

**MERITON APARTMENTS
PROPOSED RESIDENTIAL
APARTMENT DEVELOPMENT
LOT 101 AND 102 WALKER STREET, RHODES**

***Assessment of Traffic and
Parking Implications***

May 2010

Reference 10068

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: tpa@tpa.com.au

TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROPOSED DEVELOPMENT SCHEME	2
2.1 Site and Context.....	2
2.2 Masterplan for Development	2
2.2 Proposed Modified Development	4
3. ROAD NETWORK AND TRAFFIC CIRCUMSTANCES	5
3.1 Road Network	5
3.2 Traffic Controls.....	6
3.3 Traffic Conditions	6
3.4 Public Transport Services	7
3.5 Future Circumstances	8
4. ACCESS AND INTERNAL CIRCULATION	10
4.1 Access.....	10
4.2 Internal Circulation	10
5. TRAFFIC	11
6. PARKING	12
7. SERVICING	14
8. PEDESTRIANS AND CYCLISTS	15
9. CONCLUSION.....	16

APPENDIX A

TRUCK TURNING PATH ASSESSMENT

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	TRAFFIC CONTROLS

1. INTRODUCTION

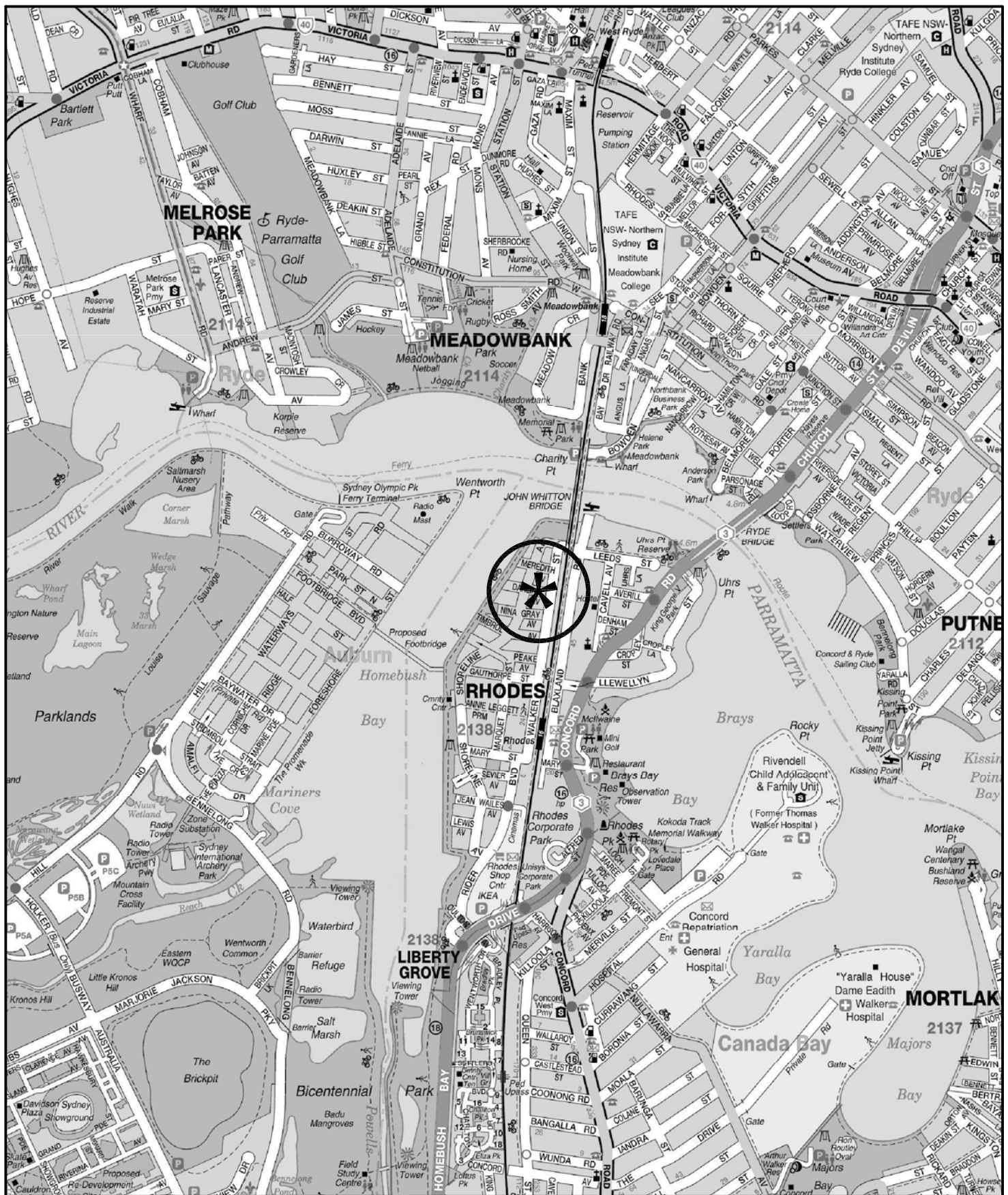
This report has been prepared for Meriton Apartments to accompany a Part 3A Application to the Department of Planning for a new residential apartment development on Lots 101 and 102 Walker Street, Rhodes (Figure 1).

The Rhodes Peninsula Development Area comprises a number of large former industrial sites occupying the western side of the peninsula extending between the railway line and Homebush Bay. The area has provided a unique opportunity to establish a new urban 'enclave' which has regard for the natural waterside attributes and the benefits of excellent road and rail accessibility.

The provision of residential development at Rhodes accords with State Government policies/strategies and development on the peninsula involves a number of precincts which will contain residential, retail/showroom and commercial office elements in close proximity to the railway station and bus services. The proposed 'staged' development will be consistent with the new Rhodes West Masterplan and will comprise 583 residential apartments in 4 buildings with 1 retail unit and basement carparking.

The purpose of this report is to:

- * describe the site and the proposed development scheme
- * describe the road network serving the site and the prevailing traffic conditions
- * assess the adequacy of the proposed parking provision
- * assess the potential traffic implications
- * assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements.



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE AND CONTEXT

The development site is generally a rectangular shaped consolidation of Lots 101 and 102 occupying a total area of 15,091m². The site is bounded by Walker Street, Meredith Avenue, Shoreline Avenue and Nina Gray Avenue being in the northern part of the Rhodes Peninsula.

The site is part of remediated former industrial lands lying between Homebush Bay and the railway line. The lands to the south have been developed in recent years for residential apartments, a shopping centre and commercial buildings. The surrounding uses comprise:

- * the residential dwellings to the east of the railway line
- * the developing Meadowbank area on the northern side of Parramatta River
- * the Sydney Olympic Park precinct on the western side of Homebush Bay.

2.2 MASTERPLAN FOR REDEVELOPMENT

Development of the Rhodes Peninsula was undertaken under the Renewing Rhodes DCP document prepared by the Department of Planning in 2001 under the SREP № 29. In 2009 the City of Canada Bay prepared a new masterplan largely for the northern part of the peninsula. The Rhodes West Masterplan reviewed the dwelling targets in line with the State Governments Metropolitan Strategy which set a target of an additional 10,000 dwellings in the City of Canada Bay by 2031.

The Masterplan provides for an additional 787 apartments (over and above that of the previous planning) with a new multi-purpose community centre as well as



LEGEND



SITE

FIG 2

upgrading of provisions for pedestrians, cyclists and open space. The Masterplan is supported by a Traffic Report¹ which concluded that:

- * the public transport network would be able to accommodate the anticipated public transport trips as a result of the additional development
- * the impact of the additional traffic generation on the road system would be moderate and intersections would essentially maintain their existing levels of performance.

Details of the Masterplan and particularly that of Precinct C (Meriton site) are provided in the extracts reproduced overleaf.

¹ *Rhodes Peninsula – Traffic and Transport Analysis*
Masson, Wilson and Twiney – March 2009



Map of existing approved building heights and floor space limits for Rhodes West under the current planning framework. Building heights for the sites which are proposed for change are shown in red.



Map of proposed changes to the existing approved building heights and floor space limits for Rhodes West under the Draft Rhodes West Master Plan 2009. Building heights for the sites which are proposed for change are shown in red.

Draft Rhodes West Master Plan 2009

Existing planning framework

The existing planning framework for Rhodes under the Sydney Regional Environmental Plan No. 29: Rhodes Peninsula and the Renewing Rhodes Development Control Plan 2000, was introduced to rezone land from heavy industry into a high density mixed use neighbourhood with foreshore open space and to establish planning principles and development controls to guide the redevelopment.

The existing framework established building heights and floor space limits for much of the site which are as follows:

- Precinct A (Residential and mixed use) – 266,000sqm GFA and 4-12 storeys
- Precinct B (Residential) – 156,000sqm GFA and 4-8 storeys
- Precinct C (Residential) – 21,000sqm GFA and 4-10 storeys
- Precinct D (Mixed use) – 50,000sqm GFA and 4-8 storeys
- Local VPA – 542,000sqm

The existing planning framework for Rhodes Peninsula is over 10 years old. Approximately 30% of the approved redevelopment has occurred to date.

Building forms show minimal variation, ranging in height between 4 and 8 storeys with some taller buildings close to the shopping centre up to 12 storeys. Buildings are generally built close to streets with open space areas confined to private courtyard areas in residential developments, with limited solar access. Foreshore open space areas are increasingly popular and demand for open space continues to grow from new residents and visitors including cyclists. Under current provisions, the open space is highly linear and width is limited, resulting in conflicts between people just sitting, children playing, people walking and cyclists. More broad-area open space would assist in absorbing those passive recreational activities currently competing with walkers and cyclists.

Draft Rhodes West Master Plan 2009

Council's objectives for Rhodes Peninsula have been considered in the preparation of the Draft Rhodes West Master Plan 2009. The Master Plan achieves the following improvements to the existing planning framework for the future development of Rhodes and includes:

- Provision of a significantly enhanced community facility to cater to the needs of the Rhodes residents (10,500 persons under the new plan)
- Provision of additional open space in the form of new local parks and an urban plaza;
- Provision of additional pedestrian pathways and cycleways that integrate into the public domain;
- Provision of additional public benefits such as a bicycle parking facility close to the railway station, and affordable housing;
- Retention of existing buildings considered immediately for heritage controls;
- Provision of new development forms which reinforce Rhodes' position as an important 'Specialised Centre' for employment and high density housing within Sydney, with an increase in focus on quality building design and an environmentally sustainable approach.



3-dimensional computer generated model of existing approved situation under the current planning framework.



3-dimensional computer generated model of proposed changes under the Draft Rhodes West Master Plan 2009.



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park

Precinct C - Meriton

Precinct C is the northernmost precinct. It consists of five development lots and foreshore open space including a park at the northern end (name still to be determined) and public roads. Buildings range in scale from 2 storeys along the foreshore up to 10 storeys fronting Walker Street.

There are two remaining development lots within Precinct B to be developed by Meriton, known as Lots 101 and 102. Under the existing planning framework, a total of 46,516sqm of gross floor area is permitted for those remaining sites. It is proposed to allocate an additional 18,000sqm of GFA to those two development lots which equates to approximately 190 additional dwellings.

Meriton has prepared a concept design to accommodate the additional dwellings, as well as provide a new local park. To achieve the additional open space at ground level building heights are proposed to range from 6-10 storeys along secondary streets with two taller slender buildings of 22 and 33 storeys in height.



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park

1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park



1000 Conceptual aerial view of park

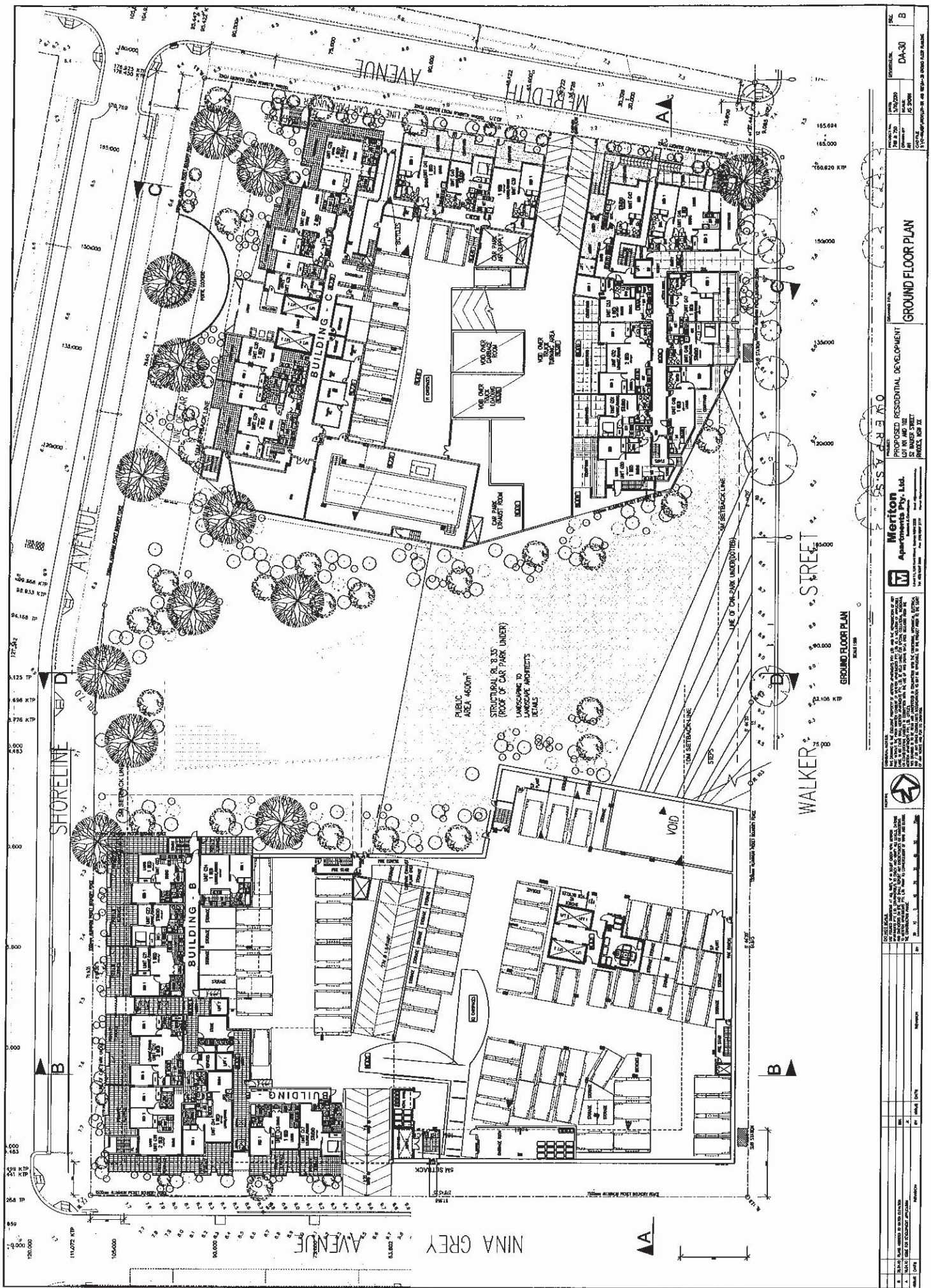
2.3 PROPOSED DEVELOPMENT

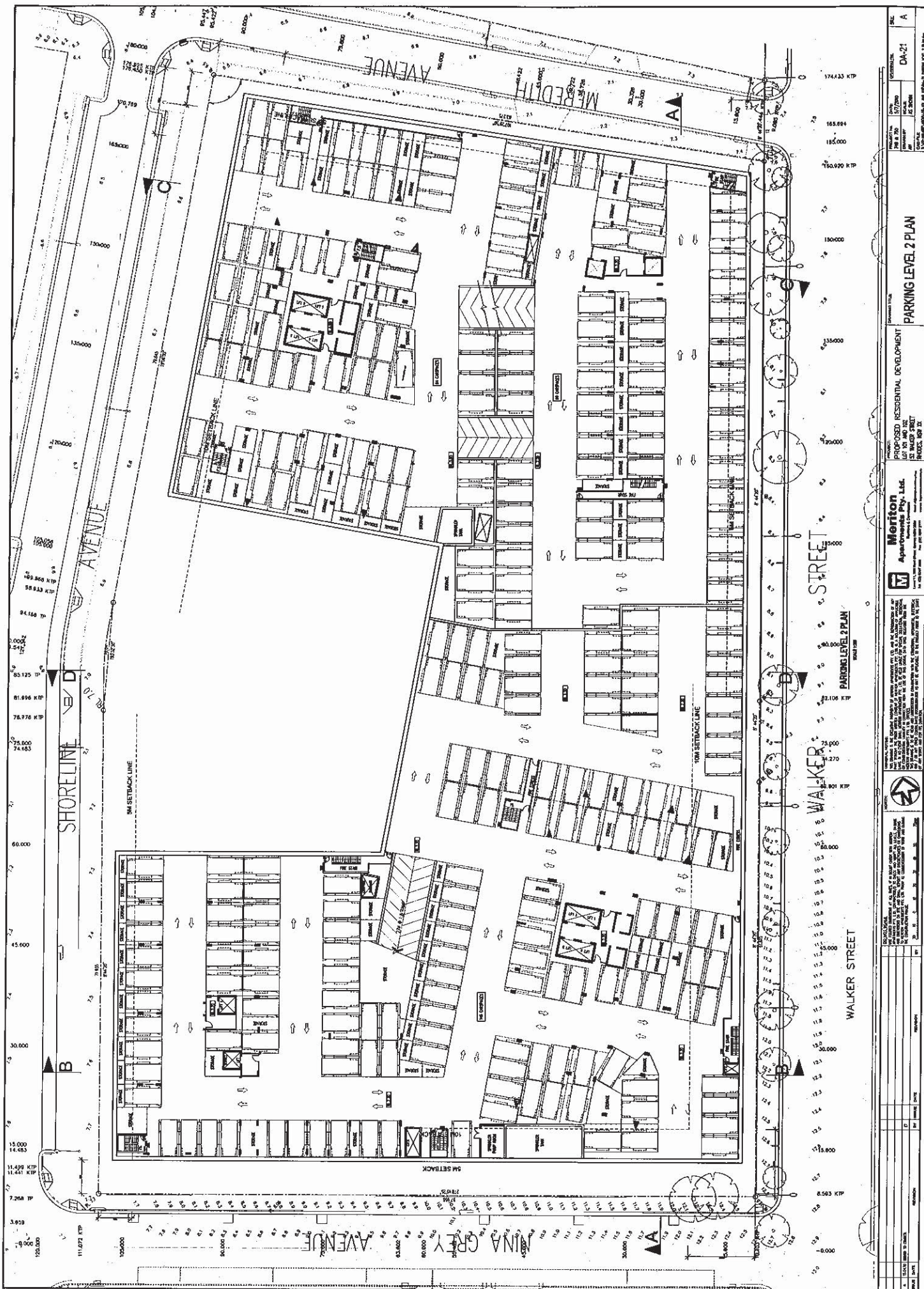
The proposed staged development scheme will comprise four building elements with a substantial central open space area. The development will comprise:

	Stage 1		Stage 2		
	Block A	Block B	Block C	Block D	Total
Studio	8	22	10	17	57
One-bed	28	49	31	51	159
Two-bed	140	22	145	16	323
Three-bed	22	-	22	-	44
Total	198	93	208	84	583

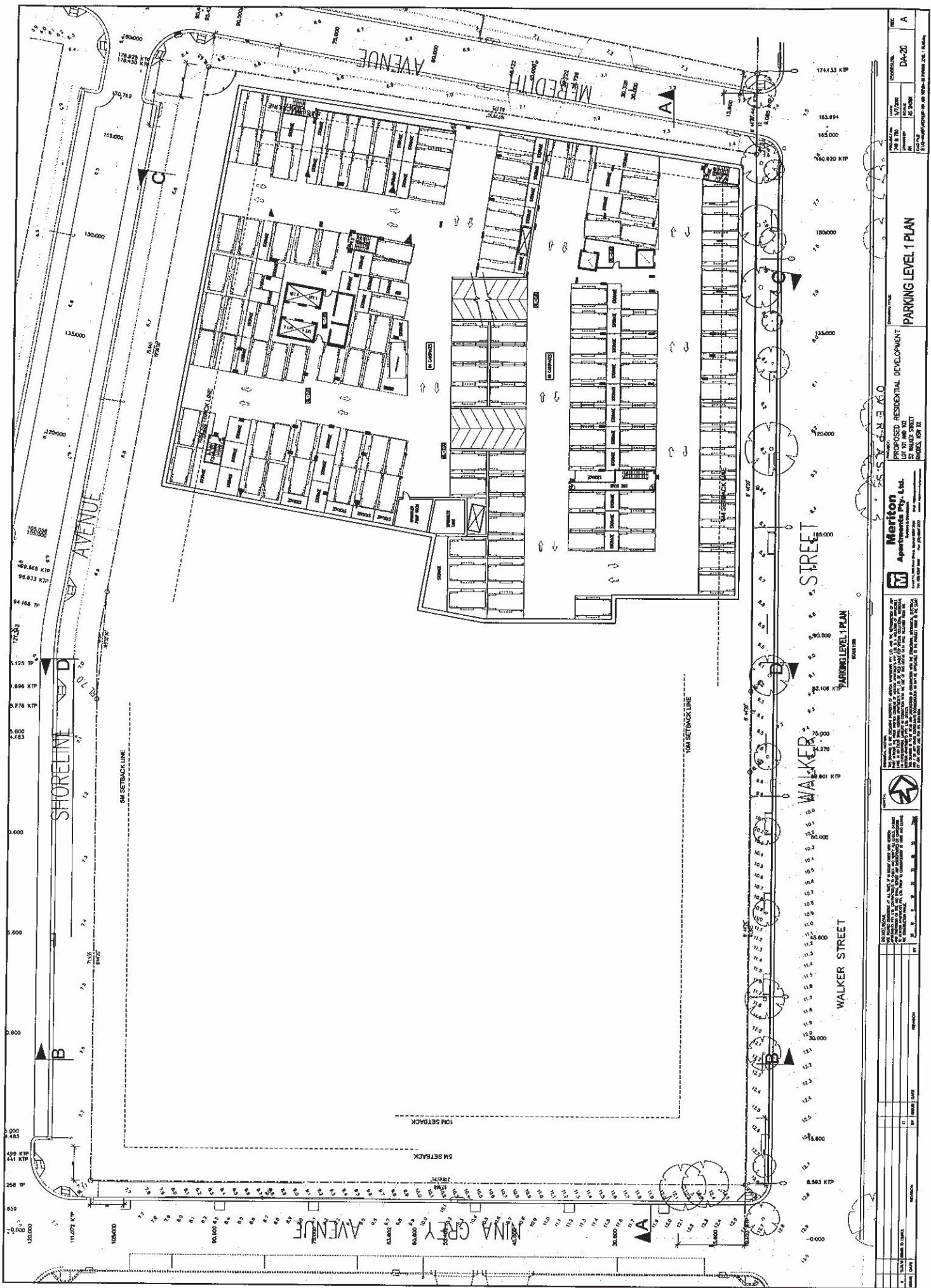
A total of 694 parking spaces will be provided in 4 basement levels with vehicle accesses located on the Meredith Avenue and Nina Gray Avenue frontages.

Architectural details of the proposed scheme are provided on the plans prepared by Meriton Apartments which accompany the Application and are reproduced in part overleaf.





PROPOSED RESIDENTIAL DEVELOPMENT		DA-21	A
Meriton Apartments Pty. Ltd.		DA-21	A
33 MARSDEN STREET		DA-21	A
BRISBANE, QLD 4000		DA-21	A
1:1000 (PLAN SCALE) 1:50 (SECTION SCALE)		DA-21	A
DATE: 10/10/2019		DA-21	A
DRAWN BY: [Name]		DA-21	A
CHECKED BY: [Name]		DA-21	A
APPROVED BY: [Name]		DA-21	A
DATE: 10/10/2019		DA-21	A



Meriton Approved Residential Development		PROJECT NO: DA-20 DATE: 1/1/2020
PROPOSED RESIDENTIAL DEVELOPMENT 100 M ² LOT AND 100 M ² LOT 100 M ² LOT AND 100 M ² LOT 100 M ² LOT AND 100 M ² LOT		
100 M ² LOT AND 100 M ² LOT 100 M ² LOT AND 100 M ² LOT 100 M ² LOT AND 100 M ² LOT		

3. ROAD NETWORK AND TRAFFIC CIRCUMSTANCES

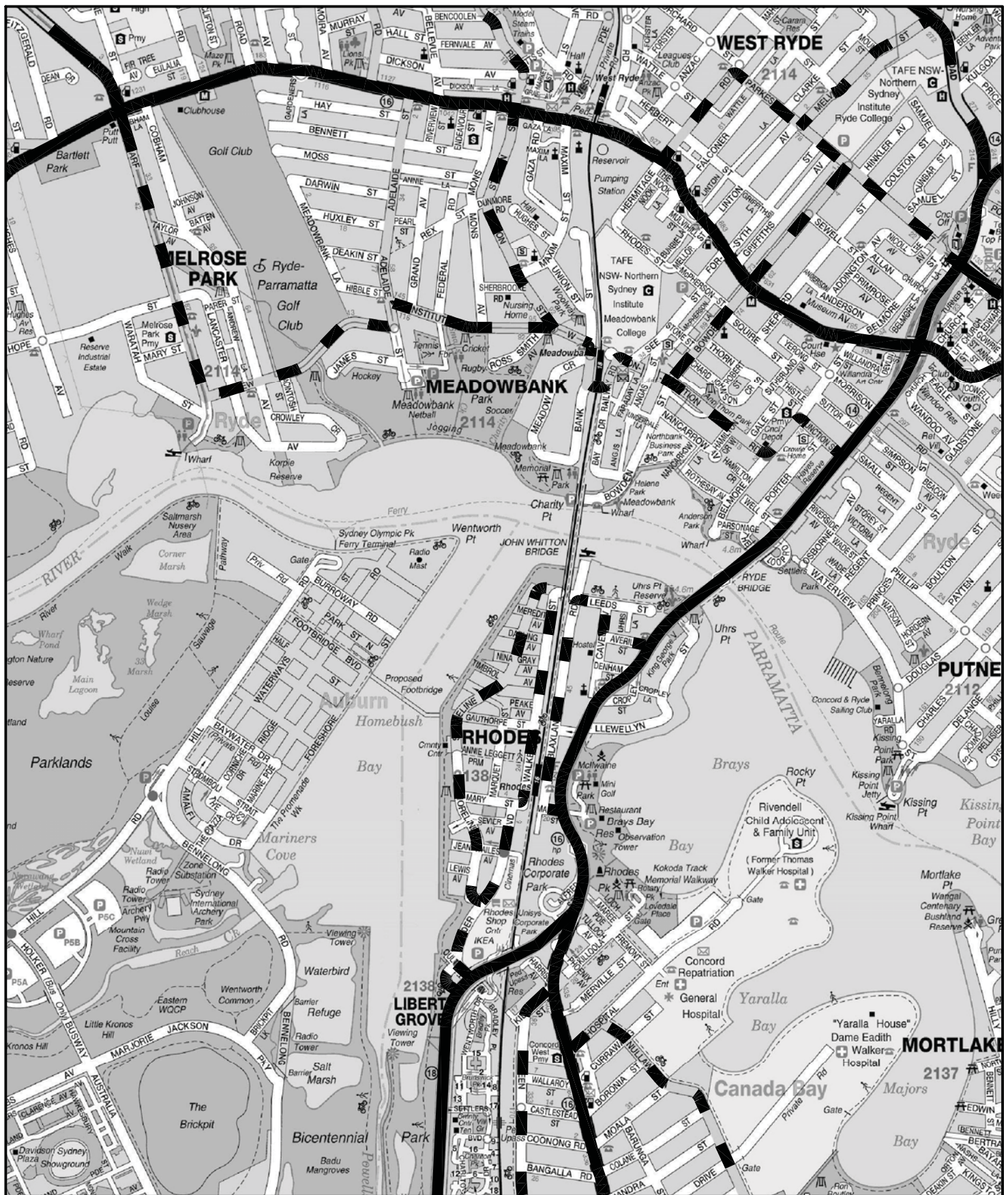
3.1 ROAD NETWORK

The existing external road network serving the peninsula (Figure 3) comprises:

- * *Concord Road – Homebush Bay Drive* - a State Road and arterial route being part of Metroad 3 linking across the metropolitan area and the important Ryde Bridge crossing of Parramatta River
- * *Concord Road South* - a State Road and sub-arterial route linking to Parramatta Road at Strathfield
- * *Averill Street – Blaxland Road* - a collector road route with a link under the railway to Walker Street
- * *Oulton Avenue* - a short collector road.

The internal road network serving the Rhodes Waterside precinct comprises:

- * the access ramp connections to/from Homebush Bay Drive
- * the 'spine' collector road route of *Oulton Avenue, Rider Boulevard, Mary Street and Walker Street*
- * the collector road route of *Shoreline Drive*
- * Meredith Avenue and Nina Gray Avenue are local access roads connecting between Walker Street and Shoreline Avenue.



LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

The traffic controls on the road system serving the site (Figure 5) includes:

- * traffic signals at the Concord Road and Averill Street intersection
- * traffic signals at the Homebush Bay Drive and Oulton Avenue intersection
- * traffic signals at the Oulton Avenue and Rider Boulevard intersection
- * traffic signals at the Concord Road and Mary Street intersection
- * roundabout at the Blaxland Road and Leeds Street intersection
- * marked footcrossing across Rider Boulevard at Shoreline Drive
- * Bus Zones on Rider Boulevard and Walker Street.

Further afield the controls include traffic signals at the Homebush Bay Drive and Oulton Avenue intersection.

3.3 TRAFFIC CONDITIONS

The existing morning and afternoon peak hour traffic flows on the arterial road system are provided on the extract from the Masterplan traffic study reproduced overleaf. These indicate flows on the Averill Street – Leeds Street – Walker Street access route of some 400 to 600 vph (two-way). The operational performance of the access intersection for the peninsula as assessed in the Masterplan Traffic Study are summarised in the following:

	AM		PM	
	LOS	AVD	LOS	AVD
Concord Road/Averill Avenue	B	18	A	<10
Concord Road/Mary Street	B	16	C	27
Homebush Drive/Oulton Avenue	A	<10	A	<10