

TRAFFIX TRAFFIC & TRANSPORT PLANNERS

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Reference: 17.514r02v01

15 February 2019

Kogarah 48 Service Pty Ltd ATF Kogarah 048 Suite 400, Level 40, Australia Square 264 George Street Sydney NSW 2000

Attention: Mariana Yanes

Re: 12-24 Stanley Street, Kogarah – Proposed Residential Development Response to Request for Information Development Application No: DA2018/0178

Dear Mariana,

We refer to the subject site and proposed residential development at 12-24 Stanley Street, Kogarah. This letter has been prepared in response to Georges River Council request for information dated 28 September 2018.

The information in this letter is supplementary to and should be read in conjunction with, the Traffic Impact Assessment (TIA), which accompanied the Development Application (Ref: 17.514r01v04 dated: 4 May 2018).

Item 1. Kogarah DCP 2013, Part E4, Subsection 16 – Impact of Development on the Road/Pedestrian Network

- "Kogarah DCP 2013, Part E4 Kogarah North Precinct requires the provision of a Transport Impact Study (TIS) for proposals which exceed 25 dwellings. Subsection 16 refers to the requirements that are to be addressed by the TIS as larger developments generate broader impacts to roadways within the locality."
 - (a) The accessibility of the site by a range of transport modes including car, public transport, walking cycling;
 - (b) The ability of the public transport system to service the site in the peak and off-peak and weekend periods;
 - (c) Mode share targets;
 - (d) Means of minimising travel demand by private car and maximising the share of travel by other modes including public transport, cycling, walking or car share;

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- (e) Estimates of trip generation by the development and the impacts of trips generated by the development on the road network, including impacts on existing intersections and the level of service of these intersections and road network and other movement systems;
- (f) Means of accommodating and integrating trips generated by the development including necessary improvements to public transport services, pedestrian systems, bicycle routes, and the road network:
- (g) Means of mitigating adverse impacts of the development on movement systems;
- (h) Means of improving access to the site having regard to vehicular, pedestrian, cycle and public transport access;
- (i) Impacts on and means of improving pedestrian accessibility to public transport, shops, schools, open spaces, community centres and the like;
- (i) Impacts on and means of improving pedestrian safety;
- (k) Availability of on street parking and potential on street parking controls to discourage

commuting and all day residential parking demand generated by the development;

TRAFFIX Response:

(a) The accessibility of the site by a range of transport modes including car, public transport, walking cycling;

The site is conveniently located with respect the arterial and local road systems serving the region, within connections to the north and south along Princes Highway (via Stanley Lane, Regent Street) and connections to the west along Regent Street (via Stanley Lane). The site is located approximately 400 metres from the Kogarah Railway Station which provides connections to major centres such as Hurstville, Bondi Junction and the Sydney CBD. The site is also located within 400 metres of 8 bus stops which provide connections to Roselands, Kingsgrove, Ramsgate, Miranda and the Sydney CBD. It is noted that the Kogarah town centre is within 400 metres walking distance of the site, and paved footpaths are provided along Stanley Street, Regent Street, Princes Highway and Stanley Lane (proposed), providing residents and visitors safe and efficient access to shops, public transport and nearby services.

(b) The ability of the public transport system to service the site in the peak and off-peak and weekend periods;

Public transport options in the vicinity of the site provide frequent services to centres north, south and west of the site. Train services depart Kogarah Railway Station every 10 minutes or less during peak times. During off-peak and weekends, train services are every 15 minutes or less. In addition, bus services generally depart every 20 minutes during peak times, every 30 minutes during off-peak times and every hour on weekends. These services provide convenient and regular transport options for residents and visitors and are expected to accommodate the demands of the site. It is expected as the demand for public transport increases in urban centres, additional services and routes will be provided to meet these needs.

(c) Mode share targets;

The mode share targets can be provided within a Green Travel Plan, which may be prepared at a later stage (typically a Condition of Consent).

(d) Means of minimising travel demand by private car and maximising the share of travel by other modes including public transport, cycling, walking or car share;

A Green Travel Plan could be prepared for the development with the primary objectives to promote the use of sustainable transport modes and promote a positive image for the

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development as an innovative and environmentally-aware place of residence. The Green Travel Plans will also encourage healthier travel options for residents, such as walking and cycling to promote a healthier lifestyle. A Green Travel Plan could be included in any Condition of Consent and be submitted / approved prior to the release of any Construction Certificate.

(e) Estimates of trip generation by the development and the impacts of trips generated by the development on the road network, including impacts on existing intersections and the level of service of these intersections and road network and other movement systems;

As part of the Traffic Impact Assessment (Ref: 17.514r01v04, dated: 4 May 2018), SIDRA intersection modelling was undertaken to analyse the intersections of Princes Highway and Regent Street, Princes Highway and Stanley Street, and Regent Street and Gladstone Street to estimate the traffic impacts of the proposed development. The results of the SIDRA Intersection analysis demonstrated that the proposed development would have minimal increases in the average delay and no changes to the level of service at any of the intersections. Therefore, no upgrades / further treatments are required to the intersections as a result of the proposed development.

(f) Means of accommodating and integrating trips generated by the development including necessary improvements to public transport services, pedestrian systems, bicycle routes, and the road network:

The development proposes a new 1.2m wide footpath on the southern boundary of the site to improve pedestrian connectivity along Stanley Lane.

(g) Means of mitigating adverse impacts of the development on movement systems;

As mentioned previously, the proposed development will not have any significant traffic impacts on nearby intersections, with no upgrades / further treatments required.

(h) Means of improving access to the site having regard to vehicular, pedestrian, cycle and public transport access;

The proposed development provides pedestrian connectivity to Stanley Street and Stanley Lane via a holistic architectural design. Pedestrian access to Stanley Street and Stanley Lane will provide residents and visitors safe and efficient access to the wider footpath network. It is also noted that a new 1.2m wide footpath is proposed along the southern frontage of the site to improve pedestrian connectivity to the Kogarah town centre and public transport network. All vehicular access will be provided from Stanley Lane, reducing the traffic impacts on the major road (Stanley Street).

(i) Impacts on and means of improving pedestrian accessibility to public transport, shops, schools, open spaces, community centres and the like.

Improving pedestrian connectivity within / around the site will encourage and promote healthier travel options (walking) for residents and visitors. As mentioned previously, the development provides pedestrian connectivity between Stanley Street and Stanley Lane and will also provide a new 1.2m wide footpath along the southern frontage of the site.

(j) Impacts on and means of improving pedestrian safety;

The development proposes a 1.2m wide footpath on the southern frontage of the site. The proposed footpath will remove pedestrians from the roadway (current situation) and will separate pedestrians and vehicles travelling along Stanley Lane.

(k) Availability of on street parking and potential on street parking controls to discourage commuting and all day residential parking demand generated by the development.

Stanley Street currently accommodates '2P 6am-6pm, Mon-Fri, Permit Holders Excepted' restrictions along both sides of the road. These parking restrictions will not be changed; however, the development will remove three (3) domestic access driveways, therefore



increasing the availability of on-street parking for nearby residents and visitors. Stanley Lane currently accommodates 'No Parking' restrictions along both sides of the road. These parking restrictions will not be changed, therefore there will be no impacts to on-street parking along Stanley Lane

Item 2. Swept Paths

• "The swept path diagram provided for the loading truck 8m MRV in the traffic report and the vehicle entrance and exit into the car park is not sufficient. Details will need to be resubmitted showing the swept path diagram in relation to the whole entire width of Stanley Lane, boundary to boundary, demonstrating that the vehicle can access the loading zone."

TRAFFIX Response:

The amended plans now show the entire width of Stanley Lane, boundary to boundary. An amended swept path analysis is enclosed in **Attachment 1**. The swept path analysis shows an 8.8m medium rigid vehicle can enter and egress the loading dock. It is noted that a small section of the kerb is required to be removed to accommodate the swept paths however, this is a minor amendment (not structural) and can be dealt with during CC Stage.

Summary

The proposed development is expected to operate satisfactorily with minimal traffic impacts. Continued support is therefore given on transport planning grounds.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

Traffix

Vince Doan Executive Engineer

Encl: Attachment 1 – Swept Path Analysis

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ATTACHMENT 1

Swept Path Analysis



	Notes	
	This drawing is prepared for information purposes only. It is not to be used for construction.	
	TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others. Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1-2004 Parking facilities - Off-street car parking, and/or AS 2890.2-2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.	
	no. revision note by. d	late
	A Swept Path Analysis HD 1	3-02-2019
	Swept Path Legend:	
	Wheel Path	
	Vehicle Body Envelope	
	Clearance Envelope (300mm)	
	architect	
	Scott Carver	
	client	
	scale	
	1:200 @ A3	
	0m 2 4 6 8 I I I I I	
	project 12-24 Stanley Street	
	KOGARAH NSW 2217	
	drawing prepared by	
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	Strawberry Hills NSW 2012	
	f: +61 2 9380 4481 traffix e: info@traffix.com.au traffic & transport plan	nners
	drawing title	
	8.8m MRV Design Vehicle Proposed Loading Dock	
	Access & Egress	
	drawn: HD checked: VD date: 13	-02-2019
	17.514d11v01 TRAFFIX [190213 Plans] Design Review.dwg	
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