
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/7517/jj

Transport Planning
Town Planning
Retail Studies

1 February, 2011

Crown International Holdings Group
Level 11
68 Alfred Street
MILSONS POINT NSW 2061

Attention: Russel Strahle
email: russel@crowngroup.com.au

Dear Sir,

RE: PROPOSED MIXED USE DEVELOPMENT
HUNTER STREET, PARRAMATTA

1. As we have reviewed the traffic effects of the amendments to the above development as part of the Preferred Planning Report (PPR). With respect to traffic the following amendments have been made:
 - ☐ increase in the number of units from 339 to 367 units;
 - ☐ reduction in retail area from 1,903m² to 1,618m²;
 - ☐ reduction in commercial area from 5,488m² to 3,492m²;
 - ☐ modifications to the Hunter Street vehicle driveway;
 - ☐ modifications to the loading arrangements on ground floor; and
 - ☐ modifications to the basement parking levels.
2. In addition to our review of the traffic effects of the above changes, we have included a response to matters raised by NSW Transport and Infrastructure in its letter dated 18 June 2010. These matters and our response is set out through the following sections:
 - ☐ parking;
 - ☐ access, servicing and internal layout;
 - ☐ traffic effects;
 - ☐ response to NSW Transport and Infrastructure; and
 - ☐ summary.

Parking

3. Parking requirements for new development within Parramatta CBD are set out in the City Centre LEP 2007. Generally Council has applied these rates as a maximum provision in order to reduce traffic within the CBD. LEP 2007 sets out the following rates:
 - ❑ retail: – 1 space per 30m² GFA;
 - ❑ commercial: – 1 space per 100m² GFA; and
 - ❑ residential: – 1 space per 1, 2 and 3 bed unit; and
– 1 visitor space per 5 units
4. Using these rates the proposed development could provide a maximum of 529 spaces. The proposed development will provide 508 spaces. Appropriate disabled (34 spaces), motorcycle (4 spaces) and bicycle parking (68 spaces) are provided in accordance with Council requirements.

Access, Servicing and Internal Circulation

5. In response to matters raised by the Department of Planning, vehicular access to the proposed development has been modified from separate car park and service driveways on Hunter Street to a single combined driveway.
6. The combined driveway is some 7.3 metres wide, plus 300mm kerb on each side and will allow a car and medium rigid truck (the largest truck that will access the site) to use the driveway simultaneously. The Australian Standard for Parking Facilities (Part 1: Off-street car parking) AS 2890.1:2004 would normally suggest a wider driveway for a car park of 508 spaces. However, based on the low level of traffic generation and a desire to minimise the width of the driveway (for urban design and impact on pedestrians) a 7.3 metre wide driveway is proposed.
7. The basement car park has been designed to comply with AS2890.1-2004 with regard to ramp grades, aisle widths and parking bay dimensions. A control point (roller shutter) to the car park will be provided north of the loading dock. This control point is located well within the site and allows for queuing space (two car lengths) between the loading dock and the Hunter Street frontage. A queuing theory assessment has been undertaken to determine the appropriate amount of queuing space required at the entry point. The assessment found that based on the estimated traffic

generation queuing for two cars would accommodate the 99th percentile queue of vehicles entering the site. Access through the control point to the car park will be by remote control (tenants) and intercom (visitors). A roller shutter will be provided at the Hunter Street frontage. This will be open during business hours (to allow access to the loading dock) and closed at night. Access through the roller shutter will be by remote control (tenants) and intercom (visitors).

8. Within the site, three loading bays are provided (on the eastern side of the access driveway) with two of the bays able to accommodate a medium rigid truck and the third a small rigid truck. A reversing bay is provided on the western side of the access driveway. Trucks would access the site in a forward direction, turn left into the reversing bay, reverse into the dock and then depart the site in a forward direction. As trucks accessing the loading docks would need to reverse across the driveway, warning lights and signage would be provided to advise tenants entering and departing the site when a truck is reversing into the dock.
9. The loading bays will be used to service the commercial, retail and residential components (including garbage collection). Based on the size of the retail/commercial components, three service bays are considered appropriate for the proposed development.
10. Swept paths of an 8.8 metre long medium rigid truck (MRV) accessing the loading dock are shown in the attached Figure I. Some minor modifications are required to the layout of the loading dock (splaying of garbage room and relocation of column to south dock by about a metre) to allow access by an MRV. These could be addressed through a condition of consent.

Traffic Effects

11. Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with commuter and retail traffic. For high density residential developments within CBD locations RTA Guidelines suggest the generation rate of 0.24 vehicles per unit in the morning and afternoon peak periods. With some 367 units this equates to a traffic generation of 90 vehicles per hour (two way) in the peak periods.
12. As parking for the non residential components is constrained compared to rates in the RTA Guidelines, traffic generation has been estimated based on the number of parking spaces provided instead of floor area. The number

of non residential spaces has not been finalized, so for the traffic assessment it has been assume that some 85 spaces would be non residential spaces. These spaces would generate between 45 and 70 vehicles per hour (two way), based on a generation rate of between 0.5 and 0.8 vehicles per hour (two way) per space.

13. Thus the proposed development would generate some 135 to 160 vehicles per hour (two way) in the weekday morning and afternoon peak periods. For the purposes of assessing the traffic effects of the proposed development the higher generation of 160 vehicles per hour (two way) has been adopted.
14. By way of comparison the approved commercial development (with some 404 spaces) would have generated some 200 to 325 vehicles per hour (at a rate of 0.5 to 0.8 vehicles per hour (two way) per space). Thus the proposed mixed use development would generate less traffic than the approved commercial development.
15. A SIDRA analysis of the intersections of Hunter Street with Marsden Street and O'Connell Streets has been undertaken with development traffic in place. The analysis found that both intersections would operate with average delays of less than 28 seconds per vehicle during weekday morning and afternoon peak periods. This represents level of service B, a good level of service with spare capacity. Thus the road network will be able to cater for the additional traffic from the proposed development with adjoining intersections operating at the same level of service.

Response to NSW Transport and Infrastructure

1. Given the high accessibility of the site to public transport, NSWTI requests that the number of proposed car parking spaces be reduced, in conjunction with complementary initiatives such as the implementation of a car share scheme.

16. Parking provision is slightly less than the maximum requirement set out in the City Centre LEP 2007, which reflect low parking rates consistent with site's location within Parramatta CBD. We understand that Council has indicated that the proposed parking provision is acceptable. If appropriate, a condition could be imposed requiring provision of car share spaces. For other similar sized developments two to four car share spaces have been required.

2. NSWTI requests the preparation and implementation of location specific sustainable travel plans, including a Workplace Travel Plan and a Travel Access Guide for residents and visitors to the site, to support the use of non-car modes of transport.

17. The preparation of a Workplace Travel Plan and a Travel Access Guide for residents and visitors to the site could be included as a condition of consent. The principles of the work place travel plan, to be developed by the future tenants in consultation with Council, RTA and other stakeholders, will include the following:

- ❑ encourage the use of public transport to travel to and from the hospital;
- ❑ work with public transport providers to improve services;
- ❑ encourage public transport by employees through the provision of information, maps and timetables;
- ❑ provide appropriate pedestrian facilities which improve accessibility to the adjacent hospital, surrounding uses and public transport services;
- ❑ raise awareness of health benefits of walking (including maps showing safe walking routes);
- ❑ encourage cycling by providing safe and secure bicycle parking, including the provision of lockers and change facilities;
- ❑ provide appropriate on-site parking provision.

3. Bicycle parking and facilities should be provided at least according to the rates and design specifications detailed in the NSW Planning Guidelines for Walking and Cycling

18. Appropriate disabled (34 spaces), motorcycle (4 spaces) and bicycle parking (68 spaces) has been provided in accordance with Council requirements.

Summary

19. In summary our review of the amendments to the above development as part of the Preferred Planning Report (PPR) has found that:

- ❑ the proposed parking provision is considered appropriate;

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- ❑ access, servicing and internal layout are considered appropriate;
- ❑ the proposed development will generate less traffic than the approved commercial development on the site;
- ❑ the road network will be able to cater for the additional traffic from the proposed development; and
- ❑ appropriate responses have been provided to the matters by raised NSW Transport and Infrastructure.

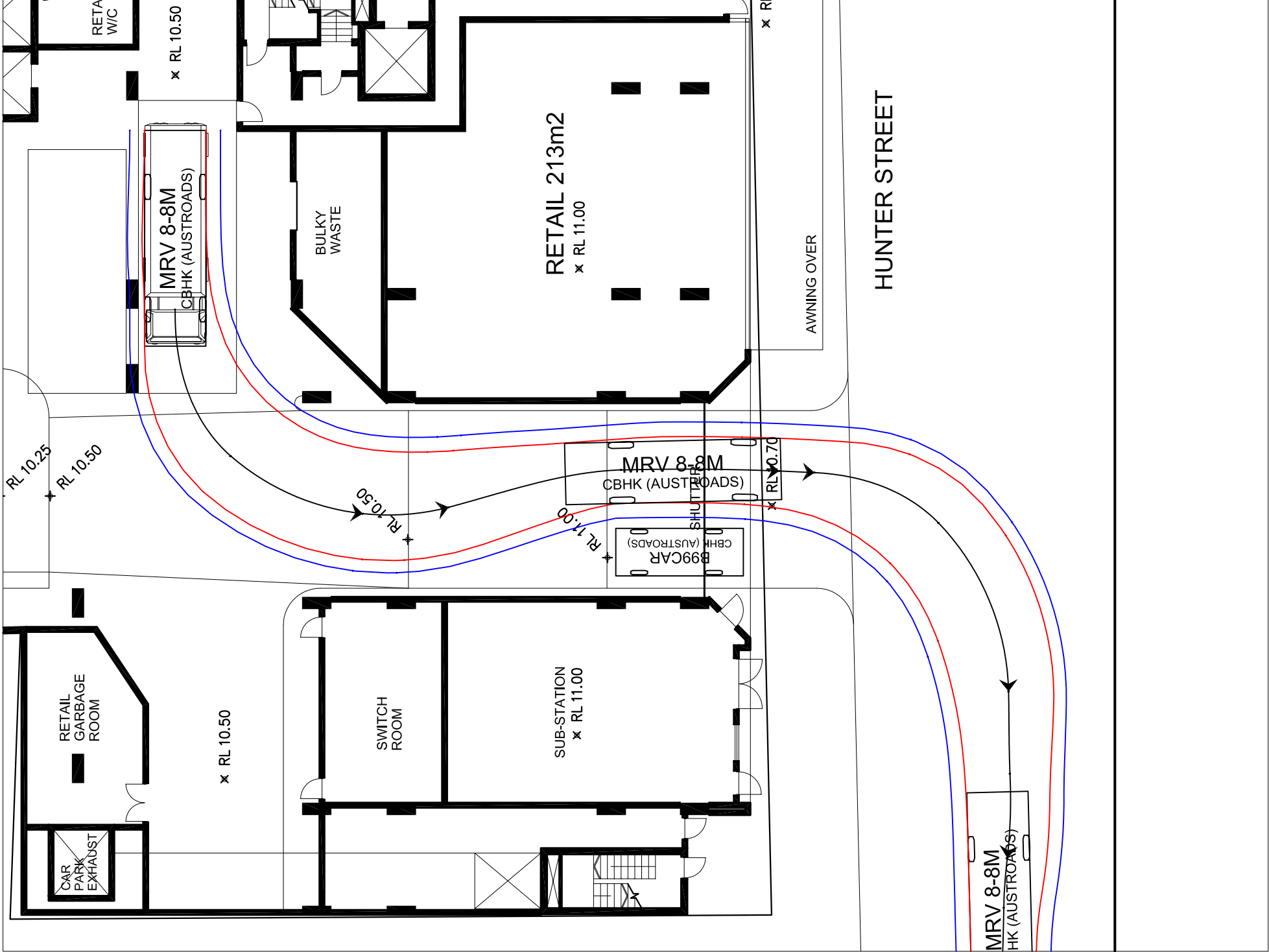
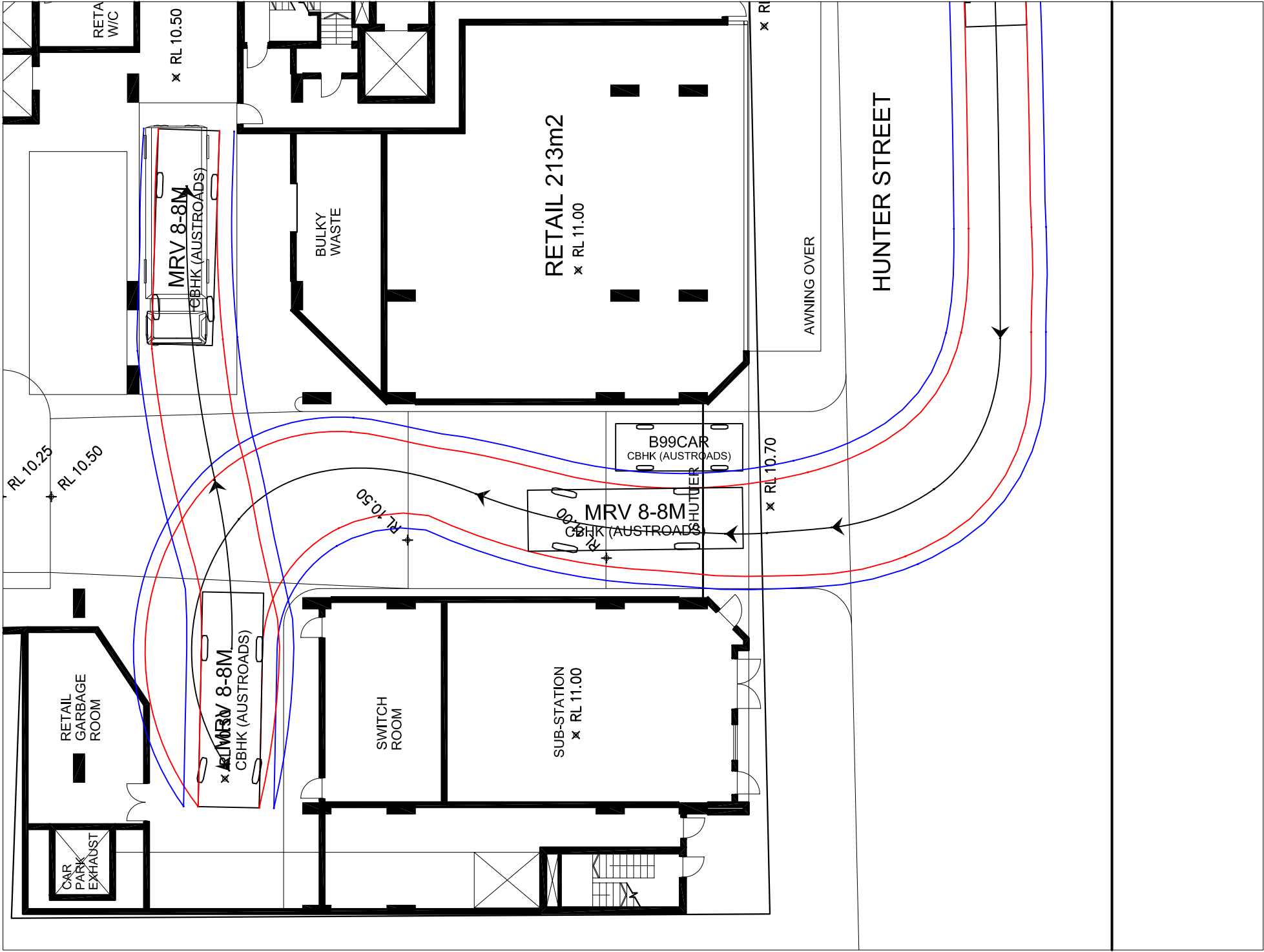
20. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink, appearing to read 'T. Rogers', written over a horizontal line.

T. Rogers
Director



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

- Swept Path of Vehicle Body
- Swept Path of Clearance to Vehicle Body

8.8m MEDIUM RIGID VEHICLE SWEPT PATHS