

Our Ref: 18314

16 November 2018

AMNA Holdings Pty Ltd  
C/- PBD Architects  
Level 2 – 52 Albion Street  
SURRY HILLS NSW 2010

**Attention: Mr Tomy Chan**

Dear Tomy,

**RE: 125 PARRAMATTA ROAD & 52-54 POWELL STREET, HOMBUSH  
TRAFFIC AND PARKING REVIEW**

As requested, please find herein The Transport Planning Partnership (TPPP) traffic and parking assessment for the above proposed development.

### Overview

This statement accompanies a planning proposal to Strathfield Municipal Council to rezone the site at 125 Parramatta Road and 52-54 Powell Street, Homebush from the current R4 High Density Residential zoning to a B4 Mixed-Use zoning. The proposed rezoning is to permit an 18-storey mixed-use development to accommodate approximately 141 residential apartments and ground floor retail use. The planning proposal is generally consistent with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

This statement assesses the traffic and parking effects of the planning proposal.

### Site Description

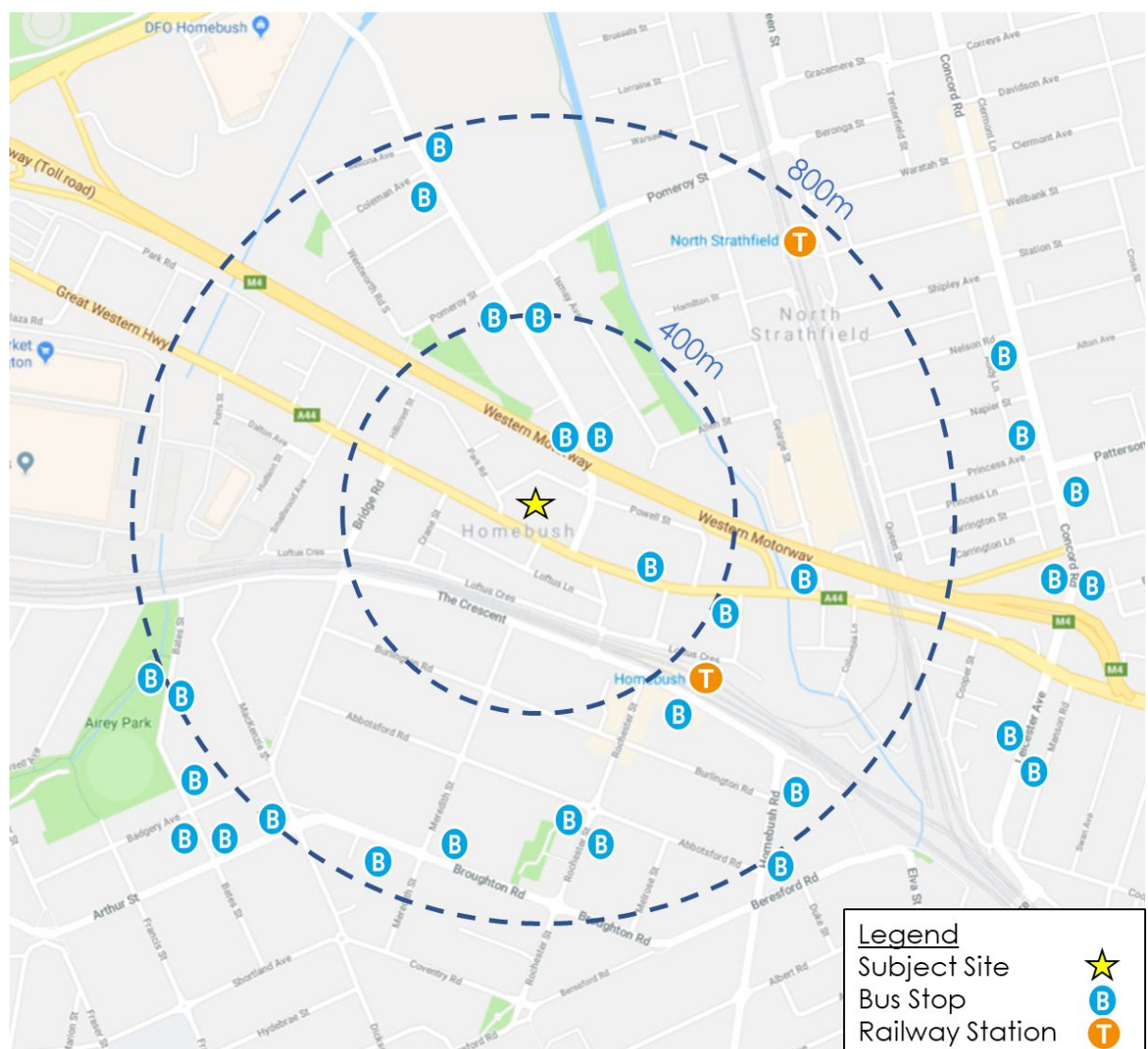
The planning proposal relates to the site at 125 Parramatta Road and 52-54 Powell Street, Homebush. The development site is situated within the local government area of Strathfield Municipal Council and is within the Homebush precinct of the PRCUTS. The site is currently occupied by a retail use building with an open-air car park.

The existing land uses immediately surrounding includes high density residential dwellings to the east, medium residential dwellings to the north and commercial/retail businesses to the west and south.

The subject site is located within 600m walking distance (approximately eight-minute walk) to Homebush Railway Station. The subject site is also located within close proximity to numerous bus stops and bus services.

The location of the subject site is shown in Figure 1.

**Figure 1: Locality Plan**



Basemap Source: Google Maps Australia

Parramatta Road (Great Western Highway) is a major arterial road connecting Sydney CBD to Parramatta. It is generally a five lane, two-way road with "No Stopping" kerbside parking restrictions in conjunction with typical morning and evening peak hours clearway operation in

the immediate vicinity of the site. The road extends in an east-west alignment with a posted speed limit of 60km/h.

### Public Transport

The site is within walking distance to Homebush Railway Station that provides services to Parramatta and Sydney CBD via the T2 Inner West and Leppington Line. Services are provided every 15 minutes during weekday peak and non-peak periods.

In addition, there are a number of bus services operating near the subject site. Bus Routes 525 and 526 depart from the nearby bus stops located on Underwood Road. These services provide connections to Burwood, Parramatta and Rhodes Shopping Centre. The bus services generally depart every 10-15 minutes during peak periods and every half hour during non-peak periods.

### Proposed Development

This traffic statement accompanies a planning proposal seeking approval to rezone the subject site from R4 High Density Residential to B4 Mixed-Use and increase the floor space ratio (FSR) and height in accordance with the PRCUTS.

Preliminary urban design undertaken as part of the planning proposal indicates that a mixed-use development can be accommodated in two buildings (6 and 18 storeys) on the site complying with the FSR and building height controls in the PRCUTS.

The planning proposal includes the following indicative development yields for traffic analytical purposes:

- 141 residential apartments comprising:
  - 30 x 1-bedroom units
  - 103 x 2-bedroom units
  - 8 x 3-bedroom units
- 250m<sup>2</sup> gross floor area (GFA) retail (on the ground floor).

The proposed development would be served by a combined entry and exit driveway access off Powell Street to facilitate access into the basement car parking.

The above development yields are indicative only, however it is not expected that it would vary to the point that it would affect the findings of this assessment.

Following the approval of the planning proposal, separate detailed development applications for the proposed buildings will be submitted to Council for approval, which will

confirm the exact gross floor area of the retail component and residential apartment numbers and mix.

Separately, it is noted that there are two separate planning proposals for two nearby sites which are also located within the Homebush Precinct of the PRCUTS have been submitted to Council. These planning proposals seek amendments to the Strathfield Local Environmental Plan 2012 to rezone the site from R4 High Density Residential to B4 Mixed Use and/or increase the maximum height of buildings and FSR in accordance with PRCUTS Homebush Precinct as shown in Table 1.

**Table 1: Other Planning Proposals**

Location	Proposal Description	Date of Lodgement
17-35 Parramatta Road and 5 Powell Street, Homebush	The proposal seeks to: <ul style="list-style-type: none"> <li>amend the maximum height of buildings on the site from 26 metres to 85 metres</li> <li>amend the maximum floor space ratio from 2.7:1 to 4.5:1</li> </ul>	March 2017
11-17 Columbia Lane, Homebush	The proposal seeks to: <ul style="list-style-type: none"> <li>rezone the site from R4 High Density Residential to B4 Mixed Use</li> <li>increase the maximum height of buildings from 32 metres to 80 metres</li> <li>increase the maximum floor space ratio from 2.7:1 to 5:1</li> </ul>	June 2017

## Parking Assessment

Parking requirements for the planning proposal has been assessed against parking requirements set out in PRCUTS (Table 40 in the PRCUTS Precinct Transport Report, Reference Report, November 2016).

It is noted that the subject site falls under Category 2 for determining parking requirements. It is also noted that the PRCUTS specifies maximum parking rates i.e. proposed parking provision for developments cannot exceed the PRCUTS parking requirements.

The parking assessment is presented in Table 2.

**Table 2: PRCUTS Parking Requirements**

Proposal	Number of Dwellings/GFA	Maximum PRCUTS Parking Rates	Maximum Permissible PRCUTS Parking
Residential Uses			
- 1-bedroom	30	0.5 car space	15
- 2-bedroom	103	0.9 car space	93
- 3-bedroom	8	1.2 car spaces	10
- Visitor	141	1 car space per 10 dwellings	14
Retail Use	250m <sup>2</sup>	1 car space per 70m <sup>2</sup> GFA	4
<b>Total</b>	-	-	<b>136</b>

From Table 2, the proposed development has a maximum permissible parking requirement of 136 car parking spaces including 14 residential visitor car parking spaces and four retail car parking spaces.

It is proposed to comply with this maximum parking requirement.

### Traffic Assessment

Traffic generation estimates for the proposed development have been sourced from the *Roads and Maritime Service's Guide to Traffic Generating Developments (2002)* and the updates in the Technical Direction *TD2013/04a* (herein RMS guide).

Based on the RMS guide, the proposed development, being in close proximity to good public transport facilities, is expected to generate development traffic at the following traffic rates:

- 0.19 trips per dwelling in the morning peak hour, and
- 0.15 trips per dwelling in the evening peak hour.

The proposed development also includes a 250m<sup>2</sup> retail unit on the ground floor level. However, given the size and the nature of the proposed retail tenancy, the traffic generated by the retail component is considered negligible. It is expected that most customers visiting the retail component will be from nearby residential developments or the future residents of the proposed building.

On this basis, the proposed development would generate 27 vehicle trips during the morning peak hour and 21 vehicle trips during the evening peak hour.

It is noted that the existing warehouse outlet which will be demolished has been estimated to generate approximately 22 vehicles per hour during busiest period (based on RMS suggested traffic generation rates for commercial use).

As such, the net additional development traffic would approximately five vehicle trips during the busiest period.

The expected development traffic is considered to be low and will not create any noticeable traffic impacts or register any performance difference in intersection modelling tools like SIDRA in comparison with the existing conditions.

In addition, the PRCUTS Precinct Transport Report has undertaken a traffic capacity assessment of the nearby intersections within the Homebush Precinct. Given that the subject proposed development envisaged in this planning proposal is consistent with relevant PRCUTS planning controls, the PRCUTS Transport Report will have included the traffic effects of development traffic arising from the subject site.

The PRCUTS Transport Report indicates that the majority of nearby assessed intersections would continue to operate with satisfactory level of service (LoS) with the exception of the Parramatta Road intersection with Concord Road which is expected to operate with LoS E. The PRCUTS Transport Report has recommended a number of road improvement projects within the Homebush Precinct to address the traffic deficiency identified in the PRCUTS Transport Report.

Given that the subject proposed development is expected to generate net additional development traffic of five vehicle trips per hour during the busiest period, therefore the findings in the PRCUTS Transport Report are still valid.

On this basis, the traffic impact of the proposed development would be negligible and is not expected to result in any operational or safety issues on the surrounding road network.

## **Summary and Conclusion**

This traffic statement accompanies a planning proposal seeking approval to rezone the subject site from its current R4 zone to a B4 Mixed Use zone including additional floor space ratio and building height for a proposed mixed-use development, consistent with the PRCUTS. The planning proposal relates to a proposed mixed-use development with approximately 141 apartments and a 250m<sup>2</sup> GFA retail component.

The proposed development is not expected to generate any noticeable adverse traffic and parking impacts.

The car park requirements are proposed to be provided in accordance with requirements stipulated in the PRCUTS.

Overall, from a traffic and parking perspective the proposed development is considered satisfactory and consistent with the PRCUTS.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Michael Lee', is positioned above the printed name.

**Michael Lee**  
**Director**