Proposed Modifications to a Previously Approved Mixed Use Development

218-220 Parramatta Road & 3-9 Smallwood Avenue, Homebush

TRAFFIC AND PARKING ASSESSMENT REPORT

11 October 2016
Ref 16779
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1. INTRODUCTION

This report has been prepared to accompany a s.96 application to Council for the proposed modifications to a previously approved mixed use development to be located at 218-220 Parramatta Road & 3-9 Smallwood Avenue, Homebush (Figures 1 and 2).

Council has previously approved the construction of a new mixed use building on the site comprising 447m² of ground floor commercial space with 102 residential apartments on the levels above (DA2016/196). Off-street parking was approved for a total of 134 cars over three levels, including two basement levels, with vehicular access to be provided via a new driveway located at the western end of the Dalton Lane site frontage, in accordance with Council’s requirements.

This s.96 application seeks to slightly modify the approved unit mix, resulting in one additional apartment, as well as slightly modify the basement car parking layout, resulting in an additional 12 parking spaces. The ground floor level commercial tenancies, parking, loading and vehicular access arrangements are to remain unchanged.

The purpose of this s.96 report is to assess the traffic and parking implications of the proposed development and to that end this report:

• describes the site and provides details of the proposed modified scheme

• reviews the road network in the vicinity of the site

• estimates the traffic generation potential of the proposed modified scheme and compares it with the previously approved scheme

• assesses the traffic implications of the proposed modified scheme in terms of road network capacity

• reviews the geometric design features of the proposed modified basement car parking facilities for compliance with the relevant codes and standards
• assesses the adequacy and suitability of the quantum of off-street car parking and loading provided on the site.
VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

LOCATION
FIGURE 1
2. PROPOSED DEVELOPMENT

Site

The subject site is located on the south-western corner of the Parramatta Road and Smallwood Avenue intersection, and extends through to Dalton Avenue. The site has street frontages approximately 60m in length to both Parramatta Road and Dalton Avenue and approximately 50m in length to Smallwood Avenue. The site occupies an area of approximately 3,028m².

The subject site is currently occupied by two used car sales yards which occupy the entire site area. Vehicular access to the site is provided via two driveways located in Parramatta Road, two driveways located in Smallwood Avenue and a single driveway located in Dalton Avenue.

Previously Approved Development

Council has previously approved the construction of a new mixed use residential/commercial building on the site (DA2016/196). A total of 102 residential apartments were previously approved in the new building as follows:

<table>
<thead>
<tr>
<th>Type of Apartment</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>4</td>
</tr>
<tr>
<td>1 bedroom apartments</td>
<td>29</td>
</tr>
<tr>
<td>2 bedroom apartments</td>
<td>65</td>
</tr>
<tr>
<td>3 bedroom apartments</td>
<td>4</td>
</tr>
<tr>
<td><strong>TOTAL APARTMENTS</strong></td>
<td><strong>102</strong></td>
</tr>
</tbody>
</table>

Two commercial tenancies were also previously approved on the ground floor level, fronting Parramatta Road, with a cumulative floor area of 447m².

Off-street parking was approved for a total of 134 cars over three levels, including two basement levels, comprising 104 residential spaces, 20 visitor spaces, 9 commercial spaces and a designated car wash bay, in accordance with Council’s requirements. Vehicular access to the car parking facilities was approved to be provided via a new entry/exit driveway located towards the western end of the Dalton Avenue site frontage.
Loading/servicing for the previously approved development was to be undertaken by a variety of commercial vehicles up to and including 8.8m long medium rigid trucks such as a typical Council garbage truck or a removalist truck. A dedicated loading area was approved on the ground floor level, adjacent to the bin holding area. Vehicular access to the loading area was to be provided via the abovementioned site access driveway off Dalton Avenue.

**Proposed Modified Development**

The proposed modifications to the approved scheme results in a slight change to the unit mix, resulting in one additional apartment as follows:

<table>
<thead>
<tr>
<th>Studio apartments:</th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bedroom apartments:</td>
<td>29</td>
</tr>
<tr>
<td>2 bedroom apartments:</td>
<td>67</td>
</tr>
<tr>
<td>3 bedroom apartments:</td>
<td>3</td>
</tr>
<tr>
<td><strong>TOTAL APARTMENTS:</strong></td>
<td><strong>103</strong></td>
</tr>
</tbody>
</table>

The previously approved ground floor commercial tenancies remain *unchanged* at 447m².

Off-street parking in the modified scheme is proposed for a total of 146 cars, comprising 115 residential spaces, 21 visitor spaces, 9 commercial spaces and a designated car wash bay, in accordance with Council’s requirements.

The previously approved vehicular access driveway location and loading arrangements remain *unchanged*.

Plans of the proposed modified scheme have been prepared by *CD Architects* and are reproduced in the following pages.
3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

The M4 Motorway is classified by the RMS as a State Road and provides the key east-west road link in the area, which extends from Concord in Sydney's inner west to Lapstone at the foothills of the Blue Mountains. It typically carries two traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. All intersections with the M4 Motorway are grade-separated.

Parramatta Road is also classified by the RMS as a State Road and provides another key east-west road link in the area, linking Sydney CBD and Granville. It typically carries three traffic lanes in each direction in the vicinity of the site, with Clearway restrictions applying along both sides of the road during commuter peak periods.

Centenary Drive and Homebush Bay Drive are also classified by the RMS as State Roads which provide the key north-south road link in the area, linking Rhodes and Greenacre. The route typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Clearway restrictions apply along both sides of the road during commuter peak periods.

Smallwood Avenue / Dalton Avenue are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted along both sides of both roads.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Parramatta Road
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ROAD HIERARCHY
FIGURE 3
EXISTING TRAFFIC CONTROLS

FIGURE 4
- a 50 km/h SPEED LIMIT which applies to Smallwood Avenue and all other local roads in the area

- a DIVIDED ROAD in Smallwood Avenue, in the vicinity of Dalton Avenue/Hudson Street, which precludes vehicular access between Parramatta Road and Loftus Crescent

- TRAFFIC SIGNALS along Parramatta Road where it intersects with Potts Street and also Bridge Road.

**Projected Traffic Generation**

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network.


The TDT 2013/04a document specifies that it replaces those sections of the RMS *Guidelines* indicated, and must be followed when RMS is undertaken trip generation and/or parking demand assessments.

The RMS *Guidelines* and the updated TDT 2013/04a are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

**High Density Residential Flat Dwellings**

<table>
<thead>
<tr>
<th>AM</th>
<th>0.19 peak hour vehicle trips per unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>PM</td>
<td>0.15 peak hour vehicle trips per unit</td>
</tr>
</tbody>
</table>
Office Blocks
AM: 1.6 peak hour vehicle trips per 100m² GFA
PM: 1.2 peak hour vehicle trips per 100m² GFA

Application of the above traffic generation rates to the various components of the s.96 proposal yields a traffic generation potential of approximately 27 vehicle trips per hour (vph) during the AM commuter peak period and approximately 21 vph during the PM commuter peak period as set out below:

**Projected Future Traffic Generation Potential**

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (103 apartments):</td>
<td>19.6 vph</td>
<td>15.5 vph</td>
</tr>
<tr>
<td>Commercial tenancies (447m²):</td>
<td>7.2 vph</td>
<td>5.4 vph</td>
</tr>
<tr>
<td><strong>TOTAL TRAFFIC GENERATION POTENTIAL:</strong></td>
<td><strong>26.7 vph</strong></td>
<td><strong>20.9 vph</strong></td>
</tr>
</tbody>
</table>

That projected future level of traffic generation potential should however, be offset or discounted by the volume of traffic which could reasonably be expected to be generated by the previously approved uses of the site, in order to determine the nett increase (or decrease) in traffic generation potential expected to occur as a consequence of the s.96 development proposal.

Application of the above traffic generation rates to the various components of the previously approved development also yields a traffic generation potential of approximately 27 vph during the AM commuter peak period and approximately 21 vph during the PM commuter peak period as set out below:

**Previously Approved Traffic Generation Potential**

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (102 apartments):</td>
<td>19.4 vph</td>
<td>15.3 vph</td>
</tr>
<tr>
<td>Commercial tenancies (447m²):</td>
<td>7.2 vph</td>
<td>5.4 vph</td>
</tr>
<tr>
<td><strong>TOTAL TRAFFIC GENERATION POTENTIAL:</strong></td>
<td><strong>26.6 vph</strong></td>
<td><strong>20.7 vph</strong></td>
</tr>
</tbody>
</table>

Accordingly, it is likely that the proposed development will result in a nett increase in the traffic generation potential the site of less than 1 vph during both the AM and PM commuter peak periods as set out below:
Projected Nett Change in Peak Hour Traffic Generation Potential
of the site as a consequence of the s.96 development proposal

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected Future Traffic Generation Potential:</td>
<td>26.7 vph</td>
<td>20.9 vph</td>
</tr>
<tr>
<td>Less Previously Approved Traffic Generation Potential:</td>
<td>-26.6 vph</td>
<td>-20.7 vph</td>
</tr>
<tr>
<td><strong>NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:</strong></td>
<td><strong>0.1 vph</strong></td>
<td><strong>0.2 vph</strong></td>
</tr>
</tbody>
</table>

The projected change in traffic activity as a consequence of the s.96 application is statistically insignificant and will clearly not have any unacceptable traffic implications in terms of road network capacity.
4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 5 and comprise:

- CLEARWAY restrictions along both sides of Parramatta Road between 6am and 7pm weekdays and also between 8am and 8pm on weekends

- NO PARKING restrictions along both sides of Parramatta Road at all other times, including along the site frontage

- NO PARKING restrictions along the southern side of Dalton Avenue, opposite the site

- generally UNRESTRICTED kerbside parking along the Dalton Avenue site frontage and along both sides of Smallwood Avenue, including along the site frontage.

Off-Street Parking Provisions

The off-street car parking requirements applicable to the development proposal are specified in the Strathfield Development Control Plan No. 20, Parramatta Road Corridor Area – Access and Parking document in the following terms:

**Mixed Use Developments**

- 1 and 2 bedroom apartments: 1 space per dwelling
- 3 bedrooms apartments: 1.5 spaces per dwelling
- Visitors: 1 space per 5 dwellings

**Office Development (for offices less than or equivalent to 1,000m GFA)**

- 1 space per 50m² (for shops less than 500m²)

Application of the above parking requirements to the various components outlined in the development proposal yields an off-street car parking requirement of 134 spaces as set out below:
EXISTING PARKING RESTRICTIONS

FIGURE 5
Residents (103 apartments): 104.5 spaces  
Visitors: 20.6 spaces  
Commercial tenancies (447m²): 8.9 spaces  
**TOTAL:** 134.0 spaces

The proposed development makes provision for a total of 146 off-street parking spaces, comprising 115 residential spaces, 21 visitor spaces, 9 commercial spaces and a dedicated car wash bay, thereby complying with the *SDCP No.20* parking requirements.

The geometric design layout of the proposed modified basement car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 - 2004* in respect of parking bay dimensions, ramp gradients and aisle widths.

**Loading/Servicing Provisions**

No changes are proposed to the geometric layout of the previously approved loading facility which has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2 - 2002* in respect of loading dock dimensions and service area requirements for MRV trucks.

In summary, the proposed parking and loading facilities satisfy the relevant requirements specified in Council’s *SDCP* as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.