

Our Ref: 16274

20 December 2016

Barana Group Pty Ltd
3A Macquarie Street
SYDNEY NSW 2000

Attention: Mr Andrew Urquhart

Dear Andrew,

**RE: 2-6 CAVILL AVENUE, ASHFIELD
PLANNING PROPOSAL – TRAFFIC AND PARKING IMPACT ASSESSMENT**

The Transport Planning Partnership (TPP) has prepared this traffic statement on behalf of Barana Group to accompany a planning proposal for submission to Inner West Council in relation to a proposed mixed-use development at 2-6 Cavill Avenue, Ashfield. The planning proposal will seek approval to amend the current floor space ratio (FSR) of 2:1 to 3:1.

This statement presents the findings of our traffic and parking assessment associated with the proposed development.

Existing Site Context

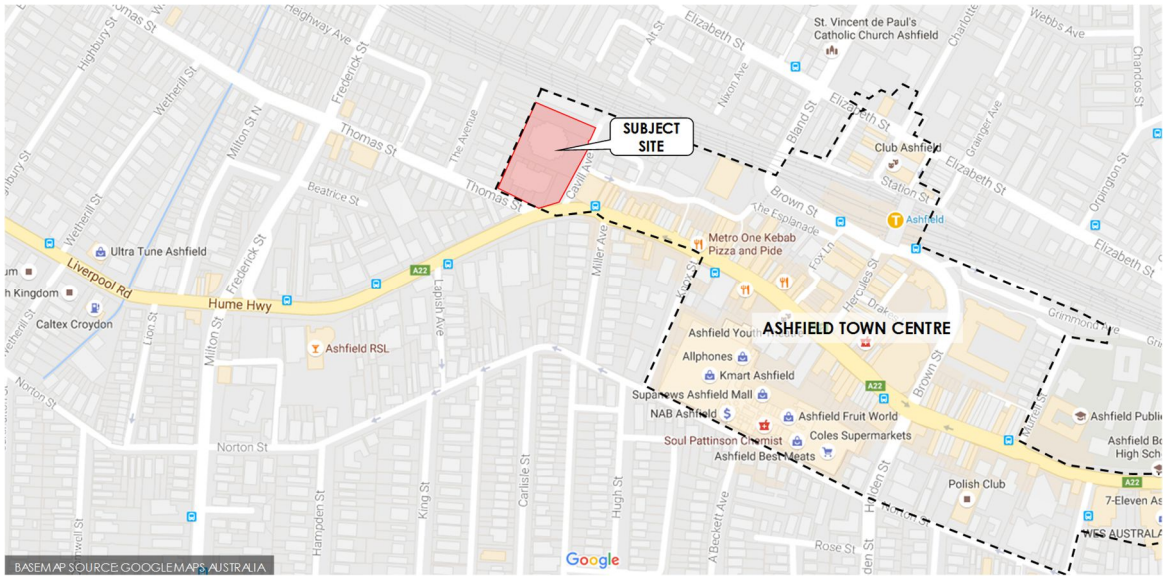
Site Description

The site has an area of approximately 8,500m². It is located at 2-6 Cavill Avenue in Ashfield. The site is generally bounded by Cavill Avenue to the east, Thomas Street and Liverpool Road to the south, The Avenue to the west and the T1/T2 rail lines to the north.

The site is currently occupied by two commercial buildings each with a two-level basement car park underneath the respective buildings. The car park beneath the building at 2 Cavill Avenue accommodates 137 car parking spaces. In addition, the 4-6 Cavill Avenue car park contains 142 car parking spaces. In total, there are 279 car parking spaces provided on the site.

The subject site and its surrounds is shown in Figure 1.

Figure 1: Locality Map

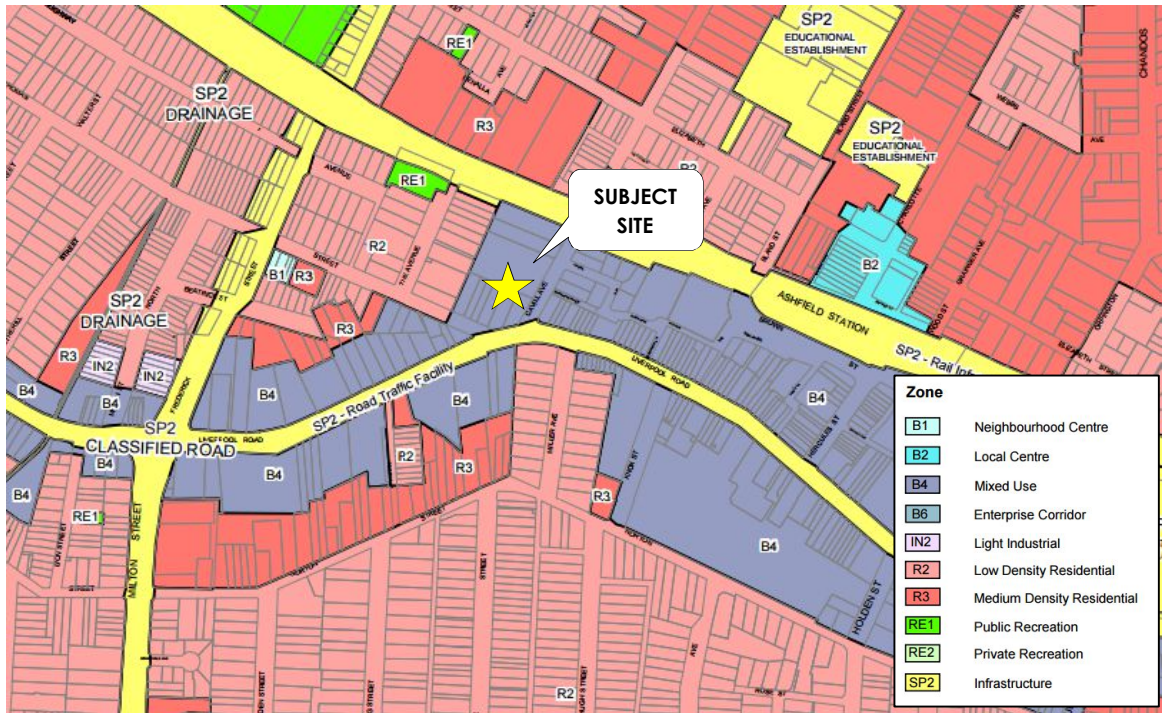


The site is currently zoned as B4 Mixed Use, with a maximum permissible FSR of 2:1. B4 Mixed Use sites allow for a variety of land uses, including residential uses.

Land in the vicinity of the site generally consists of low/medium density housing to the west and mixed retail and commercial uses to the east of the site.

The existing land zoning surrounding the site is shown in Figure 2.

Figure 2: Land Zoning Map



Source: Ashfield Local Environmental Plan 2013 (extract)

Road Network

The site is surrounded by a network of local roads including Liverpool Road, Cavill Avenue, Thomas Street and The Avenue.

A brief description of these roads is summarised in Table 1.

Table 1: Road Network

Road Name	Road Classification	Description
Liverpool Road	State Road	Liverpool Road is configured as a two-way four-lane road. This road provides a good east-west arterial link to surrounding suburbs and connects to the other arterial links such as Paramatta Road and Centenary Drive via Hume Highway.
Cavill Avenue	Local Road	Cavill Avenue generally travels in a north-south alignment with an L-shape one-way connection from Markham Place. It is a two-way, two-lane cul-de-sac arrangement, with a posted speed limit is 50km/h. Kerbside parking is permitted on both sides of the road.
Thomas Street	Regional Road	Thomas Street is a two-way, two-lane road, generally aligned in an east-west direction. It has a posted speed limit of 50km/h. Kerbside parking is generally provided on both sides of the road.
The Avenue	Local Road	The Avenue is configured as a two-way cul-de-sac arrangement. This road mainly services residential traffic accessing their properties on The Avenue. Kerbside parking is provided on both sides of the road.

Existing Site Vehicle Access Arrangements

As noted previously, the site currently fronts on to Cavill Avenue to the east, Thomas Street to the south and The Avenue to the west boundary of the site.

The existing vehicle access arrangements are shown in Figure 3.

Figure 3: Existing Vehicle Access Arrangements



Basemap Source: SixMaps

Figure 3 indicates that the site currently has four vehicle accesses, of which are shown in the below figures.

Figure 4: Cavill Avenue – Two-Way Access



Figure 5: Thomas Street – Exit Only



Figure 6: The Avenue – Entry Only



Figure 7: The Avenue – Exit Only



The existing site access arrangements are considered to operate satisfactorily.

Public Transport

The subject site is located within walking distance to the Ashfield Railway Station and a number of key bus routes servicing the area.

The existing public transport facilities are summarised in Table 2, with a map of the existing bus network shown in Figure 8.

Table 2: Summary of Public Transport Facilities

	Route #	Route Description	Proximity to Site	Frequency
Train	T1 North Shore, Northern Suburbs		< 600m	every five minutes
	T2 Airport, Inner West and South Line			
Bus	418	Bondi Junction to Burwood via Ashfield	< 100m	15-mins peak / 30-mins off-peak
	462, 464, 466	Ashfield to Cabarita and Mortlake		10-mins peak / 30-mins off-peak
	480, 483	Strathfield and Burwood to City via Ashfield		10-mins peak / 20-mins off-peak

Figure 8: Existing Bus Network



Source: State Transit Buses – Inner West Region Map

As can be seen from above, the site is well-served by existing public transport services.

Pedestrian Infrastructure

In the immediate vicinity, sealed pedestrian paths are provided at the following locations:

- Cavill Avenue (both sides) – 2.0m wide pedestrian paths providing good pedestrian connectivity to the retail shop frontages on Liverpool Road to the east
- Thomas Street (both sides) – 1.6m-2.0m wide pedestrian paths providing convenient access to the east and west directions, notably to Ashfield Town Centre
- The Avenue (both sides) – 2.0m-3.5m wide pedestrian paths providing access to the surrounding residential properties, including the Hill Peters Reserve Park at the end of the cul-de-sac.

In addition, it is noted that safe pedestrian crossing points are provided at:

- Thomas Street / Liverpool Road – signalised pedestrian crossing, and
- Cavill Avenue / Liverpool Road – pedestrian refuge.

Well-established pedestrian facilities are provided within the vicinity of the site.

Proposed Development

The subject site currently has a FSR of 2:1 under the Ashfield Local Environmental Plan 2013 (LEP). The planning proposal for which this traffic statement relates is seeking to amend the FSR from 2:1 to 3:1.

If the subject site's FSR was to be amended from 2:1 to 3:1 a future development could accommodate up to 285 residential apartments and approximately 1,500m² retail shop uses. The anticipated uses would provide an overall floor space area of approximately 25,000m² (i.e. FSR 3:1).

At this stage, it is envisaged that 285 residential apartments would comprise the following apartment mix:

- 2 x studio apartments
- 113 x 1-bedroom apartments
- 136 x 2-bedroom apartments, and
- 34 x 3-bedroom apartments.

In addition, it is noted that the retail uses are expected to be made up of a number of small retail tenancies. These retail tenancies would be occupied by local shops and businesses servicing the local neighbourhood.

Parking Assessment

Car Parking Requirement

The car parking requirements for the proposed mixed-use development (i.e. residential and retail shops) are set out in Council's interim Development Control Plan (DCP) 2013, which was adopted in February 2014.

Whilst this interim DCP outlines the car parking requirements for proposed development, it is noted that these car parking rates are consistent with the Draft Comprehensive Inner West DCP 2016 (Ashfield Area) which is currently being finalised by Council.

The DCP car parking requirements for the proposed development are summarised in Table 3.

Table 3: DCP Car Parking Requirements

Proposed Use		Size	DCP Parking Rate	DCP Parking Requirement
Residential	Resident parking	285 units	1 space for all dwellings	285 spaces
	Visitor parking		1 space for every 4 dwellings, including serviced apartments plus 1 car wash bay	72 spaces
Retail shop parking ^[1]		1,500m ² GFA	1 space per 40m ² GFA, plus 1 space if resident manager or caretaker.	38 spaces
Total				395 spaces

[1] For local 'corner' shops, parking will be assessed on a case-by-case basis.

Table 3 indicates that the proposed development would require a total car parking provision of 395 spaces, as per DCP guidelines. However, as indicated above, it is noted that parking requirements for local corner shops will be assessed on a case-by-case basis.

As noted previously, the retail component of the site is expected to comprise of a number of low scale retail shops, each with a gross floor area (GFA) of approximately 150m² serving the local community. It is expected that the nature of the retail uses would be such that patronage to these retail uses would be primarily made up of walk-in trips from the surrounding properties, including the occupants living in the proposed residential uses of the site.

In this regard, the provision of 38 retail parking spaces is considered to be excessive for such purposes, particularly given the site's proximity to high frequency public transport. It is therefore proposed to provide 15 car parking spaces for the retail uses, which equates to rate of approximately one to two car parking spaces per retail tenancy. This car parking provision is considered appropriate for the anticipated retail purposes, given that visitor parking would not likely be required.

Notwithstanding, as part of the State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development (SEPP 65), the Apartment Design Guide states that:

1. For development in the following locations:

- on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or*
- on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre*

the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.

Taking the above into consideration, the RMS parking rates for high density residential development in Metropolitan Sub-Regional Centres stipulate the following rates:

- 0.6 spaces per 1-bedroom unit
- 0.9 spaces per 2-bedroom unit
- 1.4 spaces per 3-bedroom unit, and
- 1 space per 5-unit (visitor parking).

On that basis, the proposed residential development would require a total of 295 car parking spaces (i.e. 238 residential tenant and 57 visitor parking).

Thus, it is proposed to provide the following car parking provision for the development:

- 238 residential tenant car parking spaces
- 57 residential visitor car parking spaces, and
- 15 retail car parking spaces.

The proposed car parking provision for the development is considered appropriate for its size and anticipated use.

Bicycle and Motorcycle Parking

The bicycle and motorcycle parking requirements as set out in Council's DCP are summarised in Table 4.

Table 4: DCP Bicycle and Motorcycle Parking Requirements

Parking Type	Proposed Use	Employees / Occupants	Visitors / Customers
Bicycle Parking	Residential Flat	1 per 10 flats	1 per 10 flats
	Retail	1 per 20 employees	2 + 1 per 100m ² GFA
Motorcycle Parking	Residential Flat	1 space per 25 car parking spaces	
	Retail		

The proposed development proposes to comply with bicycle and motorcycle parking requirements stipulated in Council's DCP.

Loading Facilities

All loading and unloading shall be undertaken within the site boundary. A loading dock is proposed to be provided for all relevant service vehicle activities, including waste collection purposes.

Proposed Access Arrangements

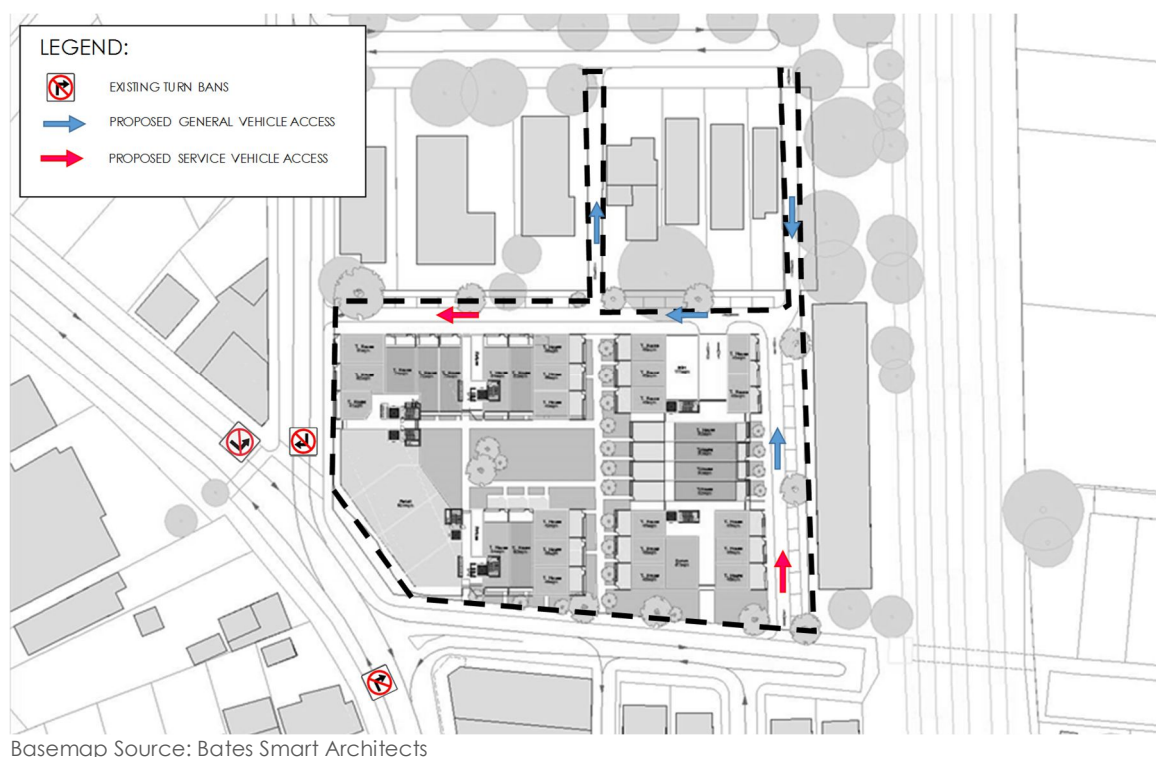
As indicated previously, the existing use on the site enjoys vehicle access from Cavill Avenue, Thomas Street and The Avenue. From observations made on site, these accesses appear to operate satisfactorily.

It is proposed to retain the existing vehicle accesses off Cavill Avenue, Thomas Street and The Avenue to serve the proposed development.

The primary vehicle access for general traffic to the site would be via The Avenue, while the Cavill Avenue would be predominately used by service vehicles with some limited use by general traffic.

The proposed access arrangements for the future development are shown in Figure 9.

Figure 9: Proposed Access Arrangements



The proposed vehicle access arrangements are considered satisfactory.

Traffic Generation Impact

Existing Use Traffic Generation

As noted previously, the site is currently occupied by two commercial buildings with a total gross floor area of approximately 10,600m².

The existing traffic generation of the site has been estimated based on the RMS Guide to Traffic Generating Developments (2002). In addition, updated trip generation rates are set out in the updated RMS technical direction of the Guide (TDT2013/04a) for high density and commercial/office uses.

Based on the RMS Guide, the following peak hour trip generation rate for commercial uses is 0.8 vehicle trips per car space¹

Taking into consideration the existing car parking provision of 279 car parking spaces, the existing use is expected to generate some 223 vehicle trips in the peak hour.

Proposed Use Traffic Generation

The proposed development comprises approximately 285 residential apartments and approximately 1,500m² of retail shop uses.

Based on RMS revised guidelines, during the weekday busiest peak period the residential use would generate traffic at a rate of 0.19 vehicle trips per peak hour per apartment.

In relation to the retail use, as noted previously, the retail uses would comprise local neighbourhood shops serving the local community. As such, the retail patronage is likely to be from walk-in trips from local residents and workers from nearby developments. The retail uses would not be a destination for retail customers. Therefore, the proposed retail uses are not expected to generate any vehicle trips.

However, for the purpose of estimating trip generation for the retail uses, a trip generation rate of 1.6 trips per 100m² GFA consistent with the RMS suggested trip rate for commercial uses has been used. In the light of the above discussion, this approach is considered conservative.

The estimated development traffic arising from the proposed development is summarised in Table 5.

Table 5: Proposed Development Traffic

Proposed Use	Size	Peak Hour Traffic Generation Rates	Estimated Peak Hour Trips
Residential	285 units	0.19 trips per unit	54 trips
Retail	1,500m ²	1.6 trips per 100m ²	24 trips
Total			78 trips

The proposed development has been conservatively estimated to generate approximately 78 vehicle trips in the peak hour during the weekday busiest peak period. This is considered to be relatively low in the context of the existing background traffic in the surrounding road network.

A comparison of trip generation between the existing use and proposed uses is shown in Table 6.

¹ This trip rate based on the provision of car parking spaces was derived from the RMS Guide (2002). This Guide suggests a peak hour traffic generation rate of 2.0 trips per 100m² GFA and a car parking provision rate of 1 space per 40m² GFA for commercial use. This equates to a trip generation rate of 0.8 trips per car space provided.

Table 6: Comparison Between Existing and Proposed Uses Trip Generation

Existing Use Traffic Generation	Proposed Use Traffic Generation	Net Change
223 trips per peak hour	78 trips per peak hour	- 145 trips per peak hour

Table 6 indicates that the proposed development would generate approximately 145 trips per hour less than the existing commercial use. As such, it is clear that the proposed development would provide positive traffic benefits as it would generate less traffic than the existing use.

It is noted that the traffic distribution patterns between commercial and residential uses are generally reversed in terms of inbound and outbound movements. For example, commercial uses typically generate inbound movements (i.e. staff travelling to work), with residential uses generating outbound movements (i.e. residents travelling to work) in the morning peak. The opposite also applies during the evening peak (i.e. staff leaving work vs residential returning from work).

Notwithstanding, the anticipated traffic generation associated with the proposed development is considered low and is not likely to result in any adverse impacts or any operational or safety issues on the surrounding road network.

Separately, a compliant mixed use development at the current FSR 2:1 would generate approximately 59 trips per peak hour (i.e. 19 trips less than the proposed development traffic). The additional 19 trips generated from the proposed development at a FSR 3:1 is considered negligible.

Thus, the traffic impacts associated with the proposed development is not expected to result in any significant impacts on the surrounding road network. Intersection improvements to nearby roads and intersections, therefore would not be required to accommodate the traffic demand from the proposed development.

Summary

The proposed development is expected to generate approximately 78 vehicle trips in the peak hour, which is less 145 trips per hour less than the existing use.

Thus, the proposed development is not expected to result in any adverse impacts, nor any operational or safety issues on the surrounding road network.

It is proposed to provide onsite parking in compliance with requirements set out in the Apartment Design Guide to reflect the site's good accessibility to public transport services.

We trust the above is to your satisfaction and should you need any further clarification, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jason Rudd', written in a cursive style.

Jason Rudd
Director