



traffic impact assessment

concept plan application for the former sunbeam site at charlotte street and harp street, clemton park

prepared on behalf of parkview sydney developments by TRAFFIX traffic & transport planners

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traffic

traffic & transport planners

level 2/55 mountain st
broadway nsw australia 2007
po box 697 broadway nsw 2007
t: (02) 9211 3352 f: (02) 9211 2740
e: enquiries@traffic.com.au
director graham pindar
acn: 065132961
abn: 66065132961



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Appendix 1: Photographic Record

Appendix 2: Reduced Concept Plans

Appendix 3: Sidra Modelling Results



executive summary

- This Concept Application follows upon a previous report prepared in support of the Preliminary Environmental Assessment that was prepared by Planning Workshop Australia, which was an application made under Part 3A of the Environmental Planning and Assessment Act, 1979, following authorisation of the Concept Plan by the Minister.
- The Concept Application relates to the use and building envelopes comprising a total floor area of 87,332 square metres, together with an indicative number of apartments, height and building footprints, road layout and landscaping across the site.
- The proposed Concept Plan follows the principles and level of intensity foreshadowed in the Preliminary Environmental Assessment report;
- Traffic impacts have been assessed on the basis of the land use scenario outlined in this report and can be accommodated, subject to the public road system being developed as proposed and the improvements outlined in the report;
- Traffic conditions have been assessed on weekdays, Saturdays and Sundays and can be accommodated by the road system in terms of its capacity;
- The traffic impacts create no unacceptable environmental amenity concerns having regard for then predominant industrial character of the area. The volume increases in the locality are significantly higher than existing flows at peak times (with the site essentially dormant) and moderately higher than the previous industrial use of the site. As all road frontages are collector roads the volumes remain within acceptable limits;
- The overall parking provision (1,507 spaces) is about 7% less overall than Council's DCP requirement as assessed with reductions for sharing (1,614 spaces) and this accounts for the synergy between the uses and the ability to share parking where peak demands do not overlap. The level of provision is also intended to promote alternate travel modes and is responsive to the Director General's requirements;



- The access and internal design arrangements will be able to comply with the requirements of AS 2890.1 and AS 2890.2, subject to further assessment in the staged Project Applications. The creation of five (5) lots will occur in four (4) stages, with Application 1 for Lots 1 and 3, Application 2 for Lot 2, Application 3 for Lot 5 and Application 4 for Lot 4.

- On the basis of the analysis undertaken, the Concept Plan is supportable in traffic and transport planning terms.



1. introduction

Traffix has been commissioned by Parkview Sydney Developments to undertake a traffic impact assessment of a proposed Concept Plan Application for the former Sunbeam site in Charlotte Street at Clemton Park. The report follows upon a previous report prepared in support of the Preliminary Environmental Assessment that was prepared by Planning Workshop Australia, which was an application made under Part 3A of the Environmental Planning and Assessment Act, 1979, following authorisation of the Concept Plan by the Minister. This report should therefore be read in conjunction with the overall Environmental Assessment, of which this report forms a part. The Environmental Assessment has been prepared by Planning Workshop Australia and deals with all relevant matters as identified under the in the Director General's requirements.

This report documents the findings of our investigations and it is emphasised that the report follows the general principles and assessment methodology adopted in the Preliminary Environmental Assessment; as well as all matters raised by Council and the Roads and Traffic Authority in the Director General's requirements.

The Concept Application relates to the use and building envelopes comprising a total floor area of 87,332 square metres, together with an indicative number of apartments, height and building footprints, road layout and landscaping across the site.

The Project Application relates to the subdivision of the whole of the land into 5 allotments; the development of roads and services for subsequent staged construction (with the first stage of roads and services being completed prior to occupation of developments that are to occur on Lots 1 and 3).

The development of 26,343m² lettable floor area of bulky goods (relating to a total floor space of 30,366m²) and commercial uses with associated parking on Lot 1; and the development of a residential flat building for 58 units and a 75 place child care centre with ancilliary parking on Lot 3, are the subject of separate Project Applications which will also include the demolition and remediation of the site, following the granting of a Construction Certificate for such works.



2. location and site

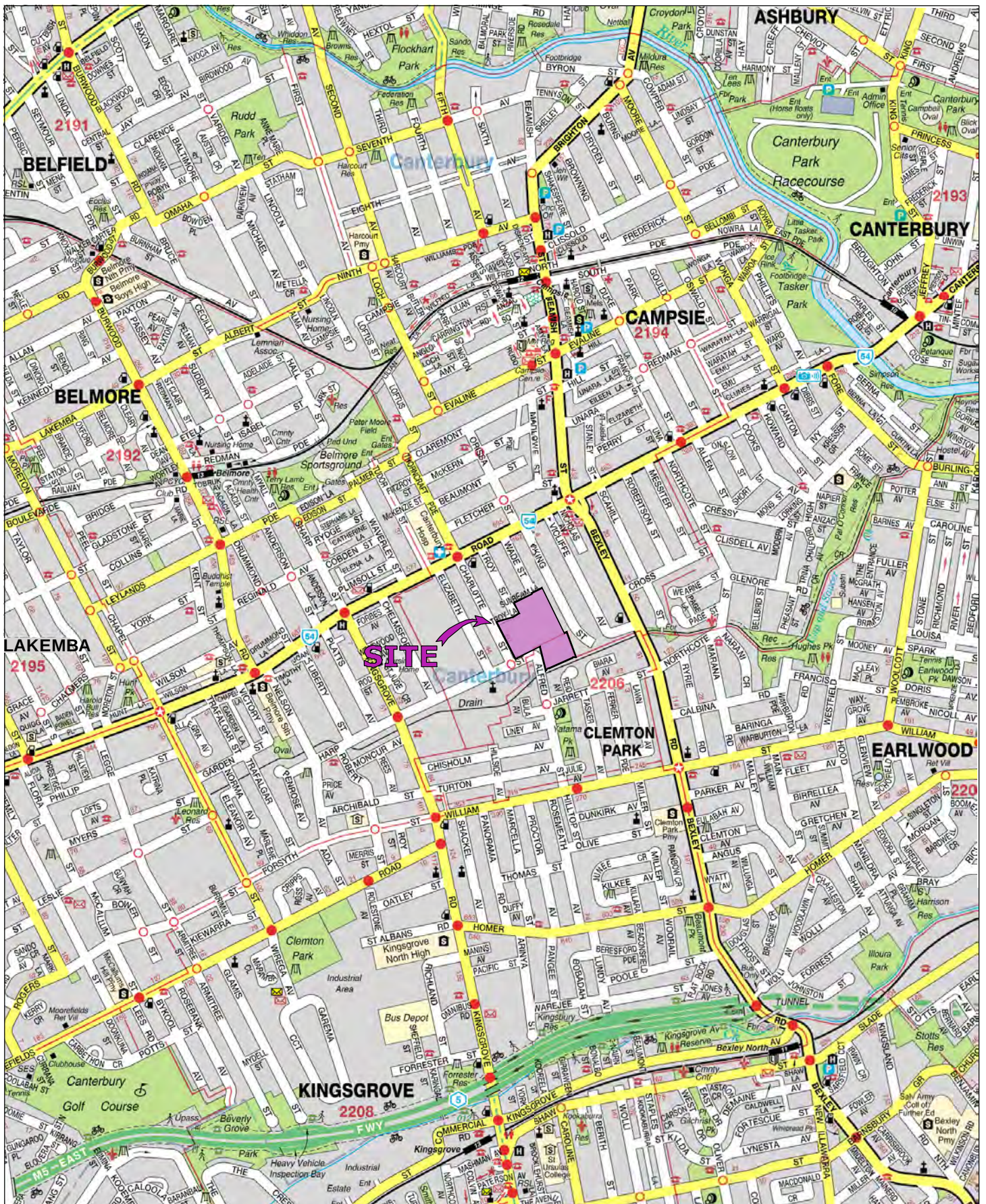
The site is situated at the former Sunbeam factory in Harp Street, about 300 metres south of Canterbury Road and about 100 metres west of Bexley Road, at Clemton Park. It lies within an established industrial precinct and is about 1.2 kilometres south of the existing Campsie town centre.

In a more local context, it has primary road frontages to Harp Street and Charlotte Street, while secondary accesses are also available at the southern end of Troy Street and Wade Street. These frontages have all been used historically for vehicular access to the site and continue to be used as significant site accesses. However, no use is proposed of Wade Street, while only very limited access is proposed to Troy Street and this acknowledges their residential status.

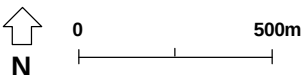
Most access will be available via Harp Street and Charlotte Street using a newly developed internal (public) road network. This provides maximum accessibility for vehicles as well as pedestrians. Harp Street in turn provides access to Kingsgrove Road to the west of the site, while Charlotte Street provides the main access to Canterbury Road. A minor access is also proposed to Troy Street which served Lot 3 (the 58 units and 75 place child care centre). The site is also within or adjacent to the Canterbury Road Enterprise Corridor identified in the Sydney Metropolitan Strategy 2005.

The site has an irregular configuration and currently comprises a number of large industrial buildings. The site has an area of 54,846m². The site is bounded by residential development on its northern and eastern sides, as well as on its southern side along Alfred Street.

A Location Plan is presented in **figure 1**, with a Site Plan presented in **figure 2**. Reference should also be made to the Photographic Record presented in **appendix 1**, which provides an appreciation of the general character of roads and other key attributes in proximity to the site.



Source: UBD 2008

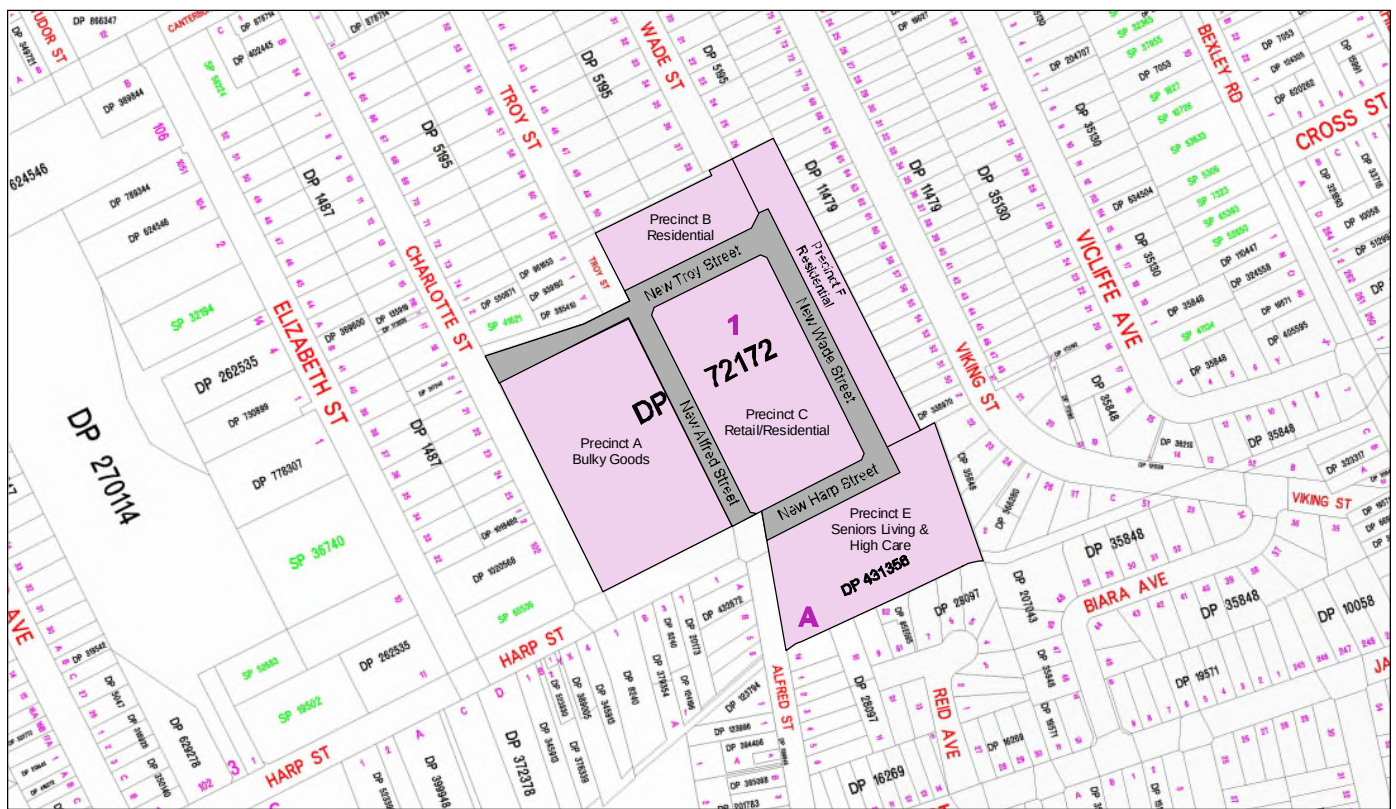


concept plan application: mixed use development
60 charlotte street, clemton park

figure 1
location

prepared on behalf of dauids group
by traffic traffic & transport planners





cadastre plan

0 200m

aerial photograph: dated January 2007

0 100m

concept plan application: mixed use development

60 charlotte street, clemton park

figure 2
site

prepared on behalf of davids group
by traffix traffic & transport planners





3. existing traffic conditions

3.1 road hierarchy

The surrounding road network and hierarchy is shown in **figure 3** and can be summarised as follows:

- | | | |
|---|-----------------|--|
| □ | Canterbury Road | is an important RTA State Road (MR 167) carrying some 43,000 vehicles per day in the vicinity of the site and serving as a east-west link between the Sydney CBD and the western suburbs; |
| □ | M5 Motorway | is an RTA State Road (MR 6005) and is one of Sydney's major links from the CBD to the south western suburbs. It lies to the south of the site and is accessed via Canterbury Road and King Georges Road |
| □ | Bexley Road | is an RTA State Road (MR 169) and is a continuation of Beamish Street to the south of Canterbury Road. It is also a major north south link between Canterbury Road and the M5 motorway. It carries approximately 23,000 vpd in the vicinity of the site; |
| □ | Beamish Street: | is an RTA Regional Road (SR 2014) which acts as a north south link from Georges River Road in the north to Canterbury Road in the south and carries about 22,000 vpd in the vicinity of the site. |
| □ | Kingsgrove Road | is a local collector road that connects Canterbury Road in the north with Stoney Creek Road in the south and carries about 12,000 vpd. |
| □ | Harp Street | is a local industrial collector road that connects Kingsgrove Road to the west of the site with William Street to the south of the site, via Albert Street. It runs generally east-west along the southern boundary of the site and carries about 7,000 vpd. |