



17 October 2007

Ref 07246

Mr Andrew Hebden
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(Email: ahebden@marchesepartners.com.au)

Dear Mr Hebden

**Proposed Mixed Retail Development
78-96 Arncliffe Street, Wolli Creek**

I have undertaken an assessment of the concept plan for the proposed development in relation to the potential road network and traffic implications.

A pre-eminent issue in relation to the impending redevelopment of the lands between Arncliffe Street and the Princes Highway is that of the provision of the proposed 'Gertrude Street Connection' to Arncliffe Street. Obviously, this connection can only be achieved with the redevelopment of the 'Suttons Site' however, this should not hold back the redevelopment of other issues.

A second major issue is the provision of the proposed footbridge over the Princes Highway which is at present identified as being on the northern side of Gertrude Street intersection. It is my understanding that the RTA propose to remove the 'at grade' crossing at the Princes Highway/Brodie Spark Drive intersection when a bridge is provided.

The operation of the roundabout at the Arncliffe Street/Brodie Spark Drive intersection will become increasingly jeopardised as development continues to occur without the Gertrude Street connection. It will therefore be advantageous to provide the means whereby traffic approaching the proposed development from the south and east can ingress without the need to pass through the Arncliffe Street/Brodie Spark Drive intersection (ie pending provision of the Gertrude Street connection).

It is apparent that this can be achieved by providing a one-way ingress or new service road from the Highway into the site which could be closed once the Gertrude Street connection is provided. Limiting this access provision to one-way would overcome the

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potential eventuality of the northbound Wollongong Road – Arncliffe Street ‘bypass movement’ diverting to the temporary access link.

There are a number of existing access driveways for this site and the adjacent Suttons Site on the Princes Highway frontage and it would not seem inordinate to maintain this circumstance on a temporary basis. This proposal would of course be subject to the approval of the RTA, however importantly there would be very little traffic ingressing this retail development during the weekday morning peak when there is a concentrated northbound flow on the Highway. It is also apparent that a significant element of ingressing traffic would approach along Gertrude Street (through the existing traffic signals) and would be separated from the northbound highway flow.

In relation to the pedestrian bridge issue it is apparent that location of this bridge directly on the design line between the railway station, retail facilities, residential elements and the park would present the optimum outcome. This is particularly the case if the RTA intend to remove the ‘at grade’ crossing the intersection capacity reasons.

In relation to the issue of carparking it is noted that:

- * Council’s DCP ‘Parking and Loading’ specifies:
 - major shopping centres – 1 space per 25m² (GFA, GLFA not specified)
 - local shops – 1 space per 50m² GFA
 - Rockdale Town Centre – 1 space per 35m²
 - major generators (eg Shopping Centre) provide appropriate assessment and justification.
- * Council’s DCP № 49 ‘North Arncliffe’ specifies:
 - Shops – 1 space per 35m² GFA
- * the RTA’s Guide to Traffic Generating Development states that GLFA is preferred to GFA (for shopping centres) *“because it refers more specifically to the factor which generates the activity (ie deletes public areas and stock/storage areas). Generally GLFA is some 75% of GFA for retail centres”*.

The Wolli Creek precinct represents a somewhat unique compact urban area (within Rockdale LGA) because it will comprise:

- * high density residential development
- * good access to public transport services (rail and bus)
- * retail and entertainment uses
- * workplaces.

This will have particular implications for traffic and parking activity which will be constrained (as compared to other urban circumstances) because:

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- * the retail uses will be within easy walking distance of the residential elements and workplaces
- * the good public transport services
- * the dual and complementary uses.

The Council and RTA codes have remained unchanged for many years whereas there have been very profound and distinct changes to retail trading due to the spread of trading hours and the change in lifestyles which has resulted in reduced peaks in parking demand and traffic generation. The DCP No 49 criteria reflects to some extent the particular North Arncliffe circumstances although the 35m² is for shops not a retail centre as proposed.

It is apparent that GLFA is the most appropriate measure for the proposed centre (particularly when there are significant public and storage areas involved). As such, the following should apply as a minimum parking provision:

28,779m ² GFA	-	21,456m ² GLFA
@ 1 space per 35m ² GLFA	-	613 spaces

The proposed cinema element is relatively small and will be largely ancillary and not generating any significant parking demands at the peak retail trading times. Nonetheless, at this stage of the design process it is proposed to provide some 800 to 850 parking spaces. It will be necessary for these spaces or a large part of them (ie excluding tenant/ employee parking) to be managed as a public parking station. In this case, the parking provision will also be beneficially available for other users of the precinct.

It is my assessment that:

- * the proposed temporary ingress provision from the Highway into the development will be satisfactory and would ensure the best overall short term traffic outcome
- * the proposed incorporation of the pedestrian bridge into the development would provide the optimum outcome for pedestrians wishing to cross the Highway
- * the proposed parking provision will be more than adequate for the needs of the development.

Yours faithfully



Ross Nettle
Director

Transport and Traffic Planning Associates