

CROWN LANDMARK PTY LTD

TRAFFIC REPORT FOR SECTION
75W MODIFICATIONS TO
PROJECT APPROVAL FOR MIXED
USE DEVELOPMENT,
134 – 140 HUNTER STREET,
PARRAMATTA

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I. INTRODUCTION

I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Crown Landmark Pty Ltd to prepare a report examining the traffic implications of Section 75W modifications to the Project Approval (MP09_0167) for the mixed use development at 134 to 140 Marsden Street, Parramatta. The site has frontage Hunter Street, Macquarie Street and Marsden Street, as shown in Figure I.

I.2 Project Approval was granted by the Planning Assessment Commission on 28 October 2011 for the construction of a 26 storey mixed use development. Two Section 75W modifications to the original approval have subsequently been approved. The approved development comprises:

- ❑ 477 residential units;
- ❑ 42 serviced apartments;
- ❑ some 822m² GFA of retail area;
- ❑ some 313m² GFA of archaeological interpretation centre;
- ❑ some 300m² GFA of conference/meeting rooms;
- ❑ some 170m² GFA of pre-function area; and
- ❑ some 566 parking spaces.

I.3 The proposed modifications include:

- ❑ 590 residential units;
 - ❑ some 1,440m² GFA of retail area (including some 340m² of bar area);
 - ❑ some 400m² GFA of archaeological interpretation centre;
 - ❑ no change to the approved conference/meeting rooms and pre-function area;
 - ❑ some 570 parking spaces.
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- I.4 The implications of the proposed modifications are assessed in the following chapter.

2. IMPLICATIONS OF PROPOSED MODIFICATIONS

2.1 Our assessment of the implications of the proposed Section 75W modifications is set down through the following sections:

- ❑ site location and road network;
- ❑ approved development;
- ❑ proposed modifications;
- ❑ parking provision;
- ❑ access, internal circulation and servicing;
- ❑ traffic generation and effects; and
- ❑ summary.

Site Location and Road Network

2.2 The site is located on the western side of Marsden Street, between Hunter Street and Macquarie Street in the Parramatta CBD, as shown on Figure I. The site has frontage to Hunter Street, Marsden Street and Macquarie Street.

2.3 Parramatta bus/rail interchange is located some 400 metres to the east of the site and Westfield shoppingtown is located some 150 metres south of the site. Parramatta Park is located north west of the site.

2.4 Hunter Street is located on the southern boundary of the site. Past the site it provides one traffic lane in each direction with kerb side (metered) parking provided clear of intersections. West of O'Connell Street, Hunter Street becomes

one-way (westbound). The intersections of Hunter Street with Marsden Street and O'Connell Street are traffic signal controlled.

- 2.5 Marsden Street is located on the eastern boundary of the site. In the vicinity of the site it provides a four lane undivided carriageway with no on-street parking. It provides two northbound lanes, one southbound lane and a right turn lane (southbound) into Hunter Street. The intersection of Marsden Street and Macquarie Street is traffic signal controlled.
- 2.6 Macquarie Street is located on the northern boundary of the site. It is one-way (westbound) with three traffic lanes and kerb side (metered) parking provided clear of intersections.
- 2.7 O'Connell Street is located to the west of the site. South of Macquarie Street, O'Connell Street is one way (southbound) with four traffic lanes and no on-street parking. North of Macquarie Street, O'Connell Street provides for two-way traffic.

Approved Development

- 2.8 Project Approval (MP09_0167) was granted by the Planning Assessment Commission on 28 October 2011 for the construction of a 26 storey mixed use development. Two Section 75W modifications to the original approval have subsequently been approved. The approved development comprises:
- ❑ 477 residential units;
 - ❑ 42 serviced apartments;
 - ❑ some 822m² GFA of retail area;

- ❑ some 313m² GFA of archaeological interpretation centre;
- ❑ some 300m² GFA of conference/meeting rooms;
- ❑ some 170m² GFA of pre-function area; and
- ❑ some 566 parking spaces.

Proposed Modifications

2.9 The proposed Section 75W modifications to the Project Approval include:

- ❑ 590 residential units;
- ❑ some 1,440m² GFA of retail area (including some 340m² of roof top bar area);
- ❑ some 400m² GFA of archaeological interpretation centre;
- ❑ no change to the approved conference/meeting rooms and pre-function area;
- ❑ some 570 parking spaces.

2.10 The residential component of the development comprises 85 studio units, 308 one bedroom units, 179 two bedroom units and 18 three bedroom units. Seven of the three bedroom units will have dual keys.

2.11 In accordance with the approved development, vehicular access to the basement car park and to the on-site service vehicle area will be provided from a combined entry/exit driveway onto Hunter Street.

Parking Provision

2.12 Parking requirements for new developments within Parramatta CBD are set out in the City Centre LEP 2007. Council has typically applied these rates as a

maximum provision in order to reduce traffic within the CBD. LEP 2007 sets out the following rates:

- ❑ residential (tenants) - one spaces per 1, 2 and 3 bedroom units;
- ❑ residential (visitors) - one space per 5 units;
- ❑ retail/shops - one space per 30m²GFA.

2.13 With regards to the conference area, the PCC LEP 2007 does not have a specific requirement. However, the RMS Guide to Traffic Generating Developments suggests a parking requirement of 15 spaces per 100m² of function area.

2.14 With regards to the interpretation centre, we have adopted Council's commercial parking rate of one space per 100m² GFA.

2.15 With regards to the bar area (some 340m²), we have adopted Council's restaurant parking rate of one space per 10m² GFA.

2.16 Application of these rates, results in a maximum parking provision of 796 spaces. The proposed development will provide 574 spaces, in accordance with Council's maximum allowance.

2.17 In addition to car parking, the approved development included 10 motorcycle parking spaces. The proposed modified development will provide 14 motorcycle parking spaces.

2.18 Council's DCP has the following rates for bicycle parking:

- ❑ one bicycle spaces per 200m² of business, office and retail premises; and
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- one bicycle spaces per two dwelling.

2.19 In accordance with the approved development, bicycle parking for the residential component of the development will be provided within the storage areas for the residential units. In addition, a further 64 bicycle parking spaces will be provided on Level B1 for use by some the residential units and the business, office and retail premises.

Access, Internal Layout and Servicing

2.20 No changes are proposed to the vehicular access arrangements onto Hunter Street and to the on-site loading area. The access arrangements and on-site loading area will be provided in accordance with the Australian Standard for Parking Facilities Part 1: Off-street car parking (AS2890.1-2004) and Part 2: Commercial vehicle facilities (AS2890.2-2002).

2.21 Car parking for the proposed development will be provided in basement levels. The basement levels will be linked to the proposed Hunter Street access driveway via internal ramps. Within the basement levels, parking space dimensions, aisle widths, ramp widths, ramp grades and transitions, column locations and height clearances will be provided in accordance with the Australian Standard for Off-street car parking facilities (AS2890.1-2004) and for Off-street parking for people with disabilities (AS2890.6-2009).

Traffic Generation and Effects

2.22 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 RMS guidelines suggest a traffic generation of 0.24 vehicles per unit per hour in the morning and afternoon peak periods. With 590 residential units this equates to a traffic generation of some 140 vehicles per hour two-way in the peak periods.

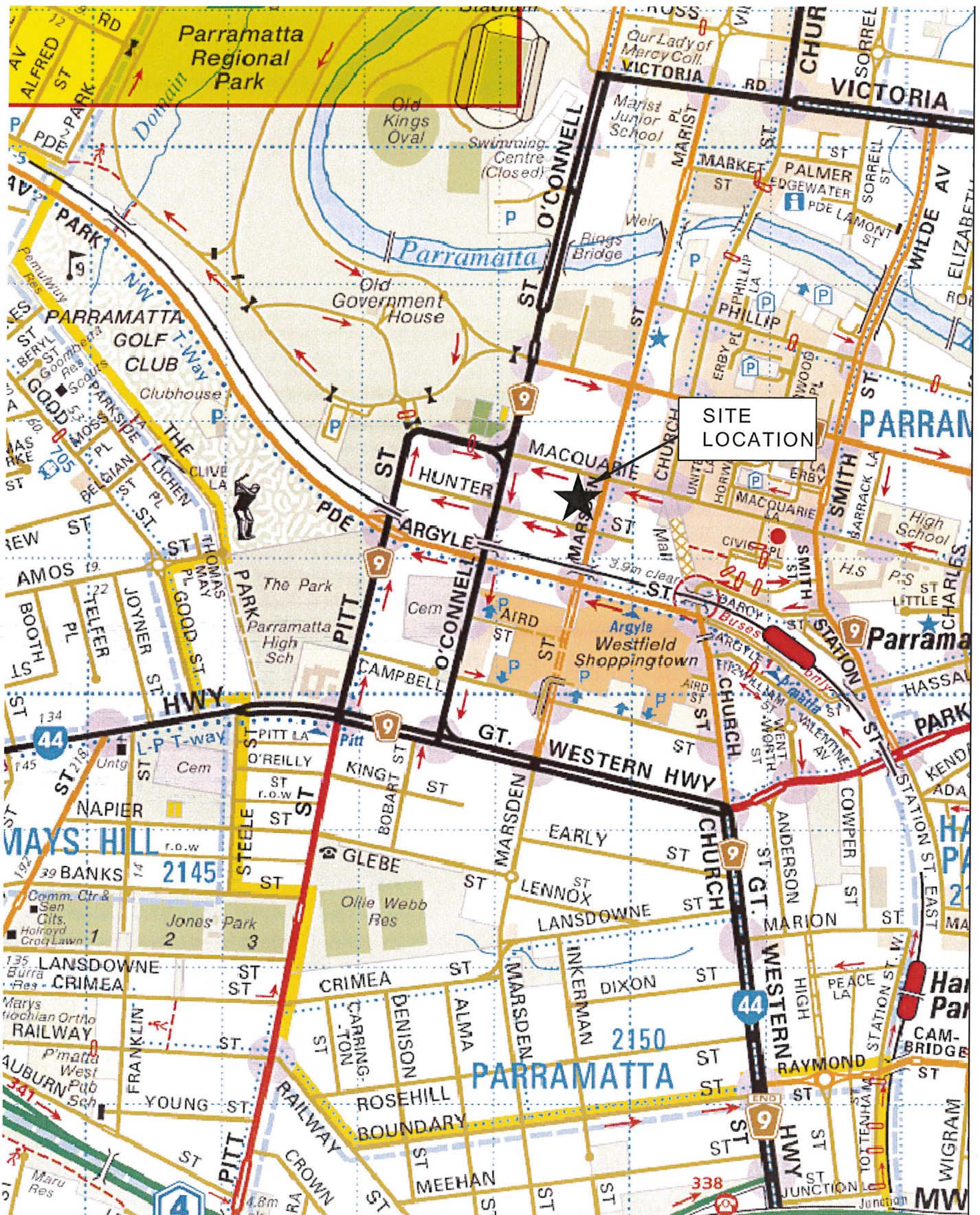
- 2.23 With regards to the conference area and pre-function area, the peak activity will be during Friday and Saturday evenings and hence will not coincide with the morning and afternoon on-road peak periods. Guests attending functions would use on-site parking or public parking within the CBD. Alternatively guests could travel to/from the site by taxi and/or public transport.
- 2.24 The conference and pre-function facilities are expected to be used by groups of up to 100 guests during the Friday and Saturday evening periods. During the morning and afternoon peak periods the function facilities are expected to be used by smaller groups of up to 50 to 60 guests. Functions of 50 to 60 guests would be expected to generate some 20 vehicles per hour two-way during the morning and afternoon peak periods.
- 2.25 With regards to the retail and the archaeological interpretation centre, applying the RMS traffic generation rates for specialty retail and for commercial office results in a traffic generation of some 50 to 60 vehicles per hour two-way during peak periods.
- 2.26 With regards to the roof top bar area (some 340m²), this will operate during evenings with its peak activity during Friday and Saturday evenings. Hence, the bar area will not generate traffic during the morning and afternoon peak periods.
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- 2.27 Thus the proposed development would generate some 210 to 220 vehicles per hour two-way during the morning and afternoon peak periods. For the purpose of assessing the traffic effects of the proposed development the higher generation of 220 vehicles per hour two-way has been adopted.
- 2.28 By way of comparison the approved mixed use development would generate some 170 to 190 vehicles per hour two-way during the morning and afternoon peak periods. The proposed modifications will therefore generate a modest increase in traffic generation of some 30 additional vehicles per hour two-way during peak periods compared to the approved development.
- 2.29 The additional 30 vehicles per hour two-way, during the morning and afternoon peak periods, would result in increases of some 10 to 15 vehicles per hour two-way on Hunter Street, Marsden Street and O'Connell Street during these periods. This is equivalent to only one vehicle every four to six minutes during peak periods on these roads.
- 2.30 Such a small increase in traffic would not affect the operation of the surrounding road network. Our previous report found that intersections in the vicinity of the site will continue to operate at a satisfactory or better level of service during peak periods.

Summary

- 2.31 In summary, the main points relating to the transport implications of the proposed Section 75W modifications are as follows:
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- i) the proposed development would increase residential and employment densities close to existing public transport services;
- ii) parking provision is considered appropriate;
- iii) access, internal layout and servicing will be provided in accordance with the Australian Standards;
- iv) the proposed modifications would result in only minor increases in traffic on surrounding roads, compared to the approved development, equivalent to an average of one vehicle every three to four minutes on Hunter Street, Marsden Street and O'Connell Street at peak times; and
- v) the surrounding road network and intersections in the vicinity of the site will continue to operate at a satisfactory or better level of service during peak periods.



Location Plan