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Our Ref: 1187-1-19

6th December 2019

Attn: James Matthews
Pacific Planning
PO Box 8
Caringbah NSW 1495

Email: jmatthews@pacificplanning.com.au

Dear James,

Re: 677 Canterbury Road, Belmore. Response to Department of Planning – Cumulative Traffic Impacts of Development along Canterbury Road Corridor.

We have reviewed your email dated 13th November and have prepared revised traffic scenario traffic generation rates as discussed.

We have the following comments to make:-

- The development at 677 Canterbury Road provides 290 car parking spaces. Developments of less than 30 vehicles an hour are considered low volume traffic generators as in *Section 3.3.2* of *AS/NZS 2890.1*.

- The site has an access off Drummond Street, a local street. Residents and employees will be able to make local trips via the local road network. The distribution of volumes to Canterbury Road are very low and will have minimal impact upon the road network.

- RMS have undertaken Pinch Point works at two intersections along Canterbury Road since the traffic counts were undertaken in 2014. These include the intersections of Canterbury Road/King Georges Road, Wiley Park and Canterbury Road/Bexley Road, Campsie. These two intersections were identified in the GHD report as operating with a poor level of service in the base (existing model).

We believe that when works to the M5 East Connex Stage 2 are completed in 2021 that there should be reduction in heavy vehicle volumes travelling along Canterbury Road.

The impacts of Stage 1 and 2 nearing completion and Stage 3 to St Peters Interchange to Sydney Airport is under construction and when these works are completed, we may see some changes to Canterbury Road Corridor.

Proposed Development Traffic Generation

The development seeks to provide affordable housing accommodation under the SEPP (Affordable Rental Housing 2009) clause 36(4) states "Car parking is not required to be provided in relation to development to which this division applies."

As such, we have provided 50% affordable housing in scenarios 3.6a and 3.6b and 100% in 3.6c and therefore there is a significate reduction in traffic generation.

In Attachment A are three scenarios testing different mix of uses and the corresponding traffic generation.

In summary:-

Summary Table		Traffic Generation	
	USE	Total AM Peak Hour	Total PM Peak Hour
Scenario 3.6a	Affordable Housing 50% Business Use	48.04	43.95
Scenario 3.6b	Affordable Housing 50% Medical Suites	32.44	32.18
Scenario 3.6c	Affordable Housing 100%	3.0	11.23

We refer to our previous report No 3A/19 Table 3.6 which calculated an AM Peak Hour volume of 77.5 vehicles in the AM and 65.3 vehicles in the PM Peak Hour. The above scenarios demonstrate a significant reduction in traffic generation and when distributed to the Road Network will have little impact.

The distribution to the road network was demonstrated in Figure 5B and future development volumes at Critical Intersections of Kingsgrove Road/Canterbury Road and Thorncraft Parade/Canterbury Road/Charlotte Street were very low.

Proposed Development Traffic Generation under CDC

Traffic Generation has been calculated for a CDC scheme under Part 5a Commercial and Industrial (New Buildings and Additions) Code of the SEPP (Exempt and Complying Development Codes) 2008.

The traffic generation for High Tech development with a GFA of 7000m2 has been calculated and included in Table 3.7 in Attachment A. This is summarised below.

Summary Table		Traffic Generation	
	USE	Total AM Peak Hour	Total PM Peak Hour
Scenario 3.6c	High Tech Industry	77	91.0

A CDC scheme shows a much higher traffic generation than the three options discussed in this letter, and greater than the traffic generated by the 290 car parking spaces associated with a maximum parking scenario in the AH scheme. The maximum parking scenario generates peak hour traffic generation of 77.5 trips in the AM and 65.3 in the PM, less than that of a light industrial development that could be advanced immediately under complying development, as illustrated in the table below:

Summary Table		Traffic Generation	
	USE	Total AM Peak Hour	Total PM Peak Hour
Original Scheme	Affordable Housing Concept	77.5	65.3

Yours faithfully,

E Marshall-McClelland

Erica Marshall-McClelland
LYLE MARSHALL & PARTNERS PTY LTD
Attachments: Attachment A

ATTACHMENT A

Table 3.6a Scenario 1

Use	Peak Hour	Generation Rate/Unit	No.of Units	No.of Units affordable 50%	Traffic Generation		
					IN	OUT	TOTAL
Residential Units *	8.00-9.00am	0.32 trips/hr	184	92	7.36	22.08	29.44
	4.00-5.00pm	0.23trips/hr		"	13.97	6.98	21.16
Business Premises **		2.44/100m²*		936 GFA m²			**22.84**
	8.00-9.00am				2.30	2.30	4.60
	4.00-5.00pm				11.50	11.50	23.00
Employees	17 8.00-9.00am				**14.00**	**0.00**	**14.00**
TOTAL AM PEAK					**23.66**	**24.38**	**48.04**
TOTAL PM PEAK					**25.47**	**18.48**	**43.95**

Notes

* 50% of residential units are affordable and therefore do not have car parking and generation for parking

** Total Site average rate was used in Appendix G2 TDT 04a/2013

Table 3.6b Scenario 2

Use	Peak Hour	Generation Rate/Unit	No.of Units	No.of Units affordable 50%	Traffic Generation		
					IN	OUT	TOTAL
Residential Units *	8.00-9.00am	0.32 trips/hr	184	92	7.36	22.08	29.44
	4.00-5.00pm	0.23trips/hr		"	13.9656	6.9828	21.16
Medical Suites **		1.6/100m²*		936 GFA m²			**14.98**
	8.00-9.00am	20% AM-10% In and Out			**1.4976**	**1.4976**	**3.00**
		1.2/100m2		936			**11.23**
	4.00-5.00pm	100% 50% In and 50% Out			**5.616**	**5.616**	
TOTAL AM PEAK					**8.86**	**23.58**	**32.44**
TOTAL PM PEAK					**19.58**	**12.60**	**32.18**

Notes

* 50% of residential units are affordable and therefore do not have car parking and generation for parking

** Rate for Medical Office suites uses the RMS TDT 04a/2013 average rate for offices.

Table 3.6c Scenario 3

Use	Peak Hour	Generation Rate/Unit	No.of Units	No.of Units affordable 100%	Traffic Generation		
					IN	OUT	TOTAL
Residential Units *	8.00-9.00am	0.32 trips/hr	184	92	0	0	0
	4.00-5.00pm	0.23trips/hr		"	0	0	0
Office Suites **		1.6/100m^2*		936			14.98
				GFA m^2			
	8.00-9.00am	20% AM-10% In and Out			1.4976	1.4976	3.00
		1.2/100m2		936			11.23
	4.00-5.00pm	100% 50% In and 50% Out			5.616	5.616	
				TOTAL AM PEAK	**1.50**	**1.50**	**3.00**
				TOTAL PM PEAK	**5.62**	**5.62**	**11.23**

Notes

* 100% of residential units are affordable and therefore do not have car parking and generation for parking

** Rate for Office suites uses the RMS TDT 04a/2013 average rate for offices.

Table 3.7 Scenario 4 Development Option under CDC

Use	Peak Hour	Generation Rate/Unit	GFA m2	Traffic Generation		
				IN	OUT	TOTAL
High Tech Industry	**8.00-9.00am**	AM 1.1 Trip/ 100m2 GFA am 80% IN; 20% OUT	7000	61.6	15.4	77.00
	4.00-5.00pm	PM 1.3 Trip/ 100m2 GFA pm 20% IN; 80% OUT RMS TDT 2013	7000	18.2	72.8	91.00
			TOTAL AM PEAK	**61.60**	**15.40**	**77.00**
			TOTAL PM PEAK	**18.20**	**72.80**	**91.00**

Notes

* Rates for High Tech Industries similar to rates used in TDT 04a/2013 for sydney area