

Planning Proposal
For a Mixed-Use Development

**11 Aird Street,
Parramatta**

TRAFFIC AND PARKING ASSESSMENT REPORT

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Ref 15100

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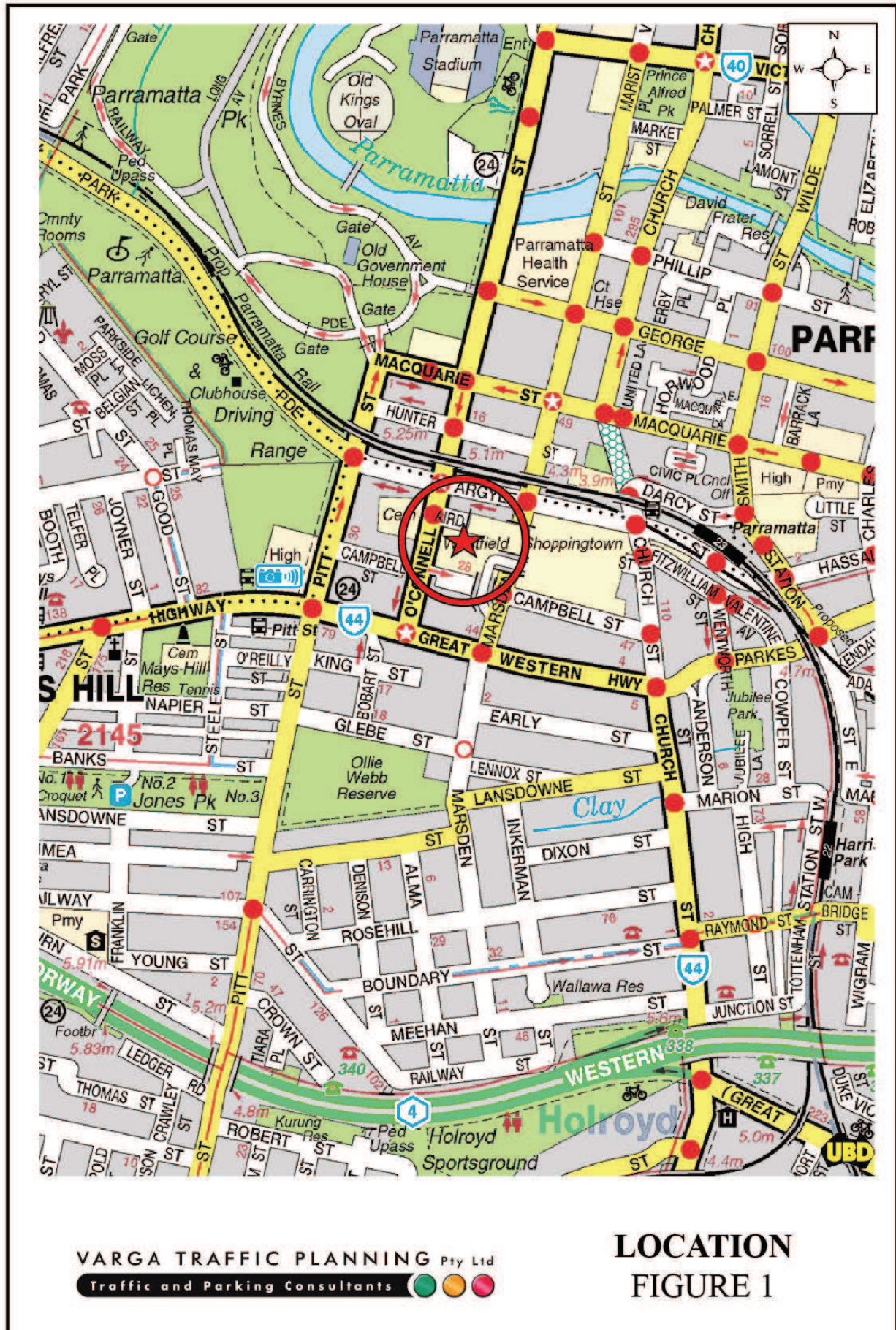
1. INTRODUCTION

This report has been prepared to accompany a Planning Proposal Application to Parramatta City Council to increase the allowable residential density of within the proposed mixed-use development located at 11 Aird Street, Parramatta (Figures 1 and 2).

The Planning Proposal seeks approval to increase the residential density permitted on the site from some 50 apartments to 128 apartments. Car parking will be provided in an above ground car parking area, in accordance with Council's requirements.

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

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





2. PROPOSED DEVELOPMENT

Site

The subject site is located on the southern side of Aird Street, mid-way between O'Connell Street and Marsden Street, and is immediately adjacent Westfield Parramatta. The site has a street frontage of approximately 18 metres in length to Aird Street and occupies an area of approximately 840m².

The subject site is currently occupied by a commercial office building served by an at-grade car parking area located at the rear of the site, vehicular access to the car parking facilities is provided via an entry/exit driveway located at the eastern end of the Aird Street site frontage.

It is understood that the current planning controls would permit the construction of a new mix-used residential apartment building comprising some 50 apartments with a ground floor retail component and a car parking area.

Proposed Development

The Planning Proposal seeks approval to increase the number of residential apartments permitted on the site from some 50 apartments to 128 apartments, an *increase* of 78 apartments.

Off-street car parking is proposed on a number of car parking levels above ground, in accordance with Council's requirements.

Preliminary plans of the proposed development have been prepared by *Project Tourism International Architecture Pty Ltd* and are reproduced in the following pages.



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.

The Great Western Highway is classified by the RMS as a *State Road* and provides the key east-west road link in the area. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island.

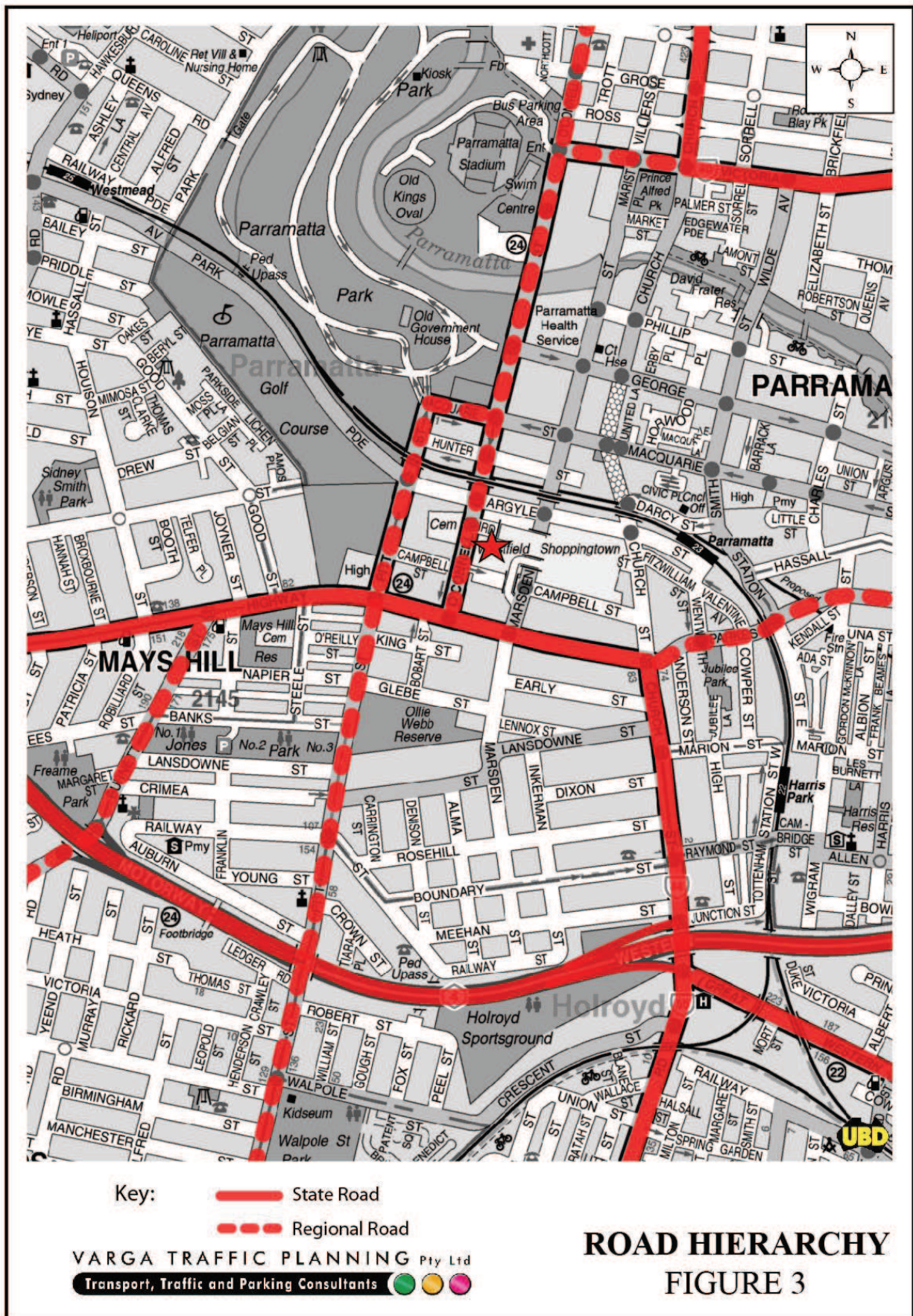
O'Connell Street is also classified by the RMS as a *State Road* and provides the key north-south road link in the area. It typically carries four traffic lanes with additional lanes provided at key locations.

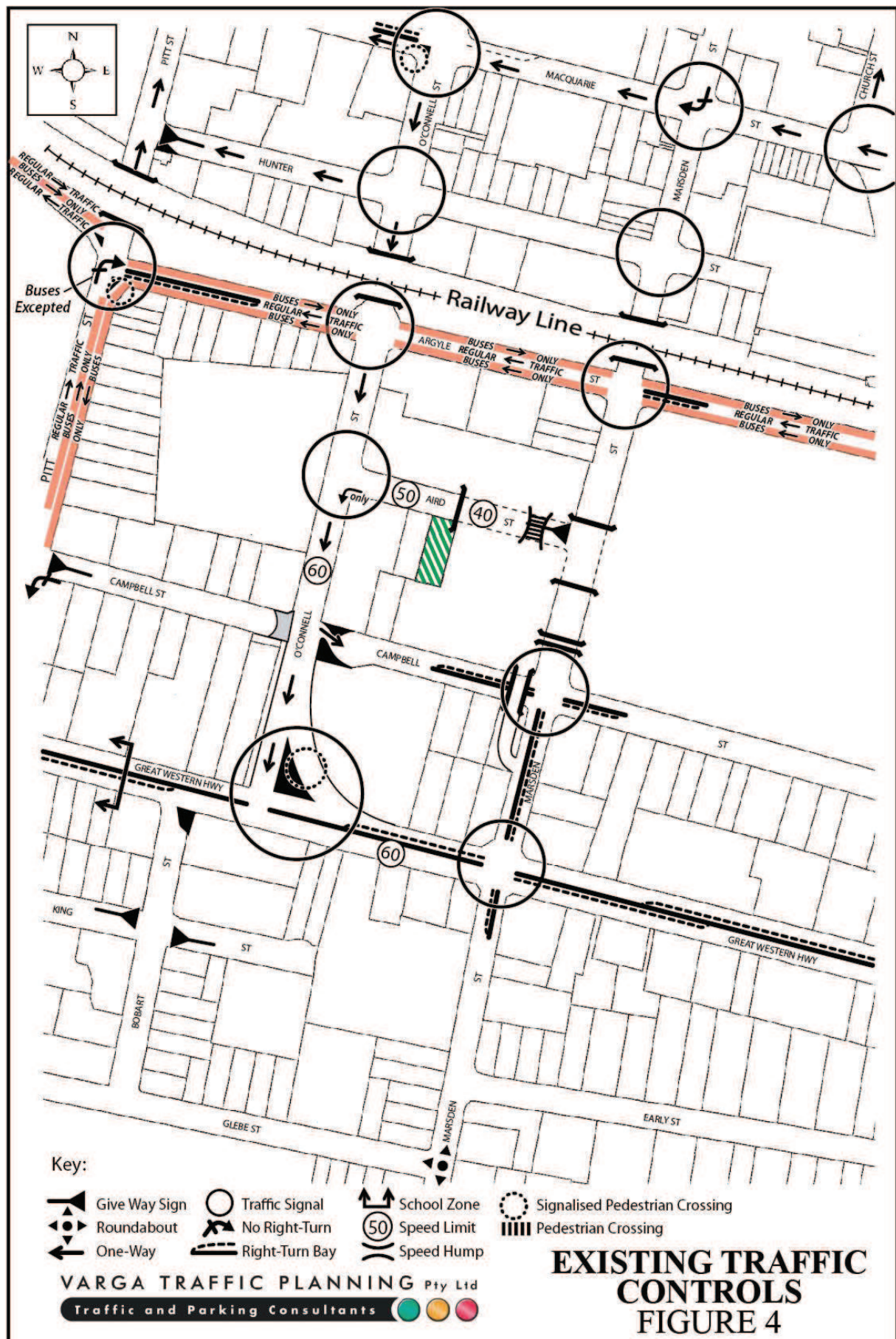
Aird Street is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is not permitted along either side of the road in the vicinity of the site.

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 the O'Connell Street
- a 50 km/h SPEED LIMIT which applies to the western side of Aird Street, including along the site frontage
- a 40km/h SPEED LIMIT which applies to the eastern side of Aird Street, along the Westfield Parramatta frontage
- generally 50km/h SPEED LIMIT which applies to all other local roads in the area





- TRAFFIC SIGNALS in O'Connell Street where it intersects with Argyle Street and also the Great Western Highway
- TRAFFIC SIGNALS in Marsden Street where it intersects with Argyle Street and also Campbell Street
- ONE WAY southbound restrictions in O'Connell Street
- a LEFT TURN ONLY restriction in Aird Street turning onto O'Connell Street
- a CENTRAL MEDIAN ISLAND in Marsden Street which precludes right-turn movements into and out of Aird Street.

Sustainable Transport

The subject site is located in a prime public transport corridor where there is an extensive variety of sustainable transport options available, including trains, buses, ferries, walking and cycling, as detailed below.

Public Transport

Parramatta Railway Station is located between Station Street and Argyle Street, approximately 500m east from the subject site (i.e. approx. 6 min walk). The Railway Station is a major railway interchange which services three train lines – The Blue Mountains Line, the Western Line and the Cumberland Line.

The Cumberland Line operates Monday to Friday only and offers two morning services and three afternoon services between Campbelltown and Blacktown. The Blue Mountains Line operates 7 days per week between Lithgow and Central, with generally one service per hour during off-peak periods, increasing to one service every 20-30 min during peak periods. The Western Line operates 7 days per week between Emu Plains/Richmond and North Sydney/North Shore, with generally one service approximately every 15 min during off-peak periods, increasing to one service approximately every 5-10 min during peak periods.

A major bus interchange is also located at Parramatta Railway Station which, as previously mentioned, is approximately 500m east from the proposed mixed-use building (i.e. approx.. 6 min walk).

In addition to the extensive range of train and bus services available in the Parramatta area, the Parramatta Rivercat Ferry service provides *express-only* services every hour between Circular Quay and Parramatta, 7 days per week. The Parramatta wharf is located at the northern end of Charles Street, approximately 1.5km from the proposed mixed-use building (i.e. a 17 to 18 min walk).

The primary bus routes serving the Parramatta CBD are summarised on Figure 5.

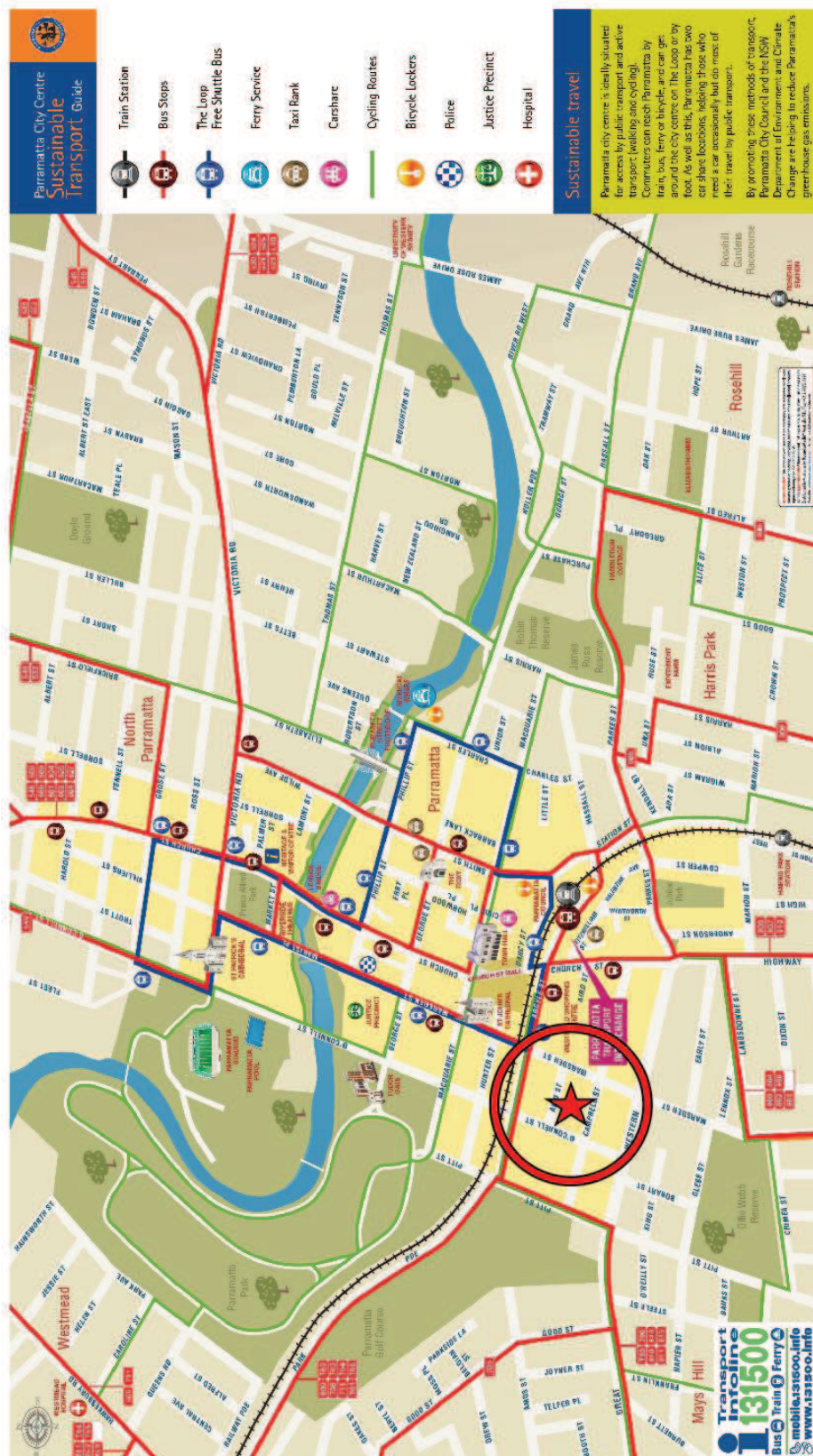
Also shown on Figure 5 is the route of a free shuttle bus loop around the CBD, the location of the Parramatta Rivercat Ferry Wharf, and various cycling routes (see below) serving the Parramatta CBD.

Walking and Cycling

There are a number of cycleways and shared pedestrian paths providing convenient access into and out of the Parramatta CBD for those employees who do not wish to drive or use public transport, and who live relatively near the CBD. Studies have shown that in Sydney, over 50% of trips are less than 5km.

The longest cycleway into and out of the Parramatta CBD is the 17km long Parramatta to Liverpool *Rail Trail*. Other cycleways include the *Parramatta Valley Cycleway* which starts at Morrisian Bay Park in Ryde and heads west along dedicated bike paths, quiet streets and the river foreshore onto the Parramatta CBD. There is also the shared pedestrian and cycle path out to Rouse Hill, adjacent to Old Windsor Road.

Further to the above, the Federal Government has recently committed to \$1.5million funding to assist in upgrading Parramatta cycleways, including the Parramatta to Blacktown cycleway.



**SUMMARY OF ALTERNATE
TRANSPORT OPTIONS**
FIGURE 5

Projected Traffic Generation

An indication of the traffic generation potential of the development proposal 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 update published in *Technical Direction TDT 2013/04a (August 2013)*.

The RMS *Guidelines* and the *TDT 2013/04a* update 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:

High Density Residential Flat Buildings – Metropolitan Regional (CBD) Centres

0.19 peak hour vehicle trips per dwelling

The RMS *Guidelines* also make the following observation in respect of high density residential flat buildings:

Definition

A high density residential flat building refers to a building containing 20 or more dwellings. This does not include aged or disabled persons housing. *High density residential flat buildings* are usually more than 5 levels, have basement level car parking and are located in close proximity to public transport services. The building may contain a component of commercial use.

Factors

The above rates include visitors, staff, service/delivery and on-street movements such as taxis and pick-up/set-down activities.

Application of the above traffic generation rate to the 128 residential apartments envisaged by the Planning Proposal yields a traffic generation potential of 24 vehicles per hour (vph).

That projected future traffic generation potential should however, be offset or *discounted* by the traffic generation potential of the 50 residential apartments permitted by the *existing* planning controls in order to determine the *nett increase* in the traffic generation potential of the site as a consequence of the Planning Proposal.

Application of the above traffic generation rate to the 50 apartments permitted by the *existing* planning controls yields a traffic generation potential of approximately 10 vph.

Accordingly, the *nett increase* in the traffic generation potential of the site as a consequence of the Planning Proposal is 14 vph as set out in the table below:

Nett Increase in the Traffic Generation Potential Of the Site as a Consequence of the Planning Proposal	
Planning Proposal (128 Apartments):	24 vph
Less Existing Planning Controls (50 Apartments):	-10 vph
Nett Increase in Traffic Generation Potential:	14 vph

That projected increase in the traffic generation potential of the site as a consequence of the planning proposal is minimal and will clearly not have 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:

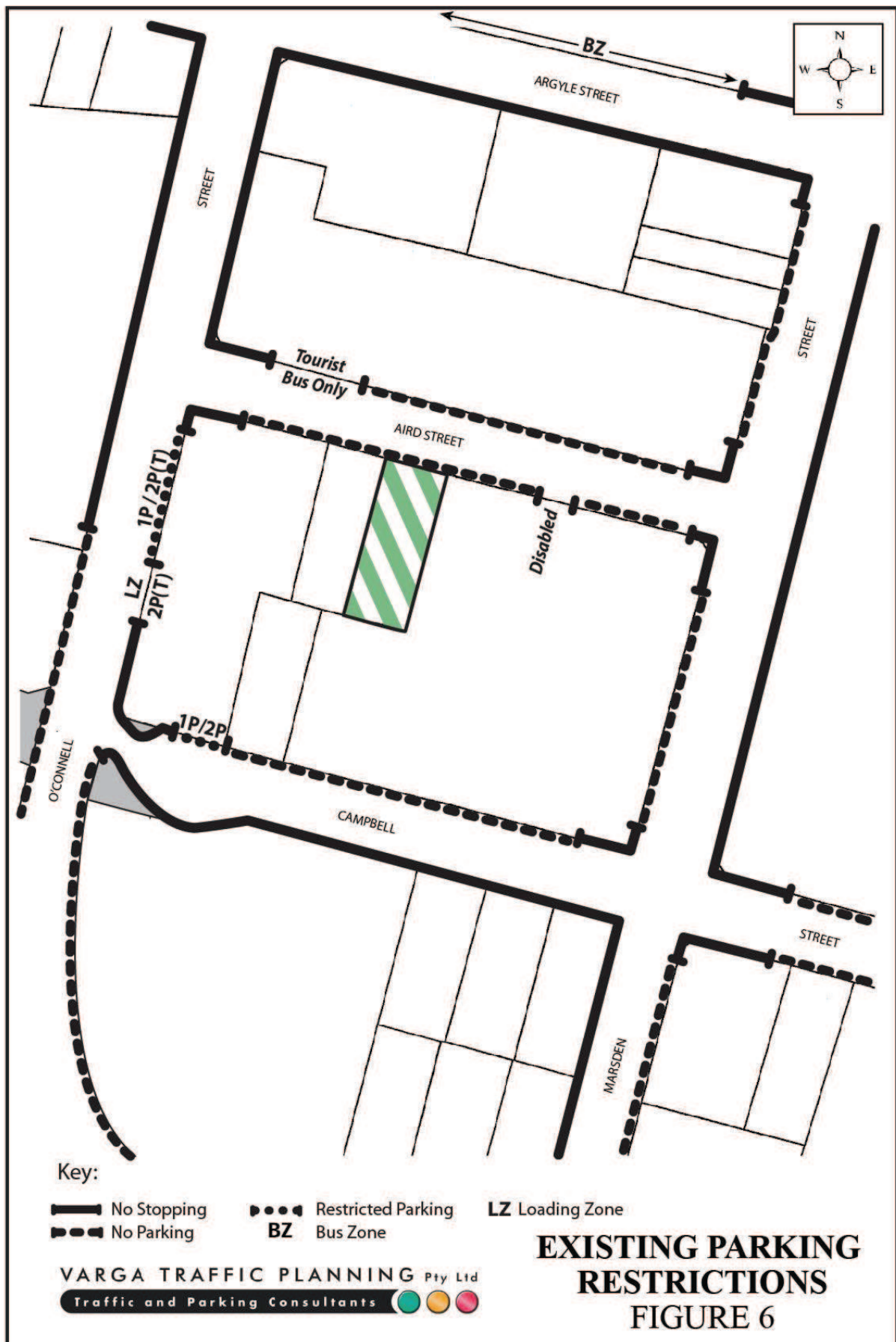
- generally NO PARKING / NO STOPPING restrictions along both sides of Aird Street
- a DISABLED PARKING along the southern side of Aird Street, in front of the entry into Parramatta Westfield
- a TOURIST BUS PARKING restriction along the northern side of Aird Street, towards the western end of the road
- 1 HOUR / 2 HOUR PARKING restrictions and a LOADING ZONE along the eastern side of O'Connell Street between Aird Street and Campbell Street
- a short section of 1 HOUR / 2 HOUR PARKING restriction along the northern side of the Campbell Street, towards the western end of the road
- generally NO PARKING / NO STOPPING restrictions throughout the local area.

Off-Street Car Parking Provisions

The *maximum* off-street parking provisions permitted on the site are specified in the NSW Government's *Parramatta City Centre Local Environmental Plan 2007, Part 22C – Car Parking* document in the following terms:

Multi Dwelling Housing

A *maximum* of 1 parking space to be provided for every dwelling plus 1 parking space to be provided for every 5 dwellings for visitors



The preliminary plans which have been prepared for the purposes of this Planning Proposal make provision for a vehicular access driveway, two-way passing bay and loading/service vehicle area at ground level, with car parking to be provided on the levels above.

A review of the plans prepared for the Planning Proposal indicates that the site is capable of accommodating the vehicular access, passing bay, loading and car parking layout which complies with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6*.

Accordingly, it is reasonable to conclude that the Planning Proposal will not have any unacceptable traffic and parking implications.