
M^CLAREN TRAFFIC ENGINEERING

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18 May 2012

2010/166. L02 CM/sm

Managing Director
BLUESTONE PROPERTY SOLUTIONS PTY LTD
Suite 1, Level 6
71 Macquarie Street
SYDNEY NSW 2000

Attention: Mr Ben Fairfax
Dear Ben,

ENVIRONMENTAL ASSESSMENT OF CONCEPT PLAN CRONULLA SHARKS DEVELOPMENT : 461 CAPTAIN COOK DRIVE, WOOLLOOWARE

RESPONSE TO NSW DEPT OF PLANNING & INFRASTRUCTURE CONCERN ON WEEKDAY AM PEAK ANALYSIS & RESIDENTIAL PARKING SUPPLY DATED 17 MAY 2012

Reference is made to the request dated 17 May 2012 from the NSW Dept of Planning & Infrastructures concern regarding the following items:

1. Weekday AM peak hour assessment not conducted and justification why it was not conducted.
2. Parking Supply for the Residential component.

Our responses to the matters raised above are outlined below and should be treated as supplementary advice to our lodged TMAP and GAME DAY PARKING STRATEGY documents.

Response to Item 1 (Weekday AM Peak Analysis)

The rationale supporting the reason why the weekday AM peak hour performance was not conducted is set out below in the following points:

- a) That usual practice is to consider the peak times of traffic activity on the roads immediately adjacent to the development site. This is its local context.
- b) Determine the times when the proposed development generates its peak traffic activity levels.
- c) Combined with points (a) & (b) above is to ascertain whether they overlap.



- d) If (a) and (b) do not overlap then the practice is to assess the impact of the proposed development during the weekday AM & PM commuter peak hourly periods.

In relation to point (a) the following comment applies:

The peak times of traffic activity along Captain Cook Drive between Gannons Road and Woollooware Road North is on a Saturday (around noon and afternoon) when the Sharks Club, sporting fields (on both sides, including Solander Fields [soccer/cricket], Captain Cook Oval [softball/baseball] plus beach traffic occurs. After that time the peak activity is on a weekday PM period from 5pm to 7pm associated with commuter traffic, training use of the above mentioned sports fields and Sharks Club traffic when these all combine.

The weekday AM traffic flows along Captain Cook Drive is lower than the weekday 5pm to 7pm period and Saturday noon / PM period as there is little use of the Sharks Club and sports fields at that time. Only AM commuter traffic activity.

In relation to point (b) the following comment applies:

The proposed development which comprises a mixed retail / club / sporting (recreational) / residential use generates its highest level of traffic on a Friday evening given that the Sharks Club, retail, residential traffic will all coincide in the period from 5pm to 7pm. The second highest traffic generation period is on a Saturday around noon associated largely with the peak of the retail centre and club in particular, whilst the residential use would not generate its peak activity. These traffic generation levels for the entire proposal are in the order of 1,300 to 1,400 peak hourly vehicle activity as stated in the TMAP.

In relation to point (c) the following comment applies:

It is evident that when you combine both (a) & (b) above the peak periods that need to be assessed for the local road network are as follows consistent with that assessed in the TMAP:

- Friday 5pm to 7pm.
- Saturday 11am to 1pm (noon).

In relation to point (d) the following comment applies:

Both (a) and (b) overlap therefore the weekday AM commuter peak does not need to be assessed.

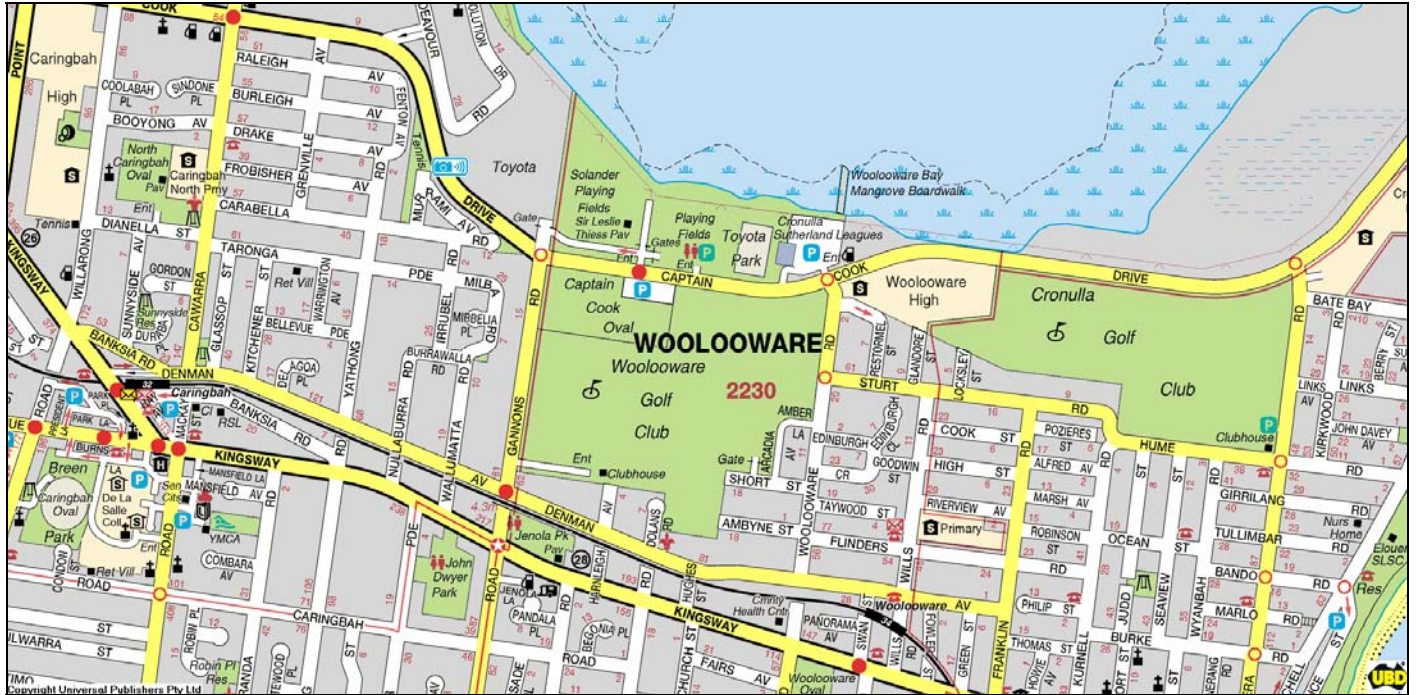
It is relevant to note that the undersigned and *M^CLaren Traffic Engineering* have been involved in assessing development proposals on the Sharks landholdings since 1999 and is a resident of Sutherland Shire and accordingly has a good understanding of existing traffic conditions in the Sutherland area. Further data can be provided if needed to support the opinions expressed above.

The AM peak hour traffic conditions in the locality occur further to the west of the site related to city bound traffic along the RTA's STATE ROADS of Taren Point Road and The Kingsway through Caringbah. A localised copy of the RTA's State Road network is shown below.



Legend

- Recommended local roads
- Recommended state roads
- Recommended regional roads
- - - LGA boundary
- Freeways/motorways/tollways
- Existing state roads
- Existing regional roads



Response to Item 2 (Residential Car Parking Supply)

We have revised our TMAP (May 2012 revision) which states as follows with respect to the query regarding the supply of on-site car parking, both under cover and within newly created on-street locations:

“The 928 car parking spaces on the residential component comprise 883 ‘under cover’ and 45 on-street spaces.

*The residential development provides **928** car parking spaces (803 for residents, 100 for visitors and 25 are allocated to the small commercial office) which exceeds the proposed parking demand level of 765 resident & visitor spaces by 138 spaces. The actual Council visitor parking provision of 1 per 4 units is significantly higher than the 1 per 7 rate specified in the RTA’s “Guide to Traffic Generating Developments” (Oct 2002) for high density residential flat buildings in regional centres, as shown in the extract below. It should be noted that even less visitor parking rates are applied by Councils in other areas of Sydney. Thus the proposed visitor parking rate of 1 space per 6 units is considered to be acceptable in the light of introduced public transport services.”*

Please contact the undersigned should you require any further information or assistance.

Yours faithfully,

M^CLAREN TRAFFIC ENGINEERING

Craig M^CLaren

Director

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RTA Accredited Road Safety Auditor

RTA Accredited Traffic Control Plan Designer & Auditor (Orange Card)

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Cc Mr Mark Brown (Dept of Planning & Infrastructure); Mr Ben Fairfax (Bluestone Group); Mr Gordon Kirkby (JBA Planning)