

Proposed Change of Use

253 Cooper Road, Yagoona

Traffic and Parking Assessment

Ref: 25041
Date: March 2025
Issue: D

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1.0 Introduction

This report has been prepared for the Chinese Australia Society Services (CASS) to accompany a Development Application to Canterbury Bankstown Council for proposed Change of Use for a former Nursing Home at 253 Cooper Road, Yagoona (Figure 1).

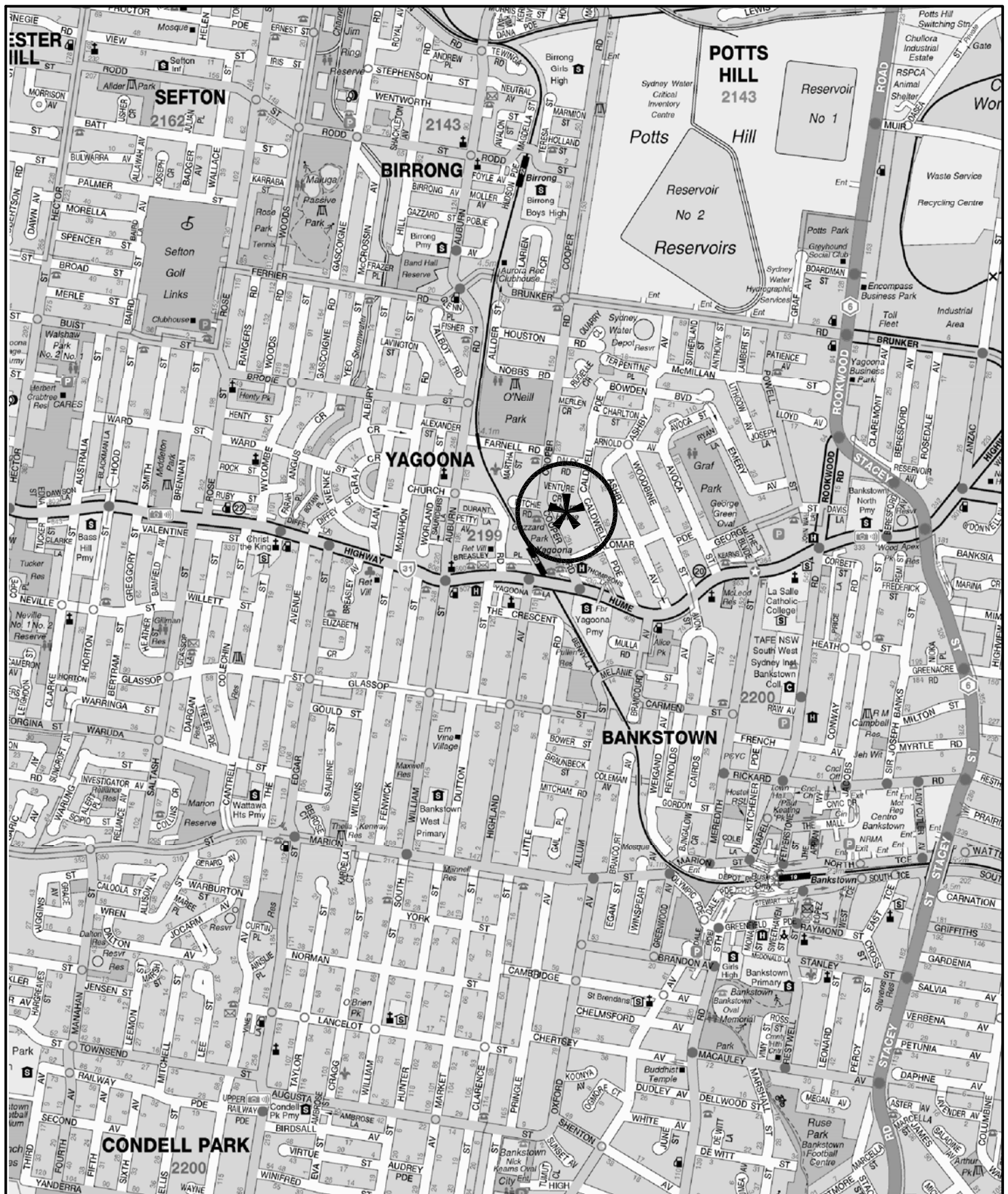
The former CASS Aged Care Facility which ceased operation 4-5 years ago comprised 150 beds with ancillary facilities and at-grade carparking on a large site located just to the north of Yagoona Railway Station.

The proposed CASS Change of Use scheme for the building involves introduction of 3 new uses:

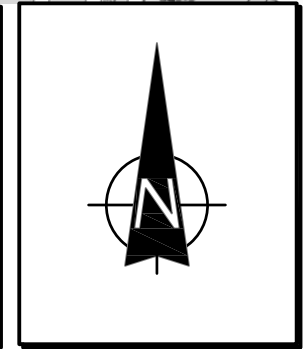
- Seniors Living Hostel
- Ancillary Office
- Community Facility

The purpose of this report is to:

- ❖ describe the site, the former use and the proposed Change of Use scheme
- ❖ describe the road network and traffic circumstances relevant to the site
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the potential traffic implications of the proposal
- ❖ assess the access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing/Former Circumstances

The site (Figure 2) is Lot 6 in DP 227677, which occupies an irregular shaped area of 6,594m², has frontages to Cooper Road and Venture Crescent and is located just of Yagoona Railway Station and the retail uses along the Hume Highway.

The surrounding landuses comprise:

- ❖ the single dwellings which adjoin to the north, east and west
- ❖ the medium density dwellings which adjoin to the south
- ❖ the numerous nearby parks

The existing site comprises:

- ❖ a two-level building
- ❖ a former aged care facility comprising 150 beds with some 30 staff (max. day)
- ❖ at-grade parking (28 spaces) with vehicle access on Cooper Street and Venture Crescent (locked gate)

Plans of the existing site are provided in Appendix A.

2.2 Proposed Change of Use

It is proposed to close off existing sections of the Ground and 1st Level of the building (total 3,515m²) which will not be used or occupied, and the proposed Change of Use elements will comprise:

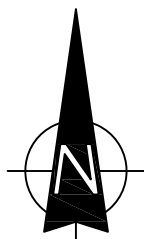
Seniors Hostel	18 rooms
Community Facility	350m ² (max. 30 persons)
Ancillary Office	790m ² (max. 15 persons)

It is noted that the Community and Office areas will retain the existing room divisions which limit the number of persons who can occupy these areas.



SITE

LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

A total of 27 parking spaces will be provided (now including 2 accessible spaces) with use of the existing vehicle access on Cooper Street.

Details of the proposed Change of Use scheme are provided on the plans prepared by Calder Flower Architecture which accompany the Development Application and are reproduced in part in Appendix B.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network in the vicinity of the development site (Figure 3) comprises:

- ❖ *Hume Highway* – a State Road and arterial route which regionally functions between Liverpool in the west and Summer Hill in the east
- ❖ *Stacey Street* – a State Road and arterial route providing a major link between the M5 and Hume Highway
- ❖ *Chapel Street* – part of a major collector road route running through the Bankstown Centre
- ❖ *Brunker Road* – a major collector road route connecting westwards from Hume Highway
- ❖ *Cooper Road* – collector road connecting northwards from the Hume Highway
- ❖ *Auburn Road* – a collector route connecting between the Highway and Regents Park
- ❖ *Venture Crescent* – a local access cul de sac

Cooper Road in the vicinity of the site is relatively straight and level with a 12.0 metre roadway with parking permitted on both sides.

3.2 Traffic Controls

The existing traffic and parking controls in the vicinity of the site (Figure 4) include:

- ❖ the traffic signals at the Hume Highway and Cooper Road intersection
- ❖ the traffic signals at other intersections along the Highway, including Auburn Road, William Street and Edgar Street
- ❖ the roundabouts at intersections along Cooper Road
- ❖ the 50 kmph speed restriction on the local road and collector system

FIG 3

3.3 Traffic Conditions

An indication of traffic conditions on the road system serving the site is provided by data published by TfNSW which is expressed in terms of average annual daily traffic (AADT). The latest published data is as follows:

	AADT
Rickard Road at Chapel Street	17,326
Chapel Street at Rickard Road	13,006

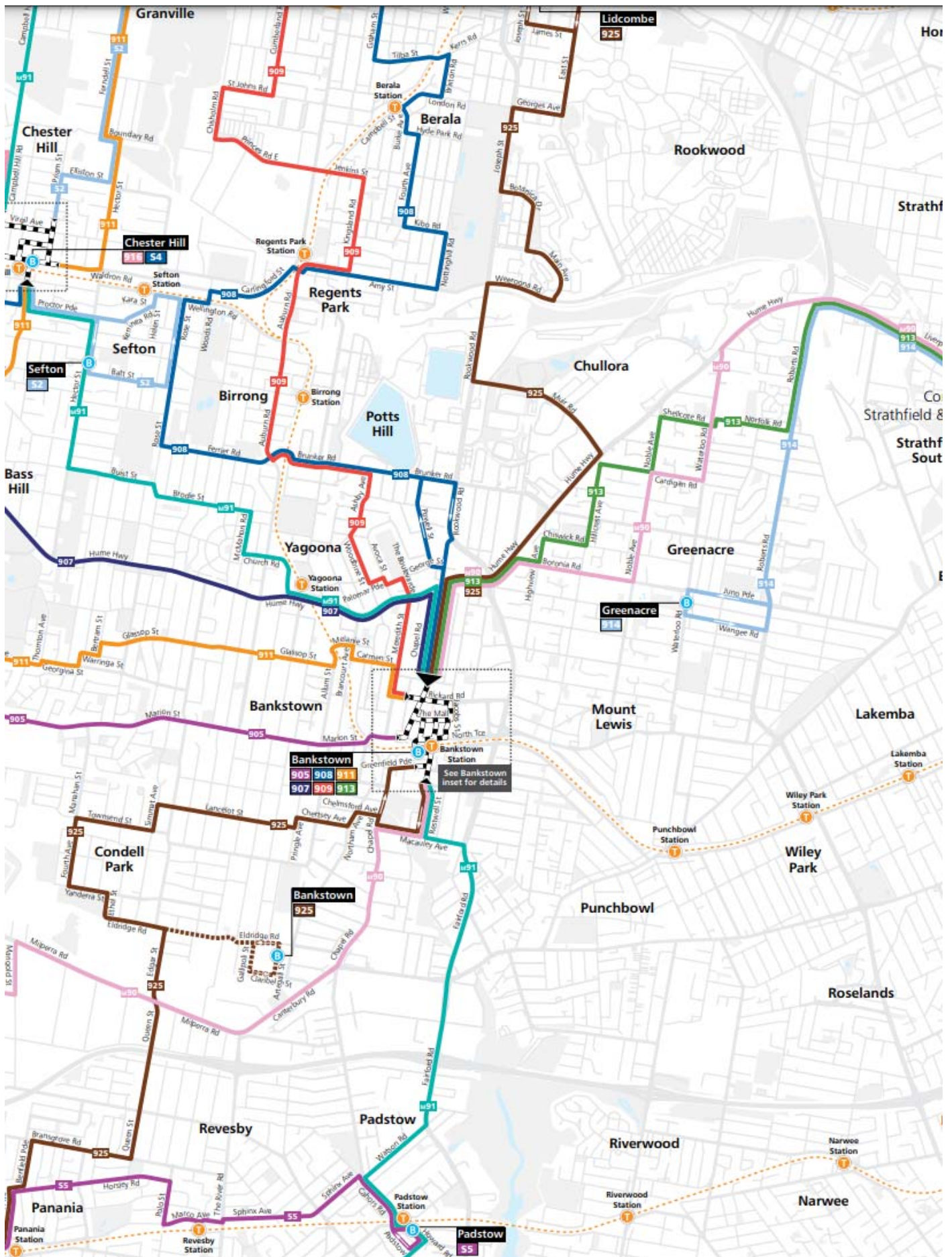
Observations of the traffic movements along Cooper Street during the AM and PM peak periods indicate the following:

	AM	PM
Northbound	390	270
Southbound	280	380

The intersections in the vicinity generally operate satisfactorily during the morning and afternoon peak periods and access is facilitated by the traffic signals at the highway intersection and the roundabouts along Cooper Street.

3.4 Transport Services

Yagoona Railway Station is located some 250m south of the site while 3 bus services operate nearby (see details overleaf). As a consequence of this, the site is considered to be well-serviced in relation to accessibility to public transport services.



4.0 Parking

The parking criteria specified in the SEPP for Hostel accommodation are as follows:

- 1 space per 10 beds
- 1 space per 2 staff
- 1 ambulance space

Assessment of these criteria in relation to the proposed Hostel with Ancillary Office use would indicate the following provision:

18 beds	2 spaces
15 staff	8 spaces*
Total:	10 spaces

**Includes part-time staff*

The DCP does not specify any criteria in relation to Community Facility use. The proposed Community Facility will accommodate a maximum of 30 persons with many either travelling by the available public transport services or set down/picked up by family or friends as there will generally be a significant element of elderly persons. It is apparent that the Community Facility will generate a maximum parking demand of 10 spaces even though this would be a relatively infrequent event.

It is proposed to provide a total of 27 parking spaces including 2 accessible spaces in the at-grade areas with separate provision for an ambulance. It is apparent that the existing on-site parking provision will be suitable and appropriate for the proposed Change of Use scheme.

5.0 Traffic

The TfNSW Development Guidelines do not specify a generation rate for Hostel use while the traffic generation outcome will be quite minor compared to that of the former Nursing Home use.

The Change of Use scheme will involve traffic movements comprised of:

- **Hostel Visitors**
The elderly Hostel residents will not own or drive cars
- **Office Staff**
Arrival and departure with some being only part-time staff
- **Community Facility**
Occasional use and unlikely to be during the AM and PM peak periods
- **Refuse Collection and Deliveries**
Refuse collection will be once per week with a private contract vehicle. There will not be any commercial kitchen with communal dining, nor will there be an external laundry service. As such, any delivery vehicle movements will be very infrequent and only involve small vehicles.

The assessed normal traffic movements during the AM and PM weekday peak periods are as follows:

	AM		PM	
	IN	OUT	IN	OUT
Visitors	2	2	3	3
Staff	5	-	-	5
Community	-	-	5	5
Total	7	2	8	13

It is apparent that the traffic generation will be substantially less than that of the former Nursing Home use on the site and accordingly there will be no adverse traffic implications.

6.0 Access, Internal Circulation and Servicing

Access

The existing Cooper Road access driveway will be retained, and the design of this driveway complies with the requirements of AS2890.1. Cooper Road is straight and level at this location and there a very good sight distances available.

Internal Circulation

The proposed internal circulation arrangements will accord with AS2890.1 & 6 and will ensure satisfactory access, manoeuvring and turning within the parking areas.

Servicing

Refuse removal will be undertaken as it always has with the truck turning opposite the Ventura Crescent connection and exiting to Cooper Road in a forward direction. Details of the turning path assessment are provided in Appendix C. Small service vehicles (service personnel, cleaners, etc.) will be able to use the visitor parking spaces.

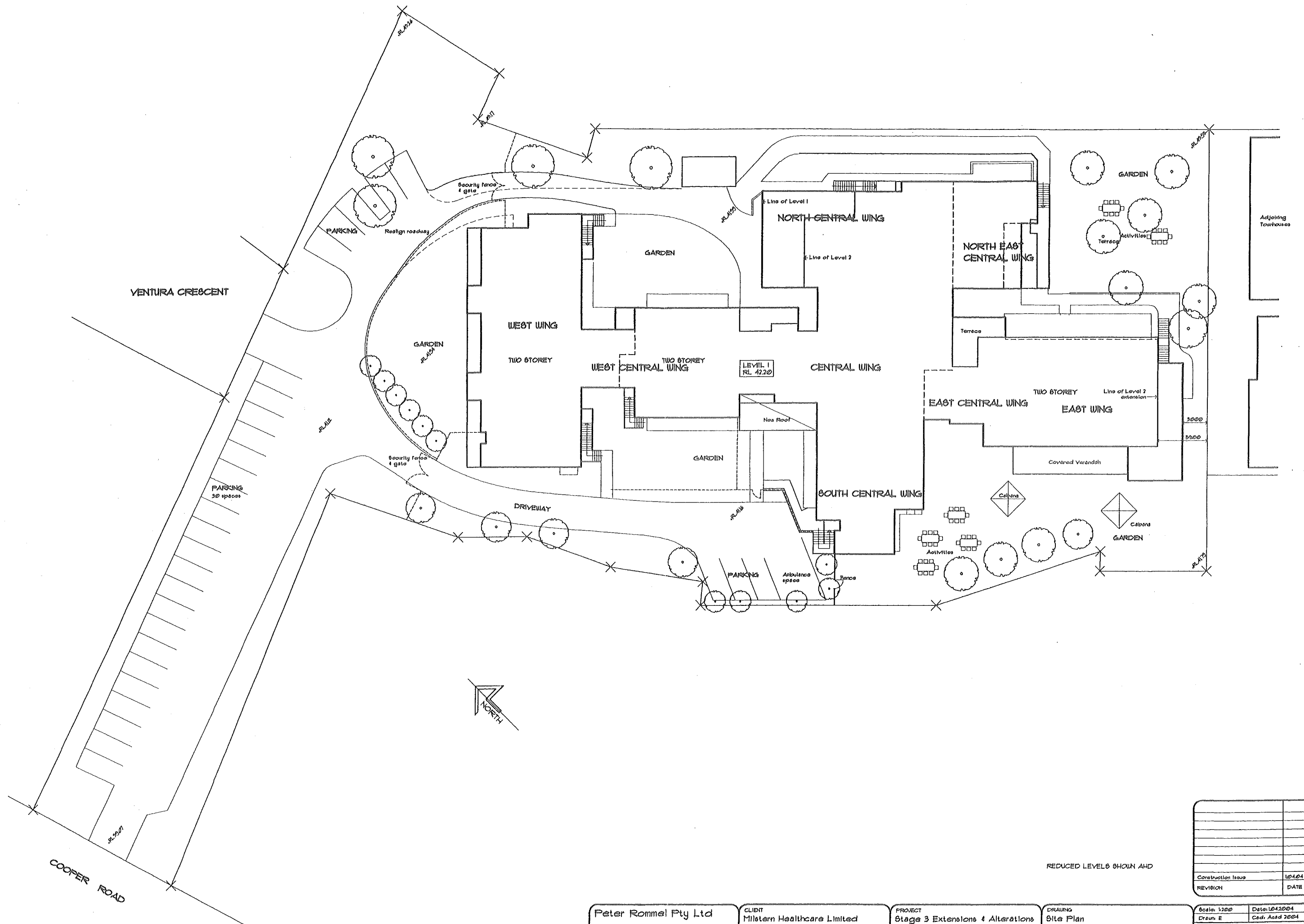
7.0 Conclusion

The traffic and parking assessment for the proposed Change of Use scheme indicates that:

- ❖ there will not be any unsatisfactory traffic capacity, safety or environmental related implications
- ❖ there will be suitable and appropriate parking provisions for the use elements
- ❖ there will be suitable vehicle access internal circulation and servicing arrangements

Appendix A

Plans of Existing



REDUCED LEVELS SHOWN AND

Peter Rommel Pty Ltd
61 Victoria St
Potts Point 2011
Australia

CLIENT
Milaterra Healthcare Limited

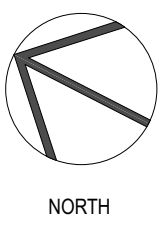
PROJECT
Stage 3 Extensions & Alterations
Yagoona Nursing Home
253 Cooper Road, Yagoona

DRAWING
Site Plan

Construction Issues	12/04	E	A
REVISION	DATE	BY	ISSUE

Scale: 1:200
Drawn: E
Dated: 12/04
Checked: Asad 20/04
DRAWING NUMBER
2401:WD:01

ISSUE
A



Appendix B

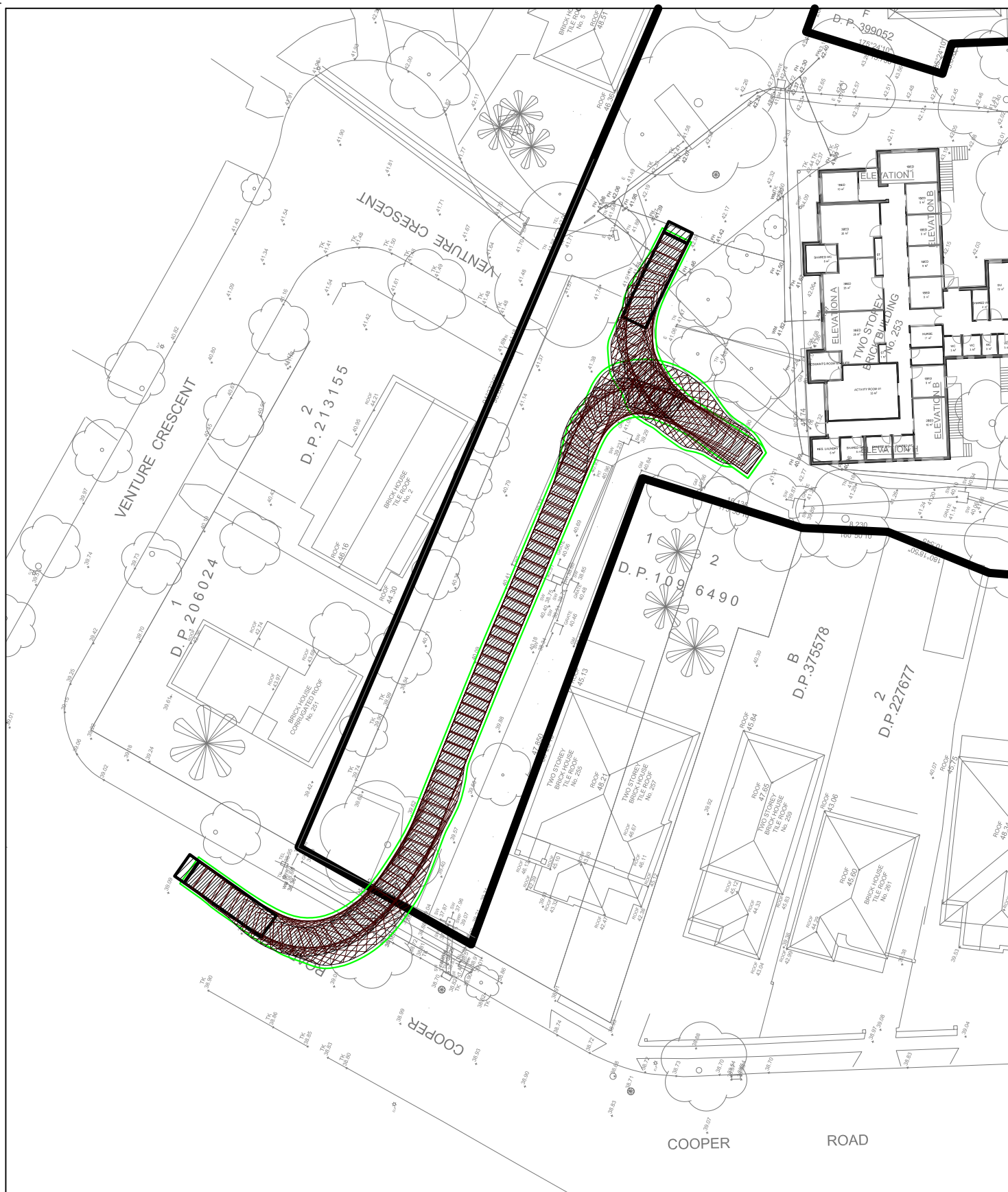
Change of Use Plans



Appendix C

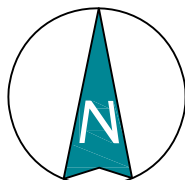
Turning Path Assessment





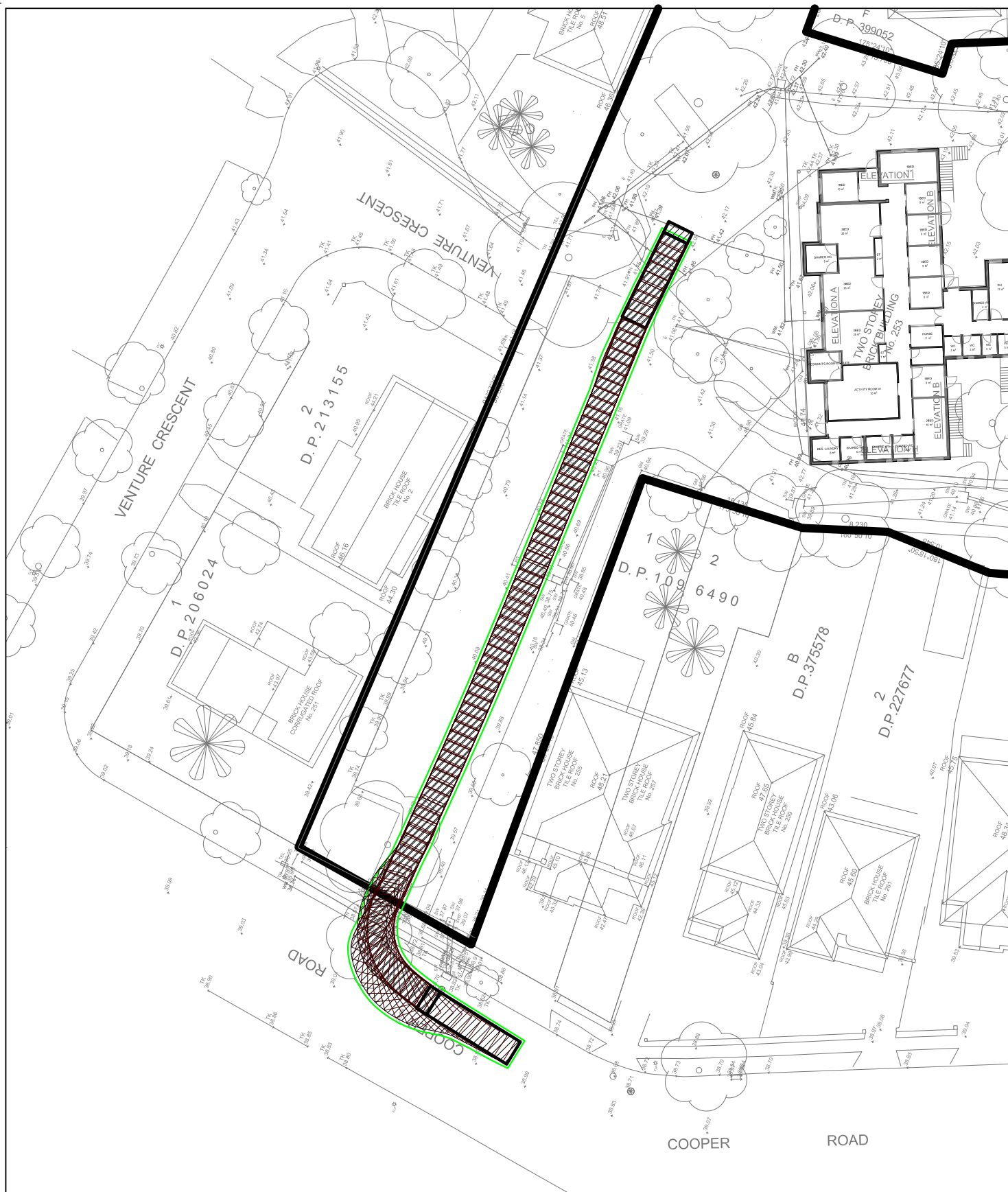
NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



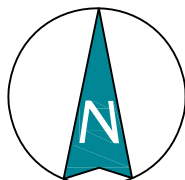
**SWEPT PATH ANALYSIS
OF A 10.2m REFUSE
VEHICLE ENTERING THE SITE**

SP 1



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This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 10.2m REFUSE
VEHICLE EXITING THE SITE**

SP 2