

## 13.0 Transport and Access

A Transport Report prepared by Masson Wilson Twiney is included at **Appendix M**. The report provides details regarding the existing road network and traffic conditions and assesses the potential impact of the proposal on the surrounding traffic flows and road network. The report also provides an assessment of the car parking requirements and suggested car parking code.

### 13.1 Proposed Roads and Parking

The proposed internal road network has been developed in accordance with the following considerations:

- The identification of preferred external network connections;
- The identification of pedestrian desire lines;
- The location of the proposed public park;
- The need to provide good accessibility for cars, delivery/service and emergency vehicles to each block;
- The avoidance of opportunities for 'rat runs'; and
- The need to create appropriately sized development blocks.

The new road network on the site is designed to connect into the existing road network such that minimal alterations to it will be necessary and still provide good accessibility for cars, delivery/service and emergency vehicles to each of the proposed development blocks within the development site.

A hierarchy of streets consistent with the surrounding street grid is proposed. Two new streets parallel to Broadway and two streets perpendicular to Broadway are proposed. **Figure 40** illustrates the existing road network and the proposed internal road layout.

- The proposed north south streets include:
  - Balfour Street (southward reinstatement /continuation of existing)
  - Old Kent Road

The proposed east west streets include:

- Tooth Avenue
- O'Connor Street (eastward continuation of existing).

A network of laneways is introduced and intended as shared zones, reinstating the fine grain street grid of Chippendale. Public streets surround the public park.

The road network design is described in drawings included in **Appendix A**. A summary of the dimensions and function of each street is contained in **Table 9** below.

**Table 9 – Road dimensions and functions**

Street	Trafficable Lane	Pedestrian path	Parking Lane	Median Strip	Function
<b>Tooth Avenue</b>	3.5m wide in both directions.	2.8m wide footpaths on both sides of the road.	Kerbside 2.2m wide both sides.	3m wide central landscaped median strip.	<ul style="list-style-type: none"> <li>Creates appropriate sized development blocks providing retail use at ground level.</li> <li>Creates appropriate access to Buildings fronting Broadway.</li> <li>WSUD measures in median has water management function.</li> </ul>
<b>Balfour Street</b>	3.25m wide in both directions.	2.8m wide footpaths on both sides of the street.	Kerbside 2.5m wide on one side.	n/a	<ul style="list-style-type: none"> <li>The main north-south street through the site, connecting Broadway to the park.</li> <li>Main pedestrian spine</li> </ul>
<b>Kent Road north of Irving Street</b>	3.5m wide in both directions	2.7m wide on both sides of the road	Kerbside 2.2m wide on one side.	n/a	<ul style="list-style-type: none"> <li>Will provide direct access to the site via the new traffic signals in Regent Street.</li> </ul>
<b>Kensington Street</b>	No Change.	No Change	No Change	n/a	<ul style="list-style-type: none"> <li>Disconnected from site to ensure no additional traffic..</li> </ul>
<b>O'Connor Street (between Kent Road and Chippen Lane)</b>	3.5m wide in one direction.	2.75m wide footpaths on both sides of the street.	No parking lane	n/a	<ul style="list-style-type: none"> <li>Provides a parallel one-way loop through the southern areas of the site linking Abercrombie and Regent Street.</li> </ul>
<b>O'Connor Street (elsewhere)</b>	3.5m wide in one direction.	3.3m wide footpath on the south side	Kerbside 2.2m on one side	n/a	<ul style="list-style-type: none"> <li>Provides a parallel One-way loop through the southern areas of the site linking Abercrombie and Regent Street.</li> </ul>
<b>Irving Street</b>	3.5m wide in one direction.	3.3m wide footpath on the north side	Kerbside 2.2m on one side	n/a	<ul style="list-style-type: none"> <li>Provides a parallel one-way loop through the southern areas of the site linking Abercrombie and Regent Street.</li> </ul>
<b>Kent Road south of O'Connor Street</b>	3.5m wide in both directions	3.5m minimum wide footpaths on both sides	Kerbside 2.2m on one side of the street	6m wide central median.	<ul style="list-style-type: none"> <li>Creates appropriate street configuration and access from Regent Street.</li> </ul>
<b>Carlton Street/ Chippen Lane</b>	Total lane width of 6m.	Shared zone	n/a	n/a	<ul style="list-style-type: none"> <li>Designated shared zones providing vehicular access to adjacent blocks. These lanes will be constructed of different material to that used in the other road, and speed will be limited to 10 km/hr.</li> </ul>
<b>Tooth Avenue</b>	3.5m wide in both directions	2.8m wide on both sides of the street	Kerbside 2.2m on both sides	3m wide central median.	<ul style="list-style-type: none"> <li>New retail street distributes traffic in the densest part of the site</li> </ul>
<b>Wellington Street</b>	No Change	3m on north side of street	No Change	n/a	<ul style="list-style-type: none"> <li>Footpath provided through street widening</li> </ul>

Intersection treatments are also proposed to provide suitable connections to the existing street network, as follows:

- **Broadway/ Balfour Street**

A signalised exit will be provided at the Broadway and Balfour Street intersection. A signalised controlled right turn bay for traffic travelling eastbound along Broadway will be provided. This intersection has accounted for the proposed closure of Jones Street.

- **Irving Street/ Abercrombie Street/ Blackfriars Street**

A signalised intersection will be provided where Irving Street intersects with Abercrombie Street. This intersection will also provide safe pedestrian access across Abercrombie Street to the western part of Chippendale.

- **Kensington Street/ Regent Street**

This intersection will be controlled by traffic signals and provide pedestrian access from the site for people wishing to access Prince Alfred Park. A right turn bay into Kensington Street for vehicles travelling southbound in Regent Street will be provided.

## Parking

Parking is proposed to be provided in accordance with the rates currently specified in Sydney Local Environmental Plan 2005. It is estimated that the Concept Plan will generate the following numbers of car spaces:

Residential: 1,632 spaces

Commercial and retail: 436 spaces

**Table 10** – Car Spaces by Development Block

Development Block	Residential Car Spaces*	Commercial/Retail Car Spaces	Total Car spaces /Block
Block 1	0	194	194
Block 2	431	31	462
Block 3	0	47	47
Block 4	157	55	212
Block 5	397	41	438
Block 6	0	0	0
Block 7	10	9	19
Block 8	74	5	79
Block 9	297	13	310
Block 10	2	13	15
Block 11	264	28	292
<b>Total</b>	<b>1,632</b>	<b>436</b>	<b>2,068</b>

\*Residential car parking spaces have calculated based on the SLEP 2005 requirements based on CSDCP 1996 residential mix requirement.

### Public Parking Station

It is proposed to retain the existing public car park. The number of approved spaces totals 259. It is proposed to retain 250 spaces on the redeveloped site. The area occupied by the car spaces has been included as part of the maximum GFA for the project, which is also consistent with the requirements under the provisions of clause 66 (1) e of CSLEP 2005.

Approved plans dated 17 December 1980 note the basement car park had a GFA of 7,744m<sup>2</sup>.

In 1994 a paid public car park operation was commenced. Prior to this, the car park was used by the public and staff on an as needs basis. This commercial car park has a total contracted parking provision of 140 spaces. Levies to the Office of State Revenue have been paid since the paid public car park operation has been in place in 1994 on the total parking provision of 259 spaces.

It is proposed the 140 parking spaces would be managed in the same way as at present. The additional 110 spaces would have restrictions on access times to prevent their use by commuters.

## 13.2 Emergency and service vehicle access

All blocks within the site will have at grade or basement service vehicle facilities. Proposed service vehicle routes from external road connections are illustrated in **Figures 6.3 to 6.9** of the Transport Report prepared by Masson Wilson Twiney (included in **Appendix M**). All internal intersections can accommodate small rigid trucks and larger vehicles can access all blocks via identified routes.