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Traffic and Parking Statement for Proposed Mixed Use Development at No. 349-457 Beamish St, Campsie.

1. Introduction

ANA CIVIL Pty Ltd has been engaged by the applicant to provide Council with an assessment of the potential traffic and parking implications of modified architectural plans (S4.56) for the proposed mix used development at 349-457 Beamish St, Campsie.

This assessment has been undertaken with reference to modified plans prepared by URBAN LINK, Project No 20-135 REV.F dated 16/03/2022 for S.4.56. The application was previously approved, on 11/08/2017.

2. Summary list of amendments made in the modified architectural plans for S.4.56

- Increase of floor to floor of 5 residential levels to 3.1m (750mm) increase.
- Increase fire stair to accommodate higher floor to floor.
- Minor amendments to apartments 4, 14, 23, 32, 40 as well as 8, 18, 27, 35 & 43 as a consequence of the stair size increase.
- Reduction of overall number of apartments from 47 to 45.
- Reduction of the overall proposed GFA
- Deletion of 2 car spaces in B2.
- Amalgamation of 2 x 1B apartments on level 4 into a single 3 bedroom (Unit 33 of the proposed).
- Level 5 changes as they stand have been amended from 4 x 1 bedroom & 5 x 2 bedroom to 3 x 1 bedroom & 5 x 2 bedroom.
- Slight increase in lift shaft size (100mm).
- GFA comparison on the cover sheet. There has been a total reduction of 62m².
- Solar and shadow:
 - o Shadow studies have been amended to show the approved vs proposed hour by hour. The area of COS for the neighbouring property has been compared- DA1402.

- Views from the sun have been amended to show the extents of the existing neighbouring development. There are instances where the apartment was not previously receiving solar with the approved and are now achieving it.
- Storage has been added to all apartments to meet the minimum volume as per the ADG.
- Balcony depths and areas have been reviewed and amended. DA-1410.

3. Land Uses for the mixed-use development according to modified plans

Residential:

- 2 studio apartments
- 13 one-bedroom apartments
- 23 two-bedroom apartments including 5 adaptable units
- 7 three-bedroom apartments
- 43 car spaces allocated for residential use and 1 car wash bay
- 15 bicycle spaces

Commercial:

- 744 m²
- 23 car spaces allocated for commercial use
- 3 bicycle spaces

The modified plans proposed totally 47 residential units, 744 m² of commercial floor space and 69 car parking spaces including 1 car wash bay and 5 accessible car spaces.

Vehicle access and egress is via Unara Lane.

4. Parking considerations

The car parking requirements for residential developments are presented in *Canterbury City Council's Development Control Plan* with the car parking rates as follows:

Residential (Cars)

- 0.25 car spaces per studio apartment
- 0.8 car spaces per one-bedroom apartments
- 1 car space per two-bedroom apartments
- 1 car space per three-bedroom apartments

Residential (Bicycles)

- 1 bicycle space per 5 apartments for residents
- 1 bicycle space per 10 apartments for visitors

Commercial

- 3 car spaces per 100 m2 of commercial floor space

Below is the comparison between proposed parking spaces of modified architectural plans and requirements by *Canterbury Council's Development Control Plan*

CAR PARKING SCHEDULE			
FOR B2 ZONE - LARGE CENTRES			
UNITS	RATE	REQUIRED	PROPOSED
RESIDENTIAL (40 UNITS) NON - ADAPTABLES			
STUDIO (2)	0.25 SPACE / 1 UNIT	0.5	1
1 BED (13)	0.8 SPACE / 1 UNIT	10.4	11
2 BED (18)	1 SPACE / 1 UNIT	18	18
3 BED (7)	1 SPACE / 1 UNIT	7	8
ADAPTABLE UNITS (5 UNITS)			
2 BED (5)	1 SPACE / 1 UNIT	5	5
VISITORS	NOT REQUIRED	0	0
COMMERCIAL (744m ²)			
(120m ² - 1000m ²)	1 SPACE / 33m ²	23	23
CARWASH BAY		1	1
TOTAL		65	67
BICYCLE SCHEDULE			
FOR B2 ZONE - LARGE CENTRES			
UNITS	RATE	REQUIRED	PROPOSED
RESIDENTIAL (45 UNITS)	1 SPACE / 5 UNIT	9	10
VISITORS (45 UNITS)	1 SPACE / 10 UNIT	4.5	5
COMMERCIAL	1 SPACE / 300m ²	2.5	3

It can be seen that the proposal provides the parking spaces at the required rates as per *Canterbury City Council's Development Control Plan*. The proposal also provides compliant bicycle spaces at the required rate.

In addition, the proposed mixed use development classified as building class 6 according to Disability (Access to Premises – Buildings) Standard 2010. It requires 1 disabled parking space of every 50 carparking spaces. The proposal meets the requirement of Disability (Access to Premises – Buildings) Standard 2010 by providing 5 disabled parking spaces.

5. Proposed Traffic Condition

We have reviewed the modified architectural plans prepared by URBAN LINK, Project No 20-135 REV.F dated 16/03/2022, the previously approved plans, and traffic and parking impact report by Motion Traffic Engineers for the approved plans.

We noted that the updated plans generate less trip compared to the approved plans (which assessed by Motion Traffic Engineers) by reducing number of residential units.

With reference to parking impact report by Motion Traffic Engineers, we conclude that modified plans (S4.56) results in no increase to the peak hour traffic volumes on surrounding roads compared to the approved plans.

6. Proposed Off-Street Parking Area Layout

a) Geometric Layout of Parking Modules

The proposed geometric layout of the off-street parking modules have been checked and are in accordance with the requirements of AS2890.1 (Parking Facilities-Off Street Parking), AS2890.6 (Parking facilities Off-street parking for people with disabilities).

Feature	AS2890.1/AS2890.6 Requirement	Proposed	Conforms To Standard
Parking Space	5.4m x 2.4m longer term car spaces Additional 300mm when adjacent a wall 5.4m x 2.4m plus 5.4m x 2.4m zone for disabled spaces	5.4m x 2.4m longer term car spaces Additional 300mm when adjacent a wall 5.4m x 2.4m plus 5.4m x 2.4m zone for disabled spaces	Yes
Aisle Width	5.8m min	5.8m	Yes
Blind Aisle	1m	Not applied	Not applied
Driveway Width	Driveway Category 1 d/w =3m-5.5m Driveway Category 2 d/w =6m-9m	Category 1 driveway 5.5m	Yes

b) Minimum Line of Sight

As per Figure 3.3 ‘Minimum Sight Lines for Pedestrian Safety’ of AS2890.1 (Parking Facilities-Off Street Parking), a triangular area with 2.5m (adjacent to the driveway) by 2.0m (adjacent to the street) will be kept clear of obstructions to visibility. Sight triangles have been accommodated on the primary entry driveway crossing along the Unara Lane frontage. The entry driveways cross a pedestrian footway and therefore satisfy the pedestrian minimum line of sight.

c) Swept Path Analysis & Vehicle Size

A swept path analysis has been carried out. Swept paths have been provided to show a B99 vehicle successfully parking in the Off Street Parking facility at the proposed development parking space.

The swept path analysis for B99 vehicles entering and exiting the parking area driveway has been checked and is deemed to be compliant with AS2890.1 Off Street Parking Facilities.

7. Conclusion

This statement has examined the existing traffic volume, traffic characteristics and parking requirements with the potential traffic and parking implications of modified plans (S4.56) for the proposed mixed use at No. 349-457 Beamish St, Campsie.

In conclusion, the proposed development will not have a negative impact to the existing traffic network, nor will it have any unacceptable parking implications.

Should you require any help or further explanations, please do not hesitate to contact us.

Yours faithfully,



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