

Subject North Eveleigh Affordable Housing - Response to Submissions

Date 18 July 2013

Job No/Ref

228749

This document provides a series of responses related to traffic and transport issues arising during the public exhibition of the North Eveleigh Affordable Housing Project (SSD 5708). The application was publicly exhibited from 1 May to 31 May 2013. The table below lists the traffic related issues raised in the submissions and provides Arup's response.

Issue	Arup Response
Wilson Street median	The TMAP prepared by Arup for the entire Stage 1 development considered the implementation of a median on Wilson Street to prevent traffic movements from the site into Queen Street. It was concluded that, subject to the outcome of community consultation and following discussion with the road authority, construction of a central median be investigated prior to the development of more than 100 dwellings on the Stage 1 site. As the exhibited development proposes only 88 dwellings, construction of a median on Queen Street is not a proposed component of the development.
Validity of traffic counts	Traffic counts in the vicinity of the site were undertaken on a typical Thursday during the University semester period and outside of school holidays to provide a typical representation of traffic flows. Survey dates and locations were previously agreed with both the RMS and Transport for NSW.
Assessment of cumulative traffic impacts	The Stage 1 TMAP has assessed the cumulative traffic impacts of development arising from the potential development of 200 residential dwellings at the western end of the Concept Plan site. Further development of the remainder of the Concept Plan site is to be staged over a number of years as land becomes available for development. The TMAP has recommended that further analysis is provided prior to the approval of any additional floor space for the site which considers the cumulative requirements of the site population.
Pedestrians and cyclists	Section 4.6 of the transport study supporting the development application deals extensively with the movement of pedestrians and cyclists in the North Eveleigh precinct. This considers future cycle links along Wilson Street, pedestrian routes to public transport nodes and other pedestrian improvement works in the vicinity of the site.
Construction traffic routes	Section 4.10 of the transport study supporting the development application outlines the construction traffic routes to be used to and from the site. These would be defined in accordance with City of Sydney requirements, which is to be via King Street and Golden Grove Street. A detailed construction traffic management plan is to be prepared prior to the commencement of construction.
Queen Street traffic	Section 4.2 of the transport study supporting the development application outlines the expected traffic distribution resulting from the proposed affordable housing development. This shows an increase of 1 vehicle in both the AM and PM peak hours on Queen Street, which will have a negligible impact on traffic flow along this route.

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Issue	Arup Response
Site access	<p>Access to the western precinct of the site, proposed on Wilson Street between Queen Street and Forbes Street, is in accordance with that proposed in the Concept Plan. A further site access, at the eastern end of the site opposite Shepherd Street, is to be the subject of a future planning application. It is noted the Shepherd Street entrance serves the eastern end of the North Eveleigh site, and cannot be accessed from the western end.</p> <p>Extensive investigations have been undertaken to consider the option of including a vehicular site access opposite Golden Grove Street. While this location would also be suitable for primary access to the site, there are however various constraints that prevent this access from being utilised, most notably the grade separation at the intersection requiring a raised platform or bridge. There are further constraints on the western access relating to access through the site, site heritage and preservation of existing buildings. The proposed access outlined in the transport study is appropriate to accommodate future vehicle movements into and out of the development.</p>
Parking provision	<p>The proposed parking provision recognises the good public transport, walking and cycling network surrounding the site – encouraging the use of non-car modes of travel. The development proposes a single level basement of 39 spaces which equates to 44% of units – exceeding City West Housing design guidelines (40%). Multi-unit developments are not usually eligible for parking permits in the area surrounding the proposed development to limit parking impacts on local streets.</p>