

Ref: 0579r03a



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Pacific Planning
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Attn: James Mathews

RE: 171 – 189 Parramatta Road, Granville –Traffic Impact Statement

Dear James,

This letter is prepared in response to your email of 10 August 2018 to undertake additional traffic analysis with respect to the Planning Proposal submission at the abovementioned address.

The additional traffic analysis included in this letter are in response to the outcomes of the meeting with the City of Parramatta on 2 August 2018 (Council Meeting).

1 Introduction

In response to the Proponent's original submission (in July 2018) and following public exhibition, Council communicated its preference for the urban outcome sought, which would also influence its preference for assessing the traffic generated by the project. The Council's preferred design option is as follows:

- Two levels of commercial development to Parramatta Road frontage, and
- A rectilinear public park.

Therefore, a revised preferred concept scheme was prepared and submitted to Council that included a rectilinear public park and 2 storeys of commercial floorspace fronting Parramatta Road.

The revised preferred scheme comprises:

- Approximately 845 residential units,
- Approximately 4,675m² Gross Floor Area (GFA) of commercial, and
- The potential for a publicly accessible park up to 3,200m².

The above scheme scenario is nominated and highlighted as Scenario 5 in **Table 1**, with an indicative concept plan for this scheme provided in **Figure 1** below.

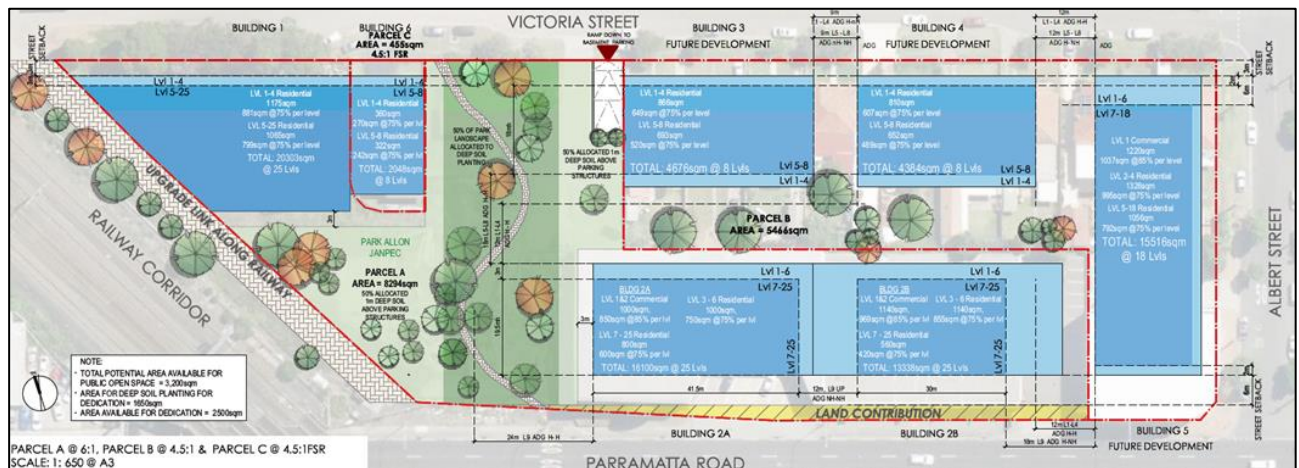


Figure 1: Indicative Site Plan – Scheme Scenario 5

Furthermore, Council has requested that two levels of commercial floorspace be provided to Parramatta Road for determining the ultimate GFA and estimated traffic generation.

Accordingly, additional scenarios have been included within below table (highlighted in yellow for clarity) which include the two exhibited controls of 6:1 and 4.5:1 across the block (Scenario 3C and 4C respectively), and the preferred split controls at Scenario 5.

As advised by Pacific Planning, Scenario 4C is in line with the recommended controls envisaged for the Precinct by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). Furthermore, Ason Group understands that for Scenario 5 the frontage of the site to Parramatta Road has been future proofed by providing 9 metre setbacks to allow for any possible road widenings. With the existing pavement currently provided this results in a total of 12 metre setback to the existing road verge building which enables any required road widening on Parramatta Road.

Table 1: Scheme Characteristics

Scenario Number	Scheme Description	Park (m ²)	Number of Buildings	Commercial GFA (m ²)	Number of Units
1A	Part 6:1 part 4.5:1 Commercial Victoria Road	2,500	6	4,299	834
1B	Part 6:1 part 4.5:1 No commercial Victoria Road	2,500	6	2,785	848
2A	Part 6:1 part 4.5:1 Commercial Victoria Road	2,500	6	4,505	831

Scenario Number	Scheme Description	Park (m ²)	Number of Buildings	Commercial GFA (m ²)	Number of Units
2B	Part 6:1 part 4.5:1 No commercial Victoria Road	2,500	6	2,991	845
3A	6:1 Commercial Victoria Road	3,200	4	4,190	957
3B	6:1 No commercial Victoria Road	3,200	4	1,450	983
3C	6:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	3,200	4	5,600	943
4A	4.5:1 Commercial Victoria Road	None	7	10,821	618
4B	4.5:1 No commercial Victoria Road	None	7	5,540	674
4C (PRCUTS Option)	4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	None	7	5,540	674
5 (Current Preferred Scheme)	Part 6:1 part 4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	3,200	6	4,675	845

2 Project Background

In July 2018, Ason Group prepared a detailed Traffic Impact Assessment (2018 TIA) for land bounded by Parramatta Road / Albert Street / Victoria Street. The preferred scheme as part of the 2018 TIA and its estimated traffic generation are as follows:

- 848 residential units, 2,785m² GFA of commercial, and 2,500m² public park, and
- 316 veh/hr and 186 veh/hr during AM and PM peak hours respectively.

The previous traffic studies confirmed minor traffic generation differences between different schemes and as such anticipation of a similar traffic impact on the surrounding road network.

The Department of Planning and Environment (DPE) in conjunction with Roads and Services Maritime (RMS) is currently undertaking a precinct-wide traffic study which is anticipated to review the traffic conditions in a broader scale.

3 TIS Scope and Methodology

Subsequent to submission of the original 2018 TIA, additional traffic assessments are now sought for the new schemes under investigation as a result of the Council Meeting (Scenarios 3C, 4C and 5).

It is noteworthy, the revised traffic analysis will only consider the generation of the three new schemes subject for this Traffic Impact Statement (TIS). As previously, detailed traffic assessments were undertaken as part of the 2018 TIA, this TIS will only be limited to a comparative traffic generation assessment with no corresponding detailed traffic distribution and/or SIDRA intersection analysis.

4 Traffic Generation

The traffic generation rates outlined in 2018 TIA are summarised in **Table 2**.

Table 2: Traffic Generation Rates

Land Use	Generation Rate	
	AM Peak	PM Peak
Commercial	1.6 trips per 100m ² of GFA	1.2 trips per 100m ² of GFA
High Density Residential	0.32 trips per unit	0.18 trips per unit

Accordingly, the traffic generation anticipated for the new schemes are estimated and outlined in **Table 3** below. This includes the AM and PM peak traffic generation for ALL scenarios to provide an opportunity for comprehensive comparison.

Table 3: Development Option Traffic Generation Estimations

Scenario Number	Scheme Description	AM Peak (veh/hr)	PM Peak (veh/hr)
1A	Part 6:1 part 4.5:1 Commercial Victoria Road	336	202
1B	Part 6:1 part 4.5:1 No commercial Victoria Road	316	186
2A	Part 6:1 part 4.5:1 Commercial Victoria Road	338	204
2B	Part 6:1 part 4.5:1 No commercial Victoria Road	318	188
3A	6:1 Commercial Victoria Road	373	223
3B	6:1 No commercial Victoria Road	338	194
3C	6:1 No commercial Victoria Street 2 levels commercial Parra Rd	391	237
4A	4.5:1 Commercial Victoria Road	371	241
4B	4.5:1 No commercial Victoria Road	304	188
2018 TIA Preferred Scheme	Part 6:1, part 4.5:1	316	186
4C (PRCUTS Scheme)	4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	304	188
5 (Current Preferred Scheme)	Part 6:1 part 4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	345	208

5 Traffic Impact

- Above table confirms that the estimated AM and PM peak hourly traffic generation of the different schemes / scenarios are not significantly different. Accordingly, the outcomes of the 2018 TIA are applicable for each of the above scenario.
- Comparison between the two key scenarios (Scenarios 5 as current preferred scheme and Scenario 4C as the PRCUTS scheme), reveals that Scenario 5 is expected to generate the following additional peak hourly vehicle trips:
 - AM peak +41 veh/hr; and
 - PM peak +20 veh/hr.
- Accordingly, the current preferred scheme (Scenario 5) will result in minimal increase of vehicular traffic (approximately 1 additional vehicle movement per minute) from what has been envisaged by PRCUTS and therefore, is considered to have a similar traffic impact on surrounding road network.)

6 Summary

The key outcomes of this study are as follows:

- The traffic generation projections suggest minimal variance in traffic generation for the different scheme scenarios and from what was originally modelled as part of the 2018 TIA.
- As such the outcome of the 2018 TIA will be valid for different schemes and no further traffic analysis is deemed necessary for different schemes. This is particularly the case for a Planning Proposal whereby subsequent Development Applications would be expected to further refine any analysis.
- The proposed preferred scheme (Scenario 5) will result in a minimal traffic generation increase when compared to the PRCUTS proposed scheme (4C) of between 20-41 veh/hr.
- Notwithstanding, on balance, the preferred Scenario 5 is considered to have a better planning outcome having regard for the:
 - Provision of a public park, and
 - Provision of a strip along Parramatta Road frontage to facilitate future road widening.
- The planning outcomes and benefits from the preferred Scenario 5 are substantial and significant for the broader community when considered against its minimal traffic increase compared to what is envisaged by PRCUTS.

In summary, the traffic study currently being undertaken by DPE is expected to review the traffic impacts of the Precinct in a broader scale and through a sophisticated modelling. It is also anticipated that this traffic study considers the PRCUTS proposed planning recommendation for this site. Furthermore, the preferred Scenario 5 will not have any significant increase of traffic from what is envisaged by PRCUTS. Therefore it is expected that the impact of Scenario 5 should readily be covered by the current traffic study.

We trust this TIS is of assistance, however should you have any questions or should you wish to discuss the application further please do not hesitate to contact the undersigned or Tim Lewis.

Yours sincerely,



Ali Rasouli

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