



TRAFFIC IMPACT AND PARKING ASSESSMENT

**EMU SPORTS CLUB
1 LEONAY PDE,
LEONAY NSW**

**PREPARED FOR
EMU SPORTS CLUB**

**IN COORDINATION WITH
GROUPN ARCHITECTURE**

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OUR REFERENCE: 180412

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1 INTRODUCTION

1.1 GENERAL

Greenview Consulting has been engaged by the client to undertake a review of traffic and parking at the subject site. This report must be read in conjunction with the other Development Application documents and other relevant information, including:

- Architectural Drawings by GroupN
- Penrith Council's DCP 2014 C10 "Transport, Access & Parking"
- RTA Guide to Traffic Generating Developments (October 2002)

This purpose of this report is to:

- Describe the site and the proposed development scheme;
- Describe the road network serving the site and the prevailing traffic conditions;
- Assess the adequacy of the proposed parking provision;
- Assess the potential traffic implications;
- Assess the suitability of the proposed vehicles access, internal circulation and servicing arrangements.

2 EXISTING CONDITIONS

2.1 SITE DESCRIPTION

The subject site is located at 1 Leonay Parade, refer **Figure 2.1**. The site sits on Lot 1100 DP 1217686 and consists of a golf course and sports club.



Figure 2.1 Site Location

2.2 EXISTING ROAD CONDITIONS

The Roads & Maritime Services (RMS, formally RTA) broadly classifies all roads into three administrative classes: state, regional and local. A detailed description of each administrative class is provided in "NSW Road Management Arrangements" (December 2008), however in general:

State Roads are the major arterial links throughout NSW and within major urban areas. They are the principle traffic carrying and linking routes for the movement of people and goods within the Sydney, Newcastle, Wollongong and Central Coast urban areas and which connect between these urban centres, the major regional towns, the major regions of the State and the major connections interstate.

Regional Roads are routes of secondary importance between State Roads and Local Roads which together with the State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas.

Local Roads comprise the remaining Council controlled roads which provide for local circulation and access.

Leonay Parade is a local road; in the site vicinity it has 1 lane of traffic in each direction, no median divider and no parking along both sides of the road. The default local speed limit is 50km/hr.

Western Motorway (M4) is a state road (ID 5); in the site vicinity it has 2 lanes of traffic in each direction with median divider and hard shoulder where cars may pull over. The site is 200m to the south west of the motorway.

2.3 EXISTING ROAD FEATURES

The existing road features which apply to the road network in the vicinity of the site are illustrated in **Figure 2.2**. These include:

- **Western Motorway (M4)** has a speed limit of 110km/hr. Dedicated turnoff lanes onto Russell Street both Westbound and Eastbound.
- **Leonay Parade** has a speed limit of 50km/hr with a school zone south-west of the site. Southbound and Northbound vehicles have access to the Emu Sports Club parking off Leonay Parade.



Figure 2.2 Existing Road Features

2.4 TRAFFIC DATA

There are no nearby RMS AADT stations, nor are we aware of any readily available traffic counts.

2.5 PUBLIC TRANSPORT

The nearest train stations (Emu Plain, 3km walking distance to the north-east) and Lapstone (south) are too distant to be of serviceable use for patrons of the subject site.

The closest bus stop is directly outside of the access road (Route 689, Penrith to Leonay loop) which provides access to Penrith, Leonay and Emu Plains. This route runs approximately every hour during the day.

2.6 SOCIAL & DEMOGRAPHIC INFORMATION

2016 Census Data (refer www.censusdata.abs.gov.au) was used to construct a community profile of the suburb of Leonay. The most relevant census data categories are reproduced in **Table 2.2**; we have also provided values for NSW to allow general comparisons to be made.

Leonay closely reflect the NSW average household in employment rates, with a slightly higher number of registered motor vehicles. Leonay workers are more likely to travel by car to work as opposed to using public transport.

Table 2.1 Demographic Information

Category	Leonay%	NSW%
Employment		
Worked Full-time	61.5	59.2
Worked Part-time	29.8	29.7
Unemployed	3.6	6.3
Travel to Work		
By car (as driver or passenger)	76.0	64.6
By public transport	10.6	16.0
Number of registered motor vehicles per dwelling		
0	1.9	9.2
1	23.5	36.3
2	47.3	34.1
3+	25.4	16.7

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT DESCRIPTION

The development as currently proposed primarily consists of internal alterations to the Level 1 area of the sporting club; there will be a small additional terrace area provided along the northern side of the Level 1 area. The site currently incorporates 165 delineated parking spaces with potentially an additional 10-15 informal spaces available; 6 of these spaces are designated disabled spaces.

3.2 SITE ACCESS

It is currently proposed that the existing development access to Leonay Pde will remain, refer **Figure 3.1**.



Figure 3.1 Existing and Proposed Entry / Exit Point

3.3 ONSITE PARKING PROVISIONS

As aforementioned, the site currently incorporates 165 delineated parking spaces, 6 of which are designated disabled spaces. Pre-lodgement notes indicated that the only parking requirement for the development as proposed is that the number of accessible spaces meets the requirement of the NCC / BCA. Assuming the Emu Sports Club is a Class #9B "Assembly Building" and Class #6 "a shop or other building for the sale of goods by retail or the supply of services direct to the public" as per NCC / BCA definitions, the required number of spaces is 1 disabled space per 50 spaces. The existing accessible car spaces will be upgraded and reconfigured to the latest requirements of the NCC / BCA and AS2890.6. These works include the incorporation of shared zones and accessible paths of travel to the club's main entry, compliant with AS1428.1. For location of spaces refer to the architectural drawings. We also note that the GFA has slightly increased, however the carpark will be still be adequate in terms of the total number of spaces provided.

4 TRAFFIC GENERATION

4.1 TRAFFIC GENERATION

The development as proposed consists of minor internal alterations and a new outdoor terrace to the Emu Sports club, and as such we do not believe that the development as proposed will generate any additional traffic in terms of daily vehicle trips or peak hour vehicle trips. That is, we do not believe there will be any significant additional burden on the existing traffic network, and as such, we do not believe the development as proposed will have a significant effect on traffic in terms of the traffic efficiency, amenity, safety, or road pavement life.

5 VEHICULAR ACCESS

5.1 WASTE MANAGEMENT VEHICULAR ACCESS

Pre-lodgement notes indicated that vehicular access for waste collection needs to be addressed. Refer attached turning circles (Drawings C10-C12) to confirm Medium Rigid Vehicle entry and exit for waste collection.

5.2 VEHICULAR ACCESS

Proposed alterations include shifting the roundabout in front of the sports club approximately 2.4m to the south-west. Refer attached turning circle (Drawing C13) to confirm B99 vehicle entry and exit.

6 CONCLUSIONS

We conclude that:

- We do not believe that the proposed development will have a significant impact on traffic in the local network.
- We do not believe the development will have a significant effect on traffic in terms of the traffic efficiency, amenity, safety, or road pavement life.
- The proposed development achieves the required number of disabled spaces in accord with NCC / BCA requirements. The existing accessible car spaces will be upgraded and reconfigured to the latest requirements of the NCC / BCA and AS2890.6
- Vehicular access for waste collection has been confirmed in turning circles attached.
- A construction traffic management plan (CTMP) and traffic control plans (TCPs) will be prepared at construction stage following the development approval process.

Yours faithfully,
For & on behalf of Greenview,



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ATTACHMENTS

- C10 – Ground Floor Turning Paths Sheet 1-1
- C11 – Ground Floor Turning Paths Sheet 2-1
- C12 – Ground Floor Turning Paths Sheet 3-1
- C13 – Ground Floor Turning Paths Sheet 4-1