
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/9255/jj

20 February, 2014

Transport Planning
Town Planning
Retail Studies

Attention: Simon Arraj
Email: simon@cpfinance.com.au

Dear Sir,

RE: PROPOSED RESIDENTIAL DEVELOPMENT,
2 HYTHE STREET, DRUMMOYNE,

1. As requested, we have reviewed the traffic and parking aspects of the planning proposal to permit redevelopment of the Drummoyne sports club, located at 2 Hythe Street, Drummoyne. We understand that the proposed redevelopment would provide some 65 to 75 residential apartments. The findings of our review are set down through the following sections:

- existing context;
- proposed development;
- public transport,
- parking,
- access;
- traffic effects; and
- summary.

Existing Context

2. The site is currently occupied by Drummoyne sports club, which ceased trading in 2012. The sports club included the following components:
- bowling green;
 - gym;
 - restaurant/function area;
 - licensed area (bar/pokies);
 - at-grade car park with some 30 parking spaces; and
 - access from Henricks Avenue, located opposite the intersection of Henricks Avenue and The Esplanade. The Henricks Avenue access is one lane with a passing bay. The site also previously had access to Hythe Street.
3. The site has frontage to Hythe Street, Westbourne Street and Hinkler Court. Surrounding land use is residential to the north, south and west. A service

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station is located to the east (between Hythe Street and Victoria Road). Victoria Road is located some 50 metres east of the site.

Proposed Development

4. The proposed development is for two residential buildings comprising some 65 to 75 apartments with basement parking.

Public Transport

5. The site is located in close proximity (some 50 metres) to Victoria Road, which functions as a major transport corridor with bus services operating along dedicated bus lanes in peak periods. Bus services comprise a mix of regional and local services connecting the site to the CBD, Ryde and Parramatta as well as the local area. Bus stops are located on Victoria Road adjacent to the intersection with Westbourne Road (within 100 metres of the site) with pedestrian access across Victoria Road provided at this intersection. The proposed development is therefore consistent with government objectives and the planning principles of:
 - (a) improving accessibility to residential development by walking, cycling, and public transport;
 - (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
 - (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
 - (d) supporting the efficient and viable operation of public transport services.

Parking

6. Parking requirements for various land uses are set out in Canada Bay DCP 2013. For residential flat buildings, the DCP suggests the following rates:
 - small dwellings – 1 space per dwelling;
 - medium dwellings – 1.5 space per dwelling;
 - large dwelling – 2.0 spaces per dwelling;
 - visitor parking – 0.5 spaces per dwelling.
7. In addition the DCP suggest bicycle parking at a rate of one space per dwelling (in a storage facility) and one space per 12 dwellings in a parking facility.

8. The proposed development will provide appropriate vehicle and bicycle parking provision with parking areas (spaces, aisles, ramps etc) being designed to comply with Australian Standard AS2890.1-2004. We note that a lower provision of on-site vehicular parking could be considered given the sites close proximity to bus services operating along Victoria Road. A lower provision of parking for residential development is required for sites in close proximity to major public transport routes (400 metres of a major bus route or 800 metres of railway station) in other Council areas such as Ryde, Hornsby and Willoughby.

Access

9. Redevelopment of the site provides the opportunity to consider alternative access compared to the existing situation. Vehicular access is currently provided to the site from Henricks Avenue, located opposite the intersection of Henricks Avenue and The Esplanade. The Henricks Avenue access is one lane with a passing bay. The site previously had access to Hythe Street and also has frontage to Hythe Street and Westbourne Street. Pedestrian access is currently available from Henricks Avenue, Hythe Street and Hinkler Court.
10. We have considered access from all roads fronting the site and our findings are set out below:
- access from Westbourne Street is not supported due to limited site frontage, the proximity to adjoining intersections and the high volume of traffic that uses Westbourne Street;
 - access from Hythe Street is practical. Access from Hythe Street would have the least impact on the surrounding road network. It should be noted that no right turns are permitted from Westbourne Street into Hythe Street. Hence any vehicles accessing the site would have to travel around the block (the same as the existing situation);
 - access from Henricks Avenue (via the existing access) is practical and would result in the least change in traffic flows on the surrounding road network; and
 - access from Hinkler Court is practical. However, Hinkler Court has a narrow one lane connection to Westbourne Street and access via Hinkler Court would introduce additional traffic into a cul-de-sac.
11. Based on the above we suggest access from Henricks Avenue (via the existing access) and/or Hythe Street. Access would need to be designed in accordance with Australian Standard AS2890.1-2004.

Traffic Effects

12. The proposed redevelopment of the site would provide some 65 to 75 apartments. RMS guidelines suggest a generation of rate of 0.4 to 0.65 trips per apartment (depending on the size of the unit) in the weekday afternoon peak hours. Given the sites close proximity to a major public transport route (buses along Victoria Road), a generation rate of 0.5 trips per apartment has been assumed. Applying this rate the proposed development would generate some 30 to 40 vehicles per hour (two way) in the weekday afternoon peak hours.
13. By way of comparison the previous sports club would have generated traffic associated with the function room/restaurant, bar area, gym and bowling green. The sports club would have generated an anticipated some 20 to 30 vehicles per hour (two way) during the weekday afternoon peak period. Thus the proposed residential development would generate an additional some 10 to 20 vehicles per hour (two way) in the weekday afternoon peak period compared to the previous club use on the site. With access from either Hinkler Street or Hythe Street, and distributing the additional traffic to the surrounding road network results in increases of some 5 to 10 vehicles per hour (two way). These are minor increases of one vehicle every six to twelve minutes and would have no material impact on the amenity or operation of the surrounding road network.
14. On weekends and in the evenings, it is likely that the club would have had a higher traffic generation than the proposed residential development.

Summary

15. In summary our review of the traffic and parking effects aspects of the planning proposal to permit residential development of the Drummoyne sports club, located at 2 Hythe Street, Drummoyne has found that:
 - the planning proposal would allow some 65 to 75 apartments on the site;
 - the site has good access to public transport services;
 - appropriate parking provision will be provided. Consideration could be given to a lower parking provision given the sites good access to public transport;
 - access is recommended from Henricks Street and/or Hythe Street;
 - the proposed residential development would have a minor increase in traffic generation in the afternoon weekday peak hour compared to the previous club use; and
 - the additional traffic would have no material impact on the amenity or operation of the surrounding road network.

Colston Budd Hunt & Kafes Pty Ltd

16. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a large, stylized 'O' in the middle of the last name.

T. Rogers

Director