



# **Marrickville Timber Yards**

## **Independent Transport Review**

**12 December 2024**

Department of Planning, Housing & Infrastructure

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Dear Sir/Madam

**Timberyards by RTL Co. (SSD-76927247) – Independent Transport Review**

***INTRODUCTION***

JMT Consulting was requested to undertake an independent transport review of the Transport and Accessibility Impact Assessment (TAIA) prepared by ASON Group in December 2024 for the proposed Timberyards by RTL Co. development. The site is subject of a detailed State Significant Development Application (SSD-76927247) for a diverse rental housing precinct comprising build-to-rent (BTR), co-living and affordable housing.

***PURPOSE***

The purpose of the review is to consider the suitability of the assumptions and findings supporting the TAIA supporting the proposal, with a specific focus on the following key elements:

1. Vehicle site access
2. On-site car parking provision
3. On-street parking impacts
4. Traffic generation forecasts
5. Traffic impacts on the surrounding road network

***ABOUT JMT CONSULTING***

JMT Consulting was formed in 2019 by Josh Milston to provide high quality transport planning advice to clients working in the built environment, across both the public and private sectors. Josh has developed the transport strategy for some of NSW's most significant city-shaping projects over the past 15 years and is regularly engaged by DPHI to undertake independent peer reviews for various projects across NSW. Josh was recently engaged by Transport for NSW (TfNSW) to be on the technical expert panel reviewing the update to the NSW Guide to Transport Impact Assessment document.

## SITE LOCATION AND DESCRIPTION

The site comprises a group of adjacent lots within the Inner West Council Local Government Area (LGA). The site is approximately 22,770m<sup>2</sup> in area and currently comprises primarily industrial and light industrial uses, with residential dwellings to a minor portion of the site on Farr Street (western boundary) and Victoria Road (eastern boundary). The site also has frontage to Sydenham Road to the south and Mitchell Street to the north (and encompassing a small lane off Mitchell Street).



Figure 1 Site location

Source: Ethos Urban

## INDEPENDENT TRANSPORT REVIEW

### (i) Vehicle site access

As shown in Figure 2 the site has frontage to both Sydenham Road and Victoria Road – both of which form part of the classified road network. Sydenham Road is a classified State Road and Victoria Road is a classified regional road.

Section 2.119 of the Transport and Infrastructure SEPP 2021 applies to any development with frontage to a classified road and provides as follows:

- (2) *The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—*
  - (a) *where practicable and safe, vehicular access to the land is provided by a road other than the classified road*



Figure 2 Surrounding road network hierarchy

Source: Transport for NSW

The proposal complies with the provisions of the Transport and Infrastructure SEPP 2021 by locating all vehicle access points from non-classified roads as indicated in Figure 3 – those being Farr Street and Mitchell Street. A number of access points are provided which is considered suitable to separate traffic movements from the various site users and distribute traffic movements so as to reduce the extent of conflicts.



Figure 3 Proposed vehicle site access arrangements

Source: ASON Group

Driveway widths and vehicle swept paths as detailed in the ASON Group report have been reviewed and confirmed to be acceptable and compliant with relevant guidance provided in AS2890.1.

**(ii) On-site car parking provision**

The proposal includes 278 on-site car parking spaces for the various uses of the site in accordance with the requirements of the Housing SEPP 2021 (for the BTR component) and the Marrickville DCP 2011 (for the non-residential component). A summary of the proposed parking provision is noted below:

- BTR: 238 parking spaces (including 8 accessible and 22 car share spaces)
- Retail / commercial uses: 33 parking spaces (including 1 accessible and 2 drop off spaces)
- RTLco. staff car spaces: 7 parking spaces (including 2 accessible)

Noting the car parking provision is consistent with relevant planning controls it is considered appropriate to accommodate expected demands. Within the residential car parking allocation there are to be 22 privately operated car share spaces. These car share spaces will provide additional transport options to residents who may not own a car and support travel to destinations not well serviced by public transport.

**(iii) On-street parking impacts**

It is noted that the current site comprises of approximately 22 driveway crossovers in total. The proposal reduces the number of driveways down to 3 and therefore can facilitate the introduction of additional on-street car parking spaces. This will provide a positive outcome for users of the surrounding area and offer additional on-street parking opportunities. The significant reduction in the number of driveway crossovers will also support a vastly improved pedestrian environment along the streets fronting the subject site through the removal of existing vehicle conflict points.

**(iv) Traffic generation forecasts**

The traffic generation forecasts adopted by ASON Group are considered to be robust and more conservative when compared to standard guidance provided by TfNSW in the recently released Guide to Transport Impact Assessment (GTIA) document. Specifically for the BTR component a traffic generation rate of 0.30 vehicles / parking space has been adopted – double the recommended rate in the GTIA.

Retail traffic generation is based on average expected vehicle turnover of 45 minutes for every car parking space. Given the relatively constrained parking environment within the site this approach is considered suitable, with the majority of retail trips expected to serve the local population rather than act as 'destination' retail.

One element not considered by ASON Group which would significantly reduce the extent of additional traffic generation is the existing traffic movements generated by the current site uses. The existing industrial site uses would already generate a significant amount of traffic (including trucks) throughout the day – based on the site area JMT Consulting estimates this could amount to over 100 vehicles during peak hours. This level of peak hour traffic generation is generally equivalent to that forecast by the proposed site uses – therefore negating any traffic impacts of the development. The traffic assessment and modelling has not allowed for any discount of existing traffic from the subject site – therefore providing a highly conservative road network performance scenario.

**(v) Traffic impacts**

SIDRA Network traffic modelling has been provided within the TAIA which outlines the projected impacts on the key intersections surrounding the site, those being:

- Sydenham Road/ Victoria Road
- Sydenham Road/ Farr Street
- Victoria Road/ Mitchell Street
- Sydenham Road/ Fitzroy Street

The use of SIDRA Network, which considers the operation of intersections collectively (including upstream and downstream queuing impacts) is considered appropriate given the scale of the proposal.

JMT Consulting has reviewed the traffic modelling which indicates that all intersections would generally operate acceptable Level of Service ‘C’ or better during both all peak hours. The exception to this is the Sydenham Road / Fitzroy Street intersection, however the modelling importantly demonstrates little change in intersection operation at this location as a result of the development proposal.

JMT Consulting has reviewed the traffic modelling results presented in Table 8 and Table 17 of the TAIA and combined this information into a single table – see below. The comparative assessment demonstrates intersection level of service remains largely unchanged compared to current conditions when considering the increased level of traffic generated by the proposal. As previously discussed however the extent of traffic impacts reported by ASON Group is likely to be greater than that experienced in reality, given the traffic modelling completed has not discounted the existing traffic movements generated by the current site uses.

Intersection	EXISTING		FUTURE
	Peak	LoS	LoS
Sydenham Road/ Victoria Road	AM	C	C
	PM	C	C
	SAT	C	C
Sydenham Road/ Farr Street	AM	A	A
	PM	A	A
	SAT	A	A
Victoria Road/ Mitchell Street	AM	B	C
	PM	B	C
	SAT	B	B
Sydenham Road/ Fitzroy Street	AM	F	F
	PM	D	D
	SAT	F	E

Figure 4 Change in intersection operation

Source: ASON Group, modified by JMT Consulting

## CONCLUSION

This independent transport review has been carried out by JMT Consulting to consider the transport related for the proposed Timberyards by RTL Co. development. The site is subject of a detailed State Significant Development Application (SSD-76927247) for a diverse rental housing precinct comprising build-to-rent (BTR), co-living and affordable housing. Key findings of the review are as follows:

- The adopted vehicle access strategy is considered appropriate given the proposed driveway locations away from classified roads of Sydenham Road and Victoria Road. The access strategy provides for good separation of vehicle activity based on uses proposed within the site and will assist in managing the traffic impacts of the proposal.
- The proposed level of on-site car parking complies with relevant planning controls and is considered appropriate to accommodate expected demands. The 22 car share spaces proposed within the residential component of the development will offer residents a viable alternative to car ownership.
- The proposal will result in an improved environment for on-street car parking through the reduction in the number of vehicle crossovers from 22 down to 3. This will also provide for an improved pedestrian environment on the streets fronting the site due through the removal of existing vehicle conflict points,
- The traffic generation and road network analysis undertaken in support of the proposal is considered robust and conservative, particularly given the analysis does not take into consideration the existing level of traffic generated by current site uses. The traffic modelling undertaken has been reviewed and deemed to be suitable to assess the impacts of the proposal. The modelling indicates intersection level of service remains largely unchanged compared to current conditions when considering the increased level of traffic generated by the proposal

In the above context this independent review has concluded that, subject to the implementation of various measures outlined in the Transport and Accessibility Impact Assessment, the impacts of the development can be appropriately managed and the proposal is considered acceptable.

Please do not hesitate to contact the undersigned should you require any further information.

Regards



**Josh Milston**

Director | JMT Consulting

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