



Date: 9 September 2008  
To: Kerrie Symonds  
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From: Ben Hubbard  
Job no: 2112425C/MO\_2063  
Re: Assess to North Eveleigh

## MEMORANDUM

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### 1. Introduction

In response to the public consultation of the Concept Plan for North Eveleigh, Redfern Waterloo Authority (RWA) instructed PB to undertake a study of 3 options for alternative vehicle access to the western part of the North Eveleigh site. This report examines the 3 options developed by the project architect to address residents concerns.

### 2. Traffic circulation

A diagram of the traffic circulation is shown in Figure 2-1. The site can be considered in two parts:

- east of the CarriageWorks which includes a mix of commercial, residential and retail and;
- West of CarriageWorks being residential.

Each section of the site is served by one of two access routes. Dividing the two sections is a proposed pedestrian zone of road which fronts the CarriageWorks. The pedestrian zone may be protected by the use of a removable barrier or rising bollards and is intended to be traffic free apart from occasional deliveries and emergency use when the development is completed.

The eastern access, at the intersection of Wilson Street and Shepherd Street, provides access for

- all vehicles, pedestrians and cyclists, and for articulated vehicles to the loading dock proposed for the retail area to be located in the former Paint Shop.
- All other roads within the eastern part of site are suitable for Medium Rigid Vehicles (MRV) and smaller. Pedestrian footways are provided on both sides of all roads.

The western access, located near to the western boundary of the site, provides entry to the residential section of the site. This access provides:

- access, via an easement, to the rail corridor for all vehicles up to articulated vehicles in size,
- a route suitable for articulated vehicles or coaches for occasional deliveries to the CarriageWorks and
- routes for MRV and light vehicles to all other parts of this section of the site.
- Access for cyclists and pedestrians.

A pedestrian / cycle route between Ivy lane and the western access along CarriageWorks Way provides a direct route through the site linking with the proposed pedestrian bridge and providing an alternative route for pedestrians and cyclists.

Pedestrian access to the site is proposed to be;

- via ramps alongside the vehicle entries,
- via ramps to the proposed pedestrian and cycle bridge and
- via flights of stairs connecting Wilson Street with the site.

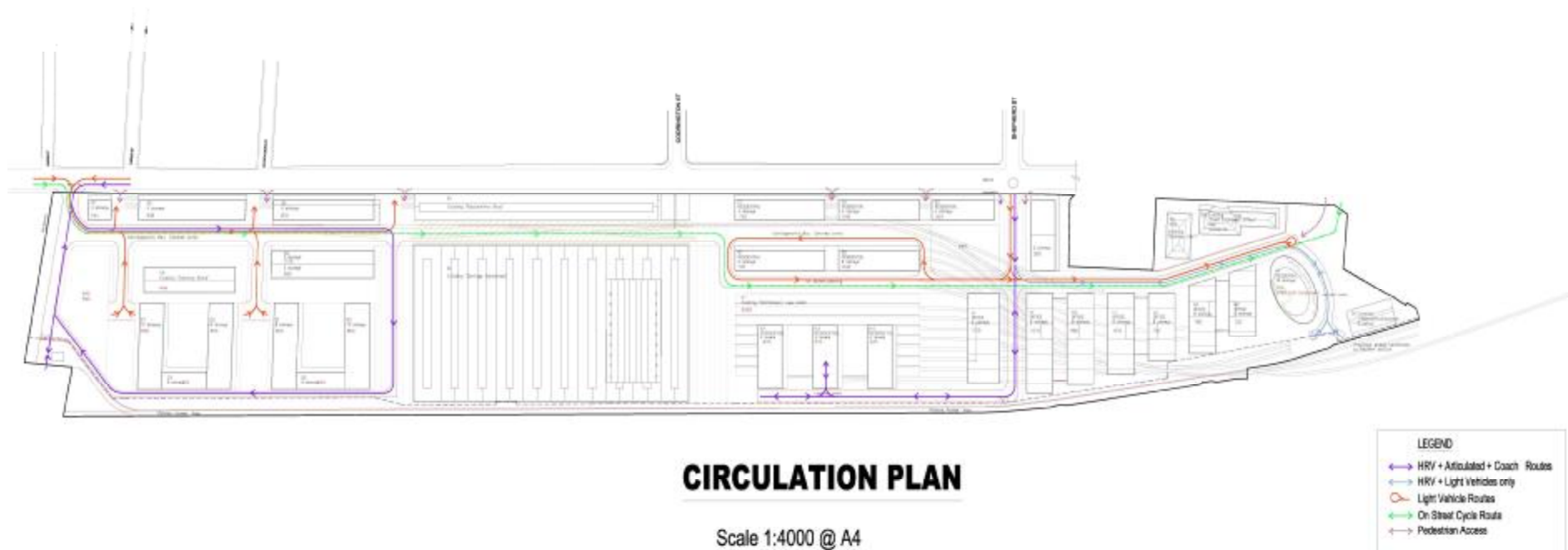


Figure 2-1 Circulation Plan

### 3. Access constraints

PB considered in the Built Environment Plan several locations for accesses and concluded that the most suitable locations where:

- opposite Shepherd Street on Wilson Street
- at the existing location between Queens Street and Forbes Street on Wilson Street
- at the existing access on Wilson Street opposite Ivy Street (one way into site only).

The concept plan adopted the Shepherd Street and existing western end access as preferred option. PB tested the capacity of this road network to accommodate traffic generation from the site without the use of Ivy Street and demonstrated that this preferred option could function without using the Ivy Street access. The Ivy Street access is proposed to provide an entry for pedestrians and cyclists only

PB undertook an initial evaluation for alternative access points from the western part of the site, including opposite Golden Grove Street. The location of the western access is constrained by several factors governed by road geometry, for example the concept plan aimed to:

- preserve historic buildings on the site and access to these buildings at ground level
- preserve the alignment ( horizontal and vertical) of the existing CarriageWorks Way
- accommodate all classes of vehicles with access roads at a grade no steeper than 1 in 10
- maintain access for vehicles up to articulated vehicles in size to the rail corridor and electrical sub station
- Allow vehicles to exit from a relatively flat grade so as to ensure vehicle safety and to minimise noise and vibration.

PB considered a number of design options and concluded that an access road close to the current location was most appropriate. This access location provides

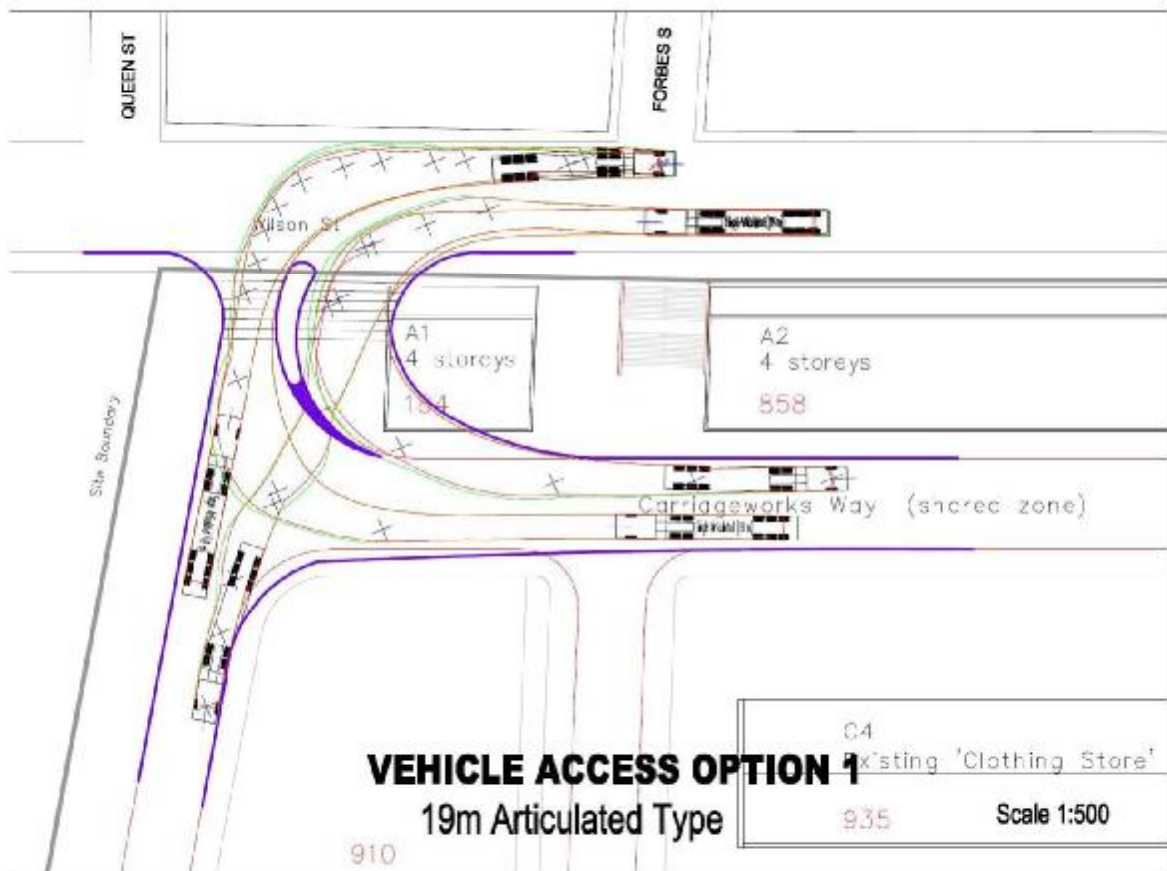
- a buffer between the site boundary and other buildings,
- preserves the existing rail corridor easement,
- ensures a reasonable grade to access the CarriageWorks,
- meets the above criteria and
- Avoids segregating part of the site by needing to build a large retaining structure (either a wall or earth bund).

Following public consultation on the Concept Plan PB was asked to reconsider 3 options for the western access. These are discussed and shown in the following section.

#### 4. Option 1 – Modified existing proposed access

Option 1 (shown in figure 4-1) proposes to widen the access further. This access arrangement could accommodate all vehicle movements and provide a direct route to the rail corridor. Signage located on the site can indicate no access to Queen St from the site.

Figure 4-1 Option 1 – Modified existing proposed access



## 5. Option 2 – Access opposite Forbes Street and removal of clothing store

Option 2 (shown in figure 5-1) would relocate the western access opposite Forbes Street. To provide access at this location would require the internal road to be moved to the approximate location of the Clothing Store. To accommodate two coaches or articulated vehicles passing each other would require considerable road width as shown in the Figure 5-1. Placing an access at Forbes Street would create a cross road situation which is less safe than a Tee intersection as proposed in the concept plan.

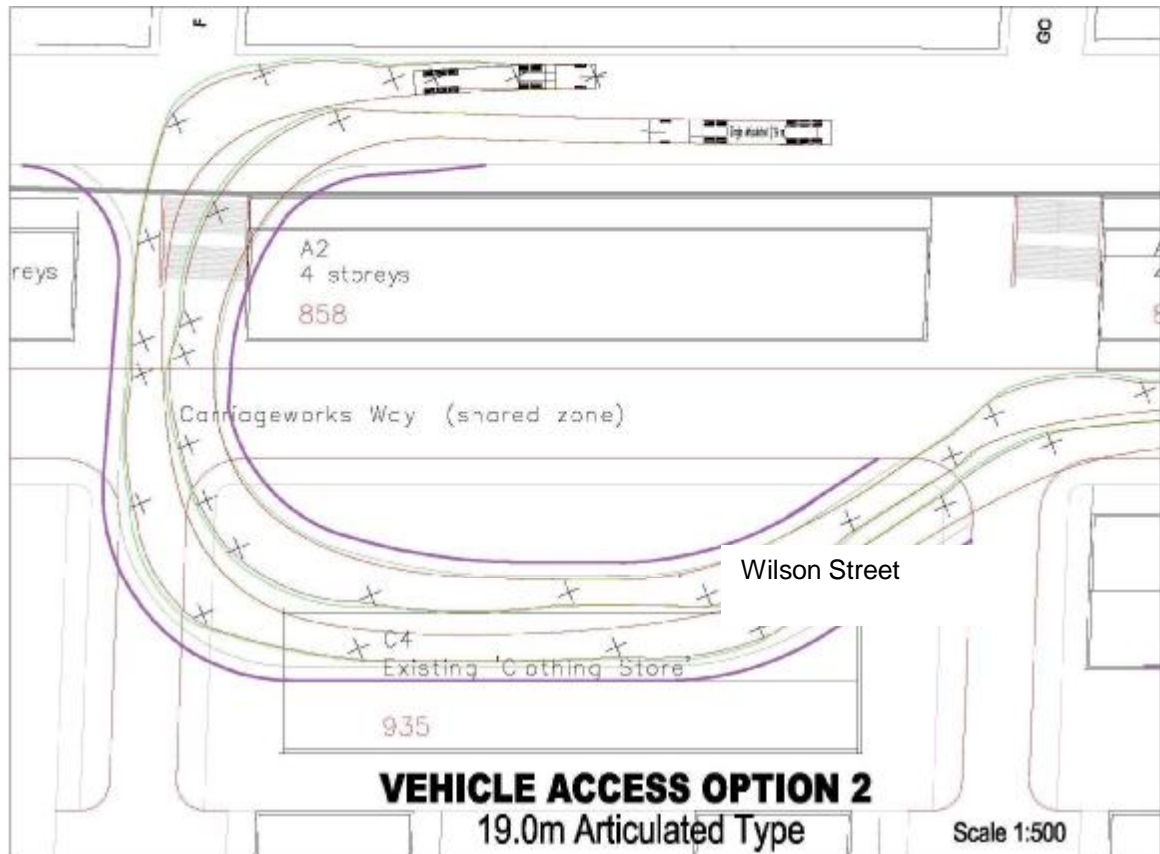


Figure 5-1 Option 2 – Access opposite Forbes Street and removal of clothing store

## 6. Option 3 – Access opposite Forbes Street

Option 3 (shown in figure 6-1) would relocate the access to opposite Forbes Street with the access road looping round to rejoin the existing proposed access way. Carriageworks Way and the Clothes Store would be preserved. However, to construct this arrangement would require a retaining wall approximately 5m high. A retaining structure of this size could present the following issues:

- § isolates buildings or land west of the retaining structure
- § places a large wall at the end of the site
- § creates an indirect route into the site that would result in additional journey times for all users
- § Presents a safety hazard that would require a pedestrian safety fence or barrier treatments.

PB has tested this option. A road could be provided that would accommodate all traffic including coaches and articulated vehicles.

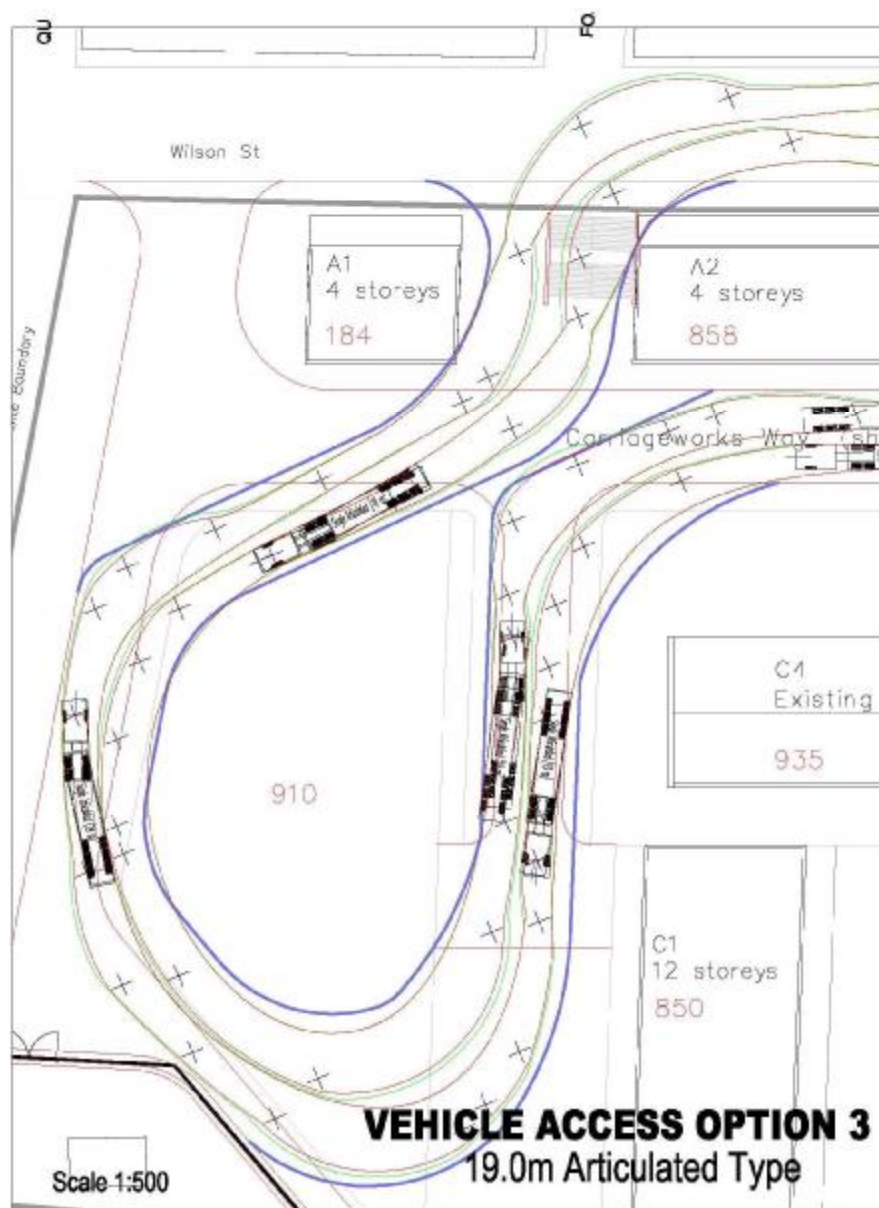


Figure 6-1 Option 3 – Access opposite Forbes Street