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**5-9 Benaroon Road,
Belmore 2192**

Change of use to place of public worship

PARKING AND TRAFFIC IMPACT ASSESSMENT



Client: Mr William Poveda
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Contents

1.1	BACKGROUND	3
1.2	PURPOSE OF THIS REPORT	3
1.3	REFERENCES.....	3
2	EXISTING CONDITIONS	4
2.1	EXISTING ROAD NETWORK.....	5
2.2	EXISTING PARKING ENVIRONMENT	6
2.2.1	<i>Existing off street parking</i>	6
2.2.2	<i>Existing on street parking</i>	6
2.3	PUBLIC TRANSPORT	7
2.3.1	<i>Train Services</i>	7
2.3.2	<i>Bus Services</i>	7
3	DEVELOPMENT PROPOSAL	9
3.1	PROPOSED DEVELOPMENT.....	9
3.2	SCHEDULE OF CHURCH ACTIVITIES AND TIMES	9
3.3	VEHICLE ACCESS AND CAR PARK	9
4	PARKING IMPACT ASSESSMENT	10
4.1	PARKING REQUIREMENTS	10
4.1.1	<i>Carpark requirement</i>	10
4.1.2	<i>Bicycle parking requirement</i>	13
4.2	PROVISIONS OF DROP OFF AND PICK UP	14
4.3	LOADING AND SERVICING PROVISIONS	14
5	TRAFFIC IMPACT ASSESSMENT	15
5.1	TRAFFIC GENERATION	15
5.2	TRAFFIC IMPACT.....	15
6	CONCLUSION	16
ANNEXURE 1: ARCHITECTURAL PLAN.....		ERROR! BOOKMARK NOT DEFINED.
ANNEXURE 2: CORRESPONDANCE		ERROR! BOOKMARK NOT DEFINED.

Introduction

1.1 Background

Saluq Traffic Engineering was commissioned by Mr William Poveda to provide a Parking and Traffic impact assessment for the change of use to the existing warehouse at 5-9 Benaroon Road, Belmore 2197.

1.2 Purpose of this report

This report sets out an assessment of the traffic and parking impact of the proposed development, including consideration of the following;

- i. Description of the existing parking conditions surrounding the site;
- ii. Description of the development proposal;
- iii. Suitability of the proposed access arrangements for the site
- iv. Adequacy of the car parking supply to accommodate car parking requirements of Canterbury Bankstown Council
- v. Assess the parking and traffic impact resulting from the proposed development and make recommendations where appropriate.

1.3 References

In preparing this report, reference has been made but not limited to the following:

- An inspection of the site and its surrounds
- Sydney UBD, Google Maps and Nearmap
- Canterbury Bankstown's Development Control Plan 2021 and Driveway procedures manual
- Canterbury Bankstown Council Pre – lodgement meeting letter (File ref: PAN-445418)
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Roads and Maritime Services Guide to traffic Generating Developments and Technical Direction
- Austroads Guide to Traffic Management
- Other documents and data as referenced in this report.

2 Existing Conditions

The subject site is legally described as Lots C,D,E/1/13891 and is known as 5-9 Benaroon Road, Belmore NSW 2192. The property comprises of three (3) tenancies and basement car parking below. A childcare centre occupies the upper levels of the building. The site is located on a local road being Benaroon Road, Belmore NSW 2192.



Figure 2.1: site location

The zoning of the existing location under Canterbury Bankstown Local Environmental Plan 2023 is in IN2 Light Industrial. The immediate surrounding context is of comprises of a mixture of industrial IN2 bound by Benaroon Road and Lakemba and the remainder forming residential uses.



Figure 2.2: Zoning Map

2.1 Existing Road Network

The existing road network and existing traffic controls in the vicinity of the site are as follows:

- Benaroon Road: Is a local road under the care and control of Canterbury Bankstown Council. The road configuration generally consists of a two way undivided carriageway with majority of it being one lane in each direction. The current speed limit is 50km/h and there is an existing roundabout at its intersection with Lakemba Street.
- Kennedy Avenue: Is a local road under the care and control of Canterbury Bankstown Council. The road configuration generally consists of a two way undivided carriageway with majority of it being one lane in each direction. The current speed limit is 50km/h
- Eulda Street: Is a local road under the care and control of Canterbury Bankstown Council. The road configuration generally consists of a two way undivided carriageway with majority of it being one lane in each direction. The current speed limit is 50km/h
- Lakemba Street: Is a regional road under the care and control of Canterbury Bankstown Council. The road configuration generally consists of a two way undivided carriageway with majority of it being one lane in each direction. The current speed limit is 50km/h. There is currently a round about at the intersection of Benaroon Road

2.2 Existing Parking Environment

2.2.1 Existing off street parking

As part of a previously approved Development application, there is an existing 22 car parking basement parking garage provided for 5-9 Benaroon Road.

2.2.2 Existing on street parking

A review of permissible on street parking within the vicinity of the proposed development was carried out.

It was found:

Along Benaroon Road, adjacent to the proposed development from the intersection of Lakemba Street there that there is currently two (2) 15 minute parking spaces that accommodate a single vehicle each and is separated by “No Parking” zone which is a driveway to 5-9 Benaroon Road. 15 minute parking is permitted between the hours of 6am – 10pm 7 days.

Across the road, on the other side of Benaroon Road, there is currently an exiting 1 hour parking restriction. This is approximately 28m in length and has a layback in the middle of it. The layback does not lead into a garage or driveway within the property adjacent to the 1 hour parking. This 1 hour parking restriction is between the hours of 8:30am – 6pm, Monday to Friday.

Outside of these timed restrictions Benaroon Road, is unrestricted parking.

Along Lakemba Street, Kennedy Avenue and Eulda Street, unrestricted parking is currently present and are available for parking.

2.3 Public Transport

2.3.1 Train Services

Lakemba Railway Station is located approximate 850m from the proposed development site. Lakemba is on the T3 Bankstown Line, with services running to and from Liverpool or Lidcombe to city via Bankstown with various stopping patterns and times, Monday through to Sunday.



Figure 2.3: Train network map

2.3.2 Bus Services

The subject site can be accessed by an existing bus service with bus stops directly adjacent to the property as well as across the road of Benaroon Road. The service being the following:

- 450 – Strathfield to Hurstville

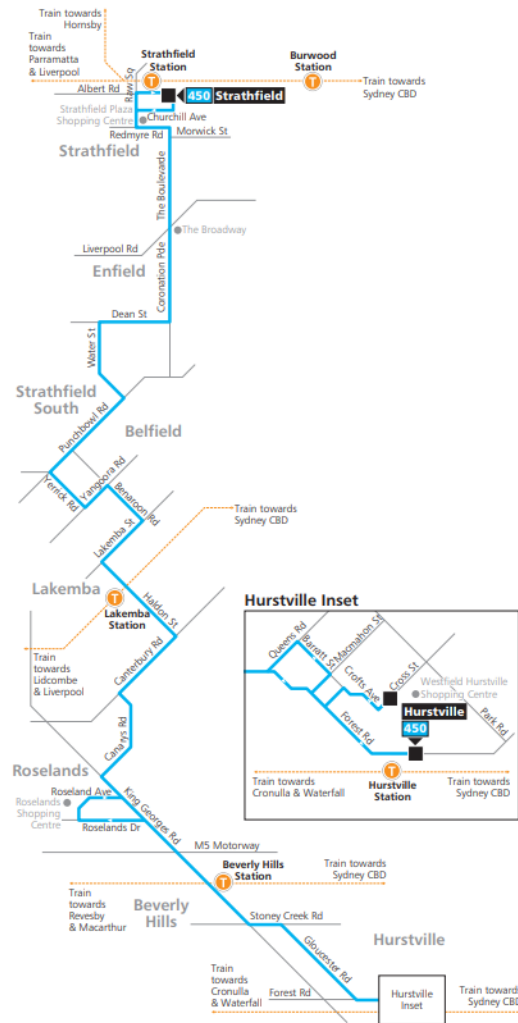


Figure 2.4: Bus network map

3 Development Proposal

3.1 Proposed Development

It is understood that proposal seeks the change of use of the existing site to provide a Worship space for prayer services (mass). The extent of the works relate to a ground floor tenancy. This is accessed from the front western frontage.

3.2 Schedule of Church Activities and Times

The proposal will only hold mass on the premises. There will be no other activities held on the premises before or after the mass or on any other day.

The table below is the schedule of the proposed times for the mass held within the property.

Criterion	Proposed times
Hours of Operation	Monday-Friday: 7:00pm-8:30pm, Saturday: 5pm-6:30pm Sunday: 10am-11:30am.

Table 3.1: Schedule table

The proposed hours of operation does not operate when any other tenant of 5-9 Benaroon Road is operateing. The other businesses are closed and non operating. There is no conflict between them.

3.3 Vehicle access and Car park

The location of the existing basement carpark access is located underneath the property. The existing entrance driveway to the basement car park is located on the northern side of the property with a driveway leading directly into basement car park. The exit driveway is located on the southern side.

The existing driveway has been previously approved and allocated parking has been provided. The change of use development proposed to use the existing car park allocated to it along with sharing the approved child cares parking. Correspondence from the child care has been provided in Appendix 2 showing permission, allowing for the use of their 15 parking spaces as it does not affect their use during the times of the mass.

It should be noted that there is a boom gate that should be installed as part of the approved car park design. Should the boom gate be installed, the boom gate will be left up and not lowered at the end of the child cares shifts to allow the patrons of the proposed church to park.

4 Parking impact assessment

4.1 Parking Requirements

The car parking rate for development types are outlined in Canterbury Bankstown Council Development Control Plan 2023, Chapter 3.2.

4.1.1 Carpark requirement

A review of the car parking requirement rates in a DCP parking requirement as summarised in Table 5.1.

Development Type	Parking Space required On-Site
Place of Public Worship	<p>Place of public worship that is located outside a centre (B2, B4 Zone) and where the gross floor area of the assembly area is 500m² or less:</p> <ul style="list-style-type: none">• 1 car space per 5m² of the assembly area or a rate based on a parking study, if the applicant is seeking a reduced parking provision.• Car parking for ancillary uses and social/special events must be provided on-site on the basis of a parking study to be submitted with the application. <p>Place of public worship that is located within a centre (B2, B4 Zone); or where the gross floor area of the assembly area is greater than 500m²:</p> <ul style="list-style-type: none">• 1 car space per 5m² of the assembly area, however this rate is to be validated through a parking study, to be submitted with the application.• In addition to the requirements of Chapter 10.5, the parking study must consider other comparable places of public worship in terms of building size, worshipper capacity, type of worship (i.e. seated or unseated), accessibility and potential use of alternative means of transport, existing short term parking availability and vehicle occupancy rates. The parking study should correlate with the submitted plan of management.• Car parking for ancillary uses and social/special events must be provided on-site on the basis of a parking study to be submitted with the application

Table 4.1: DCP car parking requirements

The proposed development provides approximately 302m² of assembly space and have 70 patrons attend their mass services. As previously mentioned no other services will be held within the site.

The application of the above mentioned suggested parking rate in Council's DCP would require the provision of 60 parking spaces, almost equating to 1 car per attendee based on the 70 patrons attending, which is considered to be excessive and unrealistic for the subject church in Benaroon Road, therefore as per the DCP an appropriate reduced car parking rate based upon the number of patrons attending the site can be determined based upon typical Place of Worship operations, and the following information;

- The place of worship is family oriented
- The times of operation will result in all attendees coming from their homes allowing car pooling. (i.e. typically being mum and dad with one or two children or a small group of friends or neighbours)
- On street parking study in the event of shortfall based on new reduced rate.

Considering typical Place of Worship operations, it is reasonable to apply a car occupancy rate of three (3) patrons per car, accounting for families / groups of people travelling to the site together in the same vehicle, individuals travelling in private vehicles and members travelling to the site using alternative transport modes (i.e. walk, bus, cycle etc).

Table 4.2 presents the parking demand of the proposed service times according to the above car parking rates

Development Type	Service	Scale	Rate	Parking required	On site parking provided	Parking shortfall
Place of Worship	Monday – Friday 7:00pm – 8:30pm	70 patrons	1 per 3 patrons	24	22	2
	Saturday 5pm-6:30pm	70 patrons	1 per 3 patrons	24		2
	Sunday 10:00am – 11:30am	70 patrons	1 per 3 patrons	24		2

Table 4.2: Parking demand on new rate

As shown above, the development is expected to generate car parking demand of 24 car parking spaces. The development details the provision of 22 on-site car parking spaces resulting in a shortfall in the range of 2 spaces depending.

Parking surveys for available parking spaces were undertaken on Wednesday 4th September, Friday 6th September and Monday 9th September 2024 at 15-minute intervals within 250m of the proposed development between the hours of 6:30PM – 9:00PM. In addition, parking surveys were undertaken Saturday 7th September at 15-minute intervals within 250m of the proposed development between the hours of 4:30PM – 7:00PM, and finally a parking surveys were undertaken Sunday 8th September at 15-minute intervals within 250m of the proposed development between the hours of 9:30AM –

12:00PM representing typical weekday, Saturday and Sunday conditions. A summary of the results are shown in Table 4.3. The results in the table are the absolute minimum available parking spaces observed within each zone at any given 15min interval.

Parking zone	Wednesday 4 th 6:30PM – 9:00PM	Friday 6 th 6:30PM – 9:00PM	Monday 9 th 6:30PM – 9:00PM	Saturday 7 th 4:30PM – 7:00PM	Sunday 8 th 9:30AM – 12:00PM
Benaroon Road	4	3	4	3	4
Kennedy Ave – between Benaroon Rd and Eulda St	3	2	2	2	4
Kennedy Ave – between Eulda St and Dinora St	4	4	5	4	6
Eulda St	12	12	13	11	14
TOTAL	23	21	24	20	28

Based on the above there is ample availability for the shortfall of two (2) spaces to park demand generated by the proposed development, there would still be remaining spare capacity of between 19 – 26 car parking spaces on any given day. This indicates the proposed development minimises the reliance upon street parking given the new rate is more accurate and more feasible to occur. Therefore, indicating that there would be a minimal impact upon existing residents using the on street car park.

Overall, the minimal reliance of on-street parking by the development will be limited in duration to approximately 2.5 hours (including an assumed 30 minutes either side of services), potentially twice a week during the 120 patron events on Friday and Sunday evenings.

To further reduce on-street car parking demand of two vehicles, provision of some stacked parking on-site could be accommodated, with vehicles parking within the parking aisles or the concrete surface area within the property boundary just outside the roller doors.

Comparative Analysis of Local Places of Worship and Parking Demand

An assessment was conducted to compare Canterbury Bankstown Council's Development Control Plan (DCP) parking requirements with actual parking arrangements at nearby places of worship, including those of similar scale to the proposed development at 5-9 Benaroon Road. The findings from comparable places of worship in the vicinity underscore the adequacy of the proposed parking approach:

All Saints Greek Orthodox Church

Located at the intersection of Isabel Street and Cecilia Street, All Saints offers Sunday services from 7:30 am to 10:30 am, along with additional services during both day and evening hours throughout the week. The church, significantly larger than the proposed Benaroon place of worship, does not offer on-site parking; it relies exclusively on off-street parking for its patrons.

Saint Therese Catholic Church

Situated on Garrong Road, this larger church holds two services each on Saturdays and Sundays, plus weekday masses from Tuesday to Friday during school hours. With only about 10 to 12 on-site parking spaces, Saint Therese also depends on off-street parking for the majority of its patrons.

Embassy Church

At the intersection of Lakemba Street and Brande Street, Embassy Church provides a Sunday service along with various evening programs during the week. Similar in size to the proposed development, Embassy Church accommodates only four parking spaces, in tandem configuration with the property's driveway, thereby relying heavily on off-street parking.

While some of these churches have expanded over time or, like Embassy Church, were more recently established, they predominantly depend on street parking. The proposed Benaroon Road development, by contrast, will benefit from designated off-street parking, reducing impacts on local residential parking availability.

Rationale for the Parking Requirement at the Benaroon Place of Worship

Given the projected 70 patrons, the family-oriented nature of the congregation, and evening or weekend service times, it is reasonable to derive on-site parking needs based on patron count rather than floor area alone. A review of similar parking studies, including traffic reports appended for reference, utilized factors based on modes of transport, walking, and car usage patterns, concluding with a typical ratio of approximately one parking space per six to seven patrons.

Although a direct user survey could not be conducted for this assessment, assumptions were made about patron arrival patterns, including family carpooling. Taking into account the suburban residential location, vehicle capacity, and the size of the proposed facility, a conservative parking factor of one space per three patrons was adopted, balancing convenience and accuracy. The one-space-per-5m² requirement was deemed excessive for a development of this scale, especially given that similar local churches provide little to no on-site parking.

As outlined in this report, application of the one-space-per-three-patrons factor suggests a total parking demand that exceeds on-site availability by only two spaces. Given the arrangement with the adjacent childcare facility to utilize its spaces, this shortfall is mitigated within the property, ensuring minimal impact on street parking.

4.1.2 Bicycle parking requirement.

A review of the bicycle parking requirement rates and the proposed staff forecasts results in a DCP parking requirement of 1 space per 20 visitors.

With 70 patrons expected, therefore four bicycle parking are required.

Whilst no dedicated bicycle parking is provided due to the existing approved car park layout, there is sufficient space to provide the required four (4) bicycles to park. Either in the basement car park or outside the hard concrete area within the property boundary.

4.2 Provisions of Drop off and Pick Up

The development can provide drop off and pick up. There is plenty of space that will allow safe and suitable pick up and drop off within the property if required.

4.3 Loading and Servicing Provisions

The proposed development will have minimal requirements in terms of loading and servicing for its intended use. However, loading can be provided within the basement car park or within the property during times of need without causing concerns for local roads or other tenants.

5 Traffic impact assessment

5.1 Traffic Generation

The Roads and Maritime Services (RMS) Guide to Traffic Generating Developments (2002) and recent supplements do not provide specific rates for a Place of Worship or similar.

Therefore, the traffic generation is to be based upon a first principles assessment considering the proposed patronage numbers of the development.

Based upon the proposed patronage of 70 persons and a worst case car occupancy rate of three (3) people per vehicle, it is expected that 24 vehicles will arrive prior to each service and depart after the conclusion of each service, resulting in 48 trips per service.

It is assumed that vehicles will arrive / depart staggered within 30 minutes of the service commencement / conclusion times.

5.2 Traffic impact

Whilst it is acknowledged there are a number of route options to the subject site, in order to maintain a conservative assessment of the key intersections the full traffic generated from the site has been distributed on to the local road network in a 90 / 10 split.

- 90% to and from Benaroon Road via Lakemba Street. Approx. 21 vehicles
- 10% to and from Benaroon Road via Yangoora Road. Approx 3 vehicles

The expected traffic generation from the proposed redevelopment of the church site is considered to be acceptable and will have no adverse impacts on existing traffic conditions in the area. Particularly as the vehicles will be staggered once they leave the service.

The road network at the times of operation of the church are not within peak hourly periods and additional traffic generation from the proposed redevelopment of the site is not expected to have any adverse impacts on the operational performance of the roundabout intersection of Lakemba Street and Benaroon Road and will remain at the current levels of service 'in Good Operation with acceptable delays and spare capacity'.

6 Conclusion

In view of the foregoing, the subject change of use to Place of Worship proposal at 5 – 9 Benaroon Road is supportable in terms of its traffic and parking impacts. The following findings of this traffic and parking impact assessment are relevant to note:

- Based upon a parking demand assessment, the site requires 24 car parking spaces for 70 patrons attending respectively. The on-site car park provides 22 formalised car parking spaces resulting in a shortfall of 2 spaces for 70 patrons attending respectively. The shortfall of parking will result in parking on-street which is readily available along Benaroon Road, Kennedy Ave and Eluda Street. Alternatively parking for 2 spaces can be contained within the property boundary if parking within the hard concrete surface in front of the rolling door or parking within the aisle of the basement car park.
- Based upon the highest parking demand generated by the proposed development, there would still be a remaining spare capacity of for on street parking. This indicates that there would be minimal impacts to existing residential users due to displacement parking impacts.
- There is a requirement for four (4) bicycle spaces based upon the provision of 70 patrons. The plans do not detail the provision of bicycle. It is recommended to provide compliant bicycle provision in accordance with the DCP requirements as part of the development to promote alternative transport modes, within the on-site basement parking.
- The basement car park was not assessed during this review and was previously approved from a previous development application which is assumed to have been assessed against the relevant sections of AS2890.1 and AS2890.6 and have been found to satisfy the objectives of each standard and Swept path testing has been undertaken.
- The traffic generation of the proposed development has been estimated to be in the range of 24 vehicle trips depending on the intensity of service held within a single hour period. The additional traffic generated by the development has been assessed to arrive and depart the site within a 30-minute period. As a result of the development there will be no detrimental impact to the performance of the local road network and intersections, with the existing level of service retained with possibility of minor increases to average delay and additional spare capacity maintained.