

# Late Attachment Ordinary Meeting Of Council

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## Wollondilly Shire Council

Late Attachment - Monday 20 June 2016

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IN1 – RECOMMENDATIONS LOCAL TRAFFIC COMMITTEE MEETING – 18 MAY 2016

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**IN1 – Recommendations Local Traffic Committee Meeting – 18 May 2016**

LATE ATTACHMENT

**ATTACHMENT 1 – 4429 – 20 JUNE 2016**



16th June 2016

Reference: 16326.01FA

Wollondilly Shire Council  
PO Box 21  
Picton NSW 2571  
Attention: Ian Berthon

**INDEPENDENT REVIEW OF  
MODIFICATIONS TO A RETAIL COMPLEX  
AT CNR RAILSIDE AVENUE & NOONGAH STREET, BARGO**

Dear Ian,

Reference is made to your request to provide independent traffic & parking advice with respect to the proposed modifications to the existing retail complex incorporating a new driveway off Noongah Street for EXIT traffic only and a reduction of off-street parking from 45 spaces to 42 spaces. It is understood that Council seeks an independent review of the proposed development modifications with respect to the following matters:

1. Loss of 3 off-street car parking spaces.
2. Impact of proposed vehicle access changes.
3. Impact on existing zebra crossing in Railside Avenue and bus zones fronting the subject site, along parts of both road frontages.
4. Other matters that an independent expert deems necessary to raise.

The above matters are addressed sequentially below.

**1 Documents Reviewed**

The documents reviewed as part of this assessment are as follows:

- a) *Minutes of the Ordinary Meeting of Wollondilly Shire Council held in the Council Chamber, 62-64 Menangle Street, Picton, on Monday 18 July 2011, commencing at 6.31pm;*
- b) *Report of Wollondilly Shire and its Planning and Economy to the Ordinary Meeting of Council held on Monday 18 July 2011;*
- c) *Record of Proceedings of the Community Forum held in the Council Foyer, 62-64 Menangle Street, Picton, on Monday 11 July 2011, commencing at 6.30pm;*
- d) *Transport Impact Assessment by GTA Consultants dated 24th January 2011;*
- e) *Traffic survey counts completed on Tuesday 7th June and Wednesday 8th June by Matrix Traffic and Transport data.*

Modifications to a Retail Complex  
Cnr Railside Avenue & Noongah Street, Bargo  
16326.01FA - 16th June 2016

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**2 Loss of 3 Off-Street Car Parking Spaces**

Following a review of the information provided, it is clear that the assessed car parking requirement of 45 spaces for the existing retail complex was based on the Gross Floor Area (GFA) and not the Net Area, which is the leasable area, normally referred to as the Gross Leasable Floor Area (GLFA). The GLFA is typically 75% to 90% of the GFA as it excludes circulation areas, stairs, amenities, lift corridors and internal faces of external walls.

**3 Impact of Proposed Vehicle Access Changes**

The provision of the additional driveway as an exit only onto Noongah Street has been reviewed and is a superior outcome in terms of internal circulation compared to the previous single, two-way access to Railside Avenue.

The prohibition of right turns from the carpark onto the Railside Avenue (by displacement of all right-turning vehicles to the Noongah Street exit) presents superior outcomes in terms of traffic flow and road safety considerations.

**4 Impact on Existing Zebra Crossing and Bus Zones**

In terms of the Zebra Crossing, the prohibition of the right turn out of the carpark presents improved safety outcomes when compared to the existing two-way driveway to Railway Avenue.

The impacts on the Railside Avenue bus zone are minimal and do not differ from those in the previous approval. The local bus operator has been contacted regarding the bus zone on Noongah Street, and it has been indicated that the Noongah Street bus zone is used for school bus transfers only (for school children), experiences low intensity use and that there will be minimal impact on the operation of this bus zone resulting from the additional driveway on Noongah Street.

**5 Additional Comments**

The exit driveway onto Noongah Street does not include separate pedestrian facilities for patrons entering and exiting the site on foot. Considering the approximate 1m offset of the driveway from the property boundary, the internal footpath should be extended to use this offset area to connect to the footpath on the north side of Noongah Street, as shown in Annexure A for reference.

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

Yours faithfully  
**M<sup>2</sup>Laren Traffic Engineering**

**Craig M<sup>2</sup>Laren**  
Director  
BE Civil Graduate Diploma (Transport Eng) MAITPM MITE [1985]  
RMS Accredited Level 3 Road Safety Auditor  
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

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**ANNEXURE A: FOOTPATH CONCEPT**



 Proposed Footpath