is concluded that the service vehicle provision as proposed will be adequate for the development.

7. Site Service Arrangements

Response

The main pedestrian accesses into the buildings in Chalmers Street including the escalators to the podium level and lift banks are located west of the loading bays and removed from the loading bay area. Those workers and visitors to the building walking in or out via Chalmers Street will use these pedestrian access points to the building and therefore will not need to cross over the driveways to loading dock bay areas.

The loading dock areas are located on the internal road within the development, east of the main pedestrian access points, so there will be minimal conflict with vehicles using the loading docks and pedestrians accessing the building.



The footpath in the turning head is provided to allow for drop off and pick up movements of people who arrive by taxis or cars and are dropped off/picked up at this location. Pedestrians using this area have no need to cross the driveways of the loading dock bays.

The footpath areas also provide for landscaping and beautification treatment.

This landscaping will be designed with appropriate plant selection so that driver sight lines are maintained on footpath areas and the car park driveways, as well as at the loading bay driveways. This requirement/outcome can be achieved through an appropriate Condition of Consent on the final design.

With regard to suggestions that reversing movements into the loading bays will conflict with other vehicles using the development, the following points are relevant.

- The number of vehicles using the truck loading bays is estimated between 2 and 8 vehicles per day with an average of 4 vehicles per day;*
- These are likely to be spread over the full eight hours of the day. Based on this, the maximum frequency of truck visits is estimated to be one, or possibly two trucks per hour. This volume of trucks would have no measurable impact on other vehicles using the development, including potential conflicts with these vehicles. Two of the driveways to the car park are located west of the loading bays and there is no potential conflict between vehicles using these driveways and vehicles using the loading bays. There are also two driveways to the car park within the turning head and these driveways are also separated from the manoeuvring areas of the loading bays. In addition, there will be adequate sight lines between the car park driveways and the loading bays. A reversing movement to the loading bays would require approximately 30 seconds, so the potential delays to and conflicts with other vehicles, given the frequency and the actual delay, will be minimal.*
- As noted previously, the loading bays are located within the development and vehicle speeds on this internal road including in the turning head will be relatively low and in the order of 10-15km/h;*
- It is therefore concluded that potential conflict between the small number of vehicles using the loading docks and pedestrians and other vehicles accessing the buildings will be minimal.*

D. Other

Please contact the undersigned if you have any questions about the response provided in this letter or the enclosed report.

Yours faithfully

Terry Lawrence
Director
Transport and Urban Planning Pty Ltd

Encl: Updated Traffic Modelling Report with Traffic Counts
Electronic copies of the SIDRA Traffic Modelling files