

APPENDIX F – Traffic and Parking Assessment





PARKING & TRAFFIC
CONSULTANTS

Driving success through valuable advice

Kingsland Road South, Bexley: Planning Proposal

Traffic and Parking Assessment

8 August 2016



Document Control

Our Reference: T2-1711, Kingsland Road South, Bexley: Planning Proposal , Traffic and Parking Assessment

ISSUE	DATE	ISSUE DETAILS	AUTHOR	REVIEWED
1	26 July 2016	For Review	AM	
2	2 August 2016	Final	AM	
3	8 August 2016	Revised Final	SW	AM

Contact

Andrew Morse
02-89200800
0414 618002
andrew.morse@parkingconsultants.com

COMMERCIAL IN CONFIDENCE

The information contained in this document, including any intellectual property rights arising from designs developed and documents created, is confidential and proprietary to Parking & Traffic Consultants (PTC).

This document may only be used by the person/organisation to whom it is addressed for the stated purpose for which it is provided and must not be imparted to or reproduced, in whole or in part, by any third person without the prior written approval of a PTC authorised representative. PTC reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

© 2016

PARKING & TRAFFIC CONSULTANTS
Suite 102, 506 Miller Street
Cammeray NSW 2062

Ph. +61 2 8920 0800
Fax +61 2 8076 8665

Suite 406, 838 Collins Street
Docklands VIC 3008

Ph. +61 3 9020 7333

Contents

1	Introduction	1
1.1	Project Summary.....	1
1.2	Purpose of this Report.....	1
2	Planning Proposal.....	2
2.1	Subject Site.....	2
2.2	Planning Proposal Objectives	5
3	Existing Transport Facilities.....	6
3.1	Road Hierarchy	6
3.2	Public Transport.....	10
3.2.1	Trains.....	10
3.2.2	Bus Services.....	12
3.2.3	Sydney Airport.....	13
3.3	Westconnex.....	13
4	Development Traffic Assessment	14
4.1	Existing Traffic Volumes.....	14
4.2	Existing Situation Intersection Modelling	14
4.3	Development Traffic Generation.....	16
4.3.1	Residential Traffic Generation Rates	16
4.3.2	Hotel Traffic Generation Rates	16
4.4	Traffic Impact Assessment	17
4.5	Intersection modelling.....	18
5	Parking Provision	19
5.1	Planning Policy Requirements.....	19
5.1.1	Rockdale Council Development Control Plan Requirements	19
5.1.2	RTA (RMS) Guide to Traffic Generating Developments Requirements	19
5.1.3	Institute of Transport Engineers (ITE) Parking Generation	20
5.2	Parking Provision Requirements	20
6	Vehicular Access.....	22
7	Conclusion	23

Figure 1 - Site Location	2
Figure 2 - The Site Properties	3
Figure 3 - Land Zone.....	4
Figure 4 - Site Aerial Plan.....	4
Figure 5 - Road Hierarchy (Source: RMS Road Hierarchy Review)	6
Figure 6 - Forest Road – Southbound.....	7
Figure 7 - Stoney Creek Road – Eastbound	8
Figure 8 - Kingsland Road South – Eastbound.....	9
Figure 9 - Rockdale Train Station	10
Figure 10 - Sydney Trains Network.....	11
Figure 11 - Public Transport Opportunities	12
Figure 12 - Sydney Airport Access.....	13
Figure 13 – Indicative Potential Access to Site.....	22
Table 1 - Existing Road Network – Forest Road	7
Table 2 - Existing Road Network – Stoney Creek Road.....	8
Table 3 - Existing Road Network – Kingsland Road South.....	9
Table 4 - Bus Service Summary.....	12
Table 5 - Intersection Performance - Levels of Service – RMS	15
Table 6 – Summary of SIDRA Outputs Results (Existing Operation)	15
Table 7 - Development Option 1 Traffic Generation	17
Table 8 - Development Option 2 Traffic Generation	17
Table 9 - Development Option 3 Traffic Generation	17
Table 10 - Table 10 - Development Option 4 Traffic Generation.....	17
Table 11 - Summary of SIDRA Outputs Results (Post Development).....	18
Table 12 - Development Option 1 Parking Requirements.....	20
Table 13 - Development Option 2 Parking Requirements.....	20
Table 14 - Development Option 3 Parking Requirements.....	21
Table 15 - Development Option 4 Parking Requirements.....	21

1 Introduction

1.1 Project Summary

Parking and Traffic Consultants (PTC) has been engaged by TPG Town Planning and Urban Design to prepare a Traffic and Parking Assessment to accompany a Planning Proposal to assess the potential rezoning of properties located in the vicinity of Bexley Town Centre.

1.2 Purpose of this Report

This report presents the following considerations in relation to the Parking assessment of the Proposal:

- Section 2 - A description of the Planning Proposal project,*
- Section 3 - A description of the road network and public transport opportunities serving the development property,*
- Section 4 - An assessment of the existing and post development traffic conditions on the local road network,*
- Section 5 - Assessment of the required parking provisions in the context of relevant planning control requirements,*
- Section 6 - Conclusion.*

2 Planning Proposal

2.1 Subject Site

The site is located on the north-west corner of Stoney Creek Road and Kingsland Road South in Bexley.

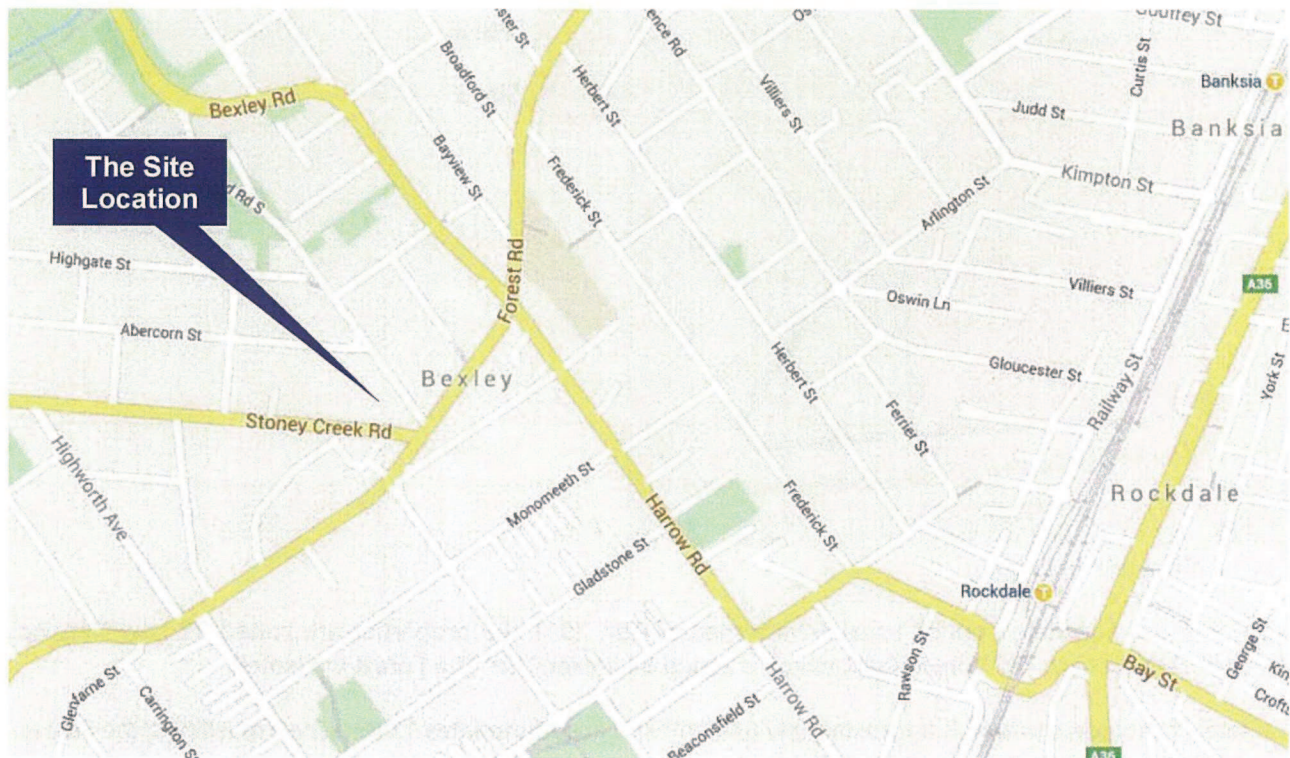


Figure 1 - Site Location

The site comprises 18 properties, which are best described in the following table, which is sourced from the Planning Proposal prepared by TPG:

Site Number	Number	Street
Site 1	467	Forest Road
Applicant Ownership	467	Forest Road
Site 2	1	Kingsland Road South
Applicant Ownership	3	Kingsland Road South
	5	Kingsland Road South
Site 3	1	Abercorn Street
Differing Land Tenure	3	Abercorn Street
	7	Kingsland Road South
	9	Kingsland Road South
	11	Kingsland Road South
	6	Stoney Creek Road
	8	Stoney Creek Road
	8A	Stoney Creek Road
	10	Stoney Creek Road
	12	Stoney Creek Road

14	Stoney Creek Road
16	Stoney Creek Road
18	Stoney Creek Road

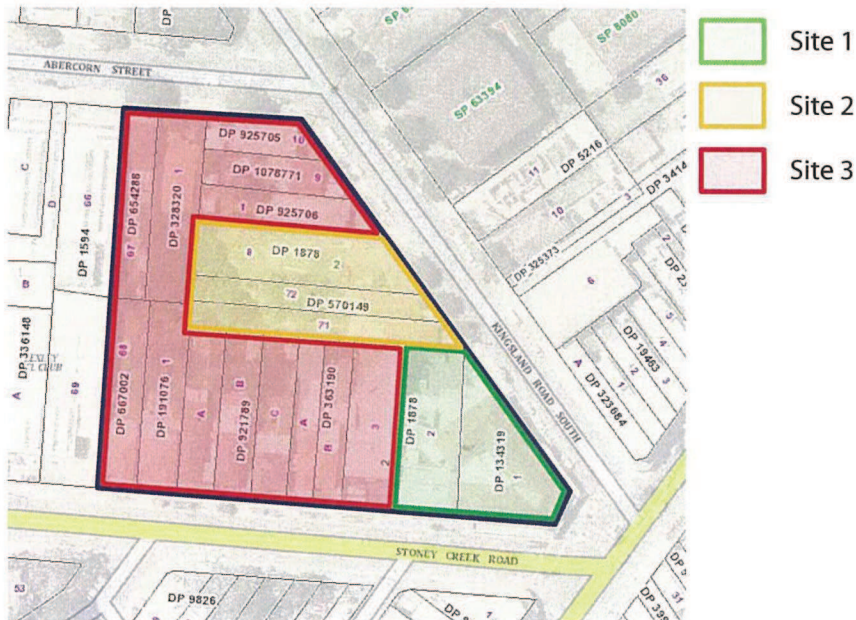


Figure 2 - The Site Properties

According the Rockdale Council Local Environmental Plan 2011 the properties are zoned R2 Low Density Residential other than 467 Forest Road, which is zoned B4 'Mixed Use' (the Forest Inn Hotel).

The total combined site area is approximately 8,970m² and accommodates 13 detached dwellings, the Forest Inn Hotel and an adjoining commercial building.

The immediate surrounds of the site are typically mixed use and residential in character.

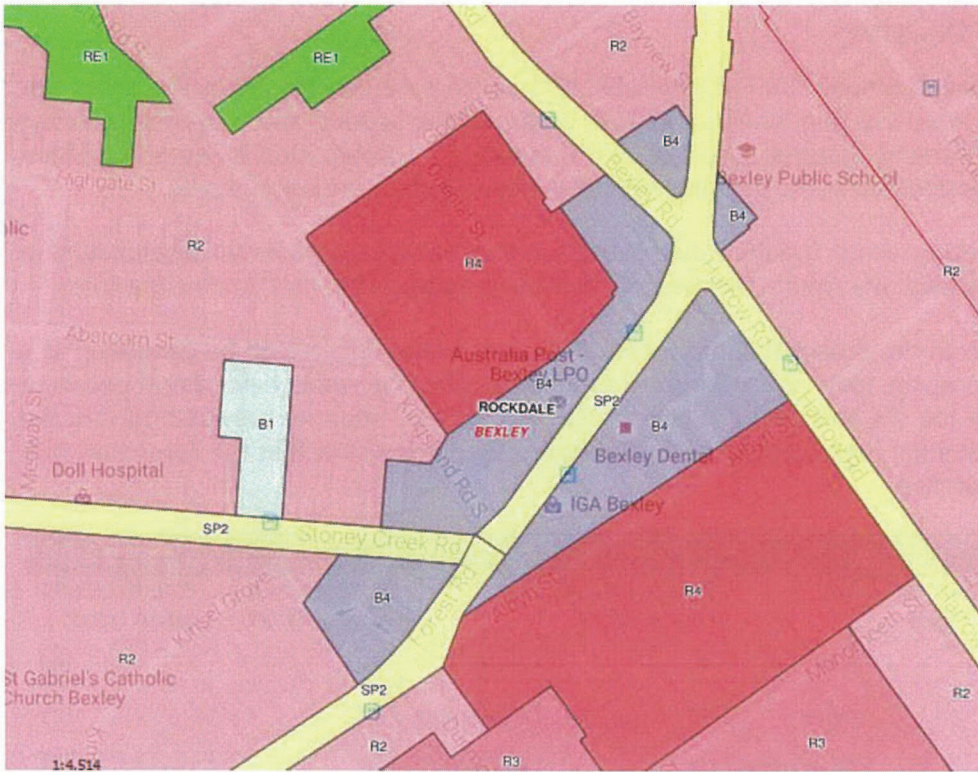


Figure 3 - Land Zone



Figure 4 - Site Aerial Plan

2.2 Planning Proposal Objectives

This Planning Proposal seeks to amend the Rockdale LEP 2011 to increase the density of the properties through rezoning and amended building heights and FSR. Details of the existing and proposed planning controls are detailed in the Planning Proposal prepared by TPG as part of this application, however in relation to the traffic and parking considerations, the potential yield of the overall site is the key outcome.

The proposed B4 Mixed-use zone across the site would permit a higher density of residential development or hotel / accommodation type land uses, within the constraints of the proposed FSR (2.5:1) and height limits.

For the purposes of analysis of the potential impact of additional population that could be generated as a result of the Planning Proposal, the table below has been established, which includes yields developed from indicative concept plans for the site and the principles of highest/best use. They are provided only for the purpose of analysis as a potential high capacity outcome for the site. It is noted that the Forest Inn is to remain in its current configuration.

Option	Building 1		Building 2		Building 3		Entire Site
	Use	Potential motel rooms / Units	Use	Potential motel rooms / Units	Use	Potential motel rooms / Units	Potential motel rooms / Units
1	Hotel	78	Hotel	42	Hotel	49	169
2	Hotel	78	Hotel	42	Residential	31	151
3	Hotel	78	Residential	27	Residential	31	136
4	Residential	36	Residential	27	Residential	31	94

3 Existing Transport Facilities

3.1 Road Hierarchy

The road network servicing the area comprises a number of local roads with nearby connections with state roads, making the site accessible from different regions of the metropolitan area as shown in Figure 5.

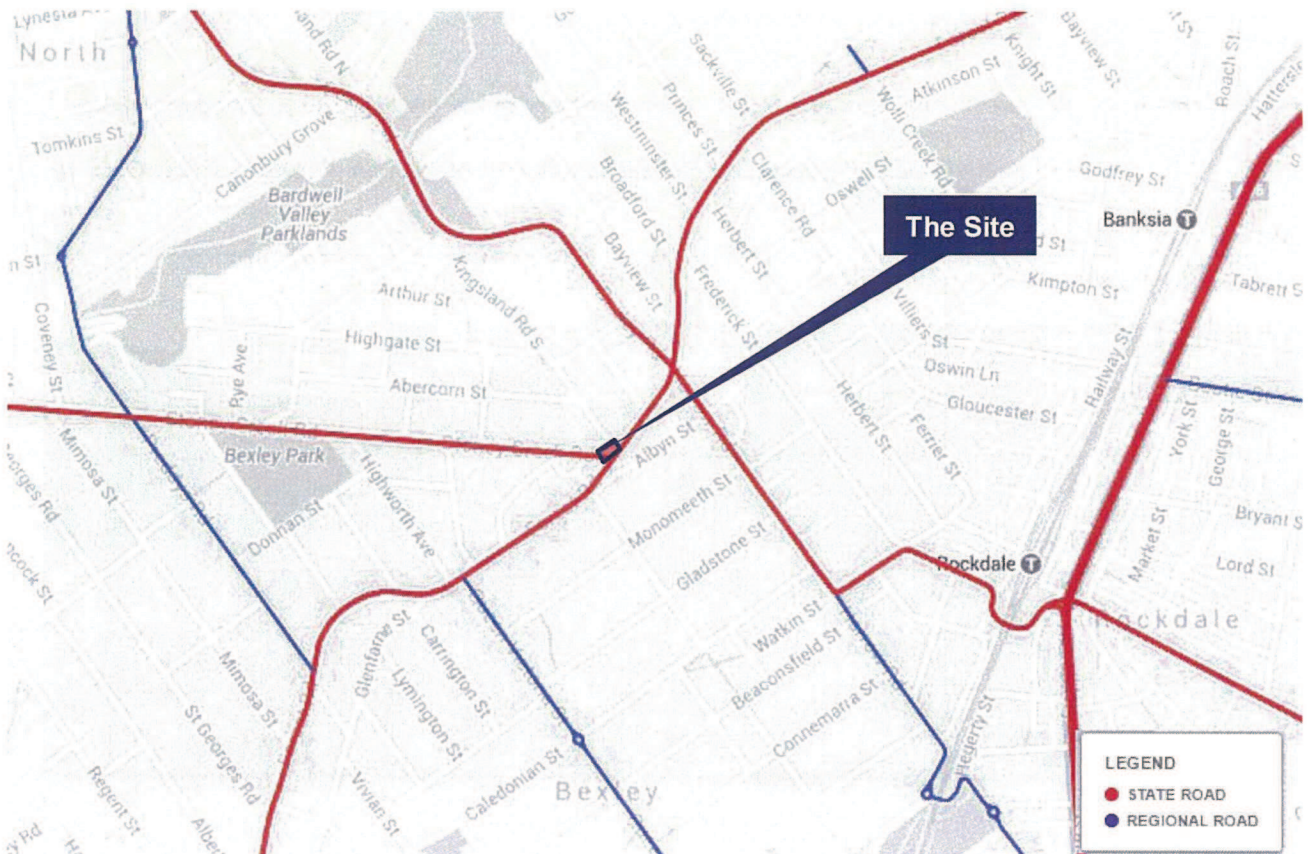


Figure 5 - Road Hierarchy (Source: RMS Road Hierarchy Review)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State Roads - Freeways and Primary Arterials (RMS Managed)
- Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads - Collector and local access roads (Council Managed)