Council note:
This Traffic and Transport Assessment was submitted with the original Planning Propsoal which sought an FSR of 10:1.
This Planning Proposal has since been revised and this report is provided as a reference only.
It is also acknowledged that Council, together with State Transport Agencies, is currently completing a CBD-wide Traffic Study. This Planning Proposal will need to be consistent with the findings of this study before it is finalised.

Prepared for

PACIFIC PLANNING PTY LTD

Traffic Impact Assessment

Planning Proposal
33-43 Marion Street, Parramatta

Ref: 0431r01v2
6/05/2017

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Project No: 0431

Project: Planning Proposal 33-43 Marion Street, Parramatta

Client: Pacific Planning Pty Ltd

File Reference: 0431r01v2 AG_TIA 33-43 Marion St, Parramatta (Issue II)

Revision History

Revision	Date	Details	Author	Approved by
-	11/04/2017	Draft	R. Chau	T. Lewis
1	12/04/2017	Issue I	T. Lewis	T. Lewis
2	06/05/2017	Issue II	T. Lewis	T. Lewis

Table of Contents

1 Introduction

1.1 Study Objective

Ason Group has been commissioned to prepare a Traffic Impact Assessment (TIA) report to support a Planning Proposal submission to Parramatta Council for amendments to the Local Environmental Plan (LEP) controls applying to 33-43 Marion Street, Parramatta (the Site). A Location & Site Plan is presented in **Figure 1**, which provides an appreciation of the Site and its location.

The Site is currently zoned B4 Mixed Use under Council's Local Environmental Plan (LEP) with a Floor Space Ratio (FSR) of 2:1 and a 12 metre building height control.

Council has prepared a strategy entitled the *Parramatta CBD Planning Strategy (PCPS)*, which seeks to inform the future planning of the Parramatta CBD. The strategy proposes an FSR control of 6:1 for the land to the west of Station Street, including the subject site.

This proposal seeks amendments to the current controls for the subject site as follows:

- FSR control 9.2:1, and
- Corresponding changes to permit building heights of up to 108 metres.

For the purpose of assessing the implications of this Proposal, a conceptual scheme consisting of residential apartments (the Concept Plan) has been developed. The Concept Plan forms the basis of our assessment of the relevant traffic and transport impacts that would result from the proposed amendments to the above controls.

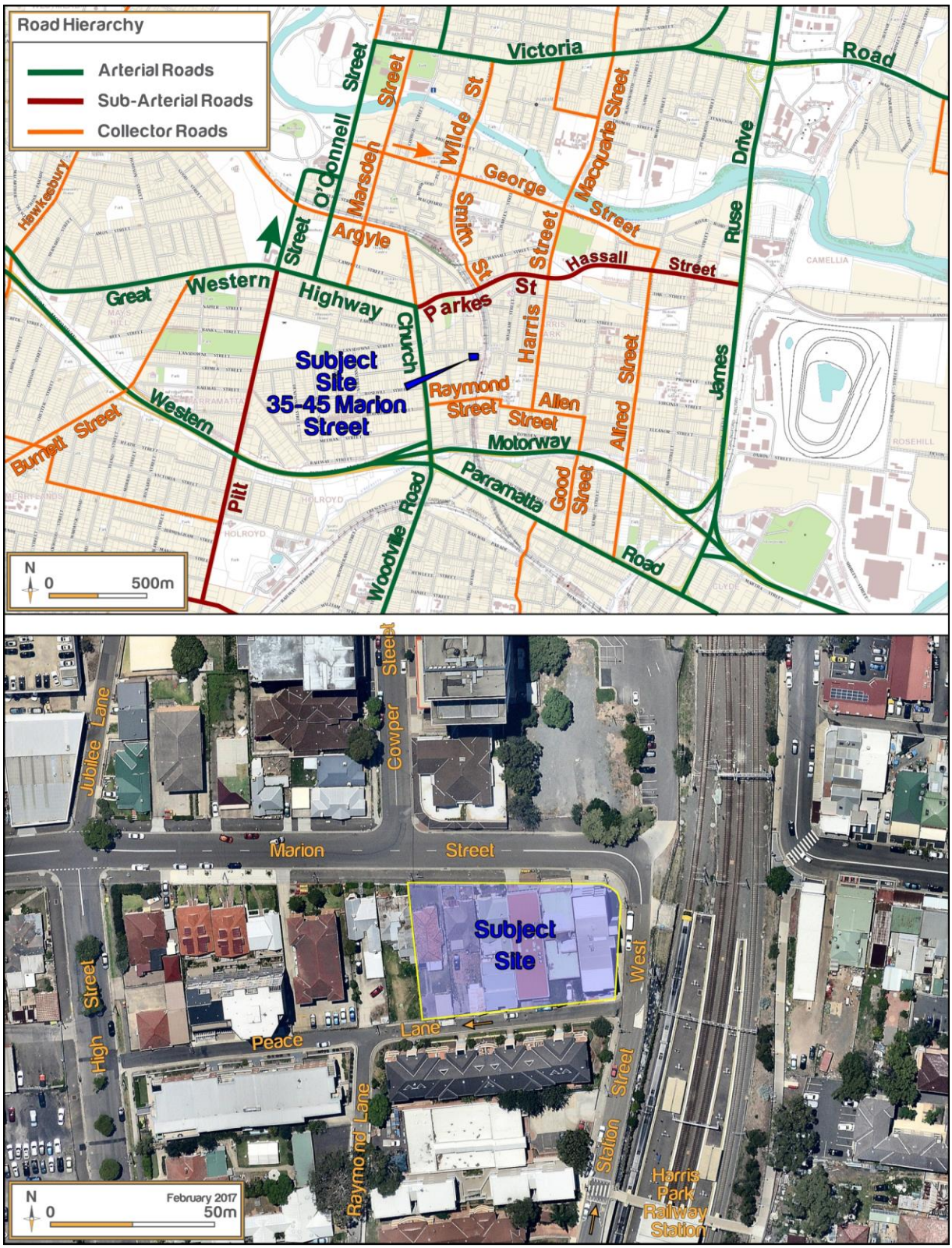

Figure 1: Site Plan and Road Hierarchy

1.2 Reference Documentation

This TIA report provides an assessment of the relevant traffic, transport and parking implications of the Proposal. In preparing this TIA, Ason Group has referenced key planning documents, these include:

- Parramatta Development Control Plan 2011 (PDCP2011).
- Parramatta Local Environmental Plan 2011 (PLEP2011).
- Parramatta City Centre Local Environmental Plan 2007 (PCCLEP2007)
- Parramatta CBD Planning Strategy (PCPS).
- Transport for NSW (TfNSW), Parramatta Light Rail Preferred route - Stage 1.
- Parramatta CBD Strategic Transport Study, March 2017 prepared by AECOM.
- Transport of NSW (TfNSW), Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, December 2013).

This TIA also references general access, traffic and parking guidelines, including:

- RMS Guide to Traffic Generating Developments (RMS Guide).
- RMS Technical Direction TDT 2013/04a, Guide to Traffic Generating Developments – Updated Traffic Surveys (RMS TDT/04a).
- Australian Standards 2980 (AS2890).

1.3 Report Structure

The report is structured as follows:

- Section 2 discusses the Site's planning context and future transport infrastructure.
- Section 3 summarises the existing traffic conditions in the locality.
- Section 4 describes the local public transport in the area.
- Section 5 provides a summary of the indicative Concept Plan that has been adopted to assess the implications of the Proposal.
- Section 6 outlines applicable parking controls.
- Section 7 outlines the future traffic impacts of the Proposal including the Proposal's projected traffic generation and forecasted traffic impacts
- Section 8 provides a conclusion and summary of the key traffic and design issues.

2 Existing Site Conditions

2.1 Site Description

The Site is located at 33-43 Marion Street, Parramatta and lies approximately 100 metres to the north-west of Harris Park Station. It lies approximately 350 metres to the south of the Parramatta CBD commercial core (generally to the north of Parkes Street) and 250 metres east of the proposed Auto Alley commercial core.

Marion Street forms the northern site frontage with Station Street W and Peace Lane to the east and south, respectively. Neighbouring residential properties form the western boundary of the site,

The Site has an overall site area of 1,987.6m^2 and includes:

- 33 Marion Street a single storey residential dwelling.
- 35 Marion Street a single storey residential dwelling.
- 37 Marion Street a single storey commercial building fronting Marion Street, with a four unit residential flat building to the rear.
- 39 Marion Street a two-storey commercial building with vehicular entry via peace lane and egress via Marion Street. Signposted business hours are between 9.30AM – 5:30PM.
- 41 Marion Street a two-storey building consisting of a furniture store and hairdresser with vehicular access via Peace Lane and existing business hours between 10.00AM – 6.00PM.
- 43 Marion Street a three-storey office building with vehicular access to Peace Lane. It contains four on-site car parking spaces located on the ground floor. Signposted business hours are between 10.00AM – 5.00PM.

2.2 Existing Site Traffic Generation

Negligible traffic was observed to be generated by the existing uses during site investigations undertaken during morning peak period. This is consistent with the observed character of existing businesses which typically operate outside the critical AM peak period, as discussed in Section 2.1.

2.3 Road Hierarchy

The road hierarchy within the vicinity of the site is shown in **Figure 1** with the following roads of particular interest:

- Church Street — an RMS classified Main Road (MR184) that generally runs in a north-south direction in the vicinity of the Site. It is subject to a 60km/h speed limit and generally carries two lanes of traffic in either direction within an undivided carriageway of approximately 16 metres. Church Street provides connections to the M4 Western Motorway to the south and Great Western Highway to the north.
- Marion Street — a local road that generally runs in the east-west direction, forming the northern site frontage. It carries one lane of traffic in both directions with restricted kerbside parking provided on both sides. Marion Street provides connections to High Street, Cowper Street and Church Street.
- High Street — a local road that generally runs in the north-south direction to the west of the Site. High Street provides connections to Marion Street to the north and Raymond Street to the south. It carries one lane of traffic plus time restricted kerbside parking in either direction, separated by centre-of-road landscaping to create a boulevard effect.
- Station Street West — a local road that runs in the north south direction and forms the eastern frontage of the Site. It generally runs one-way (northbound) between Raymond Street and Peace Lane. Two-way traffic is available between Marion Street and Peace Lane, adjacent to the Site. Footpath connectivity is provided along the western side of Station Street W only, with a Pedestrian (Zebra) Crossing provided to access Harris Park Station.
- Peace Lane — a local laneway that runs one-way (westbound) between Station Street West and High Street. It forms the southern frontage of the Site. Footpath are not provided to Peace Lane having regard for minimal setback to site boundaries from the kerbline.

3 Public Transport Network

3.1 Journey to Work Data Analysis

The existing travel patterns of residents within the study area have been reviewed based on 2011 Journey-to-Work (JTW) census data provided by the Bureau of Transport Statistics. This data is presented graphically in **Figure 2** and indicates that the primary work destinations for residents are Sydney Inner City, Parramatta, Auburn, North Sydney – Mosman and Ryde – Hunters Hill, which represent approximately 59% of the destinations of employed residents. The modal share data shows that 43% of commuter trips were undertaken by public transport and 35% of trips were by private vehicle. It is noted that trains make up the majority of the public transport used by residents in travel zone 1065.

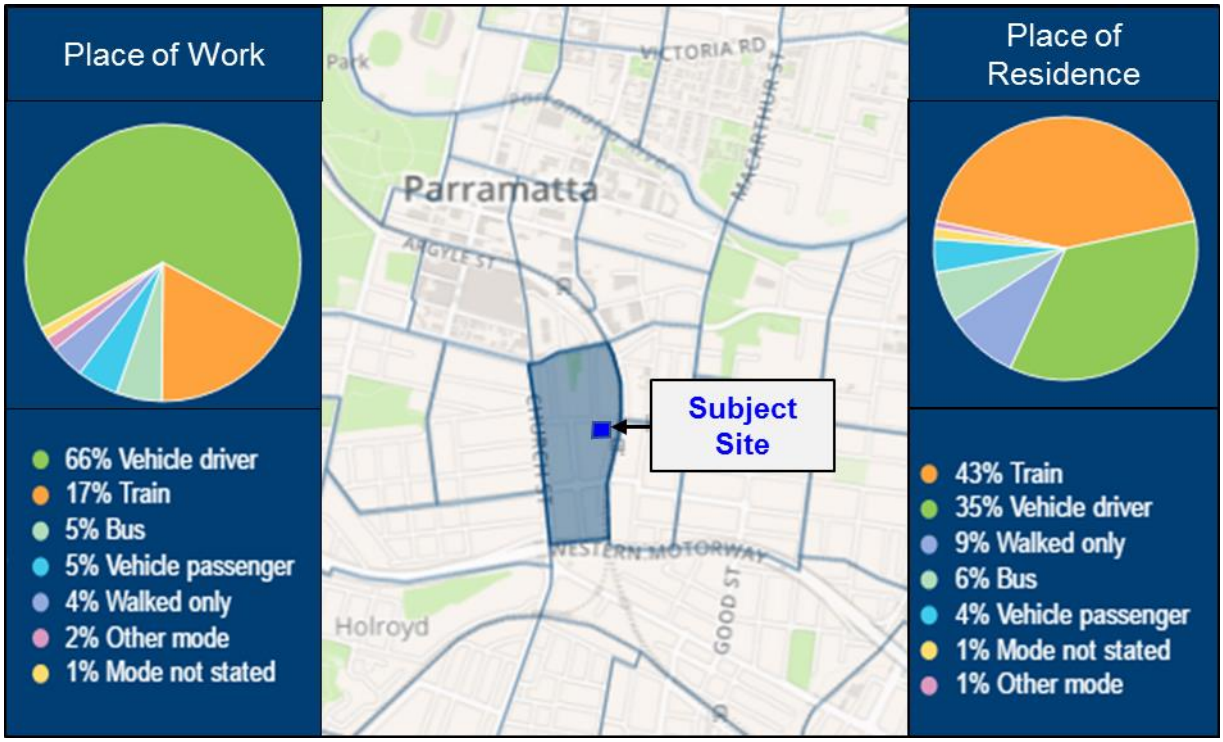

Figure 2: JTW for Residents within Travel Zone 1065

3.2 Railway Services

The *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area* (TfNSW, December 2013) state rail services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a railway station. It is therefore noteworthy that the Site is located approximately 100 metres (1-2 minutes) walking distance to the north-west of Harris Park Railway Station via Station Street, as shown in **Figure 3**.

Harris Park Railway Station is serviced by the T5 Cumberland Line, with connections Liverpool and Parramatta, which provides further connections to Sydney CBD.

3.3 Bus Services

Having regard to the standard bus travel, the *Integrated Public Transport Service Planning Guidelines* state that bus services influence the travel mode choices within 400 metres (approximately 5 minutes) of a bus stop. The Site is serviced by a number of bus stops within 400 metres walking distance of the Site as shown in Figure 3, these include:

- Bus Service 907 provides connections to Parramatta Station and Bankstown with services approximately every 15 minutes during peak periods.
- Bus Service M91 provides connections to Parramatta Station and Hurstville with approximately 60 minute frequencies throughout the day.
- Bus Service 906 provides connections to Fairfield with approximately 60 minute frequencies throughout the day.

3.4 Cycling Network

There are currently a number of cycling routes provided within the proximity of the development. With reference to **Figure 4**, on-road paths are provided along Station Street East on the eastern side of railway line which provides direct connections to Parramatta.

It should be noted that the Draft Parramatta Bike Plan proposes dedicated on-road bicycle lanes within Marion Street which provides connection to the proposed Church Street off-road regional cycle route. In this regard, the Draft Bike Plan states the following:

"*The survey team were struck by the potential Harris Park offers for cycling. The suburb borders the Parramatta CBD and offers characteristics that lends itself to cycling (e.g. short cycling distance to the CBD, Westmead and the Parramatta Valley Cycleway, mixed use development, population of young adults). Its grid structure also makes it very legible for cycling. Finally, Harris Park receives cycle traffic generated from those riding from the M4 shared path on route to the Parramatta CBD. Integrated on road painted bicycle lanes would capitalise on the potential Harris Park offers to grow cycling participation in Parramatta.*"

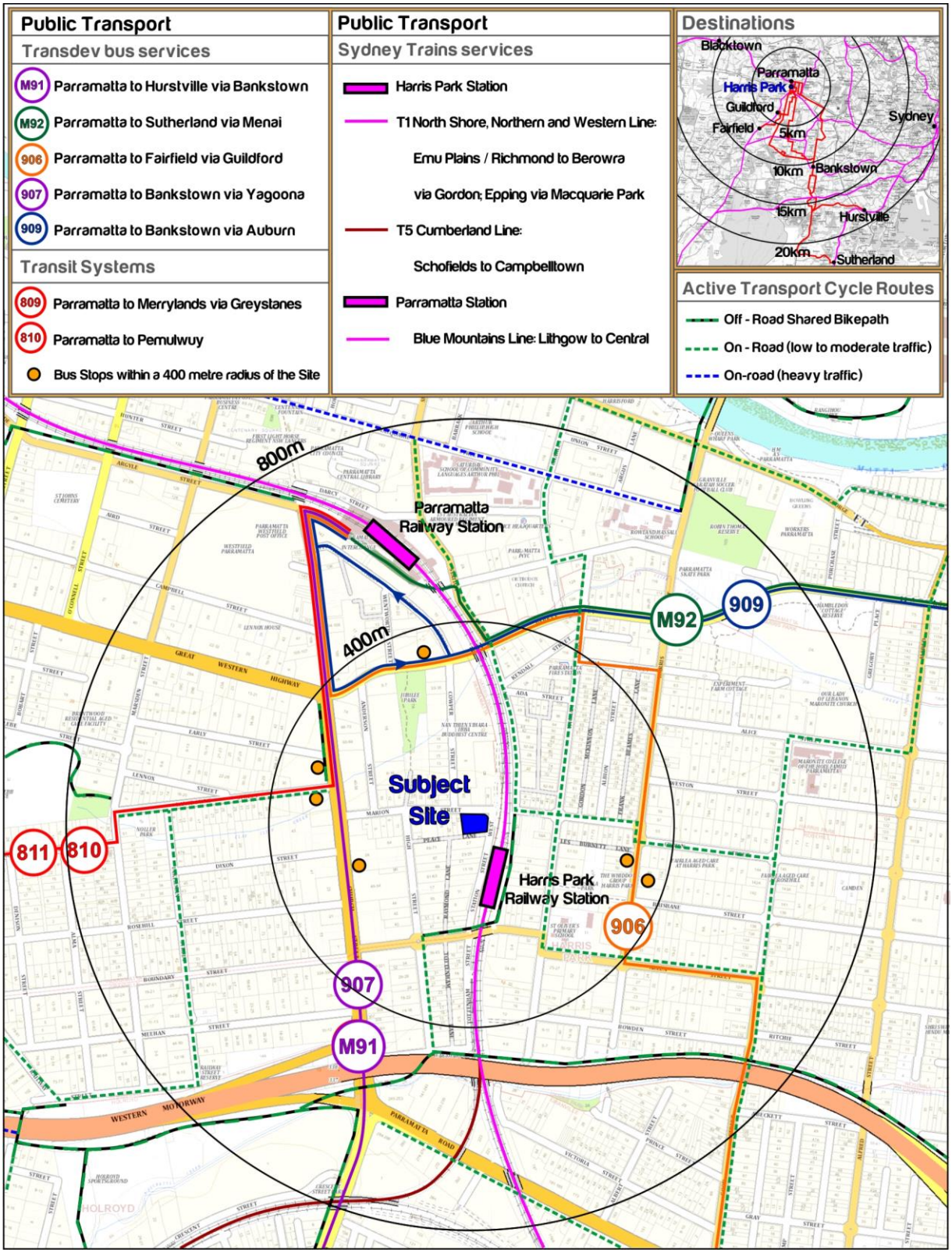

Figure 3: Public Transport Network

Figure 4: Cycling Network

Source: Discover Parramatta

3.5 Existing Pedestrian Accessibility

In the vicinity of the Site, pedestrian footpaths are provided on both sides of Marion Street and High Street providing pedestrian accessibility to bus stops located to the west on Church Street. Pedestrian footpaths are provided on the western side along Station Street West, which allows pedestrian access to Harris Park railway station via a Pedestrian (zebra) Crossing.

The Draft Parramatta CBD Pedestrian Strategy (Cardno, 6 April 2017) identifies Cowper Street to the north of the site as carrying moderate traffic volumes, particularly during the morning peak periods.

4 Strategic Context

4.1 Regional Context

The Site is located within broader West Central District and specifically in the Greater Parramatta Strategic Centre. Over time, it is estimated that the City will expect a growth of 76,000 jobs and 11,300 dwellings by 2036. The *Draft West Central District Plan* was released in November 2016 by the Greater Sydney Commission (GSC) and nominates Greater Parramatta as a Strategic Centre in the Central West Subregion, as shown in **Figure 5**. Indeed, Parramatta is Sydney's western CBD and identified by the GSC in its Greater Parramatta and the Olympic Peninsula (GPOP) as the true centre for the future of Sydney.

The GSC envisages Parramatta CBD and Westmead as a commercial, health and education 'super precinct'. Harris Park itself is identified as an area for growth in existing areas.

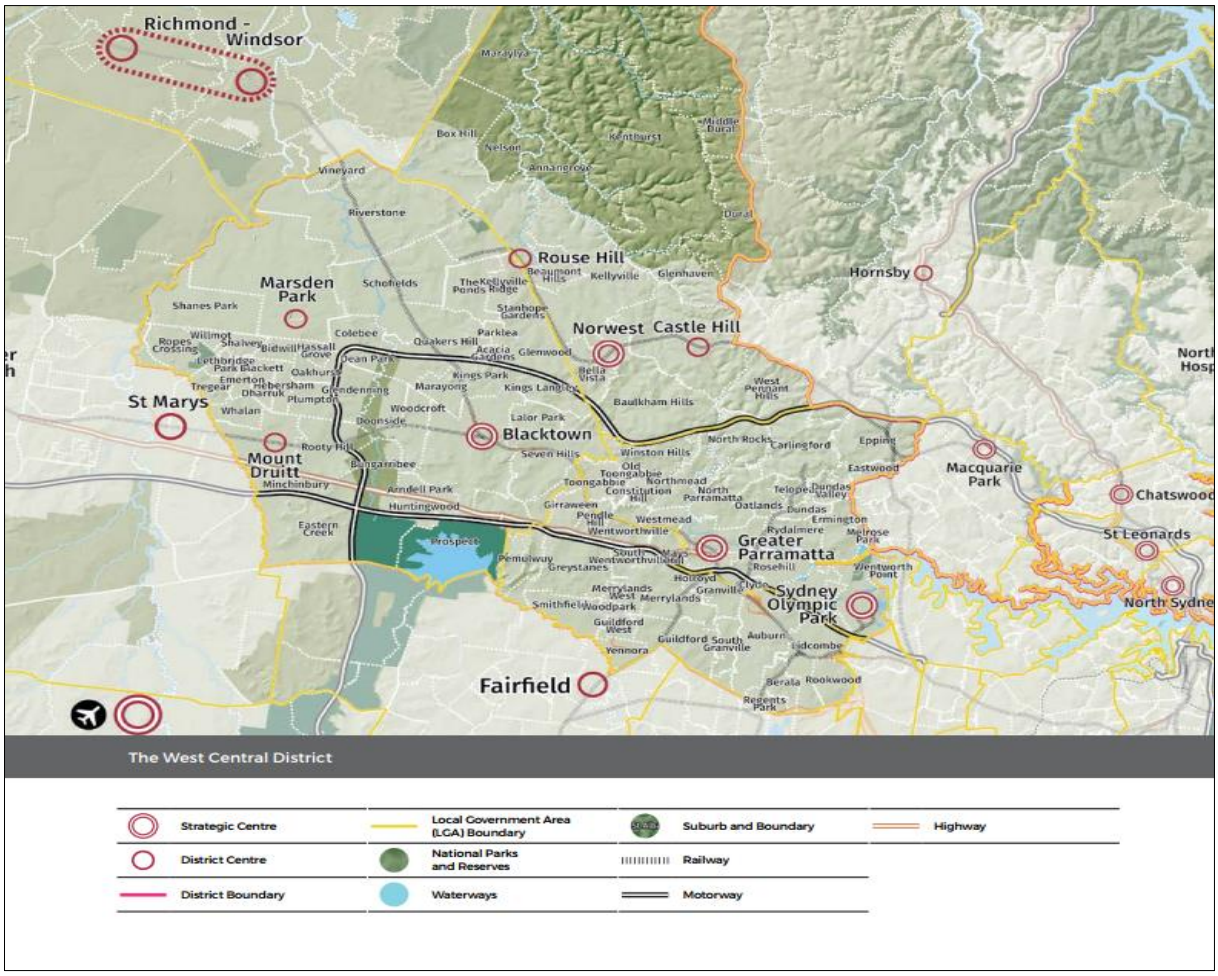

Figure 5: Sydney Central West District Sub-region

4.2 Parramatta CBD Planning Strategy

Parramatta Council has prepared a Planning Proposal to amend the controls for the Parramatta CBD contained in the PLEP. The proposed new CBD boundary is shown in **Figure 6**, with the purpose of the Planning Proposal to facilitate greater development in the Parramatta CBD by providing a larger commercial core, surrounded with higher density mixed-use developments.

A Transport Study has been undertaken by Aecom in response to TfNSW and RMS requirements to inform assessment of the CBD Planning Proposal. This study assesses the high-level transport infrastructure requirements to support the proposed increases in residential and commercial density proposed. Of particular note is the study finding that the performance of the road links on approach to and within the Parramatta CBD are forecast to worsen as a result of the significant growth projected, should measures not be undertaken to reduce private vehicle usage. In this regard, the proximity of the site to the CBD provides an opportunity to accommodate increased density within walking distance of the commercial core which would assist in the overall objective to encourage a mode shift to sustainable transport modes.

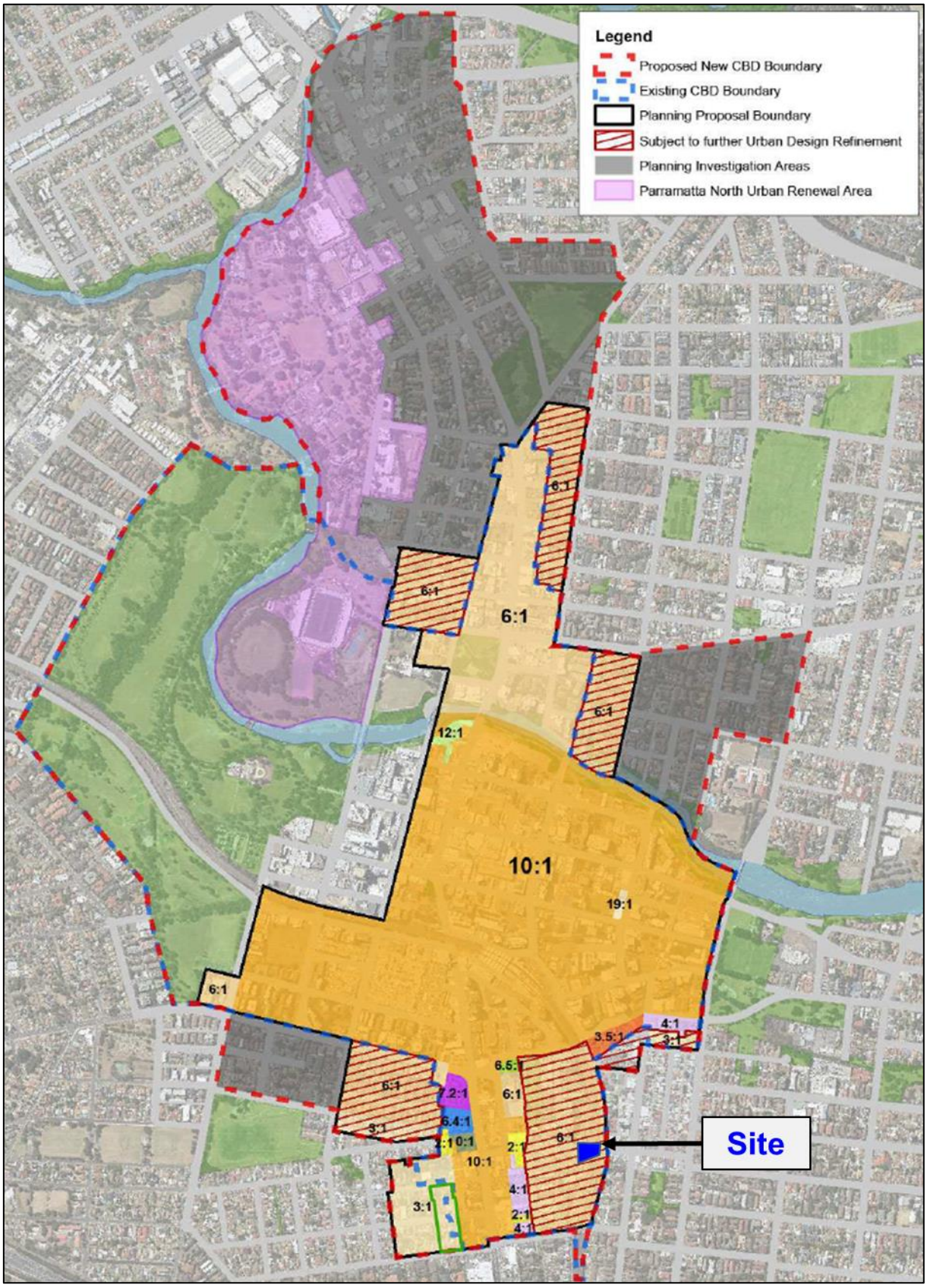

Figure 6: Parramatta CBD Planning Strategy – Proposed FSR

4.3 Parramatta Light Rail – Stage 1

Planning and design for the Parramatta Light Rail (PLR) Stage 1 has been announced by TfNSW in March 2017. As shown in **Figure 7** below, PLR – stage 1 will follow the alignment of Macquarie Street to the north of the Site. The PLR will provide an increase in frequency of services with direct connections to Carlingford, Westmead and Parramatta CBD. This additional service within the Parramatta area will limit growth in private vehicle usage and partially offset increase traffic arising from the increased density envisaged for Greater Parramatta as discussed in Section 3.1

Figure 7: Parramatta Light Rail – Stage 1

Source: Parramatta Light Rail

4.4 Western Sydney Regional Ring Road

The Western Sydney Regional Ring Road concept was developed by Parramatta City Council and seeks to establish a regional arterial road circulating the Parramatta CBD by 2021. This is in response to a number of strategic transport corridors radiating from Parramatta and outlines a number of intersection upgrades to facilitate creation of the Ring Road as summarised in **Figure 8**.

In the vicinity of the Site, it can be seen that the Ring Road identifies upgrade works to access to the M4 from Woodville Road and Church Street, which is located directly west of the Site.

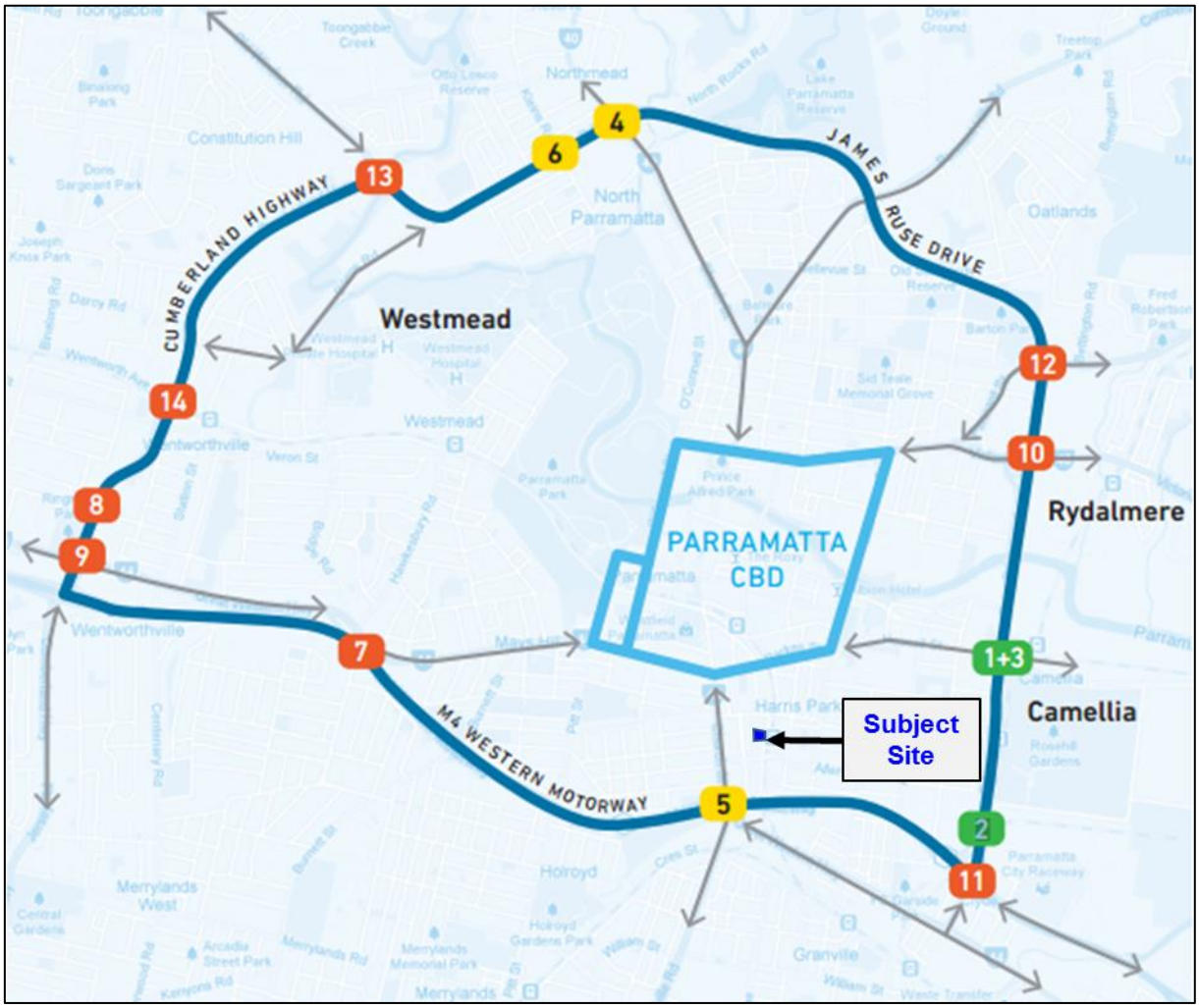

Figure 8: Proposed Western Sydney Regional Ring Road Upgrades

Source: Parramatta City Council

5 Description of Proposal

5.1 Proposed Amendments to Planning Controls

A detailed description of the Concept Plan and proposed modifications to planning controls is provided in the Planning Proposal submission prepared separately. The key aspects of the Proposal can be summarised as follows:

- Increase FSR control of 9.2:1.
- Building height of 108 metres.

5.2 Indicative Concept Plan & Development Yield

The potential traffic and access implications of the Proposal have been assessed on the basis of the indicative yield resulting from the Concept Plan developed by Aleksandar Design Group. A reduced copy of the ground floor and basement plans are presented in below for context.

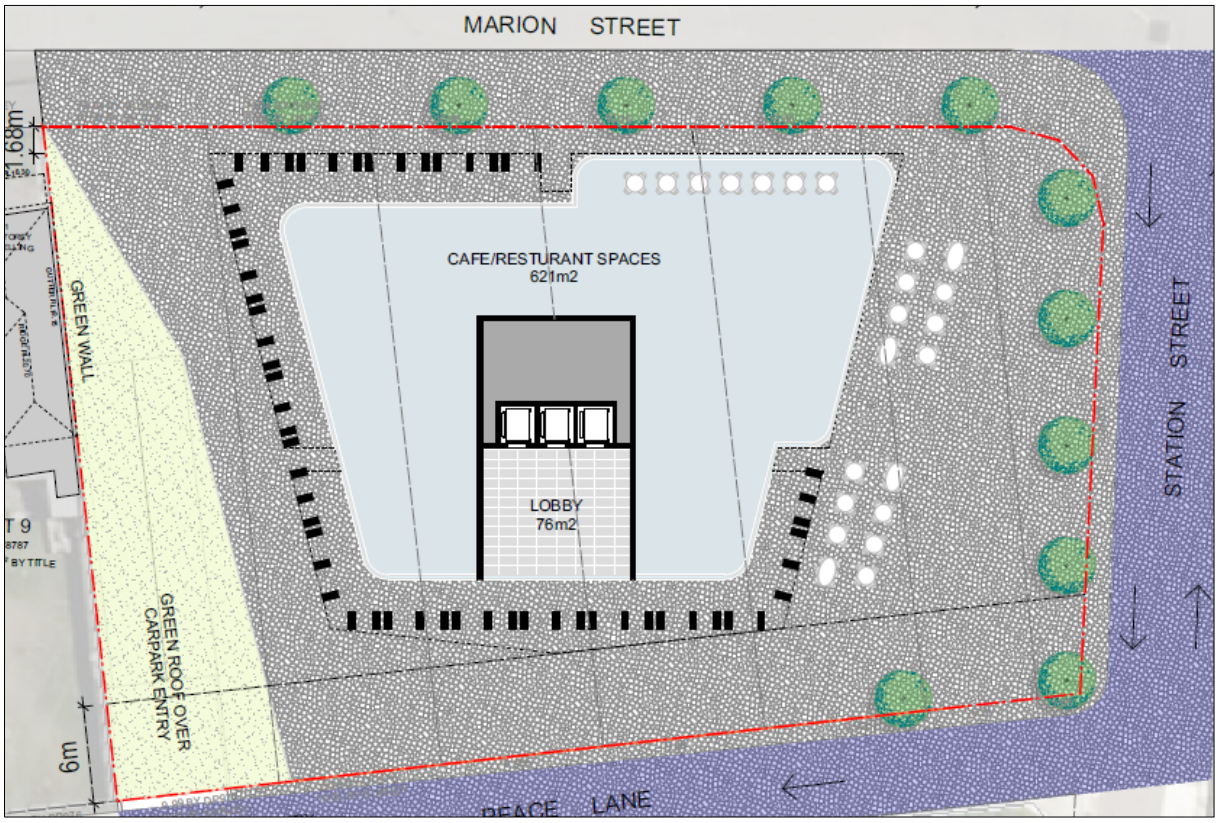

Figure 9: Ground Floor Layout

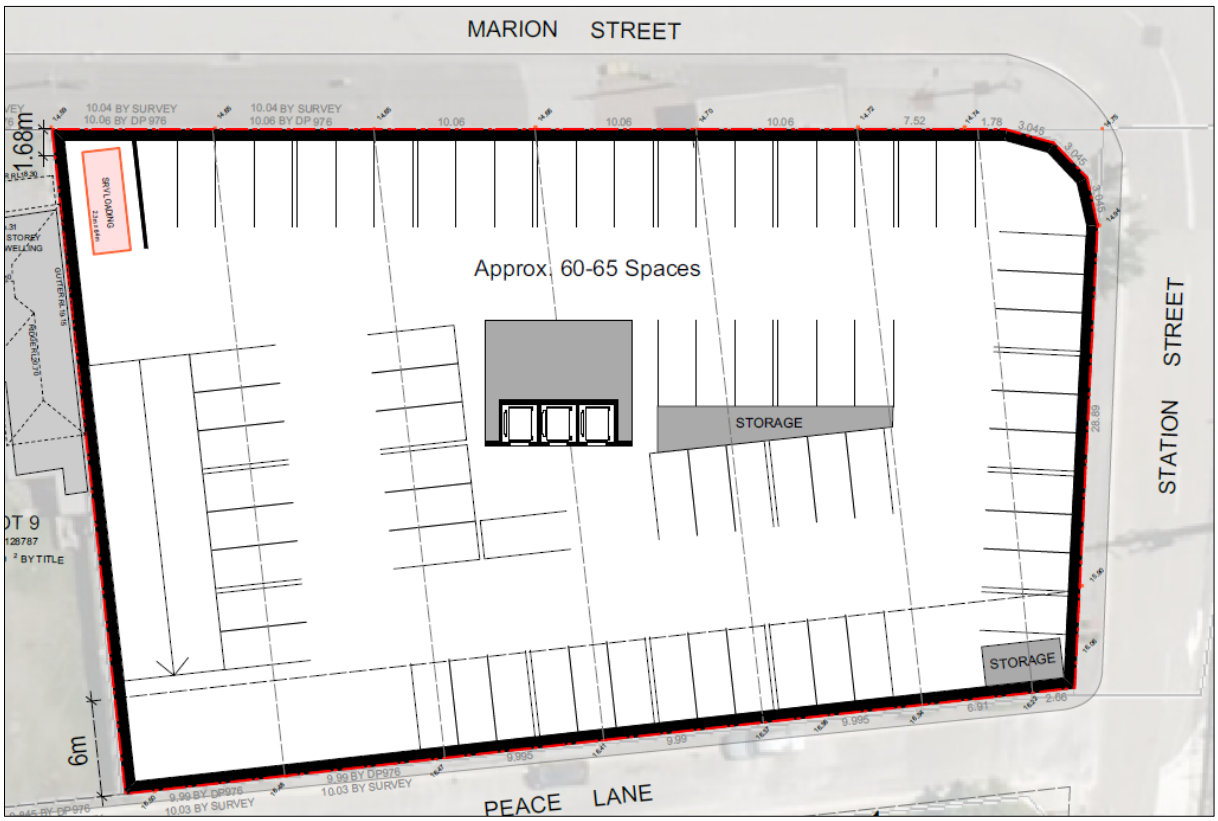

Figure 10: Indicative Basement

The indicative development, with an FSR of 9.2:1, comprises a mixed-use development with approximately:

- 240 residential units; and
- 1,330m^2 of ground floor restaurant/café/commercial uses.

Having regard for the above, it is assumed that the yield that might be achieved under Council's proposed amendments to the LEP controls, including a proposed FSR of 6:1, would result in the following yield:

- 153 residential units; and
- 1,330m^2 of ground floor restaurant/café/commercial uses.

Accordingly, the relative change from Council's Planning Strategy to that now proposes is in the order of some 87 residential units.

5.3 Design Commentary

5.3.1 Site Access

Vehicular access to the Site is expected to be provided from Peace Lane to the rear of the development. In this regard, the concept plans indicate a proposed driveway access at the south-west corner of the Site along Peace Lane.

This location was selected to minimise the impact of vehicular access ramps on pedestrian connectivity through the site, noting that a key pedestrian desire line could traverse the ground level plaza between Harris Park Station, Cowper Street and the Auto Alley Commercial Core at the western end of Marion Street.

5.3.2 Internal Design Commentary

Detailed design of the basement car park and on-site loading areas will be undertaken during subsequent Development Applications. It is anticipated that the standard requirements for compliance with relevant Australian Standards (AS2890 series) will be required at that time.

An indicative basement layout has been prepared by Aleksandar Design Group which demonstrates that compliance can be achieved. The current design envisaged on-site loading and servicing by up to Small Rigid Vehicles. This vehicle size is less than the waste collection vehicle dimensions outlined in the Parramatta City Centre DCP 2007. Accordingly, this is considered a matter that will require further consideration as part of post-Gateway detailed assessment.

Notwithstanding, it is expected that the basement footprint is readily capably of containing adequate parking spaces in compliance with relevant Australian Standards, subject to a formal DA design process.

6 Parking Controls

Parking assessment will be undertaken in subsequent Development Applications. Notwithstanding, the below provides a summary of the applicable parking controls.

6.1 Parramatta City Centre Controls

Section 22C of the Parramatta City Centre LEP 2007 (PCCLEP) provides the following maximum parking controls for relevant non-residential uses that may be considered on the ground floor:

- Commercial 1 car parking space for every 100m^2 GFA.
- Restaurants The lesser of 1 car parking space for every 10m^2 GFA, OR 1 space per 4 seats.
- Shops 1 car parking space for every 30m^2 GFA.

The PCCLEP also provides the following maximum rate for multi-dwelling housing:

- 1 maximum of 1 car parking space for every dwelling, and
- 1 visitor car parking space per 5 dwellings.

6.2 Sepp 65 - Apartment Design Guide

Having regard for the Site proximity (within 800 metres) to Harris Park Railway Station, the SEPP 65 Apartment Design Guide (ADG) minimum car parking requirements could be applied to the development. It is noted that this outlines the minimum number of spaces for which Council's cannot deny consent and does not prevent a lower provision where supported by Council. In this regard, Objective 3J-1 of the ADG states the following requirement for car parking based on the proximity to public transport in Sydney and regional areas:

"*On sites that are within 800 metres of railway station or light rail stop in the Sydney Metropolitan Area… the minimum car parking requirements for residents and visitors is set out in the Guide to Traffic Generating Developments or DCP by relevant Council, whichever is less"*

In accordance to objective 3J-1 above, the RMS *Guide for Generating Developments* has been adopted, which requires car parking for high-density residential flat buildings within Metropolitan Sub-Regional Centres to be provided at the following rates:

- 0.6 spaces per one bedroom unit,
- 0.9 spaces per two bedroom unit,
- 1.4 spaces per three bedroom unit, and
- 1 space per 5 units (visitor parking).

7 Traffic Assessment

7.1 Traffic Generation Rates

The trip generation rates provided in the RMS TDT/04a for high-density developments have been adopted to assess the traffic demands associated with the Proposal as the development is well serviced by public transport and is greater than six storeys in height. Relevant trip rates outlined by the RMS TDT/04a for high density residential developments are as follows:

- 0.19 vehicle trips per unit during morning peak hour period.
- 0.15 vehicle trips per unit during evening peak hour period.

For the purpose of this assessment, it is assumed that the ground floor retail use may comprise a café or restaurant tenancies. These uses are not included within the RMS TDT/04a and, accordingly, reference is made to the RMS Guide to Traffic Generating Developments (RMS Guide). For the purposes of this assessment, it is assumed that the café / restaurant will generate similar traffic volumes during both peak periods, despite the RMS Guide restaurant rates only applying to the evening peak. As such, the following traffic generation rate for restaurants within the RMS guide will be adopted.

- 5 vehicle trips per 100m^2 GFA during evening peak hour period.

7.1.1 Existing Traffic Generation

As previously discussed, the existing uses on-site generate minimal traffic during the critical morning peak period.

7.1.2 Parramatta CBD Strategy Traffic Generation

Application of the above traffic generation rates to the indicative yield envisaged for the site under Council's proposed FSR of 6:1 is provided in **Table 1** below.

Table 1: Indicative Traffic Generation - Parramatta CBD Strategy Scheme (6:1 FSR)

Land Use	Yield	Traffic Generation					
		AM	*IN*	*OUT*	**PM**	*IN*	*OUT*
High Density Residential	153 units	**29**	7	22	**23**	15	8
Café / Restaurant	1,330m^2	**67**	34	33	**67**	34	33
Total		**96**	41	55	**90**	49	41

Application of the rates above would result in the traffic generation of 96 veh/r and 90 veh/hr during morning and evening peak hour period respectively. It is assumed that these traffic volumes will be included within the strategic transport planning being undertake for the wider Parramatta City Centre.

7.1.3 Proposed Traffic Generation

Similarly, application of the above rates to the indicative yield proposed by the Aleksandar Design Group concept planning is summarised in **Table 2** below.

Table 2: Indicative Yield Traffic Generation – Proposed (9.2:1 FSR)

Land Use	Yield	Traffic Generation					
		AM	*IN*	*OUT*	**PM**	*IN*	*OUT*
High Density Residential	240 units	**46**	12	34	**36**	24	12
Café / Restaurant	1,330m^2	**67**	34	33	**67**	34	33
Total		**113**	46	67	**103**	58	45

Development traffic will access Peace Lane which is of sufficient width to cater for the increased traffic as a result of the subject development. It is noted that Peace Lane is one-way (westbound) with No Stopping restrictions applying in proximity to its intersections to facilitate turning movements.

7.1.4 Net Traffic Generation

It is evident from above that the net change in traffic as a result of the proposed uplift will be in the order of the 17 veh/hr during the critical morning peak, as summarised below.

Table 3: Net Traffic Generation

Land Use	Traffic Generation	
	AM	**PM**
Parramatta CBD Strategy	96	90
Proposed Development	113	103
Net Change	17	13

Having regard for the distribution of traffic between inbound and outbound movements, the relative increase to any one movements would be even lower and in the order of 13 veh/hr.

7.2 Traffic Distribution & Assignment

The net increase of traffic (17 veh/hr) during the AM peak has been distributed onto the surrounding network and is presented in **Figure 11**. Traffic has been distributed having consideration for relevant JTW for the locality together with access opportunities. For example, access to the site from the west can occur via the M4 off-ramp to Church Street. However, vehicles exiting the site travelling west are expected to use Church Street to access the Great Western Highway noting that no access to the westbound on-ramp is provided to the M4 from Church Street (north).

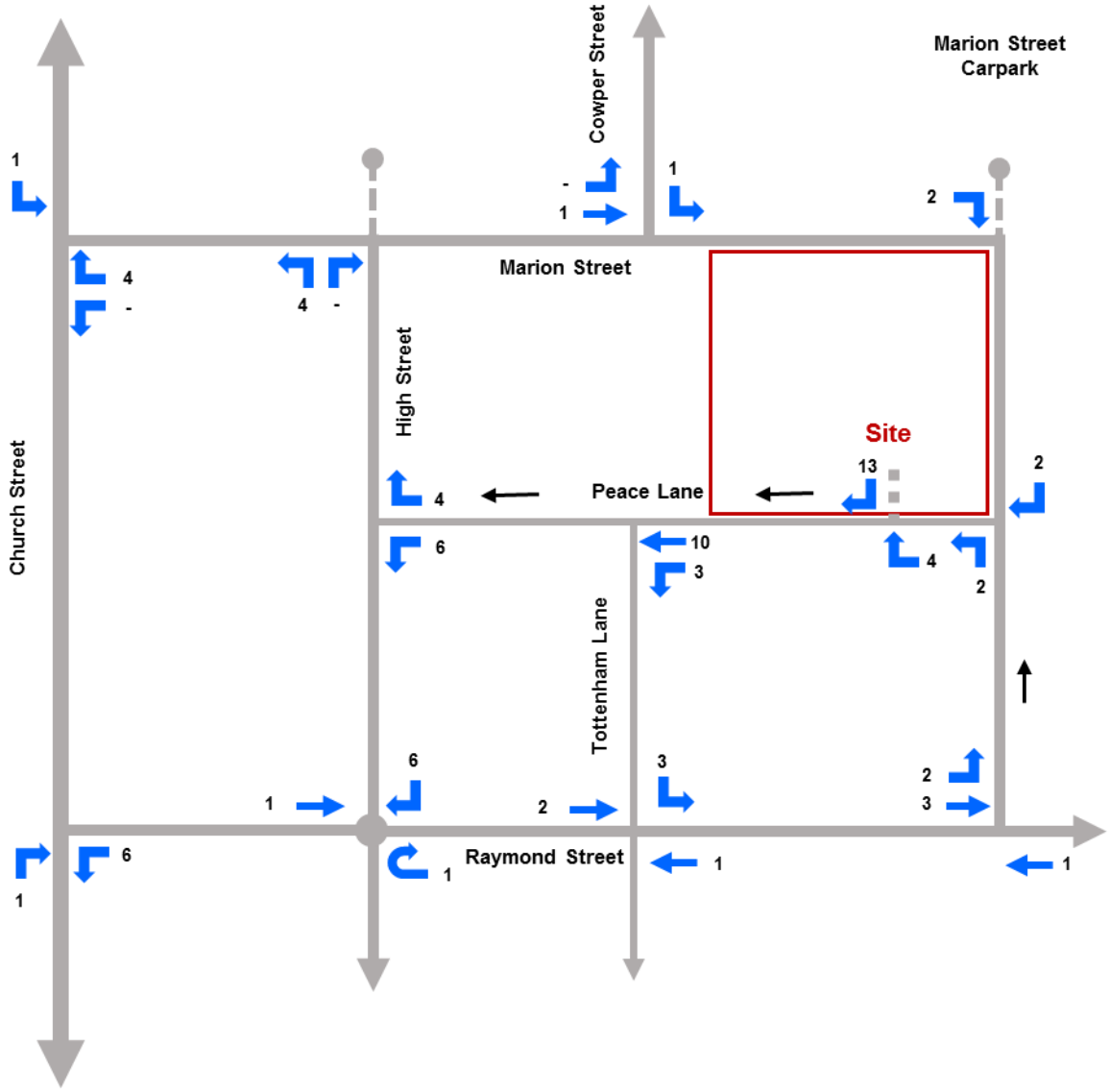

Figure 11: Traffic Distribution AM Period

7.3 Traffic Impacts

The proposed increase in FSR (from 6:1 to 9.2:1) will result in an increase of 17 and 13 vehicles per hour during the weekday morning and evening peak periods, respectively.

Furthermore, it can be seen from Section 7.2 that the relative increase in traffic at key intersections on the periphery of the study area will be a maximum of 6 veh/hr for any one movement. This equates to a single additional vehicle every 10 minutes which will have negligible impact on the performance of the surrounding road network.

Subject to Council and RMS requirements, further detailed assessment of the Proposal could be undertaken at post-Gateway or DA stage once the development scheme is more resolved and further detail from Council is available with respect to planned infrastructure upgrades as a result of the general uplift envisaged by Council's Planning Proposal have been identified.

In summary, the proposed amendments to permissible FSR and height controls will result in a minor increase in traffic compared to that already planned (by Council) for the Parramatta City Centre. Accordingly, the proposal will have will have minimal impact on the performance of the surrounding road network.

8 Conclusions

The key findings of this Traffic Impact Assessment are:

- Ason Group has been commissioned to prepare a Traffic Impact Assessment report in relation to 35-45 Marion Street, Parramatta to support the submission to Council to amend the current LEP controls.
- The Site is located within close proximity to the Parramatta CBD and is favourably located with regard to bus and train services in the locality. This proximity provides an opportunity for increased residential density to capitalise on future residents utilising active (walking and cycling) or public transport in preference to private vehicle usage.
- Council has initiated a separate Planning Proposal referred to as *Parramatta CBD Planning Strategy* which seeks for uplift in densities within Greater Parramatta, particularly the Parramatta City Centre and surrounding areas including the subject site.
- A summary of relevant changes to planning controls under the CBD Planning Strategy and the subject proposal is provided in the table below.

Controls	Current Controls	Parramatta CBD Strategy	Proposed
Zoning	B4 Mixed Use	B4 Mixed Use	B4 Mixed Use
Floor to Space Ratio	2:1	6:1	9.2:1
Building Height	12m	54m	108m

- Access to the site is proposed via Peace Lane to limit the impact of the required driveway on key frontages (Marion Street and Station Street West) and pedestrian desire lines to Harris Park Station.
- Parking provisions will be subject to further detailed assessment as part of subsequent Development Application submissions. However, the following are considered noteworthy:
  - Relevant parking controls applicable to future development of the site include Council's LEP which stipulates maximum parking provisions. These are maximum controls and do not necessarily preclude a lesser parking provision.
  - It is noted that the Site is located within 100 metres of Harris Park Railway Station and is therefore subject to SEPP 65 Apartment Design Guide (ADG) minimum parking controls would also be applicable any future development.

- The findings of the Parramatta CBD Strategic Transport Study undertaken thus far in relation to Council's CBD Planning Strategy suggests that Council implement restrictive parking policies to mitigate growth in private vehicle use. Subject to the outcomes of the detailed CBD Planning Strategies currently being undertaken, Council may seek to reduce parking rates within the City Centre further than already applies.

- A concept plan has been prepared by Aleksandar Design Group to explore the potential development yield that may occur as a result of the proposed planning controls. For the purposes of this assessment, it is assumed that the development yield possible under Council's CBD Planning Strategy would be proportional to that of the proposed scheme. A summary of the indicative development yield under both options is presented below.

Land Use	Parramatta CBD Strategy[1]	Proposed	Net Change
Residential Units	153 units	240 units	+87 units
Retail	1,330m^2	1,330m^2	-

Note: 1) Assumed having regard for the indicative yield developed under the 'proposed' development scenario.

- Having regard for the above relative changes, the proposal will result in the following changes to peak hourly traffic volumes at the site access:
  - AM peak 17 veh/hr
  - PM peak 13 veh/hr
- When considering the distribution of this increased traffic on the wider road network, the relative increase at any one intersection will be reduced. As discussion in Section 7.2, the forecast increase to any one movement at key surrounding intersections on the periphery of the study area would be 6 veh/hr or – expressed differently – a single additional vehicle every 10 minutes. This is a minor increase and is not expected to impact the future performance of the surrounding road network.
- It is noted that Council has yet to complete its city-wide transport planning studies which are expected to outline the necessary road and transport infrastructure initiatives to support uplift of the City Centre density generally. Notwithstanding, the minor increase in traffic as a result of this Planning Proposal would be unlikely to affect the findings of those studies.

In summary, it is concluded that the Proposal is supportable on traffic planning grounds.