

Our Ref: 19039

20 March 2019

Architex
Level 3, 7K Parkes Street
PARAMATTA NSW 2150

Attention: Mr Dennis Wimmer

Dear Dennis,

**RE: 200-206 PARAMATTA ROAD, HOMEBUSH PLANNING PROPOSAL
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 be submitted to Strathfield Municipal Council seeking to modify the existing floor space ratio (FSR) and building height controls at 200-206 Paramatta Road, Homebush.

The current adopted planning controls permit the site to be developed as a mixed-use development with an FSR of 3.0:1 (including bonus FSR) and building heights of 16m and 22m. This equates to a maximum of 70 residential apartments and 390m² of retail floor area.

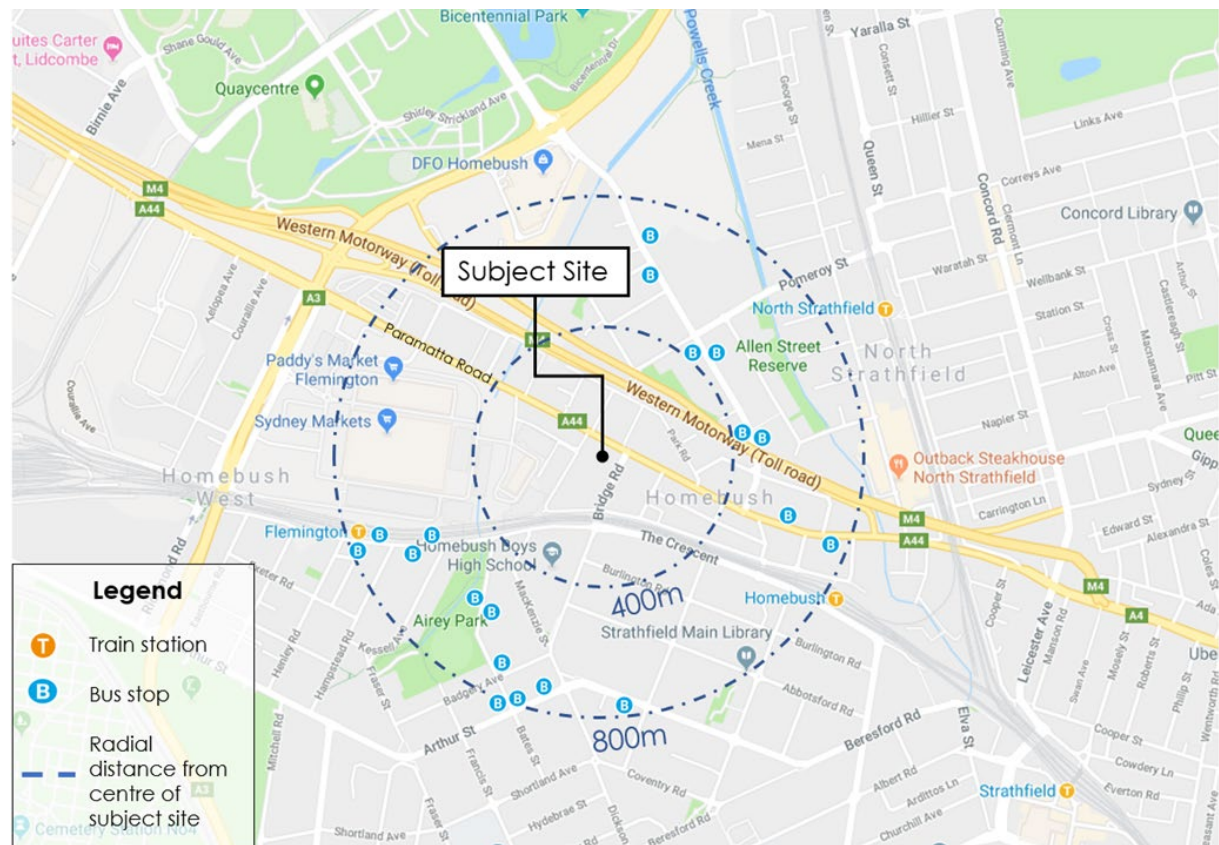
The proposed amendments in the planning proposal seek to increase the FSR to 3.6:1 and the building height to 75m. The proposed amendments would enable a mixed used development to be provided on the site comprising 86 high-density residential flat dwellings and 527m² of retail floor area. The proposed modifications are consistent with controls provided by the new draft version of the Strathfield Development Control Plan (DCP 20 Parramatta Road Precinct), published in May 2018.

TPPP prepares this traffic statement to accompany the planning proposal. This statement assesses the traffic and parking effects of the proposed development envisaged in the planning proposal.

Site Description

The subject site is located at 200-206 Paramatta Road, Homebush, within the local government area of Strathfield Municipal Council. The location of the subject site is shown in Figure 1.

Figure 1: Site Location



Source: Google Maps

The site is currently occupied by a 2,200m² GFA used car dealership. Site access is taken from three accesses to the east of the site on Bridge Road, as well as one along Parramatta Road. The indicative site boundary and current access points are shown in Figure 2.

Figure 2: Site Boundary



Source: Nearmap

The land uses surrounding the site comprises a combination of low and medium-density residential developments with some light industrial and commercial land uses. Sydney Markets is also approximately 500m west of the site.

Within the vicinity of the site, Parramatta Road is a two-way, six lane State road. The road generally extends in a northwest-southeast alignment with a 60 km/h speed limit.

Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

Further to this, the subject site falls within the Homebush Precinct of the Parramatta Road Corridor Urban Transport Strategy (PRCUTS). In the context of Sydney's continued projected growth, the corridor was identified by the NSW Government in 2013 as a strategic urban renewal corridor with the capacity to support increased housing, economic activity and social infrastructure.

The Strathfield Development Control Plan (specifically DCP 20), which was adopted in 2005 and updated in draft form in May 2018, establishes the present and future planning policy framework for the Parramatta Road Precinct, as shown in Figure 3.

Figure 3: The Parramatta Road Precinct Boundary



Source: Strathfield Development Control Plan 20 – Parramatta Road Precinct, 2016

Public Transport

As shown in Figure 1, the subject site is located within walking distance of several public transport access nodes. Flemington, Homebush and North Strathfield Railway Stations are all close to or within an 800m radial distance (between 12 and 18-minute walking distances) of the subject site. These stations are served by several lines connecting the site to the City, with typical peak hour frequencies of between four and seven services every hour.

In addition to this, the subject site is well serviced by regional bus routes. The 525 and 526 buses call at stops approximately 620m east of the site on Parramatta Road, with typical service frequency intervals of 30 minutes.

Proposed Development

Compliant Scheme (Under Existing Planning Controls)

In accordance with existing planning controls in the DCP 20, the site is permitted to be developed as a mixed-use development with an FSR of 2.0:1 and building heights of 16m and 22m. In addition, as the subject site has been identified as a key site it includes a bonus FSR for developments located on the site. The bonus FSR would effectively increase the FSR to 3.0:1. Therefore, a compliant scheme under existing planning controls (including the bonus FSR) would result in a development scheme with a mixed use development comprising the following elements:

- retail use – 390m² GFA, and
- residential use – 70 high density dwellings.

Planning Proposal Development Scheme

The 2018 Draft Strathfield DCP 20 establishes higher FSR and height restrictions for the subject site. Accordingly, this planning proposal seeks to provide a mixed-use development with an increased FSR of 3.6:1 and building height of 75m consistent with the draft DCP. This would translate into a mixed use development with the following elements:

- retail use – 410m² GFA
- residential use – 86 high density dwellings across 17 floors comprising:
 - 13 x one-bedroom dwellings
 - 64 x two-bedroom dwellings, and
 - 9 x three-bedroom dwellings.

In addition, the development scheme would also include one SOHO apartment unit with approximately 94m² GFA.

The proposed development would also include the provision of 35 bicycle parking spaces and a four-level basement car park. Site access is proposed from Bridge Road via a new laneway at the rear of the site.

Parking Assessment

Car Parking

Parking requirements for the planning proposal development scheme have been assessed against both the current 2005 and draft 2018 versions of the DCP 20. The relevant policies and the associated car parking requirements for the development have been summarised in Table 1.

Table 1: Planning Proposal Car Parking Requirements – DCP Requirements

Land Use	No. of Dwellings /Floor Area (GFA)	Strathfield DCP 20 (Current)		Strathfield DCP 20 (Draft)	
		Parking Rate	Development Requirement	Parking Rate	Development Requirement
Residential					
1-bedroom	14§	1 space per 1 and 2 bedroom unit	14	1 space per 1 and 2 bedroom unit	14
2-bedroom	64		64		64
3-bedroom	9	1.5 spaces per 3+ bedroom unit	14	1.5 spaces per 3+ bedroom unit	14
Visitor Parking	-	1 space per 5 units	17	1 space per 5 units	17
Retail					
Retail	410m ²	One space per 50m ²	8	One space per 100m ²	4
Total	-	-	117	-	113

§ - includes one SOHO apartment

Table 1 indicates that the planning proposal development scheme is required to provide 117 car parking spaces based on the current DCP while the draft DCP would require 113 car parking spaces to be provided.

In addition to the above DCP requirements, the parking requirements for the planning proposal development scheme have also been assessed against parking requirements contained in the PRCUTS (Table 40 in the PRCUTS Precinct Transport Report, Reference Report, November 2016).

The subject site has been nominated to have Category 2 parking rates. PRCUTS nominates such parking rates to be maximum parking rates.

The PRCUTS parking assessment is presented in Table 2.

Table 2: Planning Proposal Car Parking Requirements – PRCUTS Requirements

Land Use	No. of Dwellings/Floor Area (GFA)	Parking Rate	Development Requirement
Residential			
1-bedroom	14§	0.5 spaces per unit	7
2-bedroom	64	0.9 spaces per unit	58
3-bedroom	9	1.2 spaces per unit	11
Visitor Parking	-	1 space per 10 units	9
Retail			
Retail	410m ²	1 space 70m ²	6
Total	-		96

§ - includes one SOHO apartment

Based on PRCUTS requirements, the maximum permissible parking requirement for the proposed development is 96 car parking spaces.

At this stage, planning and design of the proposed development is still at its embryonic state. However, sufficient investigations have been undertaken to establish that a development scheme on the subject site could be served by a four-level basement car park comprising up to 108 car parking spaces.

This equates to a minor shortfall of some three to four car parking spaces from the DCP requirements, but exceed the PRCUTS maximum requirement by 12 car parking spaces.

At any rate, it is proposed to comply with the maximum permissible parking requirements stipulated by PRCUTS.

Bicycle Parking

The current adopted DCP states all residential flat and mixed-use developments should consider providing suitable bicycle parking facilities. However, the Draft DCP contains more specific bicycle parking requirements for various land uses. The relevant requirements to the proposed development are summarised in Table 3.

Table 3: Bicycle Parking Requirements

Land Use	Draft DCP Requirement	No. of Dwellings/Floor Area (GFA)	Development Requirement
Residential	1 secure bicycle storage facility per 2 residential units	87 Dwellings [§]	44
Retail	1 bike space per 10 car spaces for the first 200 spaces then 1 space per 20 car spaces thereafter	4 spaces	1
Total			45

§ - includes one SOHO apartment

Table 3 indicates that the proposed development is required to provide 45 bicycle parking spaces. It is proposed to comply with these requirements.

Traffic Assessment

In undertaking the traffic assessment, traffic generation rates for the existing use and proposed development have been adopted from the Roads and Maritime Services *Guide to Traffic Generating Developments* (Guide) and the updated traffic surveys (TDT 2013/04a).

Existing Use

The Roads and Maritime guide suggests that motor showrooms typically have the following traffic generation rate:

- evening peak hour vehicle trips = 0.7 per 100m² of site area.

During the morning peak period, motor showroom is expected to generate approximately half of the evening peak development traffic.

On this basis, the existing use on the subject site is expected to generate 15 vehicle trips per peak hour during the busiest peak period.

Compliant Scheme (Under Existing Planning Controls)

As indicated previously a compliant scheme would comprise a retail use with approximately 390m² GFA and 70 high density dwellings.

It is noted that the RMS guide does not provide traffic generation rates for retail use similar to that proposed for this site. The retail use expected on this site would be relatively small in scale serving the local community for general provisions. Its customs would be predominately from walk-in patrons and customers living and working in nearby developments including the proposed development.

Any development traffic arising from the retail use would be predominantly related to shop owners and staff arriving and departing which would be likely to occur outside of the peak periods.

However, for traffic analytical purposes development traffic arising from the proposed retail use has been based on RMS traffic generation rates for commercial use which RMS has indicated to be 1.6 vehicle trips per hour per 100m². On this basis, the proposed retail use would theoretically generate approximately 6 vehicle trips per hour.

Furthermore, it is noted that Council's development control plan stipulates a parking requirement of four car parking spaces for the proposed retail use. Assuming these car parking spaces would be allocated as retail staff parking and that the staff would all arrive and depart at the same time at start and end of the day, this is expected to generate a total of 4 vehicle trips per peak hour.

As such, adopting RMS' traffic generation rate for commercial use to estimate development traffic for the proposed retail use would provide a conservative assessment.

In relation to the residential use, the TDT 2013/04a provides the most recent traffic generation rates for high density residential flat dwellings. Based on the Sydney average, the updated RMS publication suggests the following traffic generation rates:

- morning peak hour vehicle trips = 0.19 per unit, and
- evening peak hour vehicle trips = 0.15 per unit.

Therefore, the residential component alone would generate some 13 vehicle trips per peak hour during the busiest peak period.

From the above, a compliant development scheme is expected to generate approximately 19 vehicle trips per peak hour.

Planning Proposal Development Scheme

The planning proposal development scheme relates to 410m² of retail use and 86 traditional high density residential dwellings plus one SOHO apartment. For traffic analytical purposes, the SOHO apartment has been assumed to generate development traffic at the same rate as the traditional high density residential dwellings.

Using the same logic discussed above, the planning proposal development scheme is expecting to generate 24 vehicle trips per peak hour comprising:

- retail use – 7 vehicle trips per hour, and
- residential use – 17 vehicle trips per hour.

Traffic Generation Summary

With respect to the traffic assessment discussed above, the traffic generation associated with the complaint and planning proposal development schemes as well as the existing use are summarised in Table 4. Table 4 also presents the net additional development traffic for the compliant and planning proposal development schemes.

Table 4: Traffic Generation Summary

Development Type	Land Use	Development Size	Trip Rate		Traffic Generation	
			AM	PM	AM	PM
Existing Development	Motor Showroom Retail	2,200m ²	-	0.7 per 100m ²	7	15
	Sub-total				7	15
Complaint Development Scheme	Retail	390m ²	1.6 per 100m ²	1.2 per 100m ²	6	5
	High Density Residential	70 units	0.19 per unit	0.15 per unit	13	11
	Sub-total				19	16
Planning Proposal Development Scheme	Speciality Shop (Retail)	410m ²	1.6 per 100m ²	1.2 per 100m ²	7	5
	High Density Residential	87 units	0.19 per unit	0.15 per unit	17	13
	Sub-total				24	18
Net Traffic Generation	Compliant Scheme vs Existing Development				+ 12	+ 1
	Planning Proposal vs Existing Development				+ 17	+ 3

As shown in Table 4, a compliant development scheme is expected to generate approximately 19 vehicle trips per hour during the busiest period. The net additional

development traffic (over and above the existing development traffic arising from the existing use) is 12 additional vehicle trips per hour.

Similarly, a planning proposal development scheme is expected to generate approximately 24 vehicle trips per peak hour with net additional development traffic is 17 vehicle trips per peak hour.

In either case, the development traffic is considered to be low and would be imperceptible in the current traffic conditions especially after it is distributed to the local road network. Furthermore, due to the minute increases to the traffic volumes at traffic movement level, any intersection modelling software (such as SIDRA) is unlikely to register the changes in the intersection performance. The modelling results are not expected to return any meaningful intersection performance output. At the expected low volume of additional traffic, the nearby intersections would continue to operate with similar performance to existing condition.

The planning proposal is therefore not expected to have any discernible impact on the functioning of the nearby road network.

PRCUTS Traffic Assessment

The PRCUTS transport report included intersection modelling of key intersections with the PRCUTS Homebush Precinct. The PRCUTS transport report indicates the assessed intersections would have good intersection performance in the future with some intersections expected to experience capacity stress. To mitigate the identified capacity stress, PRCUTS has recommended for a number of road improvement upgrades to support the level of development anticipated in the PRCUTS.

On this basis, it is expected that the change in the development traffic discussed above, which is considered to be low, would not alter the findings in the PRCUTS transport assessment in any ways.

Subject to the implementations of the improvement works recommended in the PRCUTS, the local road network would have the capacity to absorb the minor increase in development traffic arising from the subject planning proposal.

Summary and Conclusion

This traffic statement accompanies a planning proposal to alter planning controls on the subject site.

The development scheme in the planning proposal relates to a mixed-use development comprising a retail space of 410m² GFA and 86 high density residential dwellings.

The proposed amendments are consistent with the draft version of the Strathfield DCP No 20 for the Parramatta Road Corridor.

Overall, from a traffic and parking perspective the planning proposal is considered satisfactory and is not anticipated to cause any noticeable adverse impacts on the local road network.

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,



Michael Lee
Director