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Attention: James Heeks

Re: Clemton Park Section 75W Application to the Concept Plan Approval MP07_0106

Dear Ian,

TRAFFIX has been engaged by SDH & Associates to assess the traffic planning implications of a Section 75W Application to amend a previously approved Concept Plan Application (MP07_0106) for the construction of a mixed use development located at 60 Charlotte Street, Campsie. In this regard we have reviewed all relevant documentation provided to us and the findings of our investigations are summarised below.

Context

TRAFFIX was commissioned in 2009 by Parkview Developments to prepare a Traffic Management and Accessibility Plan (TMAP) report for the former Sunbeam site located at 60 Charlotte Street, Clemton Park. The TMAP report was prepared as part of the overall Concept Plan application for the site. The Concept Plan application dealt with all relevant matters as required under the Environmental Planning and Assessment Act, 1979 as well as taking due account of the Director General's Requirements. The Concept Plan was approved by the Department of Planning in 2009, subject to appropriate conditions.

The TMAP report dealt with the overall traffic and transport planning aspects relating to the assumed land use mix and intensity for the overall site (that is, having regard for the cumulative impacts of all land parcels). It has therefore provided the context for all subsequent development approvals. It is emphasised that the assumed land use as assessed in the TMAP reflected the most likely development outcome for the site as known at the time of submission of the Concept Plan. While the Concept Plan approval is quite prescriptive in relation to uses and associated parking rates, it is recognised that the nature and scope of individual development applications on individual land parcels within the site would reasonably need to be amended over time, as developments respond to changed demands and market requirements.

To date, several development applications have been lodged and or approved including:

- Stage 1 on Lot 3 Residential (58 units) and childcare (75 child places)
- Stage 2 on Lot 4 Residential (64 units); and
- Stage 4 on Lot 2 Residential (290 units and 60m² cafe).



This application seeks approval from the Department of Planning and Infrastructure (DPI) for the redistribution of the approved building envelopes on Proposed Lot 31 (referred to as Stage 5), whilst retaining the approved maximum height and gross floor area. Consequently, approval is also sought to the CP approval, approved Future Environmental Assessment Requirements and Final Statement of Commitments. This is a consequence of ongoing analysis of site constraints and design responses as undertaken by BUPA and relevant stakeholders.

In this regard reference should be made to the Section 75W Modification Report prepared by JBA Planning which provides a detailed description of the proposed amendments.

Location and Site

The Clemton Park Village site is situated at the former Sunbeam factory in Harp Street, about 300 metres south of Canterbury Road and about 100 metres west of Bexley Road, at Clemton Park. It lies within an established industrial precinct and is about 1.2 kilometres south of the existing Campsie Town Centre.

A location and site plan are provided in **Figure 1** and **Figure 2** respectively.

Description of Proposed Changes

A detailed description of the proposed changes sought under this Section 75W Application is provided in the Section 75W Planning Assessment report prepared separately by JBA Planning. In relation to traffic and transport planning matters, the following principle changes are sought:

- An increase in the overall development yield from 109 beds including 50 high care seniors living and 59 independent living units to 144 beds including 108 High Care Seniors Living and 36 dementia;
- Relocation of the car park and service access to Alfred Street; and
- Increased parking provision in accordance with the requirements of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

The implications of these changes are discussed in the following sections in more detail. It is emphasised however that 'in principle' approval is only sought to the proposed access arrangements, in the knowledge that the performance of these access driveways will be assessed in detail when the development application is submitted for Stage 5.

Reference should also be made to the indicative layout plans provided in **Attachment 1** which provide an indicative future layout having regard for the proposed changes.



Figure 1: Location Plan



Figure 2: Site Plan



Car Parking

Condition A5 of the Concept Plan approval requires the provision of parking in accordance with the parking rates set out under the SEPP Housing for Seniors or People with a Disability. In this regard no change to the previously approved parking rates is proposed under this modification.

Accordingly, application of the approved rates to the proposed revised development scheme results in the following indicative parking requirements.

Table 1: Parking Requirements for Proposed Stage 1 Development

Type	Yield	Controls	Requirement
High Care	108	1 Spaces per 10 Units	14
Dementia	36	1 Spaces per 10 Units	
Staff	47	1 space per 2 staff	24
Total			38

It is evident that the amended development will result in a revised parking requirement of 38 spaces compared to the 65 spaces proposed under the Concept Plan approval, which required additional parking due to the inclusion of the independent living units.

The plans provided in Attachment 1 of this report demonstrate that the future parking requirements can be accommodated on-site with no reliance on on-street parking.

Traffic Generation

The TMAP that supported the approved concept plan application forecasted a peak hour traffic generation of 17 veh/hr, based on the application of the recommended trip rates for Seniors Housing as published in the RMS Guide to Traffic Generating Developments.

Application of the RMS rates for high care living units adopted in the approved TMAP assessment (0.1 veh/unit) results in a future traffic generation of approximately 15 veh/hr during the morning and evening peak periods. This is generally consistent with the generation assumed under the TMAP assessment approved by DPI and as such the recommendations and conclusions of the TMAP remain valid.

Accordingly, the proposed amendments will have no impact on the operation of key intersections in the locality compared to that previously documented and as such the modification is considered supportable on traffic planning grounds.

Access

Access to the Stage 5 development was previously proposed via a driveway on the eastern end of Tedbury Street (previously referred to as New Harp Street) adjacent to the Stage 2 residential development.

As a consequence of the detailed design, it is now proposed that access to the basement car park and servicing area be relocated to Alfred Street (on the southern site boundary). A port-cochere is



however still proposed on Tedbury Street to facilitate pick up and drop off movements by residents and visitors.

The location of the proposed access complies fully with the relevant requirements of AS2890.1 (2004) *Part 1: Off-street car parking* and is therefore considered supportable. The relocation of the access will result in a minor increase in daily traffic movements along Alfred Street (approximately 120 vehicles per day compared to the 4,500 existing movements). This minor increase of just 2.9% would have no material impact on the operation of the critical intersection of Alfred Street with Harp Street which will continue to operate as previously documented in the TMAP assessment that supported the approved Concept Plan.

Furthermore, the location of the proposed access has been provided having regard for the future road upgrades to Alfred Street as required under Condition B17 of the Concept Plan approval.

Servicing

Servicing of the site is to be undertaken wholly within the site making use of the proposed driveway crossing to Alfred Street. In this regard the development has been designed to accommodate vehicles up to and including an 8.8m Medium Rigid Vehicle (MRV). It is proposed that all servicing, including garbage collection, be undertaken by private contractor and accordingly the design is considered supportable.

Notwithstanding the above, the future servicing of the site will be assessed in greater detail at the subsequent Development Application stage to ensure full compliance with AS2890.2 (2002) *Part 2: Off-street commercial vehicle facilities* and Council requirements.

Access and Internal Design

The access and internal design aspects have been reviewed and generally comply with AS2890.1 and AS2890.2. Detailed design will however be undertaken during the subsequent Development Application to ensure full compliance with the relevant standards is met.

In summary, the modifications proposed are considered minor in nature and will have no impact on the operation of the external road network from that previously approved. Accordingly, the proposal is supportable on traffic planning grounds.

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

Yours faithfully

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Andrew Johnson
Associate Engineer

Encl: Attachments 1



Attachment 1
