TRAFFIC SOLUTIONS PTY LTD

Reference No : 21.22.048
13 August 2024

The General Manager
Canterbury Bankstown Council
P.O Box 77
Campsie NSW 2194

Dear Sir,

Traffic and Parking Statement – Proposed S4.55 application for approved Mixed use, 6-8 Kent Street, Belmore

Traffic Solutions Pty Ltd has been engaged by Multiform Design and Construction to provide Council with an assessment of the traffic and parking implications of a development proposing 257m² of ground floor retail and 27 residential Units over 5 levels above. (Comprising 2 x 1 bedroom, 23 x 2 bedroom and 2 x 3 bedroom dwellings).

Thirty nine (39) car spaces plus a car wash by, 4 adaptable car spaces plus 4 bicycle racks (8 bicycles) are proposed. Vehicle access to the site and basement car spaces is via a 5.8m wide double driveway to Kent Street.

The proposed driveway location is satisfactory are and will provide very good sight distance in both directions along Kent Street. The available sight distance easily exceeds the desirable 69m distance suggested by AS/NZS 2890.1:2004 for 50 km/h.

This assessment has been undertaken with reference to amended plans prepared by Ross Howieson Architects, project number 510, drawing numbers 001 – 003, 200 – 210, 301 – 303 and 401 - 402 revision DA and dated 10 July 2024.

TRAFFIC

An estimation of the traffic generation of the proposed development can be calculated by reference to the Roads and Maritime Services Technical Direction '*Guide to Traffic Generating Developments, Updated surveys TDT 2013/14'* of May 2013. The guide undertook surveys of 234 High Density residential flat units in 2 – 8 Ashton Street, Rockdale (the closest to the subject site). The average weekday peak hour traffic flows per unit was recorded:

AM Peak Hour Vehicle Trips =	0.32
PM Peak Hour Vehicle Trips =	0.18

The Roads and Maritime Services defines a high density residential flat building as:

"… a building containing 20 or more dwellings. This does not include aged or disabled persons' housing. High density residential flat buildings are usually more than five levels, have basement level car parking and are located in close proximity to public transport services. The building may contain a component of commercial use."

The Ashton Street, Rockdale site surveyed by the RMS is approximately 700m walking distance from Rockdale Railway station. The subject proposal is located approximately 450m from Belmore Railway Station. Considering the location of the proposal to Belmore Railway station and shopping precinct the RMS high density residential flat building traffic generation rate is considered applicable at this location. Therefore, the estimated traffic generation of the residential part of the development calculates as:

AM Peak
27 Dwellings @ 0.32 trips per unit = 8.6 peak hour trips

PM Peak
27 Dwellings @ 0.18 trips per unit = 4.9 peak hour trips

An estimation of the traffic generation for the commercial part of the proposed development can be calculated by reference to the Roads and Maritime Services '*Guide to Traffic Generating Developments, Section 3 – Landuse Traffic Generation'* of October 2002. The guide specifies the following peak hour generation rates for office and commercial:

Office and Commercial

Evening peak hour vehicle trips = 2 per 100m² gross floor area

Therefore, the estimated traffic generation of the commercial part of this development is:

Evening peak hour

257m² @ 2 trips per 100m² GFA = 5.1 evening peak hour trips

Accordingly, the potential traffic flows of the proposal are estimated to be in the order of 14 and 10 vehicle trips in the morning and evening peak hours, respectively. (Note: the commercial evening peak hour calculation has been added to both morning and evening peak residential totals to ensure a robust assessment for both peaks.) This increase in traffic will not have a noticeable or detrimental effect on the current operation of Kent Street or the surrounding road network, particularly when the traffic generation of the existing site has not been deducted from the total.

PARKING

Geometric design requirements for car park layouts are specified in the '*Australian/New Zealand Standard, Parking Facilities Part 1; Off Street Car Parking (AS/NZS 2890.1)* of 2004 and *Australian/New Zealand Standard, Parking Facilities Part 6: Off street Parking for People with Disabilities* of 2009. Part 1 of this standard classifies this development as a Class 1A off-street car parking facility requiring a category 1 driveway. The table on the following page provides a comparison on the requirements of AS/NZS 2890.1 and AS/NZS 2890.6 applicable to the car parking proposal.

FEATURE	AS/NZS 2890.1 & AS/NZS 2890.6 REQUIREMENT	PROPOSED	CONFORMS TO STANDARD
Parking Space	5.4m x 2.4m car space Additional 300mm when adjacent a wall 5.4m x 2.4m plus 5.4m x 2.4m shared zone for disabled spaces	5.4m x 2.4m car space Additional 300mm when adjacent a wall 5.5m x 2.4m plus 5.5m x 2.4m shared zone disabled spaces	**YES** **YES**
Aisle Width	5.8m min	6.1m min	**YES**
Blind Aisle	1.0m	1.0m plus wider aisle adjacent car spaces B.13.and B.22	**YES**
Driveway Width	Category 1 d/w = 3m – 5.5m Note: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0m min.	5.8m combined driveway to Kent Street	**YES** **YES**
Ramp Grades	• 1 in 20 (5%) for 1st 6m • > 20m 1 in 5 (20%) max • < 20m 1 in 4 (25%) max. Transition required if grade change in excess of 1 in 8 (12.5%)	At grade for 1st 6m Ramps < 20m @ 1 in 4 (25%) with 1 in 8 (12.5%) grade transitions.	**YES** **YES**
Ramp Widths	For straight ramps • One way ramps = 3.0m min • Two way ramps = 5.5m min Additional 300mm when adjacent For curved ramps • One way ramps = 3.6m min • Two way ramps = 7.8m min Additional 300mm when adjacent	Straight one way ramps 4.0m wall to wall	**YES**
Headroom	2.3m desirable 2.2m minimum 2.5m above disabled space	2.3m 2.8	**YES** **YES**
Pedestrian Sight Line Splay	2m (along frontage) x 2.5m (into sight)	No obstruction	**YES**

Accordingly, this development proposal adheres to the above Australian Standard Requirements.

Council's Development Control Plan (*Canterbury Bankstown Development Control Plan 2023*) specifies the following car parking requirements for B2 Business Centres in accessible local centres:

Shop Top Housing
Belmore, Campsie, Canterbury and Lakemba centres

Studio: 0.25 car space per dwelling.
1 bedroom: 0.8 car space per dwelling.
2 bedroom: 1 car space per dwelling.
3 bedroom or more: 1 car space per dwelling.
Visitor parking: Not required.

Retail

120m² – 1000m², 1 space per 33m² GFA

Accordingly, the car parking required for this development proposal calculates as:

2 x 1 Bedroom dwellings @ 0.8 space/dwelling	=	1.6 spaces.
23 x 2 bedroom dwellings @ 1 space/dwelling for visitors	=	23 spaces.
2 x 3 bedroom dwellings @ 1 space/dwelling for visitors	=	2 spaces.
257m² retail @ 1 space/33m²	=	7 spaces.
Car wash bay	=	1 space
TOTAL	=	34 spaces.

However, SEPP 65 requires the residential component for parking to be utilise the following design criteria for parking rates applicable to this proposal:

Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas

Design criteria

1. For development in the following locations:

• on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or

• on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre

the minimum car parking requirement for residents and visitors is set out in the guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less

The car parking needs for a development must be provided off street

The Roads and Maritime Services *Guide to Traffic Generating Developments, Section 5 - Parking Requirements for Specific Landuses'* of October 2002 provides the following parking rates applicable to this proposal:

Parking.

The recommended minimum number of off-street resident parking spaces is as follows: Metropolitan Regional (CBD) Centres:

0.4 spaces per 1 bedroom unit.

0.7 spaces per 2 bedroom unit.

1.20 spaces per 3 bedroom unit.

1 space per 7 units (visitor parking).

Accordingly, the car parking required for the residential component of this development proposal calculates as:

2 x 1 bedroom dwellings @ 0.4 spaces/dwelling	**=**	**0.8 spaces.**
23 x 2 bedroom dwellings @ 0.7 spaces/dwelling	**=**	**16.1 spaces.**
2 x 3 bedroom dwellings @ 1.2 spaces/dwellings	**=**	**2.4 spaces.**
27 dwellings @ 1 space/ 7 units for visitors	**=**	**3.9 spaces.**
257m² retail @ 1 space/40m²	**=**	**6.4 spaces.**
Car wash space	**=**	**1 space**
TOTAL	**=**	**29.6 spaces.**

Consequently, the proposed mixed use development satisfies Council's DCP and the SEPP 65 parking requirements with the provision of 39 off-street parking spaces.

The proposed development exceeds with the minimum requirements for car parking suggested by the RMS. The RMS rates are considered to be more appropriate as these rates are based upon surveys and research of residential buildings in Sydney.

Councils Development Control Plan also specifies the following bicycle parking requirements:

Shop Top Housing
1 space per 10 dwellings for visitors

Retail
Minimum 1 space per 500m² over 1000m² GFA

Consequently, the proposed with 27 units 257m² of GFA exceeds Council's parking requirements with the provision of 8 spaces.

The Applicant has provided Security Level C bicycle parking facilities as per AS2890.3-2015. A review of the proposal indicates that the bicycle facilities comply with this standard.

General garbage will be collected by Council's kerbside collection service.

CONCLUSIONS

The preceding assessment has revealed the following:

- The access driveway proposed to serve the development is suitably located and will provide good sight distance in both directions along Kent Street.

- The proposed development satisfies the related geometric design specifications contained in the Australian Standards for off street parking and vehicular access.

- The off street parking provided in the proposed development satisfies the requirements specified Council's DCP by the RMS.

- The bicycle parking provided in the proposed development satisfies the requirements specified by Council's Development Control Plan and complies with AS 2890.3-2015.

- The proposal has a potential in estimated peak hour traffic flows in the order of 12 and 9 vehicle trips in the morning and evening peak hours, respectively which will not have any unacceptable traffic impacts upon Kent Street or the surrounding road network.

Should you require any additional information or clarification of the contents of this letter please contact me on the numbers provided.

Yours sincerely

Craig Hazell
Director