REF: N177910

DATE: 30 January 2020

APP
Level 7, 116 Miller Street
NORTH SYDNEY NSW 2060

Attention: Ms Laura Goodall

Dear Laura,

RE: ROYAL HALL OF INDUSTRIES, MOORE PARK – RESPONSE TO SUBMISSIONS

A State Significant Development (SSD) Application has been submitted for the proposed adaptive re-use of the Royal Hall of Industries (RHI) for a high-performance sport and community facility. The development will maintain the structural integrity and façade of the RHI, whilst re-purposing the interior of the building to support a number of compatible uses and utilise the space effectively. GTA Consultants (GTA) completed a transport assessment dated 8 May 2019 to support the SSD Application.

Subsequent to the SSD Application being lodged, stakeholders have requested additional information on select transport related aspects. This letter has been prepared to specifically provide a response to submissions in this regard.

The Request for Information (RFI) relevant to transport are reproduced below, together with detailed responses.

City of Sydney

The entry driveway on Errol Flynn Boulevard should be realigned so that the layback and crossover are perpendicular to the footpath to reduce vehicular speed at this point. The angle of the driveway indicated on the plans favours vehicular movement and not pedestrian safety. Vehicles should be encouraged to slow down when using a vehicle footway crossing in any setting, and this is more pertinent in busy public areas.

The architectural plans confirm that the entry driveway layout on Errol Flynn Boulevard will be largely maintained as per existing. The entry driveway configuration will ensure that all vehicles, including up to 8.8 metre medium rigid trucks are able to enter the site. The entry driveway alignment remains mostly perpendicular to Errol Flynn Boulevard with the minor angle to better facilitate all vehicles and allow them to manoeuvre through the internal roadway and access on-site parking and the loading area.

The existing layout does not include formal pedestrian facilities on the western side of Errol Flynn Boulevard north of the entry driveway until beyond the multi-deck car park access, with the majority of pedestrians using the footpath on the eastern side. Pedestrians currently use the driveway area to access the site or the public domain space further to the north. There is generally limited pedestrian activity across the entry driveway which is mostly due to a lack of demand and the very narrow footpath link to the north, which is less than 0.8 metres wide. The proposal maintains this intent while improving pedestrian amenity with provision of a 1.5-metre-wide footpath on the southern side of the entry driveway to allow pedestrians direct access to the site from Errol Flynn Boulevard (and Lang Road) without crossing the entry driveway.

Overall, the proposed entry driveway crossover has been reduced in width from existing and designed to be mostly perpendicular to Errol Flynn Boulevard, with pedestrians now formally accommodated via a new footpath. This is an improvement over existing conditions and will ensure vehicles enter the site at an appropriate speed.

Tree Removal

The City reiterates that Trees 58, 59 and 60 on Errol Flynn Boulevard must be retained. The trees are semi mature to mature healthy trees with a medium landscape significance rating. The trees form part of a group of planting along Errol Flynn Boulevard that make a positive contribution to the landscape.

Further, the proposed north-eastern driveway cross over for the car park exit will have a significant encroachment within the TPZ of Trees 56 and 61. As an alternative, it is suggested that the proposed north-eastern driveway crossover be amended to utilise existing crossovers or be relocated so that a section of trees with lesser value, size and health be removed instead. As such, consideration should be made to Trees 42-46, which are of less significance and remove Tree 43 and 45.

The proposed site exit driveway considered a range of options to facilitate the small quantum of on-site parking, minor loading requirements and most importantly, location on Errol Flynn Boulevard. Primary to this was the need to avoid introducing conflict with other traffic particularly at the existing multi-deck car park access.

An exit driveway in the location of trees 42 to 46 would introduce such conflict, with vehicles theoretically then able to exit the site and turn right onto Errol Flynn Boulevard using the break in the central median at the multi-deck car park access. This would not be appropriate. The proposed exit driveway in the location of trees 56 to 61 avoids such conflict, with all exiting vehicles required to turn left onto Errol Flynn Boulevard further north of the multi-deck car park access. All vehicles would use the roundabout at the northern end to then travel south to exit the precinct via the traffic signals at Lang Road.

Subsequent to the above, the Department of Planning, Industry and Environment has asked for additional clarification on the following point in relation to traffic and transport:

Swept path diagrams for the service vehicle access (relied upon to justify the proposed angled driveway from Errol Flynn Boulevard).

Overall, a slightly angled driveway achieves several positive outcomes, including:

- Significantly reduced driveway crossover width compared to the existing layout.
- Facilitates provision of a pedestrian footpath along the southern side of the entry driveway (where one does not currently exist).
- Limited ability for vehicles to enter the site at speed, with swept paths confirming entry would only be possible at speeds in accordance with relevant Australian Standards (AS2890.1, 2890.2 and 2890.6).
- Works in well with the existing site constraints, including the limited setback of the existing building from Errol Flynn Boulevard.
- Provision of bollards permits management and control and ability to limit access accordingly.

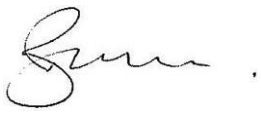
In addition, GTA has completed further swept paths (refer to Attachment 1) to demonstrate the difficulty in achieving a driveway perpendicular to Errol Flynn Boulevard. With the limited setback to the building façade, the largest design vehicle (being an 8.8 metre medium rigid vehicle) would not be able to negotiate the left turn into the site and immediate right turn to travel along the eastern side of the existing building (as illustrated by the swept path on the right of the page in Attachment 1).

The slightly angled driveway positively responds to these site constraints, with the entry layout (as illustrated by the swept path on the left of the page in Attachment 1) clearly indicating appropriate design outcomes.

I trust this provides the information you require. Naturally, should you have any questions or require further clarification, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely,

GTA CONSULTANTS



Rhys Hazell
Director

encl.

Attachment 1 – Swept path assessment

ATTACHMENT 1

Swept path assessment

CURRENT ANGLED ACCESS DESIGN

MODIFY KERB AND CROSSOVER

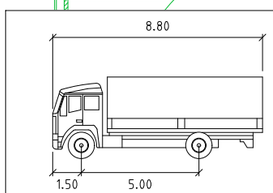
R14000

R3500

5830

MRV
STANDARDS (AU)

PERPENDICULAR SWEPT PATH ASSESSMENT



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- **500**mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED **5**km/h

GTAconsultants
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Sydney	02 8448 1800
Brisbane	07 3113 5000
Adelaide	08 8334 3600
Perth	08 6169 1000

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED G. PANIEL	**DESIGN CHECK** R.HAZELL
APPROVED BY R.HAZELL	**DATE ISSUED** 30 JANUARY '20

SCALE A3 0 2.5 5 10 1:500

CAD FILE NO. N165280-SK01-P7.DWG

ROYAL HALL OF INDUSTRIES, MOORE PARK

SWEPT PATH ASSESSMENT

DRAWING NO. N165280-SK01-01 **SHEET** 01 OF 01 **ISSUE** P7