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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

6th August 2020

Reference: 200537.01FA

NBRS Architecture
Glen Street
Milsons Point
NSW 2061
Attention: Stephen Rofail

LETTER OF RESPONSE TO TfNSW FOR SUTHERLAND ENTERTAINMENT CENTRE AT 30 ETON STREET, SUTHERLAND

Dear Stephen,

Reference is made to your request to provide a Letter of Response to TfNSW comments in their letter dated 6th July 2020 for the proposed Sutherland Entertainment Centre at 30 Eton Street, Sutherland. This letter should be read in conjunction with the submitted Traffic & Parking Report dated 10th March 2020 (reference: 190088.FA). The comments made by TfNSW relevant to traffic and parking are shown below (*italicised*) with a response thereafter.

Further consideration to active transport requirements

The Traffic and Parking Impact Assessment (TPIA), provided in supported of the proposed redevelopment does not adequately address Active Transport Considerations:

There is an opportunity for the TPIA to be updated to comprehensively address the likely demand for bicycle parking, motorcycle parking and the location of visitor and staff bicycle parking and staff end of trip facilities. It is noted that the existing SEC does not provide any motorcycle parking

The Framework Travel Plan should be developed to promote travel choices for employees and visitors that support the achievement of State Plan targets for encouraging a mode shift to sustainable transport

The NSW Planning Guidelines for Walking and Cycle suggests a minimum of 21 to 35 visitor bike parking spaces and 1 to 2 staff bicycle spaces be provided

The site is within close proximity to the Sutherland to Cronulla Active Transport link (SCATL) which the SEC Urban Design Report states ". will provide a vital alternative means to reach the SEC and improve connections between destinations in the Sutherland Shire".

Sutherland Shire Council Development Control Plan (DC) 2015, provides requirements for bicycle parking and cycling facilities, as well as requirements for motorcycle parking spaces

Recommendations

It is requested the applicant amend the application and TPIA to address the requirements of Sutherland Shire Council DCP 2015 regarding motorcycle parking, off-street bicycle parking and end of trip facilities.

If the development is approved, it is suggested that prior to the issue of the first Construction Certificate, the applicant be conditioned to provide motorcycle parking, off-street bicycle parking spaces and end of trip facilities in line with the Sutherland Shire Council Development Control Plan 2015 and in accordance with AS2890.3.

MTE Response: Please refer to **Section 3.3** of the submitted TPIA which outlines Council's bicycle and motorcycle requirements in accordance with Council's DCP requirements. Further **Section 3.3** of the submitted TPIA also includes reference to the bicycle requirements within the *NSW Planning Guidelines for Walking and Cycling 2004*.

The requirements as outlined within the TPIA are based upon the maximum anticipated car parking demand of **324** spaces which is due to the combined events of the function centre / theatre use and the Friday outdoor music performance at Peace Park.

The existing development provides nil bicycle and nil motorcycle car parking spaces and the proposal is reducing its car parking demand compared to the existing operation. As such the existing site has an existing shortfall credit of **16** motorcycle and **30** bicycle spaces based upon Council's DCP. Notwithstanding this, the proposal proposed **20** bicycle spaces for staff and visitors which greatly exceeds the anticipated bicycle parking demand of the site. The type of use of the proposed development is highly unlikely to demand bicycle facilities for visitors, this is due to the proposal hosting events that are formal i.e. cocktail parties, functions, and theatre. Visitors do not ride to such events such that the visitor bicycle demand is likely to be nil.

Staff travelling to and from the site is the only anticipated bicycle demand of the site which has been adequately catered for with the provision of **20** bicycle spaces, the maximum number of staff on-site is expected to be **29**, when the Friday outdoor music (Peace Park) and indoor function space is held. Additional bicycle facilities could be provided as part of a condition of consent but is considered to be unnecessary and will be underutilised even when you consider the Sutherland to Cronulla Active Transport link.

As noted above the existing site has an existing motorcycle parking credit of **16** spaces and it is considered unreasonable to impose a condition of consent for the development to provide compliant motorcycle parking in accordance with Council's DCP considering the site is reducing in scale and a condition requiring **13** motorcycle spaces would not be able to be met on-site. One location that could provide some motorcycle parking is within Merton Street, where parking was proposed to be removed for waste collection and access for emergency services. A mark-up has been shown and is reproduced in **Annexure A** for reference, showing nine (9) motorcycle spaces within Merton Street, while maintaining access for emergency services and waste collection vehicles.

Considering the above it is preferred if a condition of consent was imposed to provide motorcycle parking within Merton Street, which is to be submitted to Council's Local Traffic Committee for approval.

Need to prepare a Green Travel Plan in consultation with TfNSW

MTE Response: A green travel plan was recommended as part of the submitted TPIA and no objection is raised regarding one being completed in consultation with TfNSW as part of a consent condition.

Access and circulation requirements and advice

It is requested that the applicant be conditioned to submit swept path design plans of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, to Council for approval, prior to issue of the first Construction Certificate

The layout of the proposed car parking areas associated with the subject development (including driveways, grades, turn paths, sight distance requirements in relation to landscaping and / or fencing, aisle widths, aisle lengths, and parking bay dimensions) shall be in accordance with AS2890.1:2004, AS2890.6:2009 and AS2890.2:2018 heavy vehicle usage

MTE Response: Refer to **Section 3.5** of the TPIA for on-site compliance with the relevant Australian Standards. It should be noted that no on-site parking is proposed, and the site only provides loading facilities. Swept path testing is also provided in **Annexure G** of the TPIA for the largest vehicle entering and exiting these loading bays.

Swept path testing for a 19m length Articulated Vehicle has been undertaken at the intersection of Acacia Road and President Avenue and Flora Street onto Acacia Road and is reproduced in **Annexure B** for reference. These paths demonstrate that the vehicles do not travel onto the kerb and medians.

Vehicle and pedestrian safety during construction

It is requested that the applicant be conditioned to prepare a detailed Construction and Traffic Management Plan (CTMP) for various stages detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control. The CTMP should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.

MTE Response: The submitted TPIA noted that the provision of a detailed construction traffic management plan is typically provided as part of a condition of consent and that one will be provided when a builder has been engaged. There is no objection to the typical standard condition of consent for a construction traffic management plan.

Please contact the undersigned on 8355 2440 should you require further information or assistance.

Yours faithfully

McLaren Traffic Engineering

Matthew McCarthy

Senior Traffic Engineer

BE Civil Engineering

Masters of Engineering Science

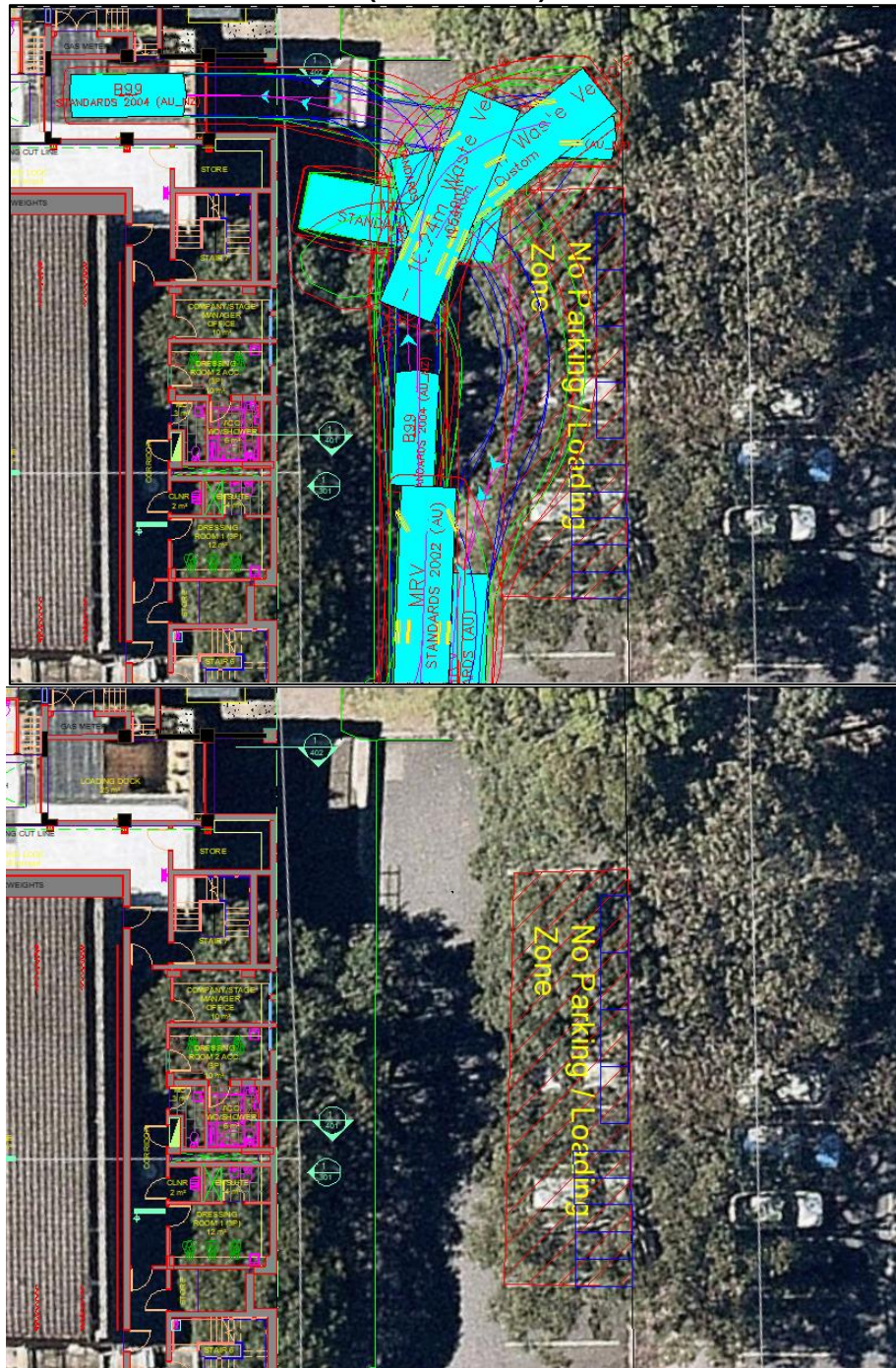
RMS Accredited Level 1 Road Safety Auditor

RMS Accredited Work Zone Traffic Management Plan Designer and Inspector

RMS Accredited Traffic Management Plan Designer [2018]



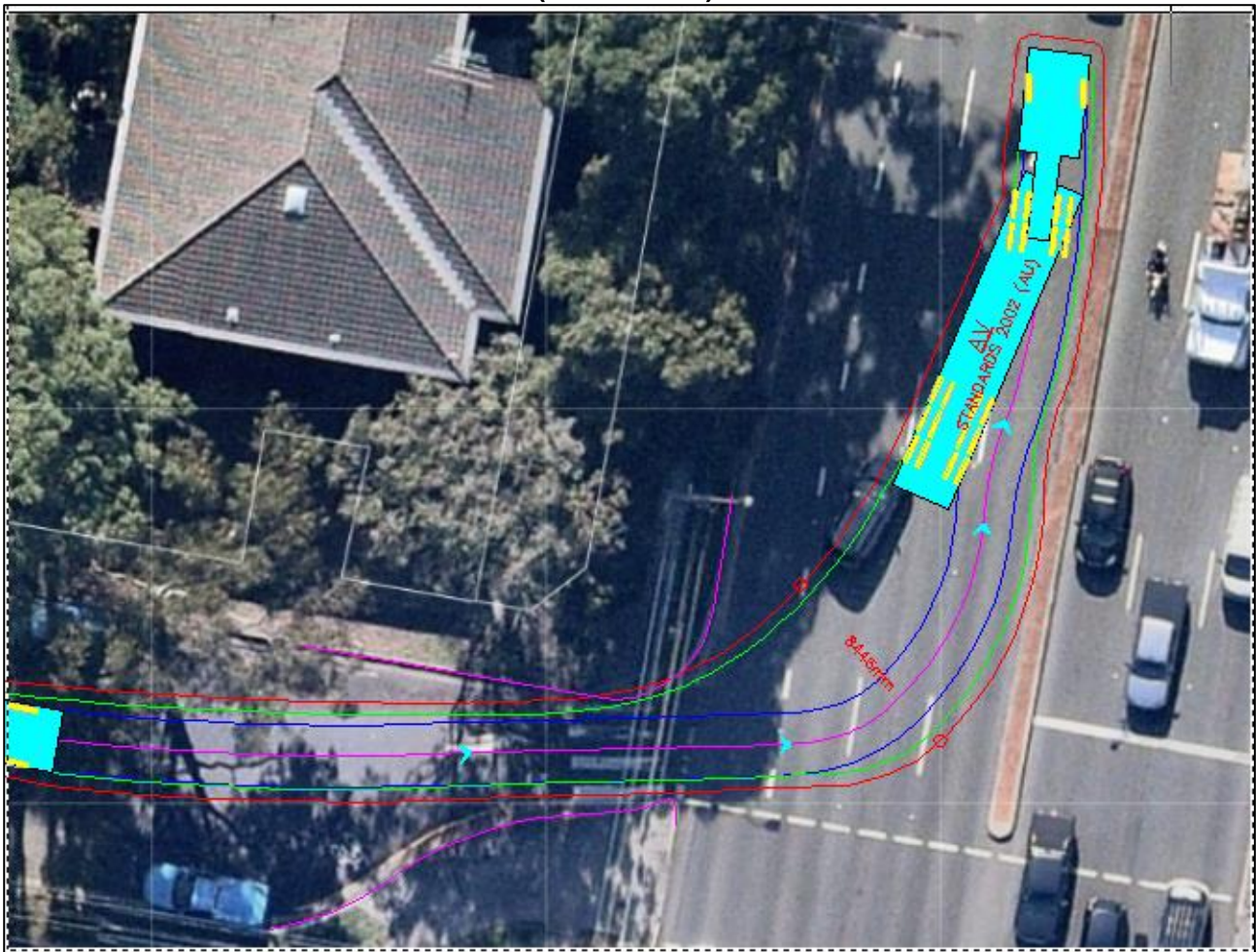
ANNEXURE A: MOTORCYCLE PARKING LOCATION
(Sheet 1 of 1)



9 x motorcycle parking spaces (shown in blue) provided separate to the clearance requirements for vehicle manoeuvring for emergency services and waste collection vehicles.

ANNEXURE B: SWEEP PATH TESTING

(Sheet 1 of 2)



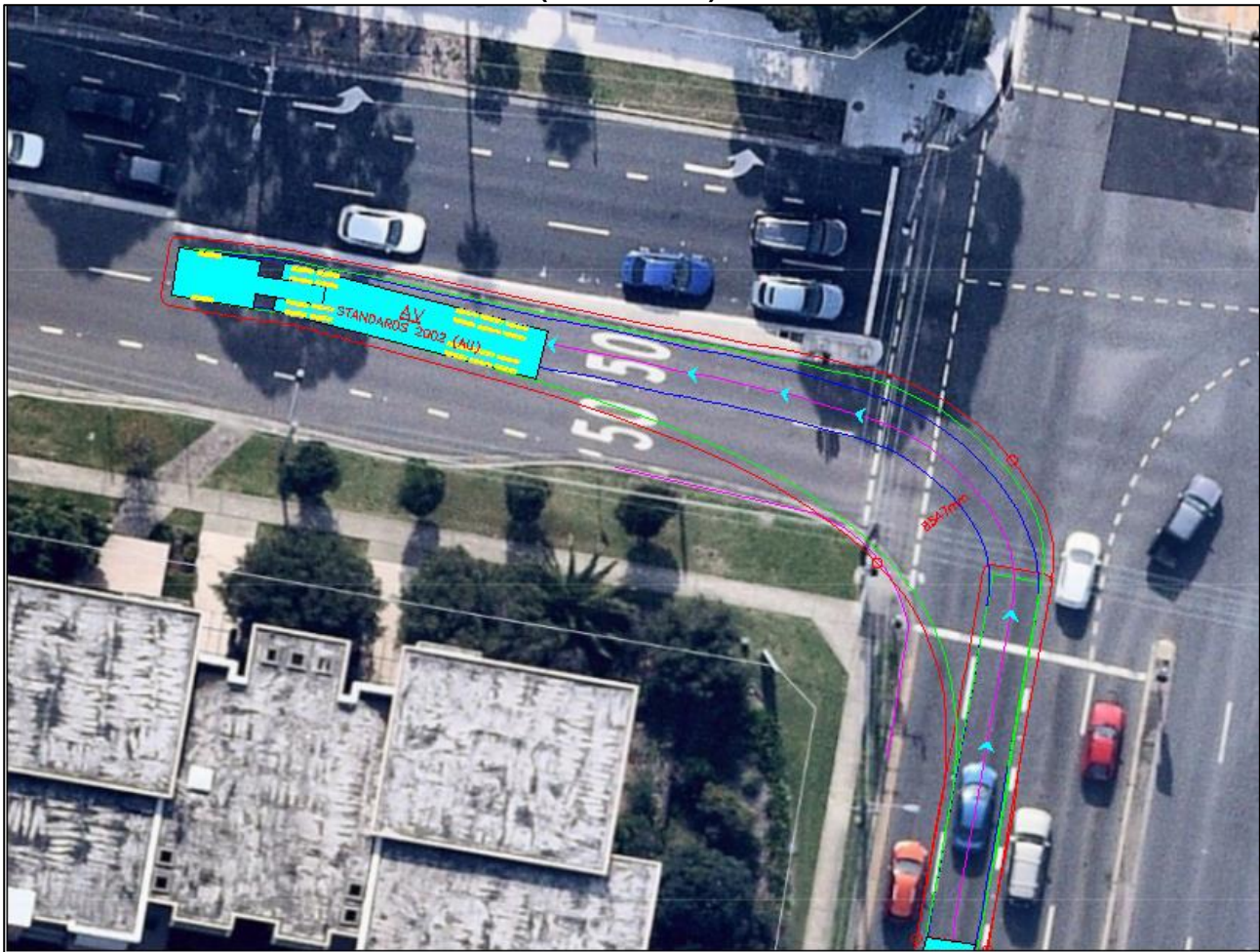
19m length left turn onto Acacia Road from Flora Street

Tested @ 5km/h

Successful – vehicle does not travel over the kerb

Blue – Vehicle Tyres
Green – Vehicle Body
Red – 500mm Clearance
Purple – kerb line

ANNEXURE B: SWEEP PATH TESTING
(Sheet 2 of 2)



19m length left turn from Acacia Road onto President Avenue
Tested @ 5km/h
Successful – vehicle does not travel over the kerb

Blue – Vehicle Tyres
Green – Vehicle Body
Red – 500mm Clearance
Purple – kerb line

It should be noted that the vehicle clearance travels 200mm over the kerb on the south-west corner, of which roadside furniture (post) is off-set greater than 200mm from the top of the kerb and the vehicle clearance to the central median travel 300mm over the median, with roadside furniture (signals) being offset greater than 300mm from the edge of the median. This is considered acceptable as the roadside obstructions are outside the required 0.5m vehicle clearance and as such the above complies with *AUSTROADS Design Vehicle and Turning Path Template Guide*

If the above is considered to be unacceptable, a smaller vehicle will need to be used for special events (i.e. a vehicle smaller than the 19m vehicle template within *AS2890.2:2002*, or a vehicle that has a better turning circle) if no works are completed to the intersection.