



Reference: 17.136r01v05

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traffic & transport planners

19 October 2017

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The Lakes Hotel  
307 Gardeners Road,  
Rosebery NSW 2018

Attention: Chris Thomas, General Manager

**Re: The Lakes Hotel – Planning Proposal  
Traffic Impact Statement**

Dear Chris,

We refer to the subject Planning Proposal, seeking an amendment to Botany LEP 2013 to permit an expansion of the private carpark associated with the adjacent Lakes Hotel, and confirm that TRAFFIX has been commissioned to prepare a Traffic Impact Statement to accompany the submission.

TRAFFIX has reviewed the architectural drawings prepared by Darren Mah Design and now advises as follows.

## **2 Site and Location**

The site is located at 3 Macquarie Street and 3A Maloney Street in Rosebery. It has a rectangular configuration with a site area of approximately 572m<sup>2</sup> and is currently zoned as *R2- Low Density Residential*.

The site has a northern boundary to the existing Lakes Hotel car park that measures approximately 44 metres, an eastern frontage to Maloney Street that measures approximately 13 metres and a western frontage to Macquarie Street, measuring approximately 13 metres. It borders low density residential developments to the south.

The site presently accommodates two single storey residential dwelling houses, each with a single vehicular access, both adjacent to the northern property boundary.

Reference should be made to the Location Map and Site Plan shown in **Figure 1** and **Figure 2** respectively.

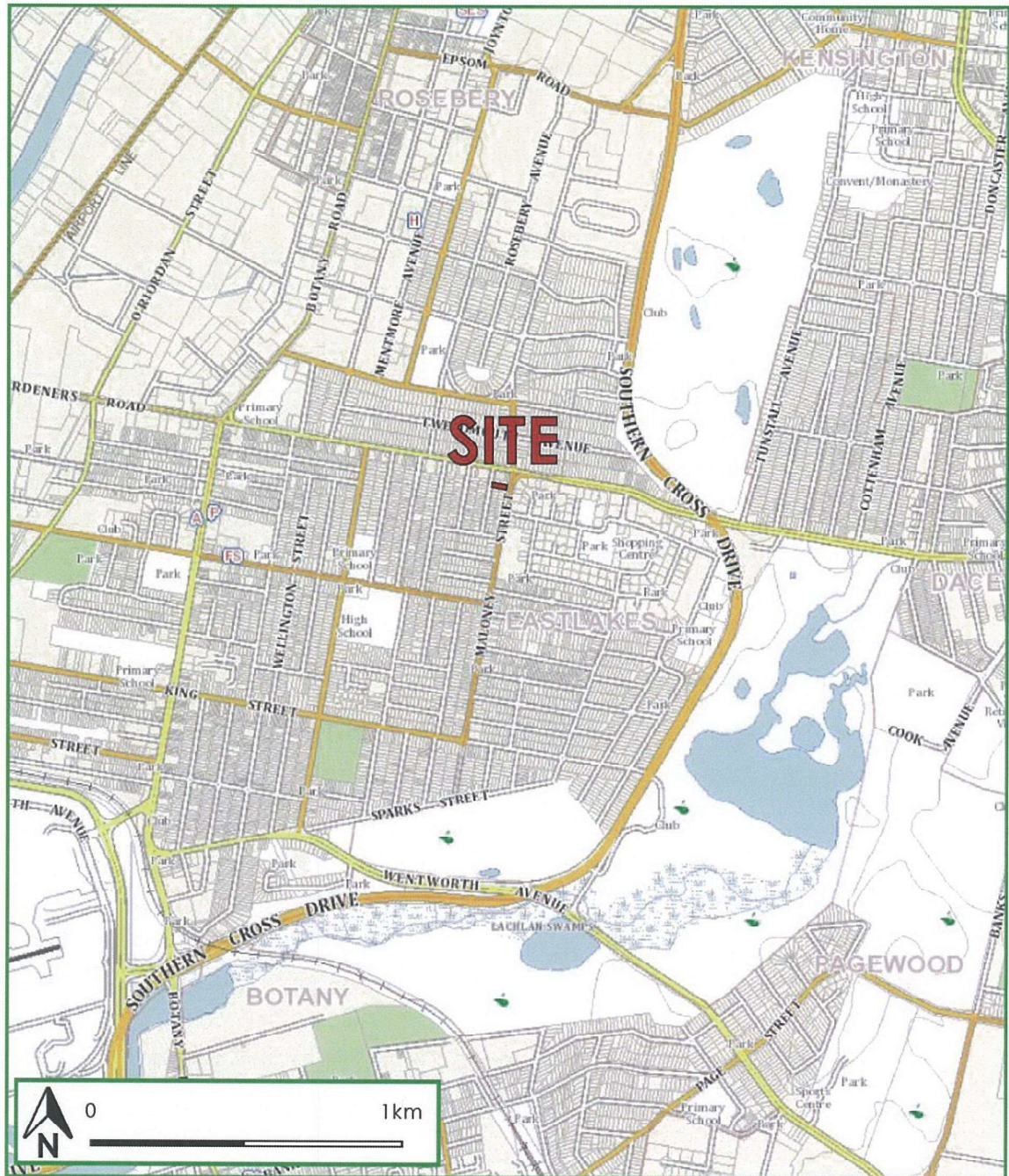


Figure 1: Location Map





Figure 2: Site Plan



## Road Network

The following roads are of key interest with respect to the site:

- **Gardeners Road:** an RMS Main Road (MR183) that generally runs in an east-west direction between the Nine Ways, Kingsford in the east and Kent Road in the west. In the vicinity of the site, it accommodates two lanes of traffic in each direction. Between Maloney Street and Macquarie Street, parking is not permitted between kerbside lanes.
- **Maloney Street:** an Unclassified Regional Road (RR7023) that runs in a north-south direction between Dalmeny Avenue in the north and Sparks Street in the south. In the vicinity of the site, Maloney Street accommodates a two lanes of traffic in each direction within a divided carriageway, increasing to three lanes in each direction for approximately 70 metres on approach to the signalised intersection with Gardeners Road. South of Bradley Lane, parking is generally permitted on both kerbsides.
- **Macquarie Street:** a local road that runs in a north south direction between Gardeners Road in the north and Want Street in the south. In the vicinity of the site, Macquarie Street accommodates one lane of traffic in each direction and generally permits parking along both kerbsides.

The existing road hierarchy has been shown in **Figure 3** for reference.



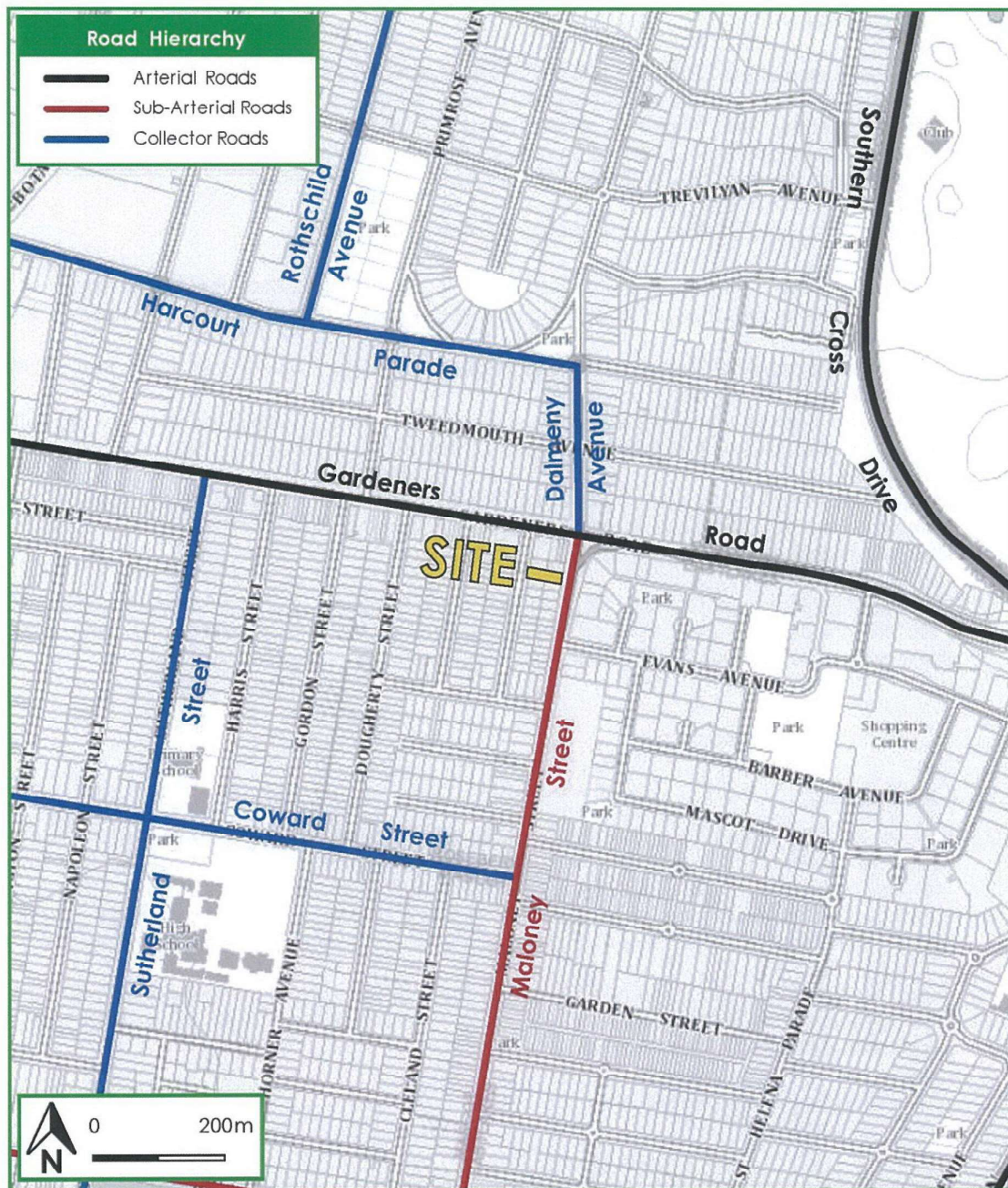


Figure 3: Road Hierarchy



## Proposal

A full description of the Planning Proposal is provided in the Planning Proposal prepared separately. The Planning Proposal is accompanied by an Indicative Concept Plan showing how the site could be developed under the proposed amendment. The Indicative Concept Plan also illustrates consequential changes that would be caused to the existing Hotel car park. The traffic and parking implications of the Indicative Concept Plan are assessed in this report.

The Indicative Concept Plan comprises the following components:

- Demolition of all existing structures at 3 Macquarie Street and 3A Maloney Street
- The construction of 14 additional parking spaces for a total of 33 for the use of the existing hotel.
- The removal of existing driveway crossovers at No.3 Macquarie Street and 3A Maloney Street.
- The existing two-way accesses and aisle retained and modified for one-way circulation with the entrance on Macquarie Street and exit on Maloney Street.

It should be noted that no changes to the hotel or administration areas are proposed under this Planning Proposal. As such there is no increase in gross floor area (GFA) associated with this Planning Proposal.

The parking requirements, traffic impacts and design aspects arising from the Indicative Concept Plan are discussed separately below. Reference should be made to the architectural drawings prepared by Darren Mah Design, which has been presented in **Attachment 1**.

## Parking Proposed

### Car Parking:

With an existing parking provision of 19 spaces and a proposed parking provision of 33 spaces the Indicative Concept Plan represents an increase in parking by approximately 74%. It is anticipated that this increase will better accommodate the current demand for parking and allow customers currently parking on Maloney and Macquarie Streets to park on site, freeing up parking for residents and limiting the potential for disruption caused by customers returning to their vehicles of an evening.

Whilst no change to the operation or GFA of the hotel is proposed an assessment against the DCP parking requirement of the hotel has been undertaken for reference. Botany Bay DCP 2013 - Part 3A requires parking for 'pubs' at the following rate:

- 1 space / 2 employees; plus
- 1 space / 5m<sup>2</sup> GFA

The application of these rates to the public floor area of 377m<sup>2</sup> and 17 employees produces a requirement under the DCP of 84 parking spaces. This rate would be applicable to cater for expected demand if the site was constructed today.

Hence the increased provision of 33 spaces shall significantly improve residential amenity by reducing this demand for on street parking.

### Bicycle Parking:

Council's DCP only requires bicycle parking for new developments where floor space exceeds 600m<sup>2</sup> GFA. As such, since the development is existing and no increase in GFA is proposed, bicycle parking is not required to be provided.





### Accessible Parking:

The existing carpark contains one accessible space, located adjacent to the hotel entry. This space is retained in the Indicative Concept Plan and meets the required provision of 1 space per 59 vehicle spaces as specified in Part 3C of Botany Bay DCP (2013).

### **➤ Traffic Impacts**

There will be no change to the hotel's GFA and therefore the increase in parking provided will not in itself generate any additional traffic. The anticipated impact of the proposed development is to reduce the use of on street parking, particularly on Macquarie Street, reducing the traffic impacts on nearby residents of Macquarie Street.

In addition, the removal of existing driveway crossovers at No.3 Macquarie Street and 3A Maloney Street will result in an addition of one on street parking space in each of these streets, further improving amenity for surrounding residents.

### **➤ Access**

It is noted whilst the number of traffic movements in the neighbourhood shall not change, the number of traffic movements entering and exiting the carpark would be expected to increase in line with the number of spaces. Hence a review of the access arrangements has been undertaken in response to this increase in parking provision. Table 3.1 of AS2890.1 requires a Category 2 access drive way (a combined entry exit driveway of 6m to 9m in width) for a Class 2 carpark onto a local road with fewer than 100 spaces.

Under the existing design that there are two (2) two-way accesses servicing the existing car park (one from Macquarie Street and one from Maloney Street) of 6m in width and a two-way aisle that runs between the two accesses. This arrangement is already superior to the minimum requirements of AS2890.1. However, in response to the proposed parking increase the Indicative Concept Plan changes the existing access to allow only one-way traffic entering via Macquarie Street and exiting via Maloney Street. This is the safest and most efficient circulation arrangement with the one-way circulation aisles at the eastern and western ends of the site. Pedestrians and vehicles are easily able to anticipate and respond to traffic movements in a one way arrangement and shall provide a simplified superior arrangement improving safety over the existing access and circulation arrangement for both internal traffic and traffic on Macquarie Street and Maloney Street.

The existing DA consent conditions for ongoing use approved by the Land and Environment Court require the Macquarie Street access to be closed between 10pm one day and 7am the next day, 7 days of the week. The reason specified for this condition's inclusion was to reduce the amenity impacts of traffic on the surrounding residents.

The one-way circulation provided in the Indicative Concept Plan will only allow vehicles to exit via Maloney Street preventing vehicles exiting on to Macquarie Street, as is currently the case now when the Macquarie Street access is closed. The only change will be vehicles entering the car park from Macquarie Street, rather than Maloney Street, during the times that the access is currently closed. Therefore, the amenity impacts of this change are expected to be minimal as few patrons would arrive after 10pm and most patrons would arrive from Gardeners Road, at the northern end of Macquarie Street, which would not impact residents further south on Macquarie Street.

This arrangement is therefore considered acceptable as all exiting traffic will be directed to exit onto Maloney Street and restricted to a left turn movement heading away from the residential neighbourhood.



## Internal Design

The internal design of the car park, illustrated in the Indicative Concept Plan, has been assessed in accordance with AS2890.1 (2004), with the following noteworthy:

- All parking space dimensions satisfy the minimum requirement of User Class 2 with a space width of 2.5m a space length of 5.4m and aisle width of 5.8m with the exception of one space provided with a design width of 2.4m. This space should be designated a 'small car space' if used by customers or reserved as an employee space (meeting the requirements of User Class 1A –Employee parking).
- The swept path analysis in **Attachment 2** demonstrates that the proposed one-way circulation aisles accommodate a vehicle up to the size of a B99 vehicle.

In summary, the internal design for the Indicative Concept Plan is expected to operate satisfactorily. It is envisaged that any minor amendments required (if any) can be reviewed and undertaken at development application stage once the Planning Proposal is finalised.

## Summary

In summary, the Planning Proposal to facilitate an expanded car park to be constructed at 3 Macquarie Street and 3A Maloney Street, as illustrated in the Indicative Concept Plan, is expected to reduce parking demands in the residential streets of Maloney and Macquarie Streets, improving residential amenity. The change in access arrangements is expected to have minimal impact on the traffic in surrounding streets by directing traffic to Gardeners Road.

The Planning Proposal is therefore supported on traffic planning grounds and is expected to provide a net benefit to neighbouring residents.

We trust the above is of assistance and please contact the undersigned should you have any queries or require any further information.

Yours faithfully,

**trafficx**



Geoff Higgins  
**Executive Engineer**

Encl: *Attachment 1 – Architectural Plans (Reduced Scale)*  
*Attachment 2 –Swept Path Analysis*





# Attachment 1

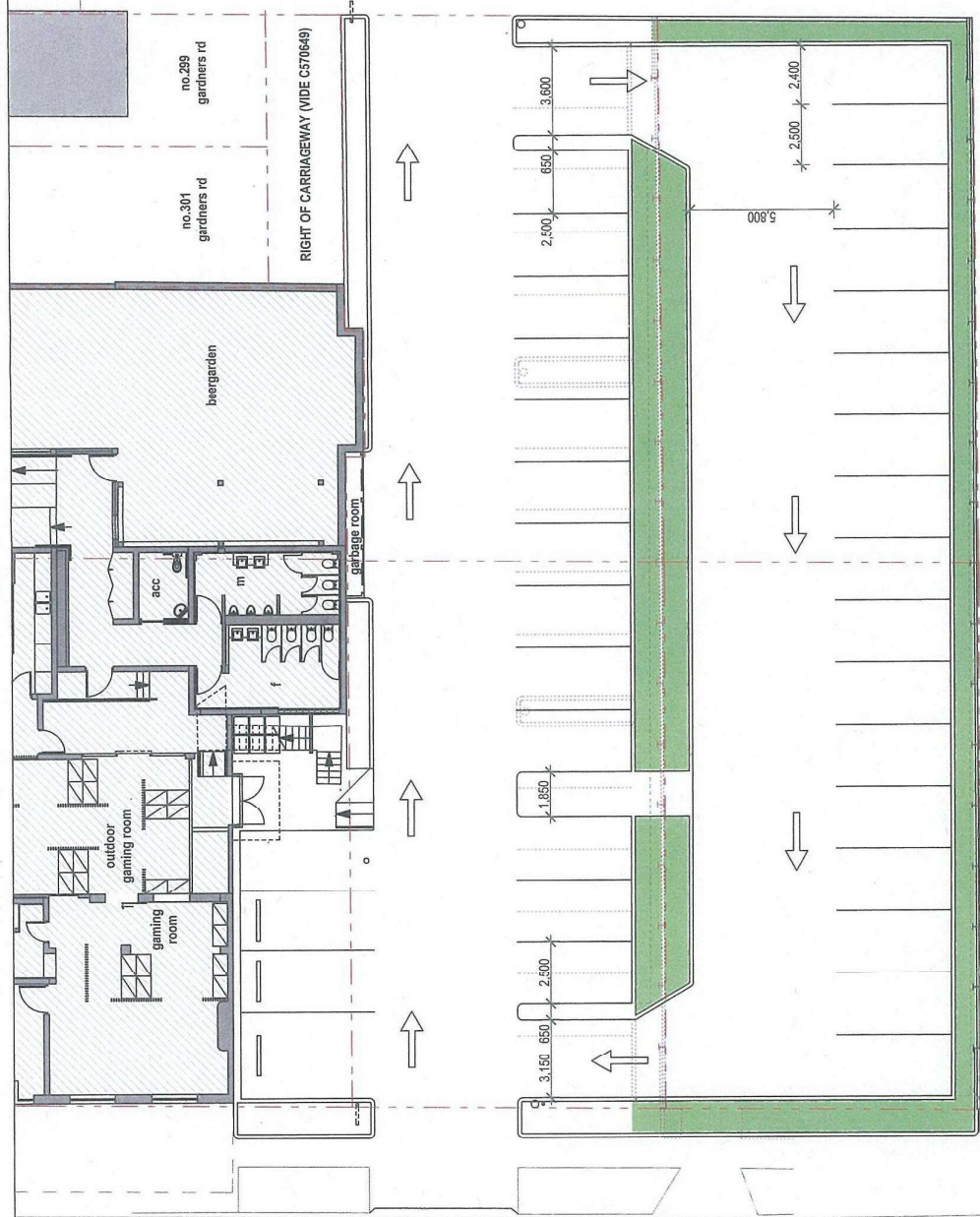
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## Architectural Plans



macquarie street

maloney street



PRINTS TRUE TO SCALE ON A3 PAPER

0 1 2 3 4 5 6 7 8 9 10

REV	ISSUE	DATE	DRAWN	SCALE	REV
A	FOR INFO ONLY	10-08-17	DM		
B	UPDATED CONCEPT	08-05-17	DM		

DRAWING NO.	SK-01-1
DATE	MARCH 2017
DRAWN	DM
SCALE	1:200
REV	B

PROJECT	Lakes Hotel 305-307 Gardeners Rd, Rosebery
DRAWING	concept plan option 01

NOTES	Note: All work to comply with Building Code of Australia, requirements as per the relevant Australian Standards. Check all dimensions with a 30mm Engineer and I have as Structural Steelwork & concrete work designed in accordance with the manufacturers written instructions. Check all dimensions are as per the manufacturers written instructions. Check all dimensions are as per the manufacturers written instructions.
AMENDMENTS	REV: A FOR INFO ONLY REV: B UPDATED CONCEPT
DATE	10-08-17 08-05-17
DRAWN	DM DM

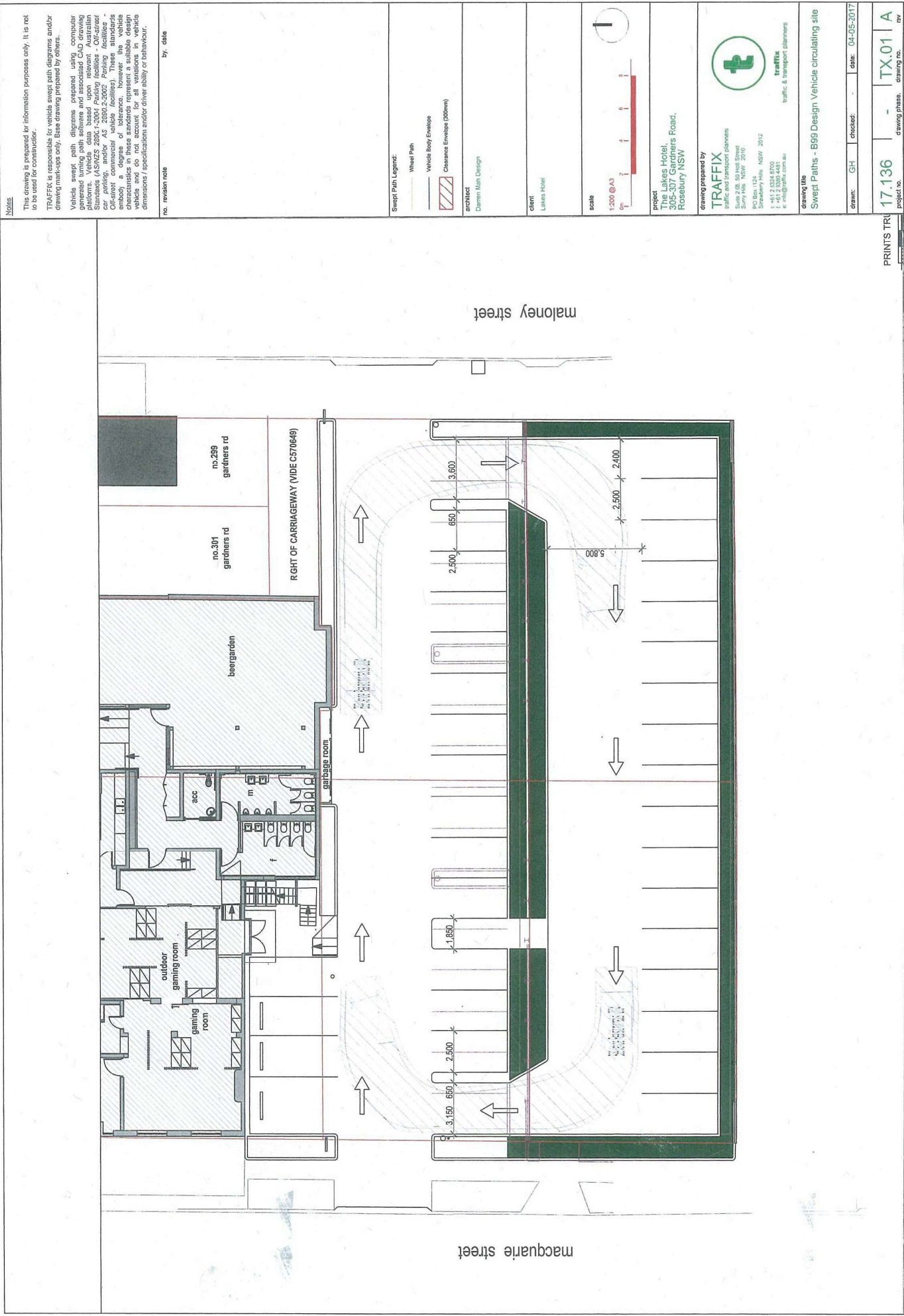




## Attachment 2

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### Swept Path Analysis



**NOTES**

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS 2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards are based on the assumption that vehicles are of standard characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions/ specifications and/or driver ability or behaviour.

no.	revision note	by	date

**Swept Path Legend:**

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

**architect**  
Darren Muir Design

**client**  
Lakes Hotel

**scale**  
1:200 @ A3

**project**  
The Lakes Hotel,  
300-311 Gardiners Road,  
Rosebury NSW

**drawing prepared by**  
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**drawing title**  
Swept Paths - B99 Design Vehicle circulating site

drawn	GH	checked	date
			04-05-2017

**PRINTS TR**

project no.	drawing phase	drawing no.	rev
17.136	-	TX.01	A