

SPP-21-00002
Proposed Mixed Use Development

**34-46 Flushcombe Road,
Blacktown**

REVISED TRAFFIC AND PARKING ASSESSMENT REPORT

26 October 2021

Ref 20654

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TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROPOSED DEVELOPMENT	5
3. TRAFFIC ASSESSMENT	11
4. PARKING ASSESSMENT	23

APPENDIX A ARCHITECTURAL PLANS

LIST OF ILLUSTRATIONS

Figure 1	Location
Figure 2	Site
Figure 3	Road Hierarchy
Figure 4	Existing Traffic Controls
Figure 5a & 5b	Public Transport
Figure 6	Existing Parking Restrictions

1. INTRODUCTION

This revised report has been prepared to accompany an amended development application to Blacktown City Council for a mixed use development to be located at 34-46 Flushcombe Road, Blacktown (Figures 1 and 2).

In March 2021, SPP-21-00002 was lodged with Council for the demolition of the existing retail/commercial buildings on the site and the construction of a new multi-storey mixed-use building in its place, comprising a pub and restaurant on the ground floor level, small room function space and meeting rooms on the first floor level and 150 residential apartments on the levels above.

Off-street parking in the original scheme was proposed to be provided for a total of 166 cars (including 20 disabled spaces), in a new five-level basement car parking area. Basement level 1 was to be allocated to pub and restaurant patrons whilst basement level 2 was to be allocated to function patrons. Residential parking was provided on basement levels 3-5 and completely separate/secure from the non-residential parking areas.

Vehicular access was proposed to be provided via a new entry/exit driveway located at the southern end of the Cobbs Lane site frontage. No vehicular access was proposed via the Flushcombe Road site frontage.

Notwithstanding, in June 2021, the Applicant lodged a Class 1 appeal with the Land & Environment Court for the *deemed refusal* of SPP-21-00002.

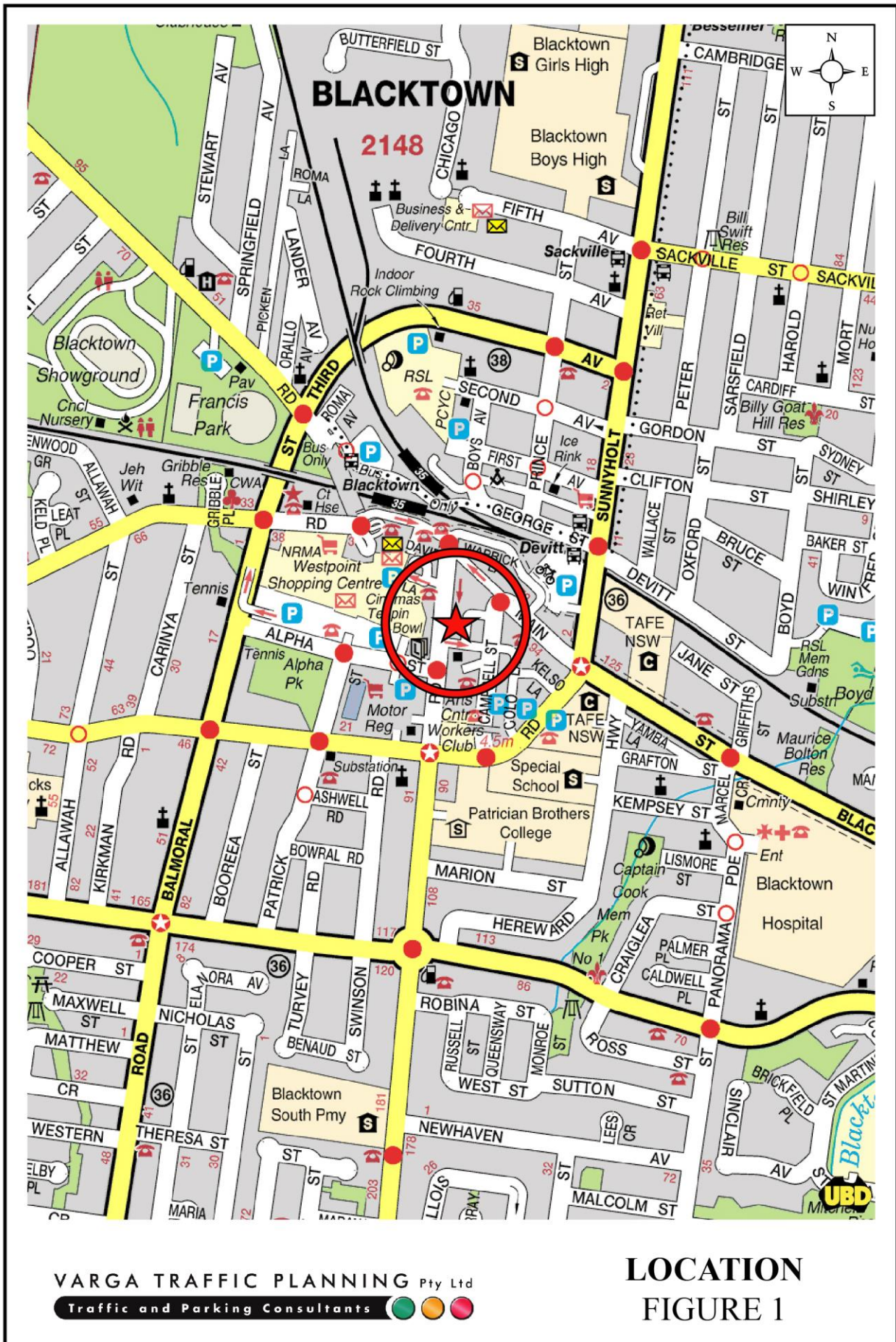
The proposed amended scheme attempts to address Council's concerns detailed in their Statement of Facts & Contentions, dated 19 July 2021, as well as specifics raised in the s.34 conciliation conference held on 2 September 2021. In traffic and parking terms, the amended scheme has removed one level of residential apartments, thereby resulting in a *reduction* of 11 apartments, whilst *increasing* parking by 40 additional car spaces (by way of a 6th basement level) over and above the original scheme. The non-residential areas located on the ground and first floor levels have also been slightly reconfigured. The parking rates and methodology is also analysed in greater detail and in accordance with Council's requirements.

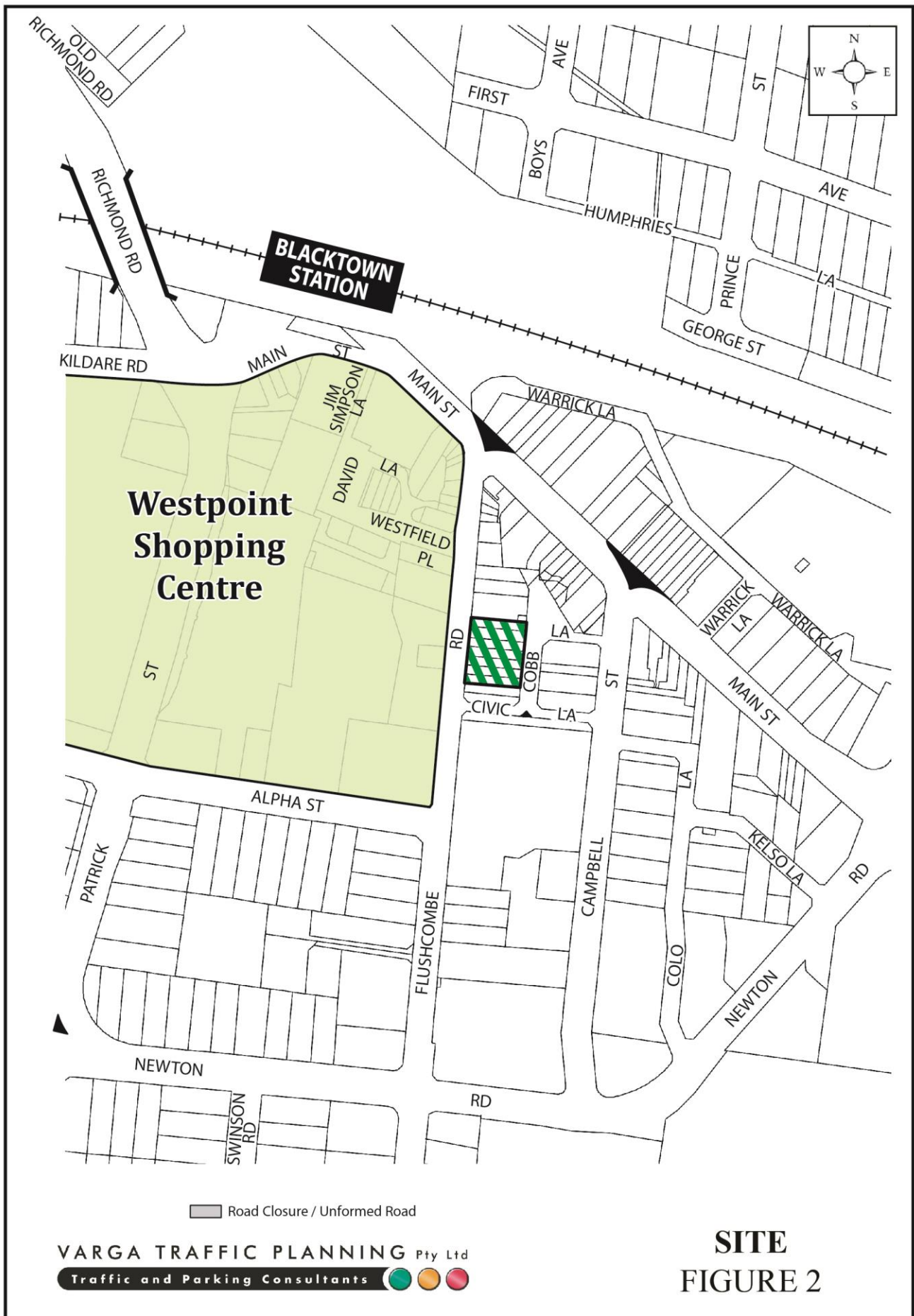
Slight modifications have also been made to the basement and ground floor layout to address waste contentions as well as and site isolation contentions for No.48 & No.50 Flushcombe Road, including the provision of an easement and connection points on each basement level.

As noted above, off-street parking is now proposed to be provided for a total of 206 cars in a new six-level basement parking area, with vehicular access remaining via a new entry/exit driveway located at the southern end of the Cobbs Lane site frontage. No vehicular access is proposed via the Flushcombe Road site frontage.

The purpose of this revised report is to assess the traffic and parking implications of the amended development proposal and to that end this report:

- describes the site and provides details of the amended development proposal
- reviews the road network and public transport services in the vicinity of the site
- estimates the traffic generation potential of the amended development proposal
- assesses the traffic implications of the amended development proposal in terms of road network capacity
- reviews the geometric design features of the proposed parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street parking and loading provided on the site.





2. PROPOSED DEVELOPMENT

Site

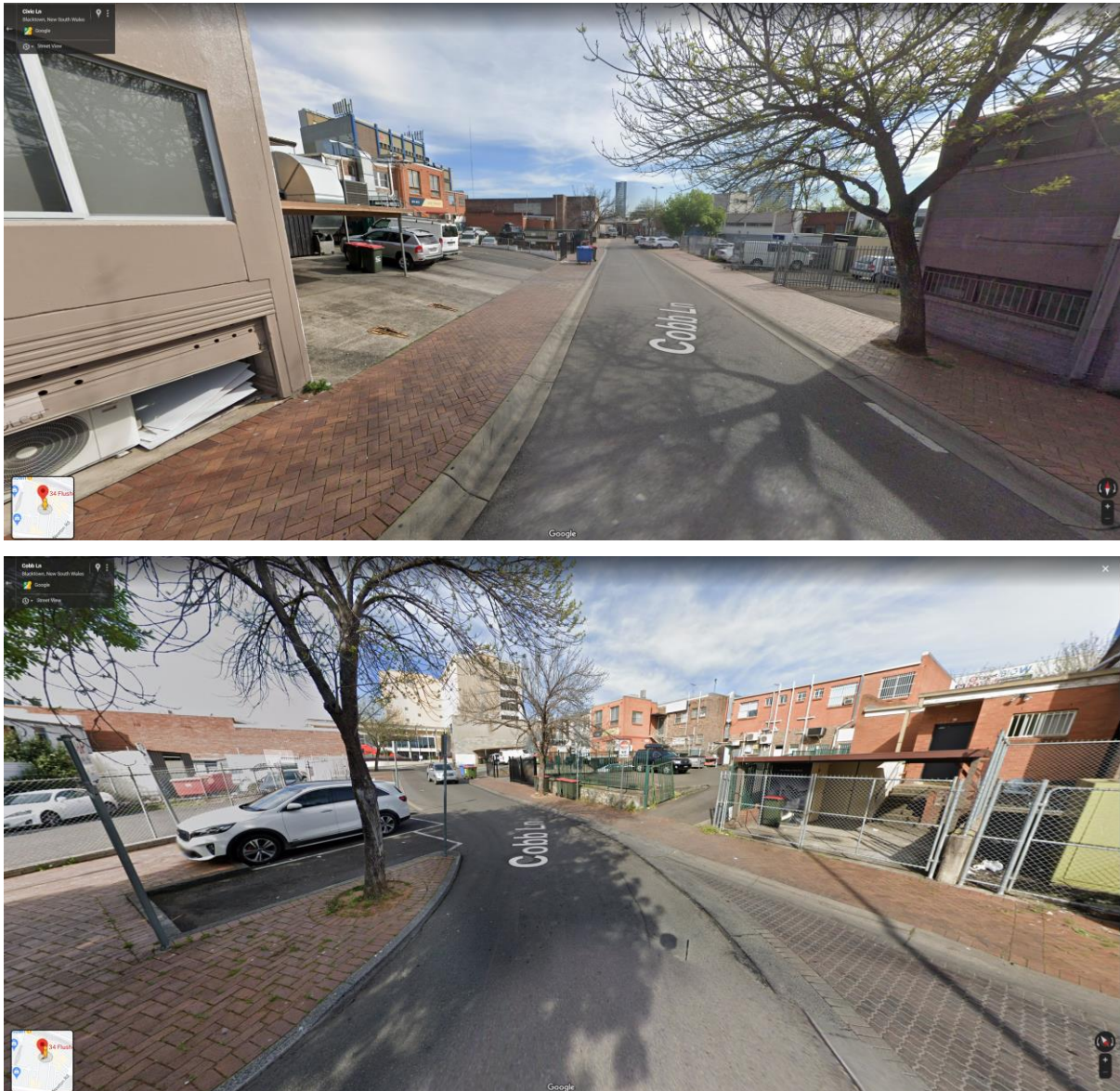
The subject site is located on the eastern side of Flushcombe Road, between Westfield Place and Civic Lane, and extends through to Cobbs Lane within the heart of the Blacktown CBD. The site has a street frontage of approximately 44m in length to both Flushcombe Road and Cobbs Lane and occupies an area of approximately 1,592m².

Council's *Local Environmental Plan 2015* indicates the site is zoned *B4 Mixed Use* and has a 50m height limit. There are no FSR controls which apply to the site.

The subject site is currently occupied by a number of adjoining part-one/part-two storey older style retail/commercial buildings with a cumulative floor area of approximately 850m². A recent aerial image of the site and its surroundings is reproduced below.



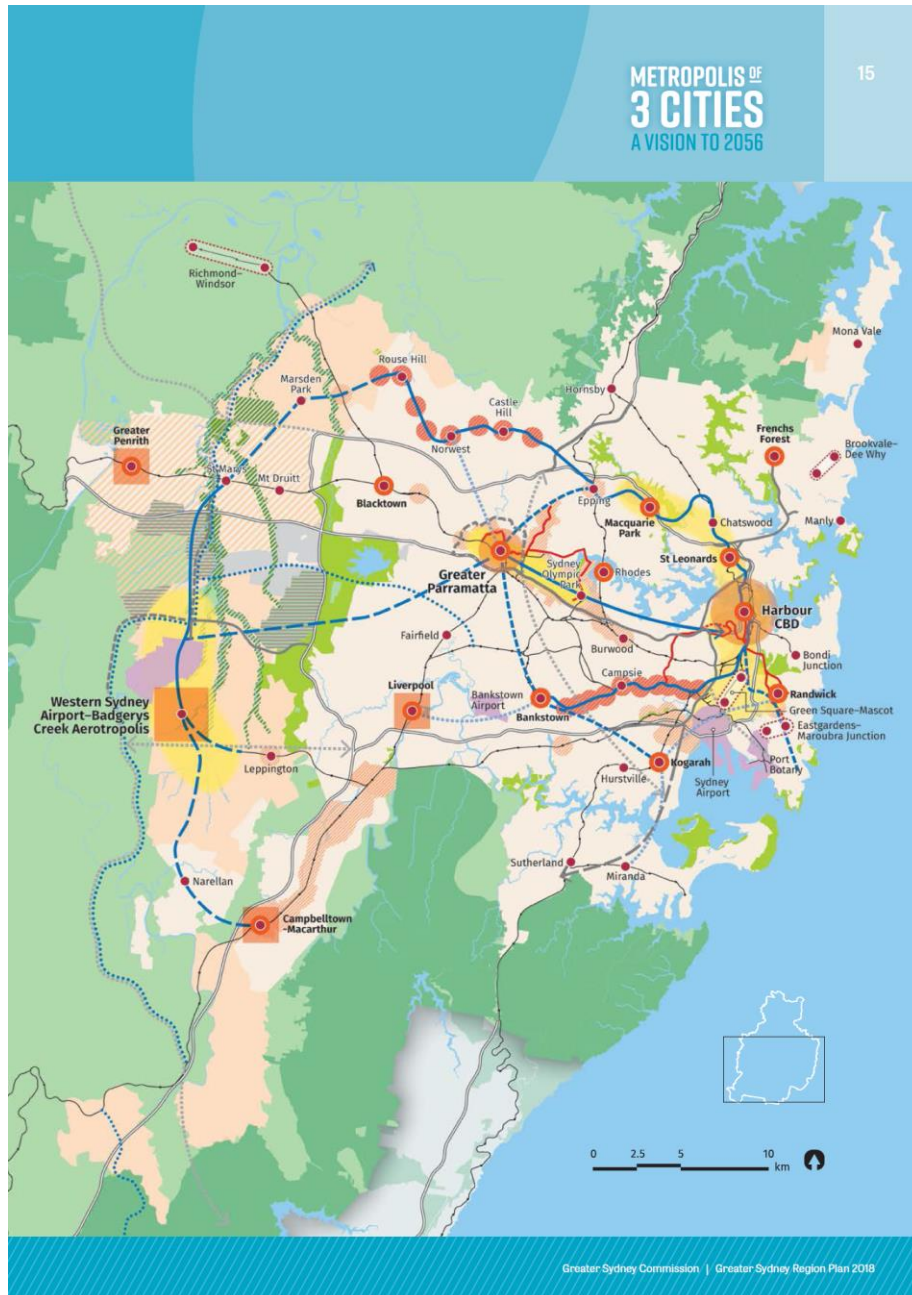
Off-street parking for the respective buildings is currently provided within at-grade hardstand areas at the rear of each property. Vehicular access to the site is currently provided via multiple driveways located off each of the respective buildings along the Cobb Lane site frontage. In this regard, Cobb Lane in the vicinity of the site typically comprises roll kerbs along both sides, as indicated in the *Streetview* image on the following page.



Greater Sydney Region Plan – A Metropolis of Three Cities

In 2018, the NSW Government released a document called '*Greater Sydney Region Plan: A Metropolis of Three Cities*'. As the population grows, the goal is to rebalance economic and social opportunities across Greater Sydney by dividing Sydney into three core cities to allow residents to live within 30 minutes of their jobs, education and health facilities, services and other great places.

The document envisages Blacktown as becoming a “Strategic Centre”, as indicated in the map on the following page.



Local Strategic Planning Statement 2020

In March 2020, Council released the *Local Strategic Planning Statement 2020* document (LSPS), which sets out a 20-year vision for Blacktown City as it grows and changes. The LSPS states that it must set out planning priorities that are consistent with the:

- *Greater Sydney Region Plan*
- *Central City District Plan*
- *Blacktown Community Strategic Plan – Our Blacktown 2036*

The site is located within the “Blacktown Precinct”, as outlined in the LSPS document. In particular, the LSPS notes that, *“formalising the Blacktown outer ring road will better distribute the regional traffic around the Strategic Centre, removing cars from the busy centre and making it a place in which it is more pleasant to spend time. Improved active and public transport connections will address amenity, access and severance issues. Everyone living in the Blacktown City Precinct will be able to access the Blacktown Strategic Centre within 30 minutes by public transport”*.

Blacktown CBD will contribute to the critical mass needed for the Blacktown Strategic Centre to achieve efficiency. It will transform into the major business centre that is compact, walkable, has a diverse range of housing and is a pleasure to live in. Redevelopment of the Precinct will encourage residents, workers and visitors to support and grow the Blacktown city centre.

Proposed Development

The proposed amended scheme involves the demolition of the existing retail/commercial buildings on the site and the construction of a new multi-storey mixed-use development, generally consistent with the existing planning controls which apply to the site.

The proposed new building will comprise a pub and restaurant on the ground floor level, with small room function space and meeting rooms on the first floor level. The pre-function area has been excluded from the total floor area as this area will only be used pre-functions, as the name suggests, the space will not be used as additional function space if all of the function rooms are occupied.

The various floor areas of these non-residential areas in the amended scheme are set out below, and include back-of-house areas, as requested by Council.

Non-Residential Floor Areas

Ground floor restaurant:	177m ² (inc. BOH, kitchen & storage)
Ground floor pub & gaming:	575m ² (inc. BOH, office, amenities & kitchen)
First floor function & meeting rooms:	1,192m ² (inc. BOH, amenities & kitchen)
TOTAL FLOOR AREA:	1,944m²

Customers/diners/gamers are expected to be largely walk-ins due to the site's prime location within the heart of the Blacktown CBD, rather than driving to the site as a "destination". Furthermore, the proposed function and meeting rooms are primarily intended to complement the pub and will be available for booking as part of the pub facilities.

In addition to the above uses, the proposed building also comprises a total of 139 residential apartments on the upper levels, *reduced* by 11 from the original scheme due to the deletion of one level, as follows:

Residential Apartment Mix

1 bedroom apartments:	84
2 bedroom apartments:	50
3 bedroom apartments:	5
TOTAL APARTMENTS:	139

Off-street parking is now proposed to be provided for a total of 206 cars (including 25 disabled spaces), in a new six-level basement parking area.

Vehicular access to the basement parking facilities is to be provided via a new entry/exit driveway located at the southern end of the Cobbs Lane site frontage.

Loading/servicing for the proposed development is expected to be undertaken via a range of commercial vehicles up to and including 8.8m MRV trucks, including Council's typical garbage truck.

A drive-through loading area is to be provided along the rear setback of the site, adjacent to the basement car park entry ramp, such that all trucks will be able to enter and exit the site in a forward direction. Vehicular access to the loading facilities is to be provided via Cobbs Lane.

Plans of the proposed development have been prepared by *Marchese Partners International Pty Ltd* and are reproduced in Appendix A.

Site Isolation

Contention 2 of Council's Statement of Facts & Contentions notes that *"the proposal does not demonstrate that adequate regard has been given to the adjoining, potentially isolated properties at Nos.48-50 Flushcombe Road"*.

In this regard, it should be noted that the Applicant has an "option" to purchase the immediately adjoining site at No.48, whilst unsuccessfully offering to also acquire an "option" on No.50.

Furthermore, the concept scheme does *not* include a mechanical car lift as a means to transfer vehicles to the basement parking levels. The proposed modified concept scheme now proposes to provide an easement through the subject site's basement, with a connection point on each level, thereby providing a feasible means of vehicular access to a potential future basement parking area for the adjoining sites.

Furthermore, waste collection for the adjoining sites will be able to occur from *within* their site boundaries, potentially by way of an at-grade drive-through arrangement from Civic Lane through to Cobb Lane. Loading/servicing for 48-50 Flushcombe Road will *not* be undertaken from the Civic Lane or Cobb Lane road carriageways.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

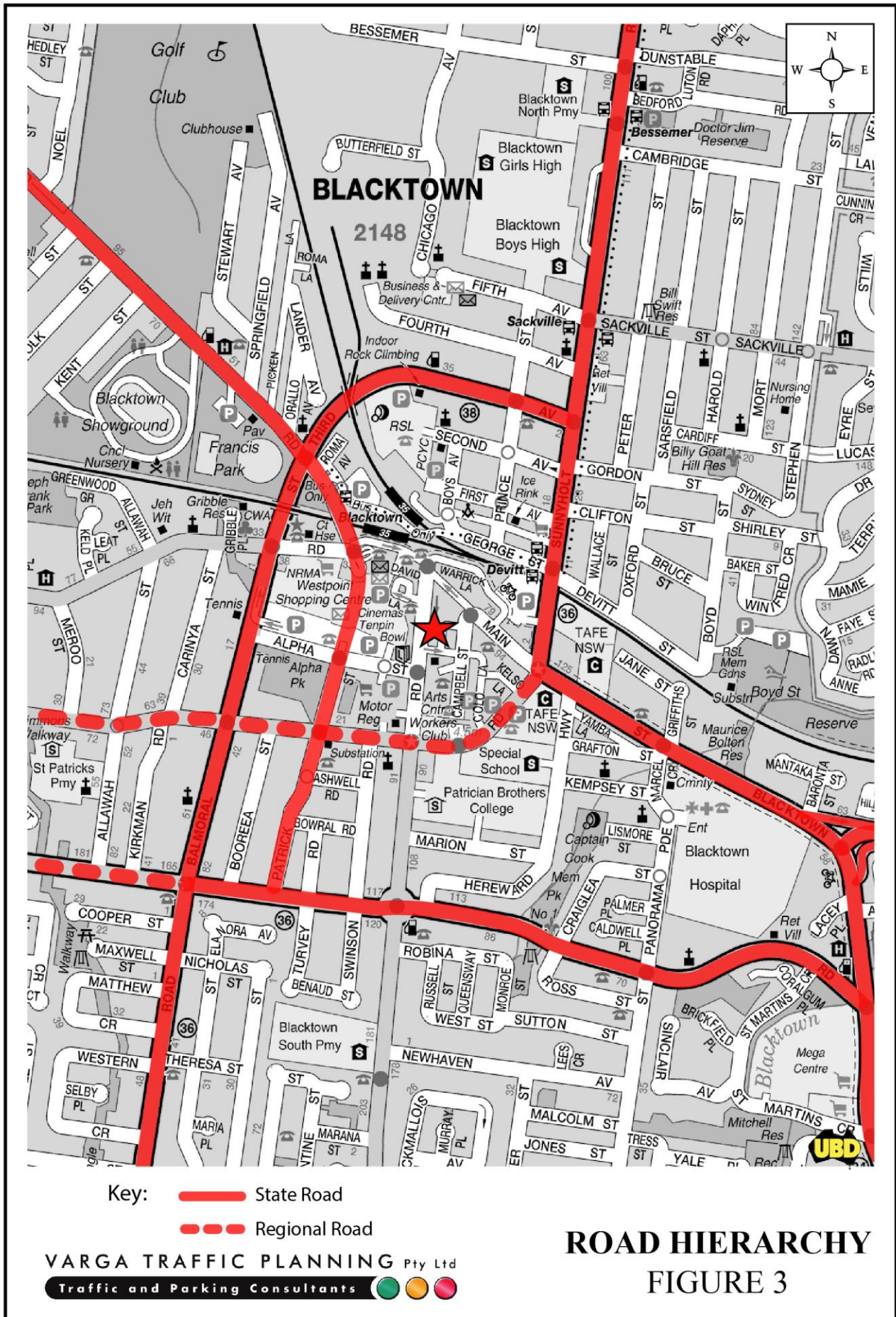
Sunnyholt Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area, linking Blacktown to Stanhope Gardens. It typically carries two traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Kerbside parking is generally prohibited along both sides of the road.

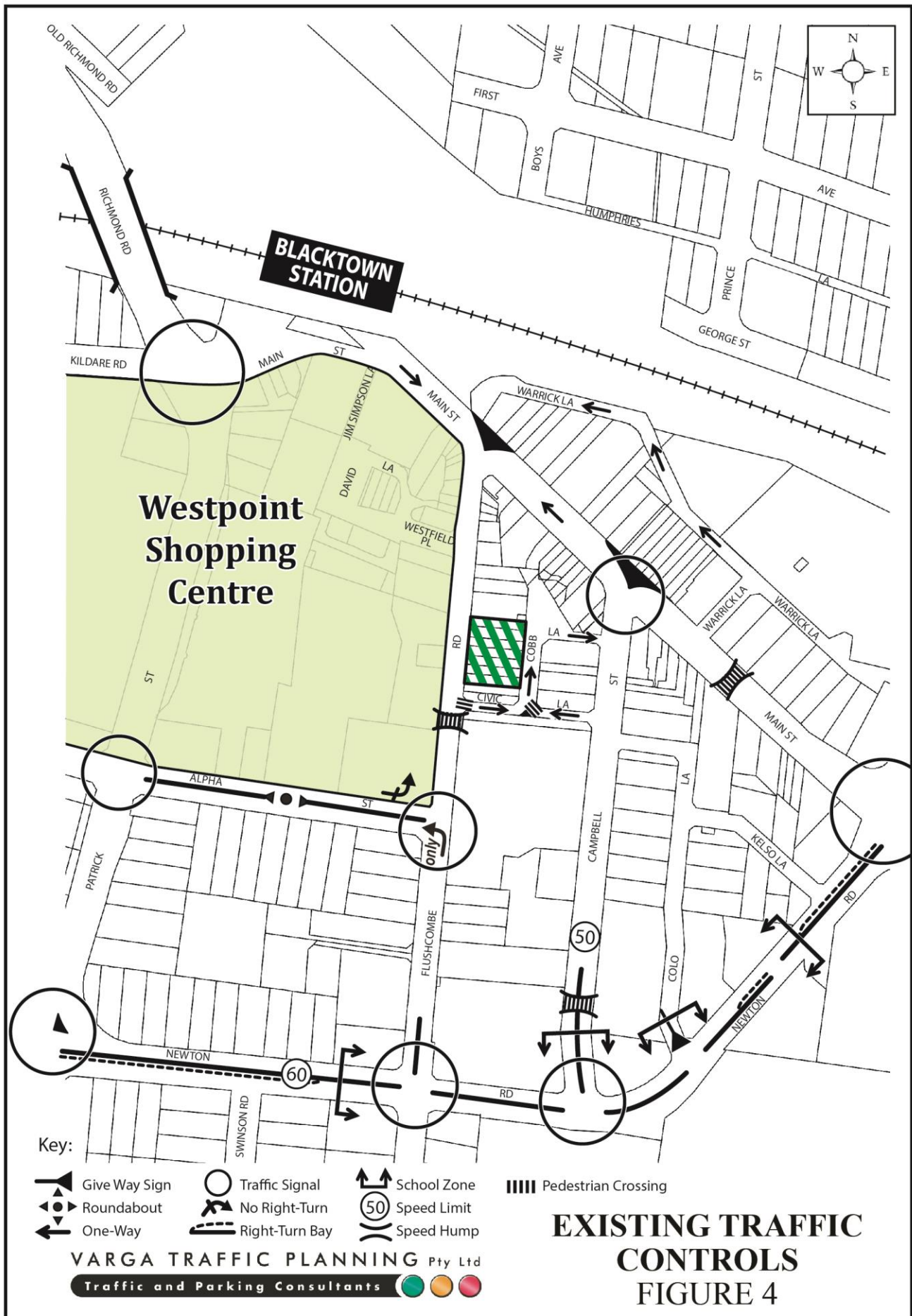
Main Street (east of Sunnyholt Road) / Blacktown Road / Prospect Highway are also classified by the RMS as *State Roads* which provide another key north-south road link in the area, linking Blacktown to Wetherill Park. It typically carries two traffic lanes in each direction, with additional lanes provided at key intersections, with opposing traffic flows also separated by a central median island. Kerbside parking is generally prohibited along both sides of the road.

Newton Road is classified by the RMS as a *Regional Road* and provides a key east-west road link in the area, linking Main Street and Lancaster Street. It typically carries two traffic lanes in each direction, with opposing traffic flows separated by a central median island. Kerbside parking is generally prohibited along both sides of the road.

Flushcombe Road is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted along both sides of the road, subject to signposted restrictions.

Cobb Lane and Civic Lane are local, unclassified service lanes which are primarily used to provide rear vehicular and pedestrian access to properties fronting Flushcombe Road, Main Street and also Campbell Street. Kerbside parking is generally prohibited on either side of the laneways. Notwithstanding, a number of dedicated parking bays are located at various locations throughout the laneway, which are subject to signposted restrictions.





Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Newton Road
- a 50 km/h SPEED LIMIT which applies to local roads in the area
- a HIGH PEDESTRIAN ACTIVITY AREA and associated 40km/h SPEED LIMIT which applies to Flushcombe Road in the vicinity of the site
- TRAFFIC SIGNALS in Newton Road where it intersects with Main Street, Campbell Street, Flushcombe Road and also Patrick Street
- TRAFFIC SIGNALS in Alpha Street where it intersects with Flushcombe Road and also Patrick Street
- TRAFFIC SIGNALS in Main Street where it intersects with Campbell Street and also Flushcombe Road
- a SIGNALISED PEDESTRIAN SCRAMBLE CROSSWALK in Flushcombe Road where it intersects Main Street
- a LEFT TURN ONLY restriction in Flushcombe Road turning onto Alpha Street
- a RAISED PEDESTRIAN CROSSING in Flushcombe Road, directly outside the entrance to *Westpoint Shopping Centre*
- PEDESTRIAN CROSSINGS in Civic Lane, in the vicinity of the Flushcombe Road and Cobb Lane intersections
- a ONE-WAY southbound restriction in Flushcombe Road, between Alpha Street and Main Street

- a ONE-WAY eastbound restriction in Civic Lane, between Flushcombe Road and Cobb Lane
- a ONE-WAY westbound restriction in Civic Lane, between Campbell Street and Cobb Lane
- a ONE-WAY northbound/eastbound restriction in Cobb Lane.

Existing Public Transport Services

The subject site is located within the heart of the Blacktown CBD, with existing public transport services available in close proximity of the site illustrated on Figures 5a & 5b.

The subject site is conveniently located within approximately 300m walking distance south of Blacktown Railway Station which lies on the T1 Western Line, operating between Emu Plains and Richmond via Blacktown to the City, as well as the T5 Cumberland Line, operating between Schofields and Campbelltown. Train services operate out of Blacktown Railway Station every 5-10 minutes during peak periods and every 10-15 minutes during off-peak periods. In addition to the train services, a major bus interchange is available outside of the Blacktown Railway Station servicing a number of bus routes.

Furthermore, there are also an extensive range of bus services available within *Westpoint Shopping Centre*, directly opposite the site, including the 611, 630, 700, 702, 711, 721, ,722, 723, 724, 726, 728, 729, 756, 800 and 812 services.

The North-West T-way also operates parallel to Sunnyholt Road, with the closest stop located within 500m walking distance from the site. The North-West T-way is a continuous series of bus-only lanes and bus roadways between Parramatta, Blacktown and Rouse Hill in Western Sydney and offers a rapid transit route for buses.

The site is also located within the Blacktown CBD which includes a wide range of essential shops and services including licenced clubs, banks, supermarkets, gymnasiums, restaurants and specialty stores, with the *Westpoint Shopping Centre* located directly opposite the site, comprising over 250 speciality stores and services.

On the above basis it is clear that the site is *extremely well* served by existing public transport and essential services, all within easy walking distance of the site.

Pedestrian Activity

The proposed development will likely result in an increase in pedestrian activity in the vicinity of the site, which lies within a “High Pedestrian Activity Area”, with the key attractors being the nearby railway station/bus interchange and *Westpoint Shopping Centre*. In this regard, the likely desire line for pedestrians walking to/from the subject site to the railway station/bus interchange will be via Flushcombe Road and Main Street, crossing at the traffic signals before again crossing at the pedestrian crossing outside the railway station (or vice versa).

Similarly, those pedestrians walking to/from *Westpoint* will likely cross at either one of the raised pedestrian crossings in Flushcombe Road, approximately 50m north *and* south of the site. Given the existing safe pedestrian crossing points to the nearby key attractors, it is considered that no further pedestrian infrastructure upgrades are required as a consequence of the proposed development.

Travel Plan

A Travel Plan is a package of actions designed to encourage safe, healthy and sustainable travel options. The objectives of a Travel Plan are to remove barriers to active travel for all users of developments and to maximize the number of people who walk, cycle or take public transport to and from the development.

A Travel Plan can be prepared in consultation with future employees and residents of a development. In this instance however, it is difficult to predict the future travel patterns of future employees and residents. A key feature of a Travel Plan however, will include a plan detailing the location of all public transport services as well as key facilities such as banks, post office etc. located within a 5 minutes and 10 minutes walking radius of the site. In this regard, it is noted that Blacktown Railway Station is located an ideal 300m walking distance north of the site, which a large proportion of future employees and residents within the subject building are likely to utilise for their weekday trips to/from work.

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects that any *additional* traffic flows may have on the operational performance of the nearby road network, particularly during the weekday peak periods.

An indication of the traffic generation potential of the proposed development is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction (TDT 2013/04a)* document.

The *TDT 2013/04a* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and that it must be followed when RMS is undertaken trip generation and/or parking demand assessments.

As noted in the foregoing, customers/diners/gamers are expected to be largely walk-ins due to the site's prime location within the heart of the Blacktown CBD, rather than driving to the site as a "destination". There has also been a substantial change in community attitudes to drink-driving since then, particularly after the introduction of *random breath testing* in 1982, resulting in reduced traffic generation rates of pubs and clubs.

Furthermore, the proposed function and meetings rooms are primarily intended to complement the pub and will be available for booking as part of the pub facilities. It should also be noted that the pub and restaurant are unlikely to be open during the weekday morning peak period, such that they may even generate zero traffic. Notwithstanding, for the purposes of this assessment it has been assumed they will be trading.

Therefore, for the purposes of this assessment, the pub, restaurant, function rooms and meeting rooms have been assessed using the generic "commercial premises" traffic generation rate, as noted below.

The RMS *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

Commercial Premises

2.0 peak hour vehicle trips per 100m² GFA

High Density Residential Flat Dwellings

AM: 0.19 peak hour vehicle trips unit

PM: 0.15 peak hour vehicle trips unit

Application therefore of the above traffic generation rates to the various components outlined in the development, yields a traffic generation potential of approximately 60-65 vehicle trips per hour (vph) during the weekday morning and afternoon peak periods, as set out below (TO and FROM, combined).

Development Application Estimated Traffic Generation Potential		
Use	AM Peak Hour	PM Peak Hour
Residential (139 apartments)	26 peak hour vehicle trips	21 vehicle trips per hour
Pub, restaurant, function rooms and meeting rooms (1,944m ²)	39 per hour vehicle trips	39 vehicle trips per hour
Total	65 peak hour vehicle trips	60 peak hour vehicle trips

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing retail/commercial uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

Application of the above “commercial premises” traffic generation rate to the existing retail/commercial buildings on the site (~850m²) yields a traffic generation potential of approximately 17 vph during the weekday morning and afternoon peak periods.

Accordingly, the *nett increase* in traffic generation potential of the site is in the order of approximately 43-48 vph during the weekday morning and afternoon peak periods (TO and FROM, combined).

The use of the generic “commercial premises” traffic generation rate for the pub, restaurant, function rooms and meetings rooms is considered acceptable in this instance, because:

- the subject site is easily accessible by taxi/Uber
- the subject site is readily accessible by an extensive range of public transport services located within easy walking distance of the site
- there has been a substantial change in community attitudes towards drink-driving since the introduction of *random breath testing*, resulting in a very substantial reduction in traffic and parking demands generated by pubs
- the subject site is also located within the heart of the *B4 – Mixed Use Zone* as well as directly adjoining the *B3 – Commercial Core Zone*, and therefore easy walking distance of a large employment and residential area
- the target demographic of the proposed pub and restaurant are local residents and employees living/working within easy walking distance of the site who are expected to walk to the site
- the surrounding *B4 – Mixed Use* zone, which permits high-density residential, has permissible height limits of between 50m and 80m, indicating that over the next two decades when the Blacktown CBD is redeveloped, there will be a significant increase in residents living within walking distance of the subject site

Whilst the Statement of Facts & Contentions are critical of the lack of the traffic analysis, the lack of surveys and intersection modelling is also considered acceptable in this instance, because:

- the *nett increase* in traffic activity as a consequence of the proposed development when compared to the existing uses on the site, represents on average, just *1 vehicle trip every 1.5 to 2 minutes* during peak periods, and less at other times. By way of comparison, the typical cycle time of traffic signals in built up areas during peak periods is in the order of 120-150 seconds – i.e. once the *nett increase* in development traffic is distributed across the road network, there may be *just 1 additional vehicle per cycle* at any of the surrounding traffic signals

- the site is zoned *B4 – Mixed Use* and has a permissible height limit of 50m, such that Council is expecting a building in the form of the proposed as part of their strategic vision for the Blacktown CBD. It is therefore reasonable to suggest that a detailed CBD road network traffic model was undertaken at the time the permissible height limits were increased in the surrounding CBD area, with that traffic model assisting in determining the appropriate height limits. The proposed development is generally consistent with the permissible *B4* land zoning and 50m height control, noting one level of residential apartments have been deleted, therefore any detailed traffic and intersection analysis is considered unnecessary
- the current Covid-19 global pandemic has resulted in an increase in the percentage of people working from home and a subsequent reduction in road traffic, such that undertaking traffic surveys during this period would not represent a true indication of pre-Covid-19 traffic volumes.

In any event, that projected *nett increase* in traffic activity as a consequence of the development proposal is relatively modest, whilst the proposal is generally consistent with the planning controls which apply to the site. It is therefore considered that the proposed development is therefore not expected to result in any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- NO STOPPING restrictions along the western side of Flushcombe Road in the vicinity of the site and selected sections along the eastern side, including the southern end of the site frontage
- NO STOPPING restrictions along both sides of Civic Lane
- NO STOPPING/NO PARKING restrictions along both sides of Cobb Lane, including along the entire site frontage
- ½ HOUR PARKING restrictions in dedicated parking bays in Cobb Lane
- ½ HOUR PARKING restrictions along the eastern side of Flushcombe Road in the vicinity of the site, including along the majority of the site frontage.

Off-Street Parking Provisions

The off-street parking rates applicable to the development proposal are specified in Council's *DCP 2015, Part A, Section 6* as well as Council's *Parking Management Plan (PMP)* in the following terms:

Residential Flat Buildings in Blacktown CBD (PMP)

0.6 spaces per studio, *plus*

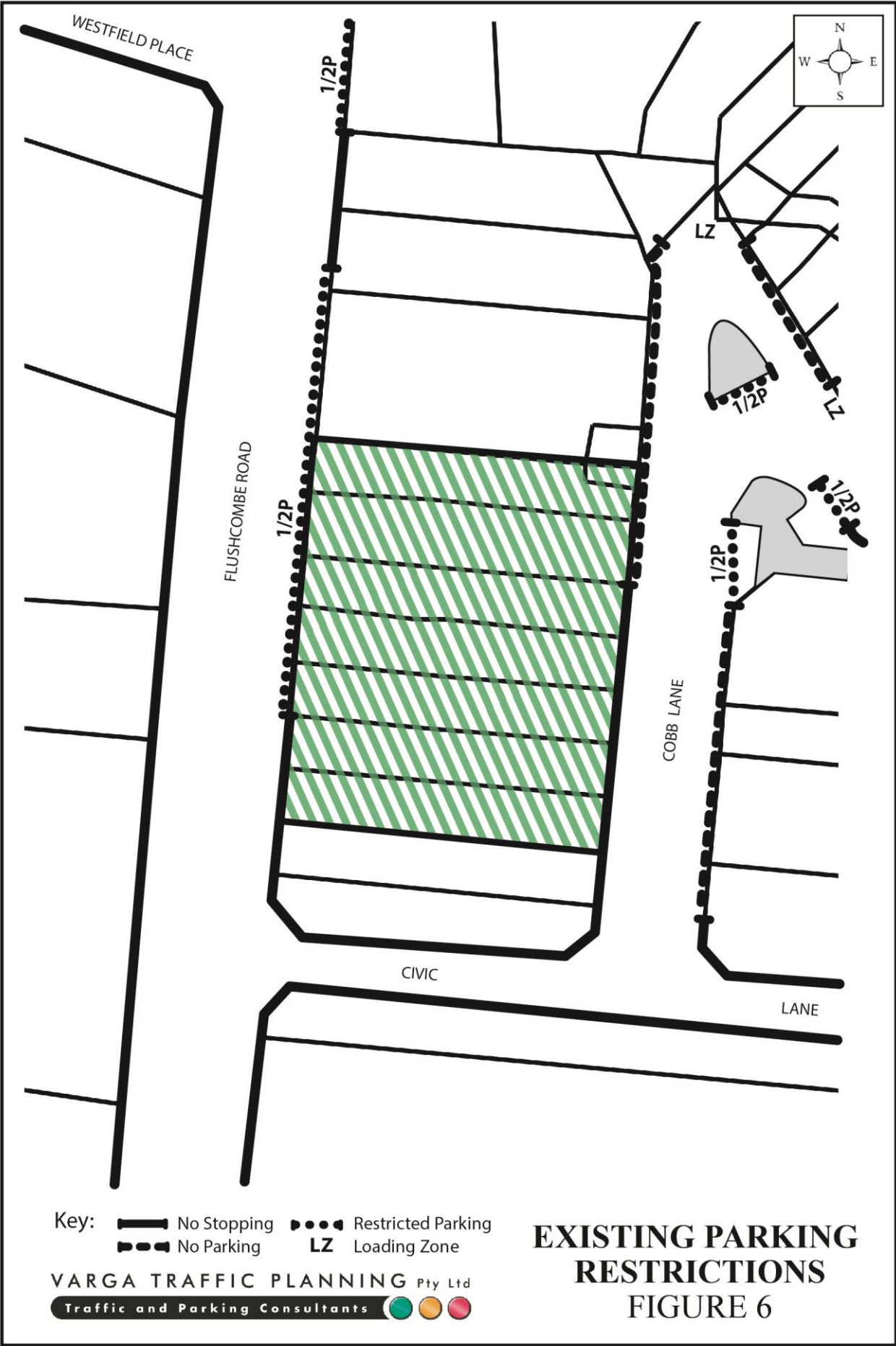
1 space per 1, 2 & 3 bedroom apartment, *plus*

2 spaces per 4 bedroom (or more) apartment, *plus*

1 space per 5 apartments for visitors

Restaurant/Café in B4 Mixed Use Zone (DCP 2015)

1 space per 30m² GFA



Function Centre in B4 Mixed Use Zone (DCP 2015)

1 space per 30m² GFA

Pub & Registered Club in B4 Mixed Use Zone (DCP 2015)

Assessed on merit

Notwithstanding, the site is located within 800m distance of Blacktown station, therefore the residential component of the development is also subject to the parking requirements specified in *SEPP 65* and in turn, the *Apartment Design Guide* and *RMS Guidelines*.

Comparison therefore needs to be drawn between the off-street car parking rates for residential flat buildings outlined in Council's *Parking Management Plan* and also the *RMS Guidelines* to determine the *lesser* requirement. In this regard, given Blacktown CBD is classified as a "Strategic Centre", the relevant car parking rates outlined in the *RMS Guidelines* are reproduced below:

RMS Guidelines – High Density Residential Flat Buildings in Metro Regional (CBD) Centres

0.4 spaces per 1 bedroom unit

0.7 spaces per 2 bedroom unit

1.2 spaces per 3 bedroom unit

1 space per 7 units for visitor parking

In the s.34 conference discussions, Council was of the opinion that the RMS's "sub-regional" residential parking rates were the applicable rates, rather than the "CBD" parking rates. Reference however is made to two large-scaled *approved* development applications located within the Blacktown CBD, where RMS "CBD" parking rates were applied:

- **2-10 First Avenue, Blacktown**
 - JRPP-15-2087
 - B4 Mixed Use
 - 160 residential apartments & 900m² of business/retail space
 - 191 car parking spaces over a 5-level basement
- **16 Second Avenue, Blacktown**
 - JRPP-15-02533
 - B4 Mixed Use
 - 106 residential apartments & 330m² of business/retail space
 - 129 car parking spaces over 6 levels, including 4 basement levels

With regards to the applicable parking rate for the pub/gaming component of the proposed development, Council's *DCP does not* nominate an off-street car parking rate for "pubs and registered clubs" located in *B3 & B4* zones, and is instead, *assessed on merit*.

Reference is therefore made to surveys conducted by *Varga Traffic Planning* over the years at a number of existing similar pub redevelopments/expansions in the Sydney metropolitan area, with their respective peak parking rates on a typical Friday evening (i.e. the busiest weekday), set out in the table below.

Comparison Pub's Peak Parking Rates	
Pub	Peak Parking Rate (Public Floor Area)
Allawah Hotel	1 space per 33m ² PFA
Dicks Hotel, Balmain	1 space per 28m ² PFA
Imperial Hotel, Paddington	1 space per 33m ² PFA
Keighery Hotel, Auburn	1 space per 25m ² PFA
Lone Pine Hotel, Rooty Hill	1 space per 23m ² PFA
Legend Hotel, Liverpool	1 space per 23m ² PFA
Average Peak Parking Rate	1 space per 27.5m² PFA

Due to the site's prime location within the heart of the Blacktown CBD, pub patrons are expected to be largely walk-ins rather than driving to the site as a "destination", or arrive by public transport/taxi. In reality, the *actual* parking requirement of the proposed pub/gaming component is likely to be significantly *less* than the comparison rates suggested above. This is also consistent with two existing nearby pubs located just north of the site, close to Blacktown railway station, which do not provide any off-street parking at all; the Central Hotel and also the Town Tavern.

Despite the above, in the s.34 conference discussions, Council requested a parking rate of *1 space per 20m²* be applied to the pub/gaming component which is based on the *DCP* parking rate of *1 space per 18.5m²* for pubs and registered clubs located on land not zoned *B3* or *B4*.

Notwithstanding, in terms of the overall parking for the non-residential component of the development proposal, Council requested that a total of 69 car parking spaces should be provided.

Application therefore of the above parking rates to the various components outlined in the amended development proposal yields a total off-street parking requirement of 164 spaces, as detailed below.

Minimum Car Parking Requirement	
Residential (139 apartments):	75 spaces (RMS “CBD” rates)
Visitors:	20 spaces (RMS “CBD” rates)
Non-residential:	69 spaces (Council’s request)
TOTAL REQUIRED:	164 spaces

Despite the precedence of Council accepting the use of RMS “CBD” rates for two other high-density mixed use residential projects, Council remains of the opinion that the RMS’s “sub-regional” residential parking rates are the applicable rates in this instance.

In any event, the proposed development makes provision for a total of 206 off-street car parking spaces across 6 basement levels, thereby *comfortably exceeding* the overall minimum requirements (including when using the RMS’s “sub-regional” residential parking rates).

It is also worth noting that:

- the minimum *DCP 2015, Parking Management Plan & RMS Guidelines* parking rates are satisfied (with the exception of the pub)
- the recommended parking for the pub, based on comparison surveys of existing pubs throughout greater Sydney, is also satisfied
- the site is located in the heart of Blacktown CBD which is a large employment catchment area, such that many of the customers/diners/gamers are expected to work within walking distance of the site, thereby not requiring a car space
- the site is located approximately 300m walking distance south-east of Blacktown railway station which will be significantly used by residents and staff as well as customers/diners/gamers
- Blacktown Railway Station & Bus Interchange has in excess of 20 bus services

- the ready accessibility of the site by public transport will facilitate reduced car usage rates by employees of the restaurant, pub, etc
- there are two existing pubs located within approximately 200m walking distance of the site; the Central Hotel and the Town Tavern, both located near the railway station and both without any on-site parking
- the pub, restaurant, function rooms and meetings rooms have been *assessed on merit*, in accordance with Council's *DCP* requirements

Loading/Servicing/Waste Collection Provisions

Loading/servicing/waste collection for the proposed development is expected to be serviced by a variety of commercial vehicles up to and including 8.8m MRV trucks, such as Council's typical garbage truck. A drive-through arrangement is to be provided within the rear setback of the site, fronting Cobb Lane.

AS2890 Design Compliance

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 – 2004* in respect of parking space dimensions, aisle width, driveway gradients and widths, blind aisle extension and overhead clearances.

In addition, the vehicular access and circulation areas within the basement parking area have also been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in *AS2890.1*, allowing all vehicles to enter and exit the site in a forward direction at all times.

The geometric design layout of the proposed loading facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of MRV trucks, including 4.5m overhead clearance and a 3m rear loading area.

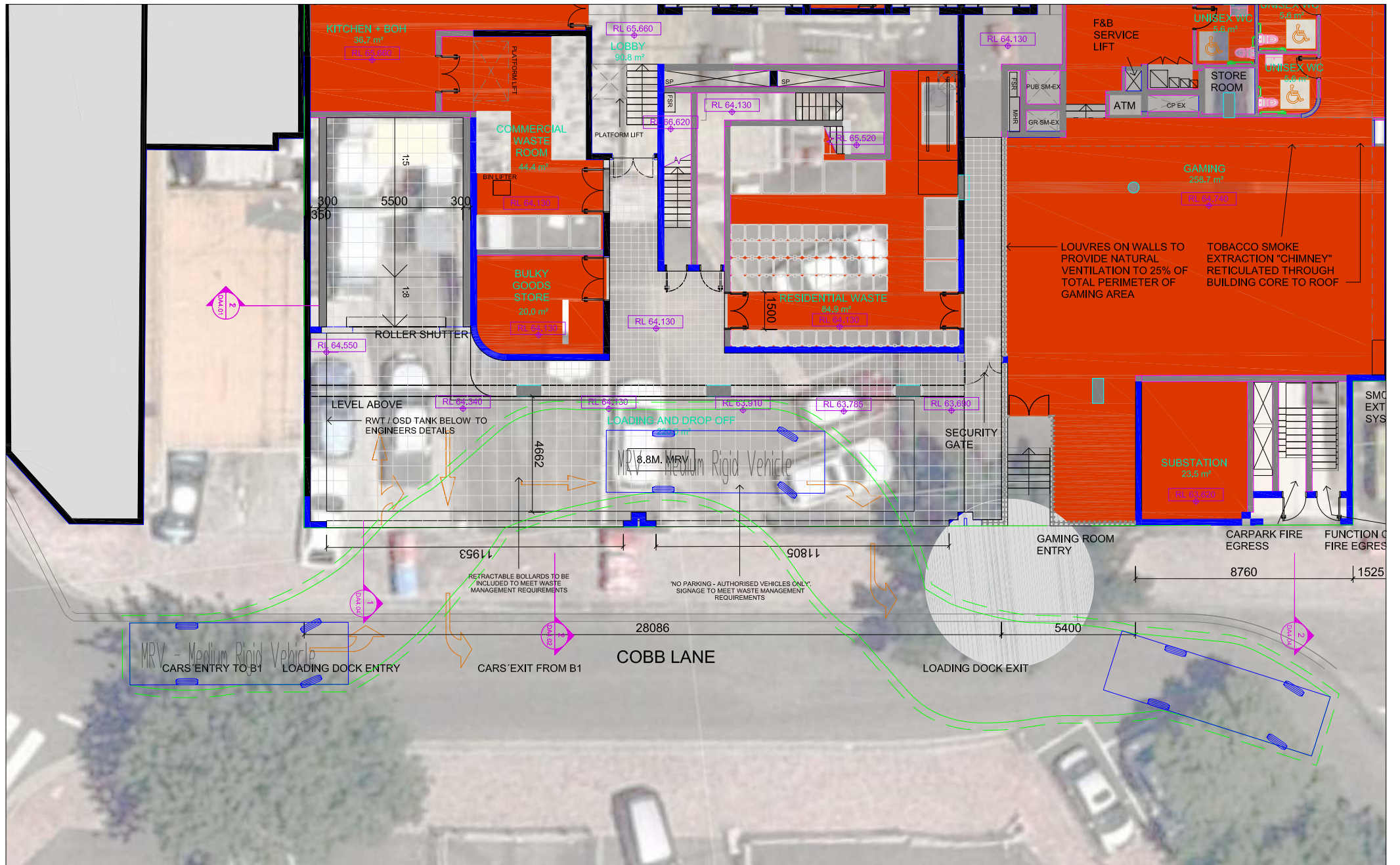
The manoeuvring area has been designed to accommodate the swept turning path requirements of these MRV trucks, allowing them to enter and exit the site whilst travelling in a forward direction at all times.

Conclusion

In summary, the foregoing assessment has found that:

- the projected *nett increase* in traffic activity as a consequence of the development proposal is relatively modest, consistent with the current planning controls which apply to the site, and is not expected to result in any unacceptable traffic implications in terms of road network capacity,
- the off-street parking provisions is expected to *comfortably* satisfy the minimum and operational requirements of the various uses within the site, and
- the proposed vehicular access, parking and loading arrangements have been designed to comply with relevant requirements of the Standards Australia publication *AS2890.1, AS2890.2, AS2890.3 & AS2890.6*.

In the circumstances, it is therefore concluded that the proposed development will not have any unacceptable traffic, parking, loading or access implications.



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 www.vargatraffic.com.au
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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 8.8M MRV TRUCK TURNING PATH
 Entering / Exiting Loading Bay Area
 ADDRESS
 34-46 Flushcombe Road, Blacktown

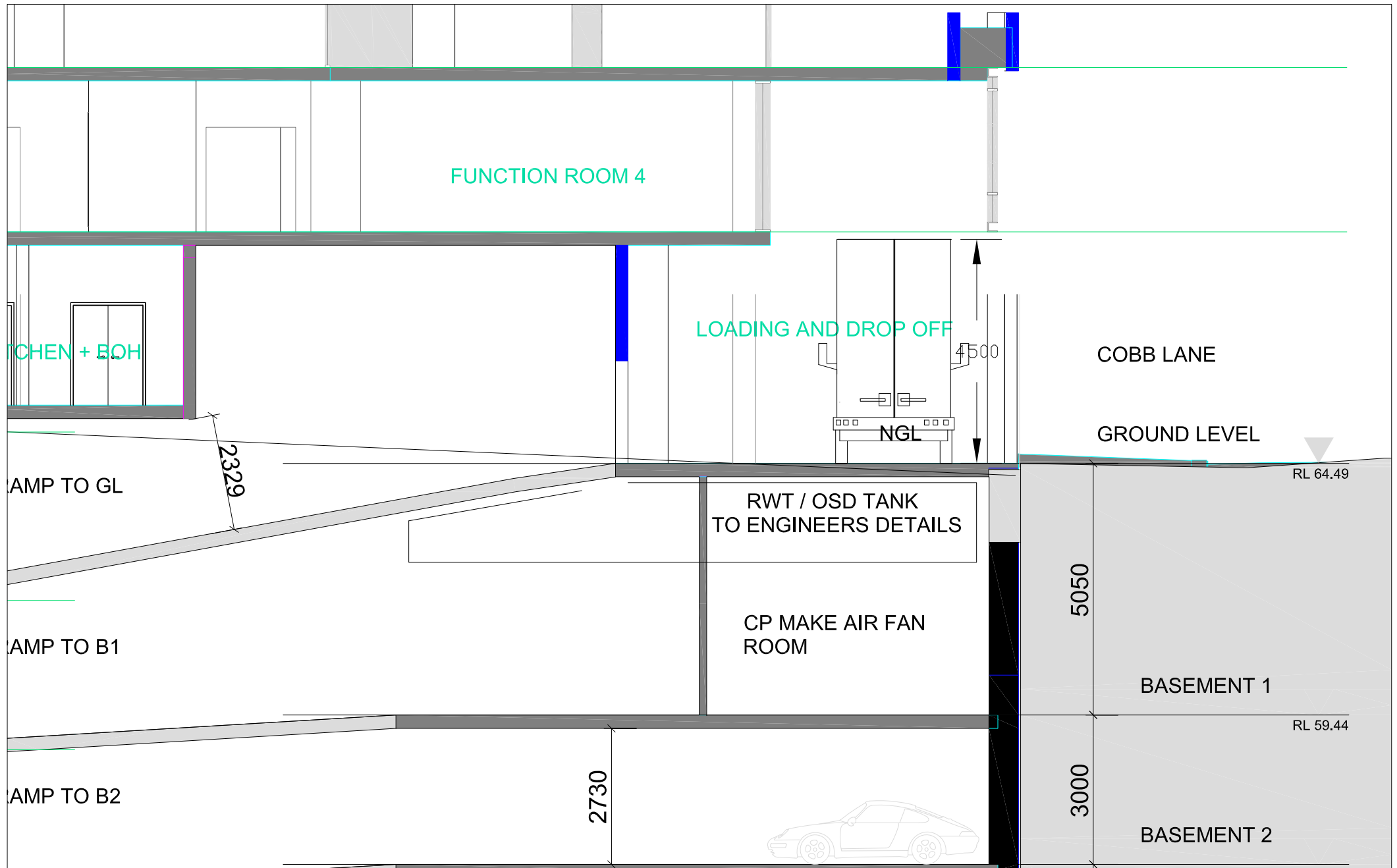
PROJECT NO.
 20654
 REVIEWED
 CHRIS PALMER

1:200 @ A4

DATE DRAWN
 2021-10-26
 PREPARED
 DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants

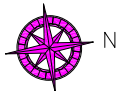




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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 8.8M MRV TRUCK ELEVATION VIEW
 Parked within loading/unloading Area

ADDRESS
 34-46 Flushcombe Road, Blacktown

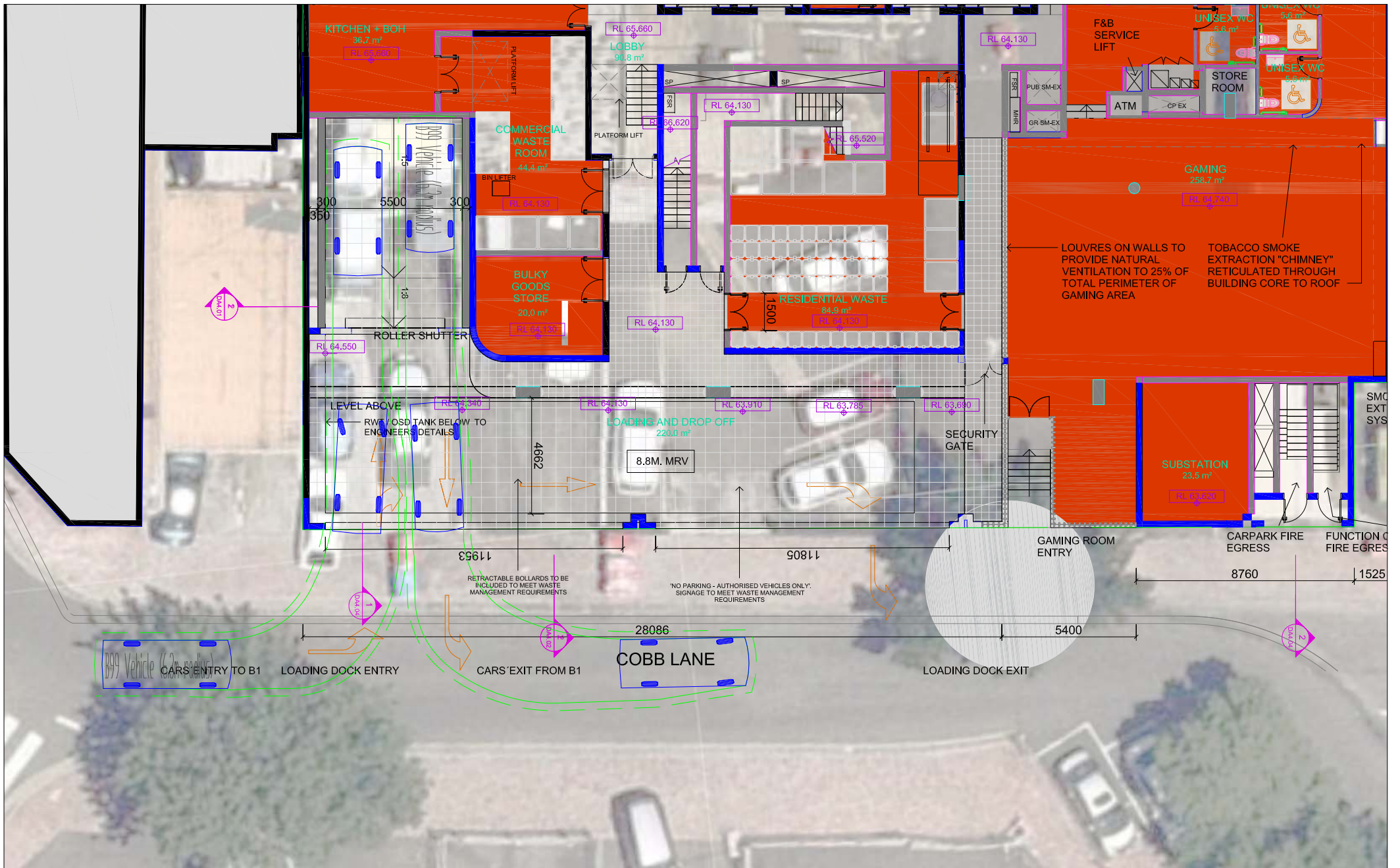
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PROJECT
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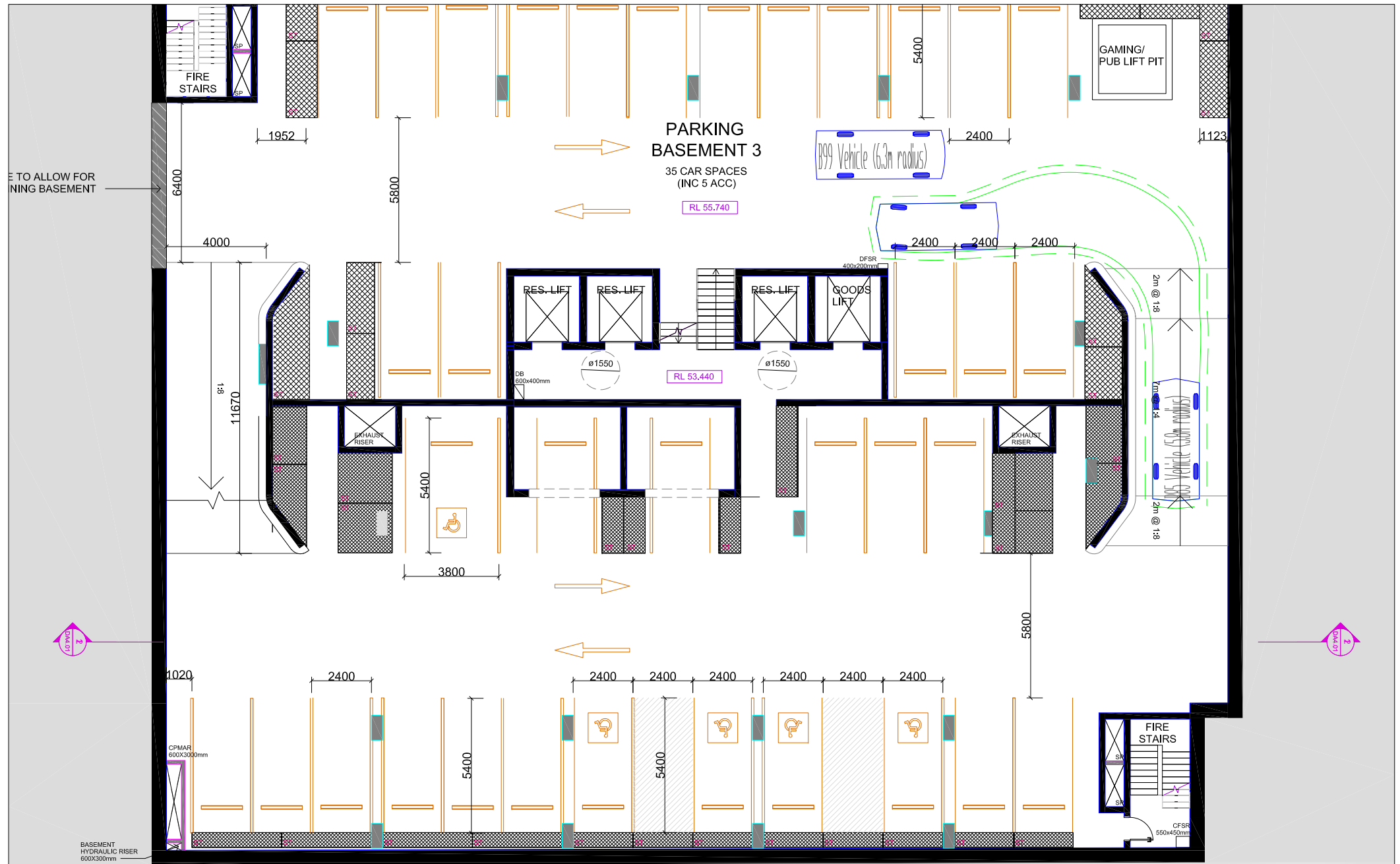
DRAWING TITLE
 B99 VEHICLE TURNING PATHS
 Entering / Exiting Basement Access Ramp
 ADDRESS
 34-46 Flushcombe Road, Blacktown

PROJECT NO.
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PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
B99 VEHICLE TURNING PATHS - BASEMENT 3
Entering / Exiting Site

ADDRESS
34-46 Flushcombe Road, Blacktown

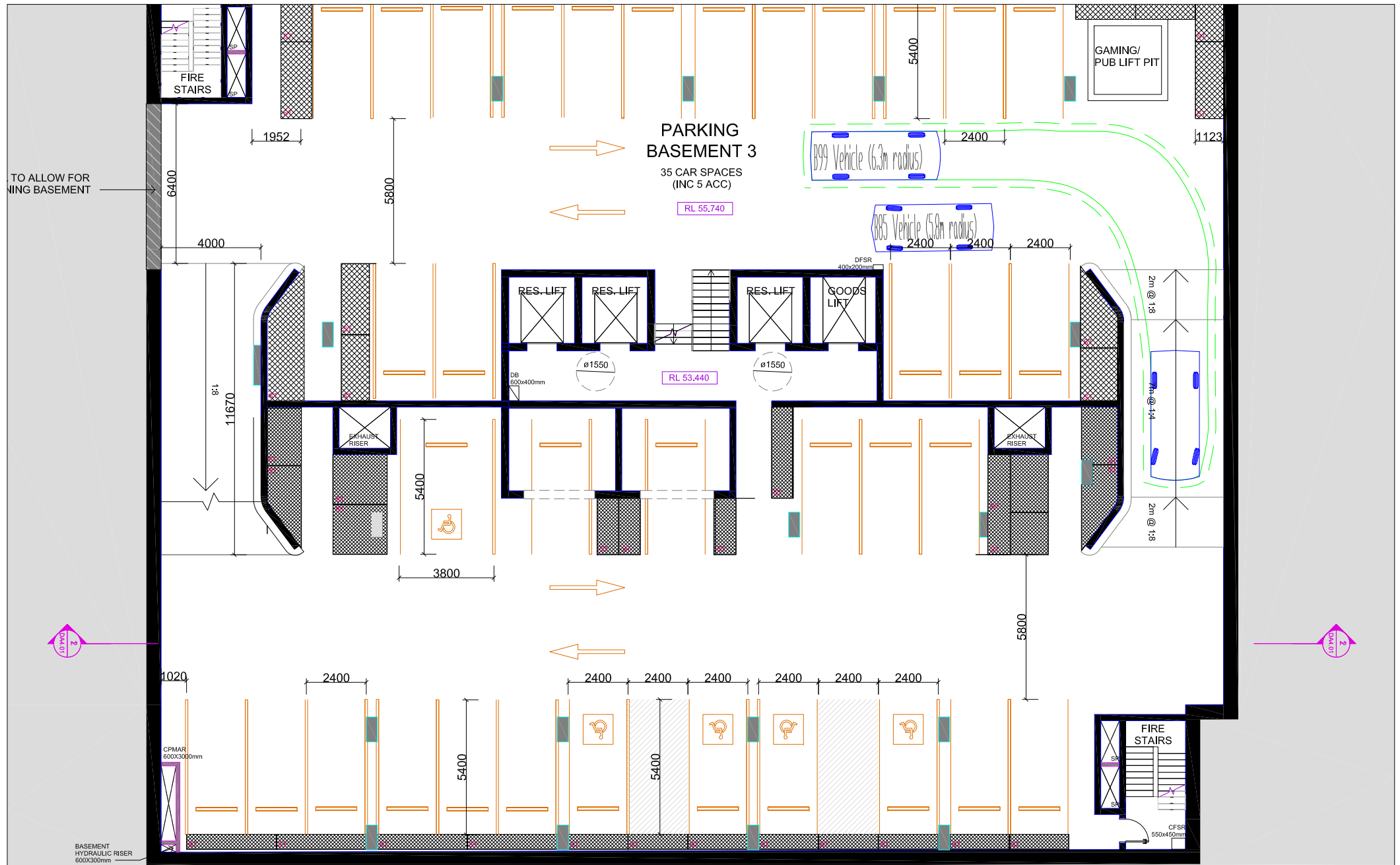
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PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
B99 VEHICLE TURNING PATHS - BASEMENT 3
Entering / Exiting Site

ADDRESS
34-46 Flushcombe Road, Blacktown

PROJECT NO.
20654
REVIEWED
CHRIS PALMER

1:200 @ A4

DATE DRAWN
2021-10-26
PREPARED
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APPENDIX A

ARCHITECTURAL PLANS

DEVELOPMENT APPLICATION
PROPOSED MIXED USE DEVELOPMENT
34-46 FLUSHCOMBE RD
BLACKTOWN NSW 2148

DA DRAWING LIST

DWG NO.	TITLE	REV
DA0.00	PRELIMINARIES	
DA0.01	COVER SHEET	F
DA1.00	SITE PLANS	
DA1.01	SURVEY	D
DA1.02	SITE ANALYSIS	E
DA1.03	SITE PLAN - EXISTING	D
DA1.04	SITE PLAN - PROPOSED	E
DA1.05	URBAN DESIGN CONTEXT ANALYSIS	E
DA2.00	FLOOR PLANS	
DA2.00	BASEMENT 6	
DA2.01	BASEMENT 5	F
DA2.02	BASEMENT 4	F
DA2.03	BASEMENT 3	F
DA2.04	BASEMENT 2	F
DA2.05	BASEMENT 1	F
DA2.06	LEVEL GROUND	E
DA2.07	LEVEL 1	E
DA2.08	LEVEL 2	E
DA2.09	LEVEL 3-13	G
DA2.10	LEVEL 14	G
DA2.11	LEVEL 15	G
DA2.12	ROOF LEVEL	G
DA3.00	ELEVATIONS	
DA3.01	NORTH ELEVATION	G
DA3.02	SOUTH ELEVATION	G
DA3.03	EAST ELEVATION	G
DA3.04	WEST ELEVATION	G
DA4.00	SECTIONS	
DA4.01	SECTION AA	G
DA4.02	SECTION BB	G
DA4.04	SECTIONS CC & DD	F
DA5.00	DIAGRAMS	
DA5.01	GFA	G
DA5.06	STORAGE SCHEDULE	D
DA5.11	CROSS VENTILATION	G
DA5.21	SHADOW ANALYSIS - SHEET 1	G
DA5.22	SHADOW ANALYSIS - SHEET 2	G
DA5.23	SOLAR ACCESS - SHEET 1	G
DA5.24	SOLAR ACCESS - SHEET 2	F
DA5.25	SOLAR ACCESS - SHEET 3	F
DA5.26	SHADOW STUDY CIVIC PLAZA	G
DA6.00	ADAPTABLE UNITS	
DA6.01	ADAPTABLE UNITS	E
DA6.02	ADAPTABLE UNITS	C
DA7.00	VIEWS & PHOTOMONTAGES	
DA7.01	VIEWS	D
DA8.00	MATERIAL BOARD	
DA8.02	EXTERIOR FINISHES	D
DA9.00	RESPONSE TO COUNCIL RFI'S	
DA9.01	PORTE COCHERE/LOADING 3D VIEWS	C
DA9.02	LOADING AREA DETAIL PLAN	C

BASIX COMMITMENTS

The BASIX commitments set out below regulate how the proposed development is to be carried out.

WATER

- The applicant must install a rainwater tank of at least 5,000 litres on the site. This rainwater tank must meet, and be installed in accordance with, the requirements of all applicable regulatory authorities.
- The rainwater tank must be configured to collect rain runoff from at least 250m² of roof area
- The applicant must connect the rainwater tank to: at least one outdoor tap

THERMAL

- The applicant must construct all building fabric and glazing in accordance with the specifications listed below
- External walls:
 - Minimum 100mm tilt-up concrete (or the like) + internal stud and plasterboard with minimum **R2.0** insulation (insulation value only).
 - Default external wall colour modelled.
- Intertenancy walls:
 - Minimum 100mm concrete walls where lifts and stairs are adjacent.
 - Plasterboard on studs to all other areas.
 - No insulation required.
- Internal walls:
 - Plasterboard on studs to all other areas.
 - No insulation required.
- Slabs and Ceiling:
 - Minimum 150mm concrete slab between levels, with plasterboard ceilings.
 - Minimum **R4.0** insulation (insulation value only) to all Level 15 units where roof is over.
 - Minimum **R1.1** (insulation value only) to Level 14 units where Level 15 balcony is over habitable areas below
 - No additional insulation to all other levels
 - Light roof colour S.A < 0.4.
- Floor coverings:
 - Default floor coverings modelled
- Sealed LED downlights are proposed to all areas with default values modelled. All exhaust fans are to be sealed.
- Windows:
 - The following Total System requirements must also be satisfied in relation to each window and glazed door:
 - Default specification - U-Value of **4.5** and a SHGC of **0.61**
 - Glazing upgrade #1 (refer to BASIX report for locations) - U-Value of **4.8** and a SHGC of **0.34**
 - Glazing upgrade #2 (refer to BASIX report for locations) - U-Value of **3.00** and a SHGC of **0.26**
- External screens as shown on the elevations must be capable of filtering 80% of summer solar light.

ENERGY

- The applicant must install the following central hot water system in the development: gas fired boiler – minimum R1.0 piping insulation to all internal and external piping
- The applicant must install a photovoltaic system with the capacity to generate at least 40 peak kilowatts of electricity as part of the development. The applicant must connect this system to the development's electrical system.



GFA		DCP FSR		UNIT MIX							
LEVEL	AREA	SITE AREA	1592.096m²	LEVEL	1B	1B+S	2B	3B	SUBTOTAL	CROSS	SOLAR 2h
GROUND LEVEL	1105.5 m²	PERMISSIBLE FSR	-	LEVEL 02	5	2	4	0	11	8	8
LEVEL 01	1192.1 m²	PERMISSIBLE GFA	-	LEVEL 03	5	2	4	0	11	8	8
LEVEL 02	856.0 m²	PROPOSED FSR		LEVEL 04	5	2	4	0	11	8	8
LEVEL 03	856.0 m²			LEVEL 05	5	2	4	0	11	8	8
LEVEL 04	856.0 m²			LEVEL 06	5	2	4	0	11	8	8
LEVEL 05	856.0 m²			LEVEL 07	5	2	4	0	11	8	8
LEVEL 06	856.0 m²			LEVEL 08	5	2	4	0	11	8	8
LEVEL 07	856.0 m²	CARPARKING		LEVEL 09	5	2	4	0	11	8	8
LEVEL 08	856.0 m²			LEVEL 10	5	2	4	0	11	8	8
LEVEL 09	856.0 m²	PARKING LEVELS	PROPOSED	LEVEL 11	5	2	4	0	11	8	8
LEVEL 10	856.0 m²			LEVEL 12	5	2	4	0	11	8	8
LEVEL 11	856.0 m²	BASEMENT 1	25	LEVEL 13	5	2	4	0	11	8	8
LEVEL 12	856.0 m²	BASEMENT 2	34	LEVEL 14	0	0	2	5	7	6	5
LEVEL 13	856.0 m²	BASEMENT 3	35	TOTAL	60	24	50	5	139	102	101
LEVEL 14	834.0 m²	BASEMENT 4	37		43.2%	17.3%	36.0%	3.6%	100%	73.4%	72.7%
LEVEL 15	63.5 m²	BASEMENT 5	37								
TOTAL	13467.6 m²	BASEMENT 6	38								
		TOTAL	206								

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	D	03/08/2021	ADDITIONAL COUNCIL RFI'S	RU								
	E	07/09/2021	ADDITIONAL COUNCIL RFI'S	RU								
F	14/09/2021	REVISED ISSUE	RU									
								PROJECT PROPOSED MIXED USE DEVELOPMENT	SCALE NTS	DATE 14/09/2021	DRAWN PA	CHECKED RU
								34-46 FLUSHCOMBE RD BLACKTOWN NSW 2148	JOB 20100	DRAWING DA0.01	REVISION F	

BASEMENT WALL STRUCTURE TO ALLOW FOR
FUTURE CONNECTION TO ADJOINING BASEMENT



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**DEVELOPMENT
PRELIMINARY
APPLICATION**

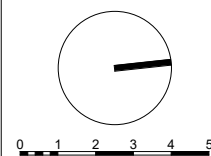
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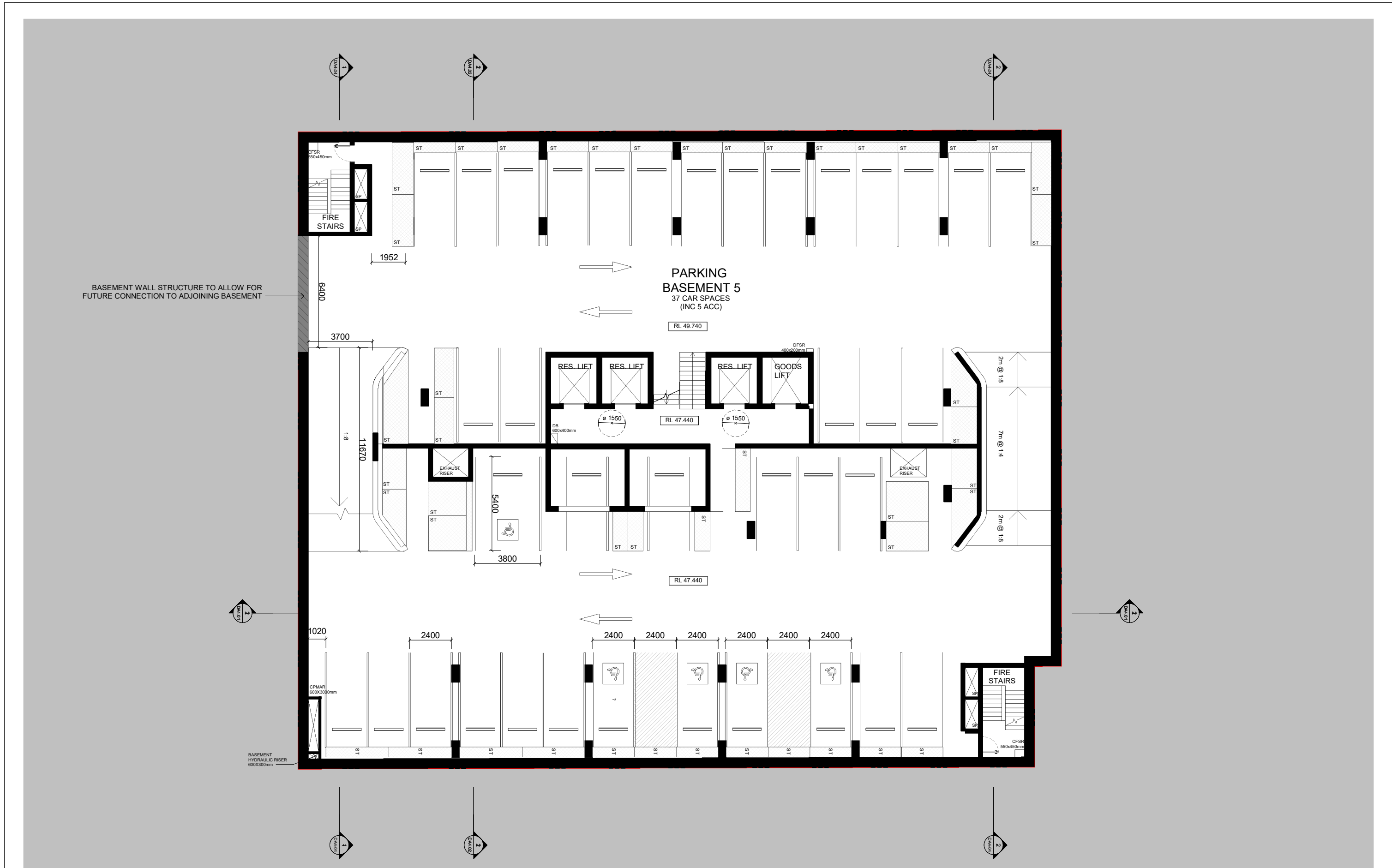
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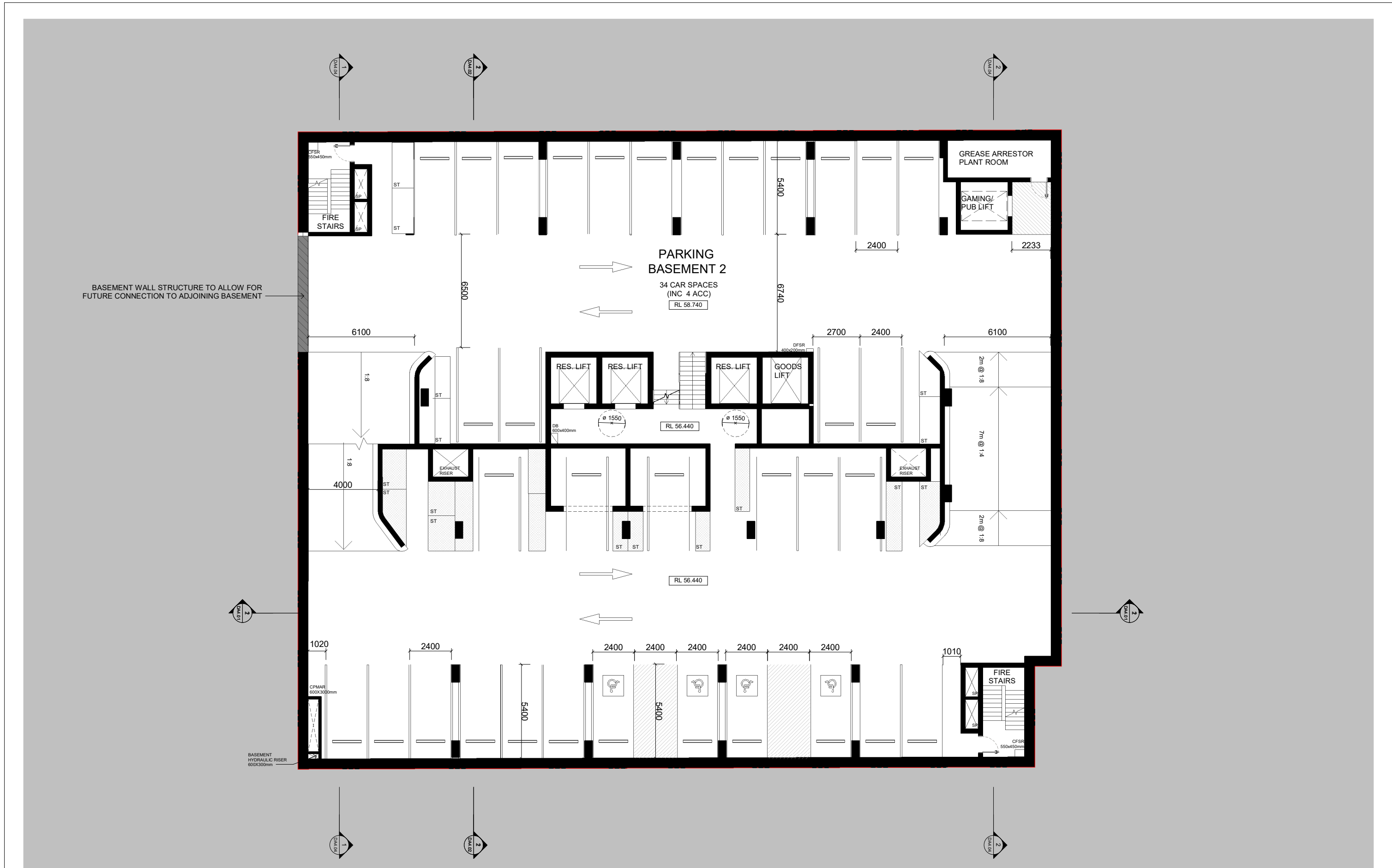
CLIENT
EASTVIEW (AUST) Pty Ltd

PROJECT
**PROPOSED MIXED USE DEVELOPMENT
34-46 FLUSHCOMBE RD
BLACKTOWN NSW 2148**

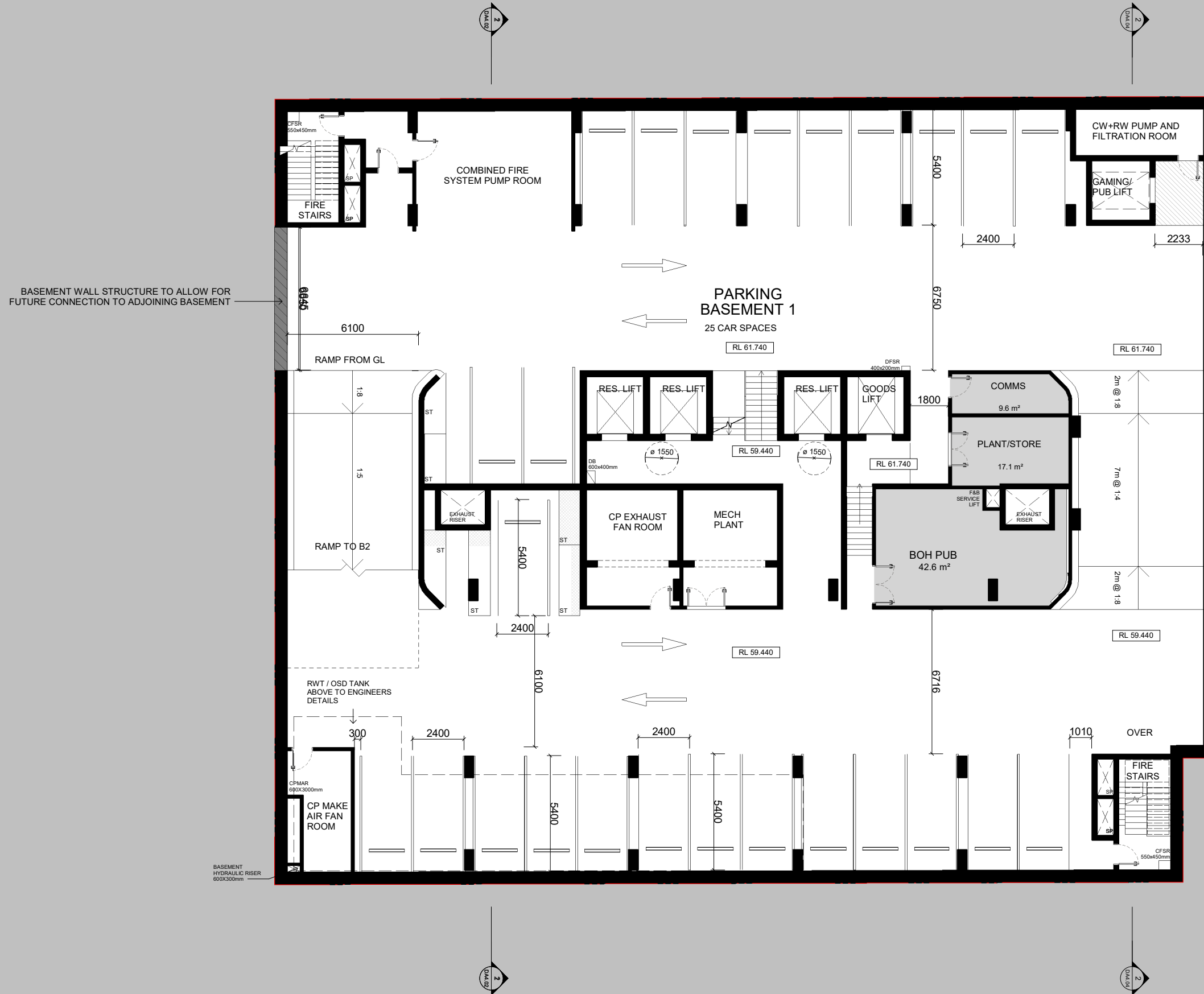
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JOB 20100	DRAWING DA2.00		REVISION



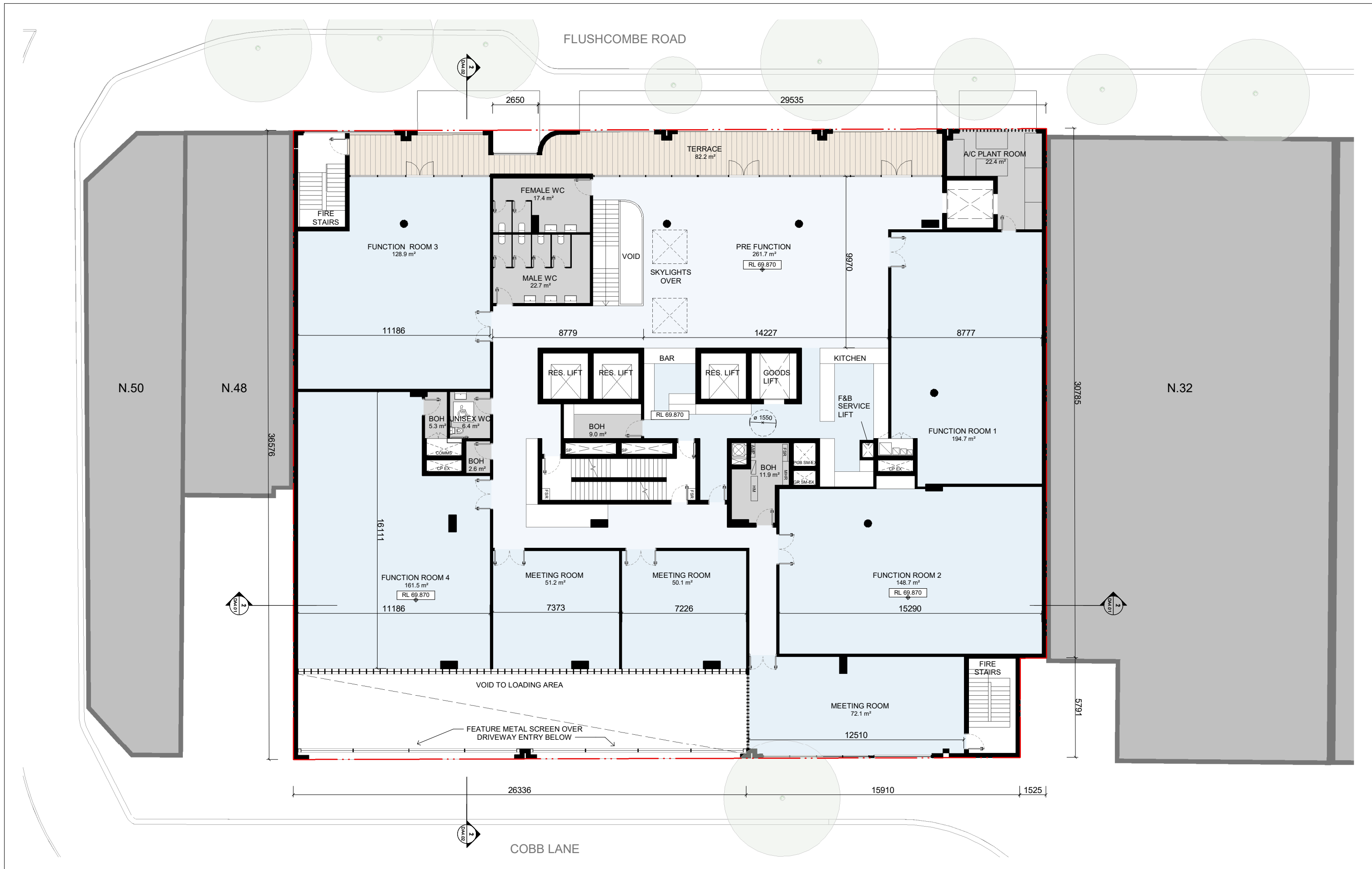
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	C	09/04/2021	RESPONSE TO COUNCIL RFI'S	RU										
	D	03/08/2021	ADDITIONAL COUNCIL RFI'S	RU										
	E	17/08/2021	IN RESPONSE TO COUNCIL COMMENTS	RU										
F	14/09/2021	REVISED ISSUE	RU											



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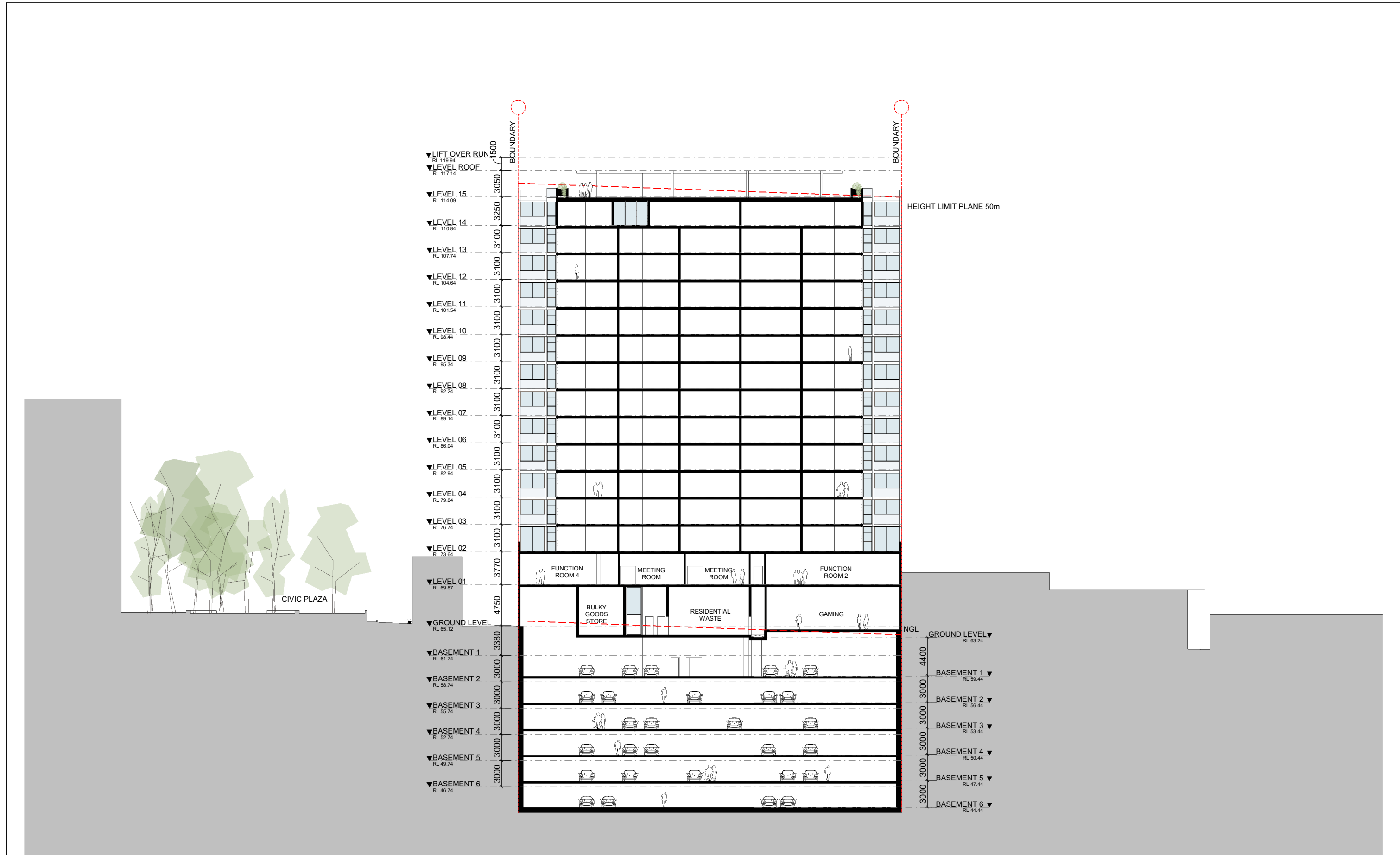
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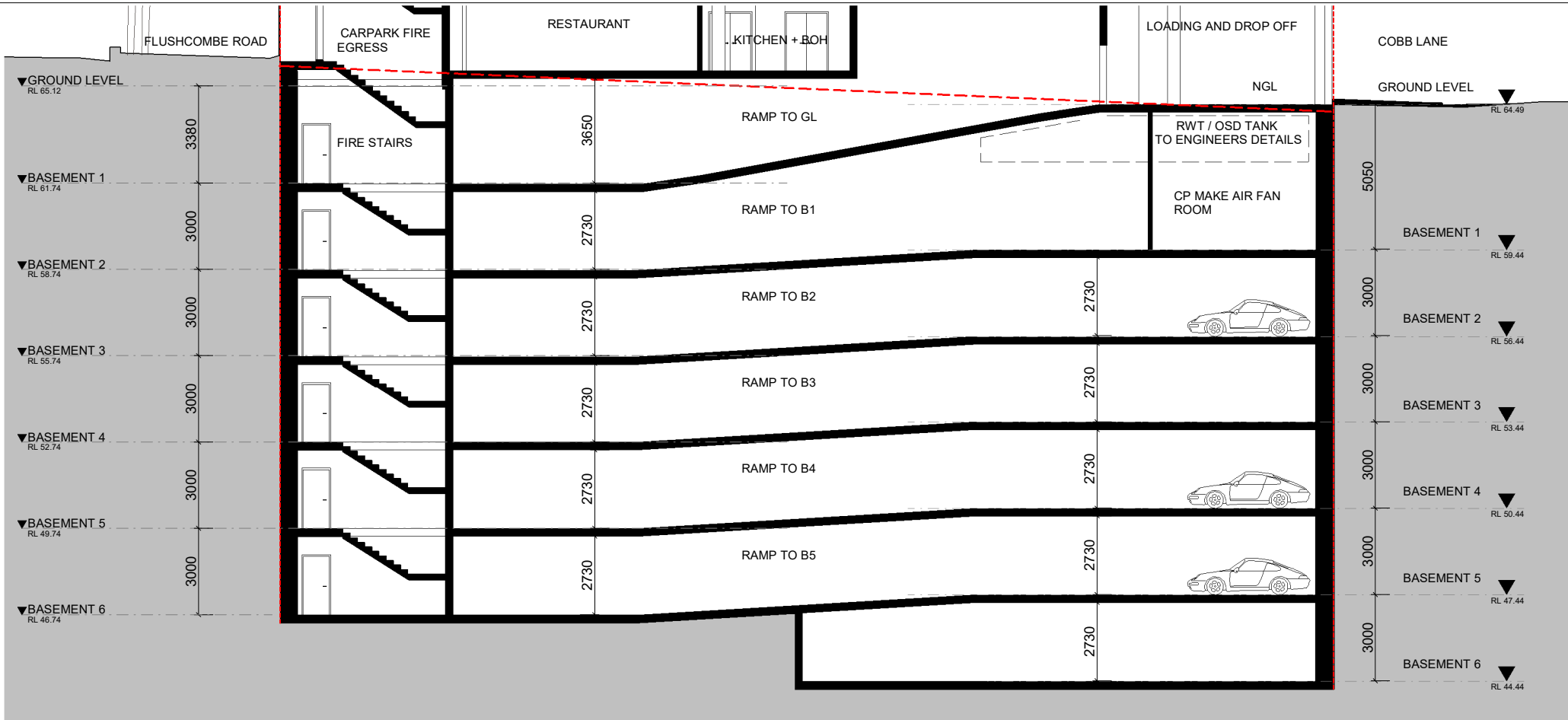


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	A	25/11/2020	For Coordination	RU			<div>PROJECT PROPOSED MIXED USE DEVELOPMENT 34-46 FLUSHCOMBE RD BLACKTOWN NSW 2148</div>	<div>SCALE 1:100 @A1 1:200 @A3</div>	<div>DATE 14/09/2021</div>	<div>DRAWN PA</div>	<div>CHECKED RU</div>	
	B	28/01/2021	DA SUBMISSION	RU								
	C	09/04/2021	RESPONSE TO COUNCIL RFI'S	RU								
	D	03/08/2021	ADDITIONAL COUNCIL RFI'S	RU								
	E	17/08/2021	IN RESPONSE TO COUNCIL COMMENTS	RU								

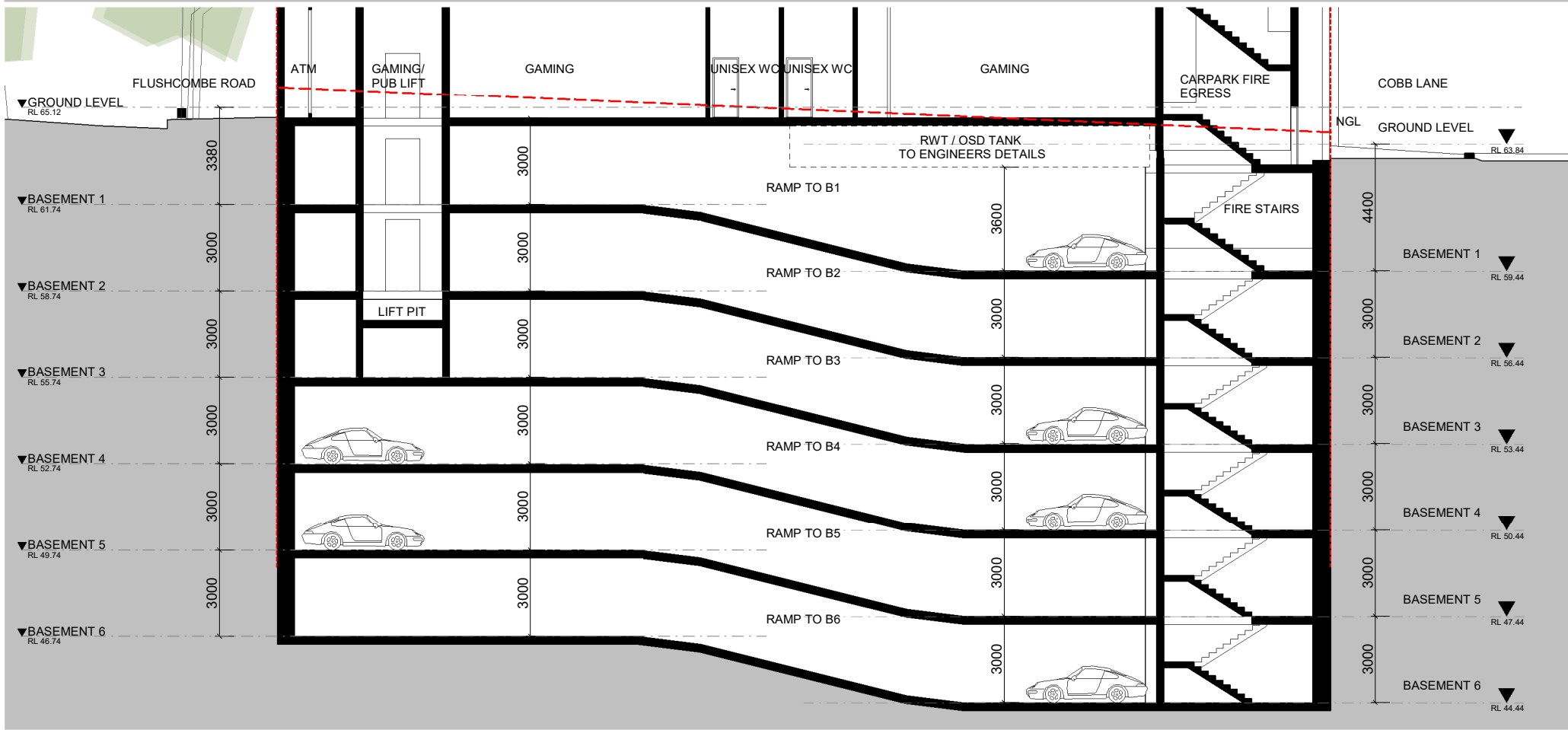


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	A	25/11/2020	For Coordination	RU			EASTVIEW (AUST) Pty Ltd		SECTION AA			
	B	28/01/2021	DA SUBMISSION	RU			<div>PROJECT</div> <div>PROPOSED MIXED USE DEVELOPMENT</div> <div>34-46 FLUSHCOMBE RD</div> <div>BLACKTOWN NSW 2148</div>		SCALE	DATE	DRAWN	CHECKED
	C	09/04/2021	RESPONSE TO COUNCIL RFI'S	RU					1:200 @A1	14/09/2021	PA	RU
	D	03/08/2021	ADDITIONAL COUNCIL RFI'S	RU					1:400 @A3			
	E	17/08/2021	IN RESPONSE TO COUNCIL COMMENTS	RU					JOB	DRAWING	REVISION	
	F	07/09/2021	ADDITIONAL COUNCIL RFI'S	RU					20100	DA4.01	G	
G	14/09/2021	REVISED ISSUE	RU									

1 DA4.04 SECTION CC
DA2.00 1 : 100



2 DA4.05 SECTION DD
DA2.00 1 : 100



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DEVELOPMENT APPLICATION

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REVISION	DATE	DESCRIPTION	BY
A	28/01/2021	DA SUBMISSION	RU
B	09/04/2021	RESPONSE TO COUNCIL RFI'S	RU
C	03/08/2021	ADDITIONAL COUNCIL RFI'S	RU
D	17/08/2021	IN RESPONSE TO COUNCIL COMMENTS	RU
E	07/09/2021	ADDITIONAL COUNCIL RFI'S	RU
F	14/09/2021	REVISED ISSUE	RU

marchesepartners

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ABN 20 098 552 151

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CLIENT

EASTVIEW (AUST) Pty Ltd

PROJECT

PROPOSED MIXED USE DEVELOPMENT

34-46 FLUSHCOMBE RD

BLACKTOWN NSW 2148

SCALE

1:200 @A1
1:400 @A3

DATE

14/09/2021

DRAWN

PA

CHECKED

RU

JOB

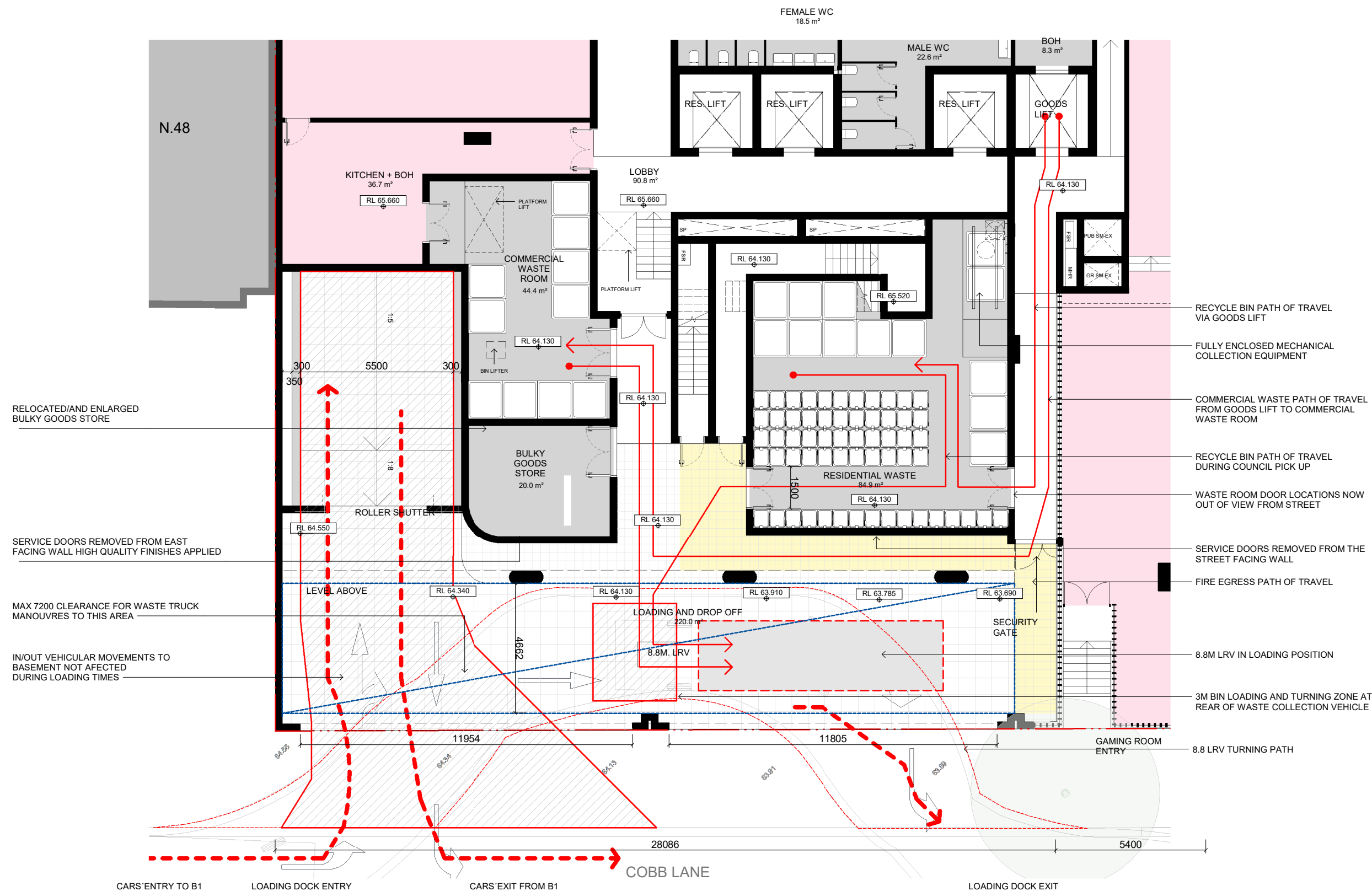
20100

DRAWING

DA4.04

REVISION

F



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	A	09/04/2021	RESPONSE TO COUNCIL RFI'S	RU				PROJECT PROPOSED MIXED USE DEVELOPMENT 34-46 FLUSHCOMBE RD BLACKTOWN NSW 2148	SCALE NTS	DATE 14/09/2021	DRAWN RS	CHECKED RU			
	B	03/08/2021	ADDITIONAL COUNCIL RFI'S	RU					JOB 20100	DRAWING DA9.02	REVISION C				
	C	17/08/2021	IN RESPONSE TO COUNCIL COMMENTS	RU											