

BAPTISTCARE NSW

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
PROPOSED RESIDENTIAL
DEVELOPMENT, PENNANT HILLS
ROAD & MARTINS LANE,
TELOPEA

FEBRUARY 2015

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I. INTRODUCTION

- I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by BaptistCare NSW to review the transport aspects of a planning proposal for a residential development on a site at 264-268 Pennant Hills Road at Telopea. The site has frontage to Pennant Hills Road, Martins Lane and Homeland Avenue, as shown in Figure I.
- I.2 The site is occupied by an aged care development which provides some 240 beds. The planning proposal would provide for a residential development comprising some 355 apartments.
- I.3 The transport aspects of the planning proposal are reviewed in the following chapter.

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- o site location and road network;
- o potential scale of development;
- o policy context;
- o public transport, walking and cycling;
- o travel access guide;
- o parking provision;
- o access, servicing and internal layout;
- o traffic generation; and
- o summary.

Site Location and Road Network

2.2 The site is at 264-268 Pennant Hills Road, on the southern side of the road, at Telopea, as shown in Figure 1. It also has frontage to Martins Lane and Homelands Avenue.

2.3 Vehicular access to the site is provided from Pennant Hills Road via three driveways. The eastern two driveways provide for separate entry and exit at the front of the site to a drop-off area and small number of parking spaces. The western driveway is approximately opposite Baker Street and connects to the internal road network within the site.

- 2.4 Vehicular access to the site is also provided from Martins Lane. The main internal road through the site, Village Road, connects to Martins Lane on the northern part of the site. A second internal road connects to Martins Lane on the southern part of the site. As well as these roads, Martins Lane provides access to a number of garages and 90° parking on the eastern side of the site.
- 2.5 Surrounding land use includes a number of schools to the north and west, some commercial uses along Pennant Hills Road, areas of open space and low to medium density residential development. Carlingford railway station is within some 750 metres walking distance to the north-east and Telopea station is a similar distance to the south.
- 2.6 Pennant Hills Road provides a major link in Sydney's road network, connecting Parramatta in the south-west with Hornsby to the north-east. In the vicinity of the site it provides a four lane undivided carriageway with two traffic lanes in each direction and a 60 kilometre per hour speed limit. Clearways operate for southbound traffic during weekday peak periods. There are bus stops on both sides of the road, close to the site. There is a right turn bay in Pennant Hills Road for turns into Baker Street along the site frontage.
- 2.7 Martins Lane connects to Pennant Hills Road at an unsignalised t-intersection, adjacent to the site. Turns at the intersection are restricted to left turns only from Martins Lane onto Pennant Hills Road. Martins Lane provides a carriageway width of some 5.5 metres, with a wider carriageway at its southern end. It provides for two-way traffic, although in practice, the turning restrictions at Pennant Hills Road mean that most traffic in the lane is northbound. No parking is provided along its length. As previously discussed, angle parking within the site is accessed directly from Martins Lane.
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- 2.8 Homelands Avenue is south of the site, connecting Adderton Road in the east with Grace Street in the west. It provides for two-way traffic, with parking permitted, and a 50 kilometre per hour speed limit. It provides access to residential development. The intersection of Homelands Avenue with Martins Lane is an unsignalised t-intersection with all turns permitted. There is a landscaped median in Martins Lane at the intersection.
- 2.9 East of the site, Homelands Avenue has a four-way intersection with Charles Street, controlled by stop signs. Charles Street connects to Pennant Hills Road to the north at an unsignalised t-intersection. Turns at the intersection are restricted to left in/left out. Charles Street provides for two-way traffic with parking generally permitted on both sides, with a 50 kilometre per hour speed limit. It provides access to residential development, open space and Telopea railway station to the south.

Potential Scale of Development

- 2.10 The planning proposal would provide for a residential development comprising some 355 apartments. Vehicular access would be provided from Martins Lane.

Policy Context

- 2.11 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include NSW 2021, A Plan for Growing Sydney and The NSW Long Term Transport Master Plan. These policies are discussed below.
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□ NSW 2021

2.12 NSW 2021: A Plan to Make NSW Number One sets targets to increase the proportion of commuter trips made by public transport for various areas within Sydney by 2016, including:

- 80 per cent in the Sydney CBD;
- 50 per cent in the Parramatta CBD;
- 20 per cent in the Liverpool CBD; and
- 25 per cent in the Penrith CBD.

2.13 It also has targets to:

- improve road safety, reduce fatalities to 4.3 per 100,000 population by 2016;
- double the mode share of bicycle trips made in the metropolitan area by 2016; and
- increase the proportion of the population living within 30 minutes by public transport of a city or major centre in the metropolitan area.

□ A Plan for Growing Sydney

2.14 A Plan for Growing Sydney provides a strategic plan to accommodate an additional 1.6 million people, 664,000 houses and 689,000 jobs.

2.15 The plan includes the following goals and actions to achieve them:

- Goal 1: a competitive economy with world class services and transport
Actions:
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- grow a more internationally competitive Sydney CBD;
 - grow Greater Parramatta – Sydney’s second CBD;
 - establish a new priority growth area – Greater Parramatta to the Olympic Peninsula;
 - transform the productivity of western Sydney through growth and investment;
 - enhance capacity at Sydney’s gateways and freight networks;
 - expand the Global Economic Corridor;
 - grow strategic centres – providing more jobs closer to home;
 - enhance linkages to regional NSW;
 - support priority economic sectors;
 - plan for education and health services to meet Sydney’s growing needs; and
 - deliver infrastructure.
- o Goal 2: a city of housing choice, with homes that meet our needs and lifestyles
- Actions:
- accelerate housing supply across Sydney;
 - accelerate urban renewal across Sydney – providing homes closer to jobs;
 - improve housing choice to suit different needs and lifestyles; and
 - deliver timely and well planned greenfield precincts and housing.
- o Goal 3: a great place to live with communities that are strong, healthy and well balanced
- Actions:
- revitalize existing suburbs;
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- create a network of interlinked, multipurpose open and green spaces across Sydney;
 - create built environments; and
 - promote Sydney's heritage, arts and culture.
- o Goal 4: a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources
- Actions:
- protect our natural environment and biodiversity;
 - build Sydney's resilience to natural hazards; and
 - manage the impacts of development on the environment.
- NSW Long Term Transport Master Plan

2.16 The NSW Long Term Transport Master Plan has been developed, in association with A Plan for Growing Sydney and State Infrastructure Strategy, to support NSW 2021. The key measures identified are as follows:

- o providing a fully integrated transport system;
 - o providing a modern railway system and increase capacity by 60 per cent;
 - o providing a modern light rail system in the CBD;
 - o providing a modern bus system to complement the rail networks;
 - o connect the motorway network, including WestConnex, F3/M2 link and F6;
 - o reduce congestion in the CBD, including removing the monorail, increasing light rail, improving pedestrian links, increasing ferry use, providing increased capacity on the rail system and improved walking and cycling infrastructure;
 - o support the growth of new economic centres including the north west and south west rail links, new roads in growth areas and new bus infrastructure;
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- o connect regional communities through major highway upgrades, and improved rail, bus and air services;
- o improve freight efficiency and productivity;
- o improve access to Sydney Airport and Port Botany;
- o boost walking, cycling and its integration with public transport; and
- o preserve future transport corridors.

2.17 The Plan for Growing Sydney defines the Carlingford railway line as an important public transport corridor between Macquarie Park and Parramatta. It identifies the corridor's importance and potential for future development.

Public Transport, Walking and Cycling

2.18 The site is within some 10 minutes' walking distance of Carlingford and Telopea railway stations. Both stations are on the Carlingford Line (Carlingford to Clyde).

2.19 Services on the Carlingford Line operate on a 60 minute headway in each direction.

2.20 A Plan for Growing Sydney identifies improved transport connections between Parramatta and other areas in western Sydney, including along the Carlingford Line. A potential light rail corridor between Parramatta and Macquarie Park, via Carlingford, is identified in the plan.

2.21 Local bus services are provided by Sydney Buses and Hillsbus. As previously discussed, there are bus stops on Pennant Hills Road close to the site.

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- 2.22 Route 625 operates along Pennant Hills Road and connects Parramatta with Pennant Hills via Carlingford. It operates on a 60 minute headway in each direction, Monday to Saturday, with a limited Sunday service. During weekday peak hours, services are more frequent.
- 2.23 Route M54 is a cross regional service connecting Parramatta, Carlingford, Epping and Macquarie Park. It operates on a 10 minute headway in each direction during peak periods, a 15 minute headway in each direction during weekday off-peak and a 20 minute headway in each direction in the evening and on weekends.
- 2.24 A number of other bus services connect to Carlingford railway station and Carlingford Court shopping centre.
- 2.25 There are good pedestrian links between the site and surrounding areas. Traffic signals on Pennant Hills Road east and west of the site (at Adderton Road and outside Cumberland High School respectively) provide for pedestrians to cross Pennant Hills Road, including to reach bus stops on the other side of the road.
- 2.26 There is a bicycle route along Telopea Street and Wilkinson Lane, south of the site.
- 2.27 The site therefore has good access to regular public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.
- 2.28 The proposed development would increase residential densities close to existing public transport services. The accessibility of the site and the area will be improved by future improvements to public transport along the Carlingford line.
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- 2.29 To support accessibility by bicycles, appropriate bicycle parking, in accordance with council's controls, should be provided.
- 2.30 The proposed development will therefore satisfy the objectives of NSW 2021, A Plan for Growing Sydney and the NSW Long Term Transport Master Plan policy package as follows:
- ❑ enabling residents to readily access trains and buses close to the site;
 - ❑ providing an appropriate level of on-site parking, with reference to appropriate council and RMS requirements, to encourage greater public transport use and increase the proportion of trips by public transport;
 - ❑ providing residential uses along the Carlingford line to reduce the need for private car travel;
 - ❑ being readily connected to Parramatta and Macquarie Park; and
 - ❑ providing for an increase in population living within 30 minutes by public transport of a city or major centre in the metropolitan area.

Travel Access Guide

- 2.31 To encourage travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through a travel access guide to meet the specific needs of the site, future residents and visitors. The specific requirements and needs of future residents and visitors, including access to major surrounding employment centres, will be incorporated in the travel access guide to support the objectives of encouraging the use of public transport.
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- 2.32 The principles of the travel access guide, to be developed by the applicant in consultation with the owners' corporations, council, RMS, Sydney Buses and other stakeholders, will include the following:
- ❑ encourage the use of public transport, including rail services through Carlingford and Telopea and bus services along Pennant Hills Road;
 - ❑ work with public transport providers to improve services;
 - ❑ encourage public transport by residents and visitors through the provision of information, maps and timetables;
 - ❑ raise awareness of health benefits of walking (including maps showing walking routes);
 - ❑ encourage cycling by providing safe and secure bicycle parking;
 - ❑ provide appropriate on-site parking provision, consistent with the objective of reducing traffic generation.
- 2.33 The travel access guide may take the form of a green transport plan. The travel access guide will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services, and will be prepared prior to occupation of the building.
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Parking Provision

- 2.34 Part 3 of the Parramatta Development Control Plan 2011 includes the following minimum car parking requirements for residential flat buildings greater than 400 metres from a transitway bus stop or railway station:
- o 0.6 spaces per studio;
 - o one space per one bedroom dwelling;
 - o 1.25 spaces per two bedroom dwelling;
 - o 1.5 spaces per three bedroom dwelling;
 - o two spaces per four bedroom dwelling;
 - o one space per four dwellings for visitors; and
 - o a car wash space which may double as a visitor space.
- 2.35 Appropriate car parking will be provided at the development application stage, having regard to the above rates. Given the site's good accessibility by public transport, a lower visitor parking requirement would be appropriate.
- 2.36 The proposed parking provision will include an appropriate number of car share spaces (one space per 50 dwellings), in accordance with the DCP 2011.
- 2.37 The DCP includes a bicycle parking requirement of one space per two dwellings for residential flat buildings.

Access, Servicing and Internal Layout

- 2.38 Vehicular access to the site would be provided in three main locations from Martins Lane. The existing access points to the site from Pennant Hills Road will be closed.
- 2.39 In association with the proposed development, it is proposed to widen Martins Lane, using land from the subject site. Widening the laneway would provide for vehicles to turn left in and left out at Pennant Hills Road, similar to other roads in the area such as Charles Street.
- 2.40 The internal roads, which will provide access to the site from Martins Lane, will be designed to accommodate two-way traffic, as well as service vehicles for garbage collection.
- 2.41 Parking for the development will be provided within basement parking levels, under the buildings. Within parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances would be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002.

Traffic Generation

- 2.42 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.43 Surveys undertaken by RMS include the following traffic generation rates for development:
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- o 0.15 to 0.19 vehicles per hour per apartment for high density residential apartments; and
- o 0.4 – 0.5 vehicles per hour per apartment for medium density residential apartments.

2.44 Given the location of the proposed development, and its accessibility to public transport, traffic generation is likely to be some 0.3 to 0.4 vehicles per hour per apartment two-way at peak times.

2.45 On this basis, the development would generate some 110 to 140 vehicles per hour two-way at peak times.

2.46 These generations compare to the existing development on the site which would be some 50 vehicles per hour two-way at peak times, based on RMS guidelines.

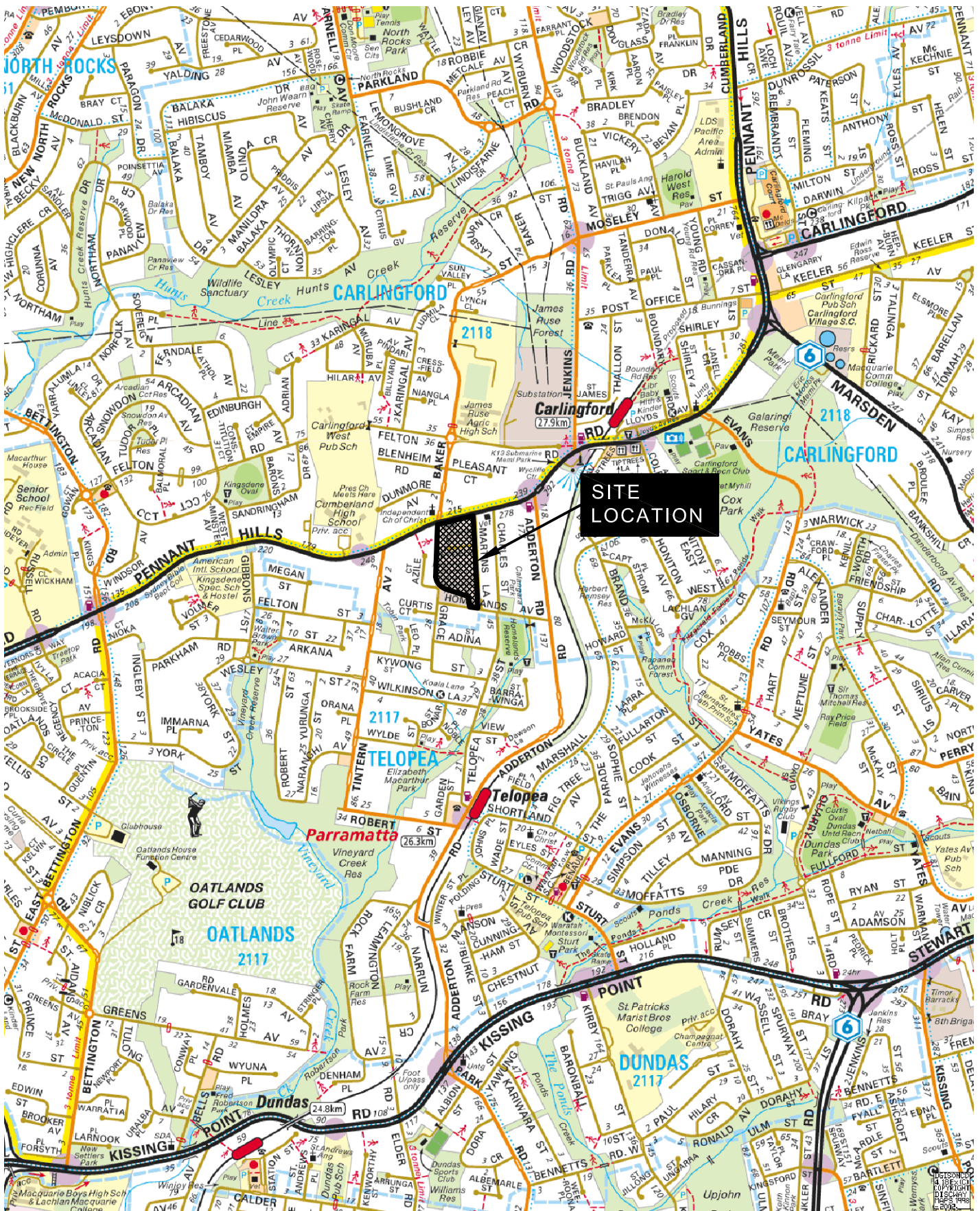
2.47 The increase in traffic generation would be some 60 to 90 vehicles per hour two-way during weekday morning and afternoon peak hours.

2.48 This is a modest increase. The effects of the additional development traffic would be assessed at the development application stage, following traffic counts and analysis.

Summary

2.49 In summary, the main points relating to the transport aspects of the planning proposal are as follows:

- i) the planning proposal would provide for a residential development comprising some 355 residential apartments;
- ii) the development would increase residential densities close to existing public transport services and potential future public transport services;
- iii) the proposed development is consistent with government objectives to reduce private car travel and encourage public transport use;
- iv) appropriate on-site parking for cars and bicycles will be provided;
- v) access, internal circulation and layout will be provided in accordance with Australian Standards;
- vi) the increase in traffic generation would be some 60 to 90 vehicles per hour two-way during weekday morning and afternoon peak hours, compared to the existing development. This is a modest increase; and
- vii) the effects of the additional development traffic would be assessed at the development application stage, following traffic counts and analysis.



Location Plan