



# **53A-59A Gloucester Road, Hurstville**

## *Transport Impact Assessment*

Prepared for:

**Regis Aged Care**

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# 1 Introduction

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## 1.1 Background

JMT Consulting has prepared this transport assessment to support a Planning Proposal for the Regis Aged Care facility located at 53A-59A Gloucester Road, Hurstville.

## 1.2 Report scope

The purpose of the assessment is to understand the transport implications of the Planning Proposal – particularly with respect to vehicle access, car parking and traffic movements. More specifically the assessment considers the following:

- Existing conditions around the subject site
- Vehicle and pedestrian access
- Proposed parking arrangements
- Additional traffic movements generated by the proposal and impacts on the adjacent road network

## 2 Existing Conditions

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### 2.1 Site location

The site currently consists of a residential aged care facility with an approximate area of 5,300m<sup>2</sup>, shown in Figure 1. It is located on 53A-59A Gloucester Road, Hurstville, and is bounded by Ruby Street in the north, Pearl Street in the south and Millett Street in the west. The site is in the Hurstville west precinct, part of Georges River Local Government Area (LGA).

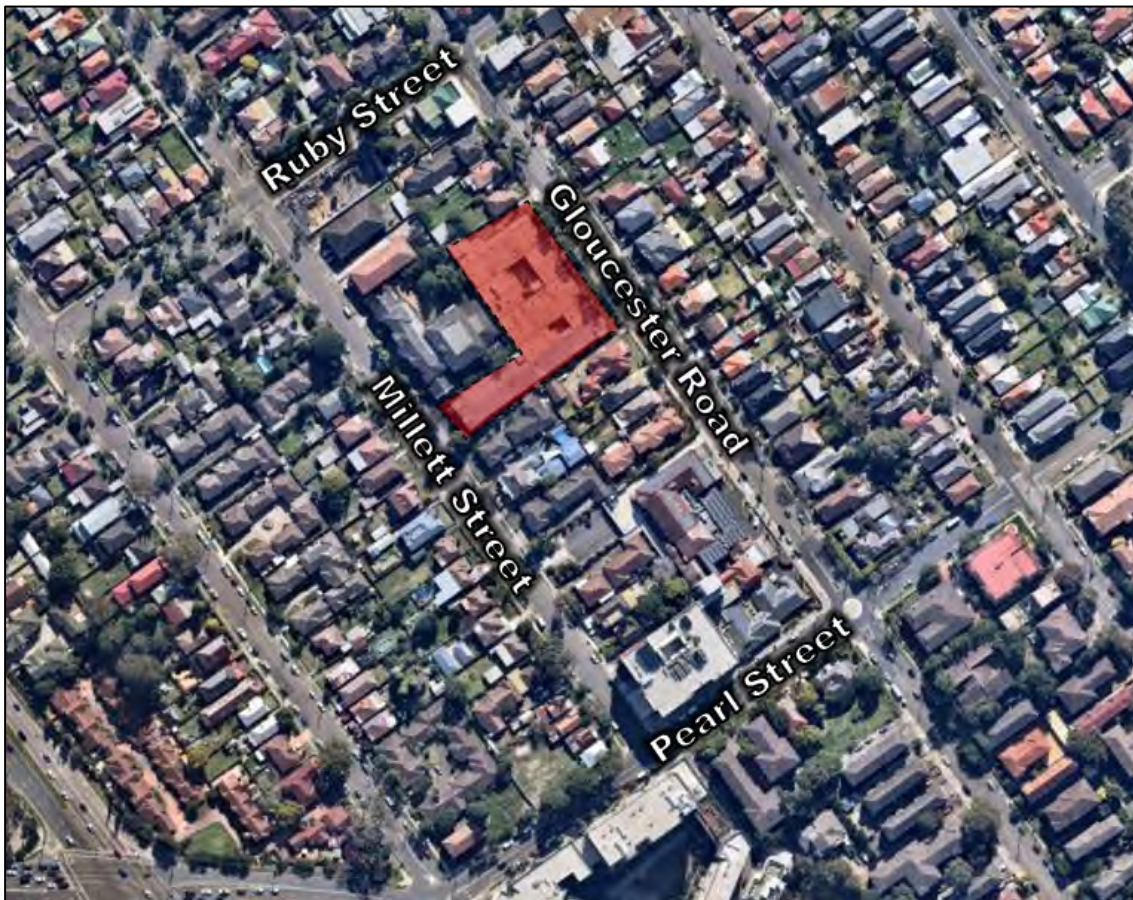


Figure 1 Site location

## 2.2 Public transport

The existing public transport provision in proximity to the site is illustrated in Figure 2 and summarised below:

- Bus route 450 provides services between Hurstville and Strathfield. There are bus stops located along Gloucester Road, directly next to the site. Buses run frequently typically every 30 minutes.
- Hurstville train and bus interchange is located just over 1km from the site. Hurstville Station is on the T4 line and provides direct and frequent services to key centres including the Sydney CBD.
- Penshurst Station railway station is located approximately 1.8km away from the site.

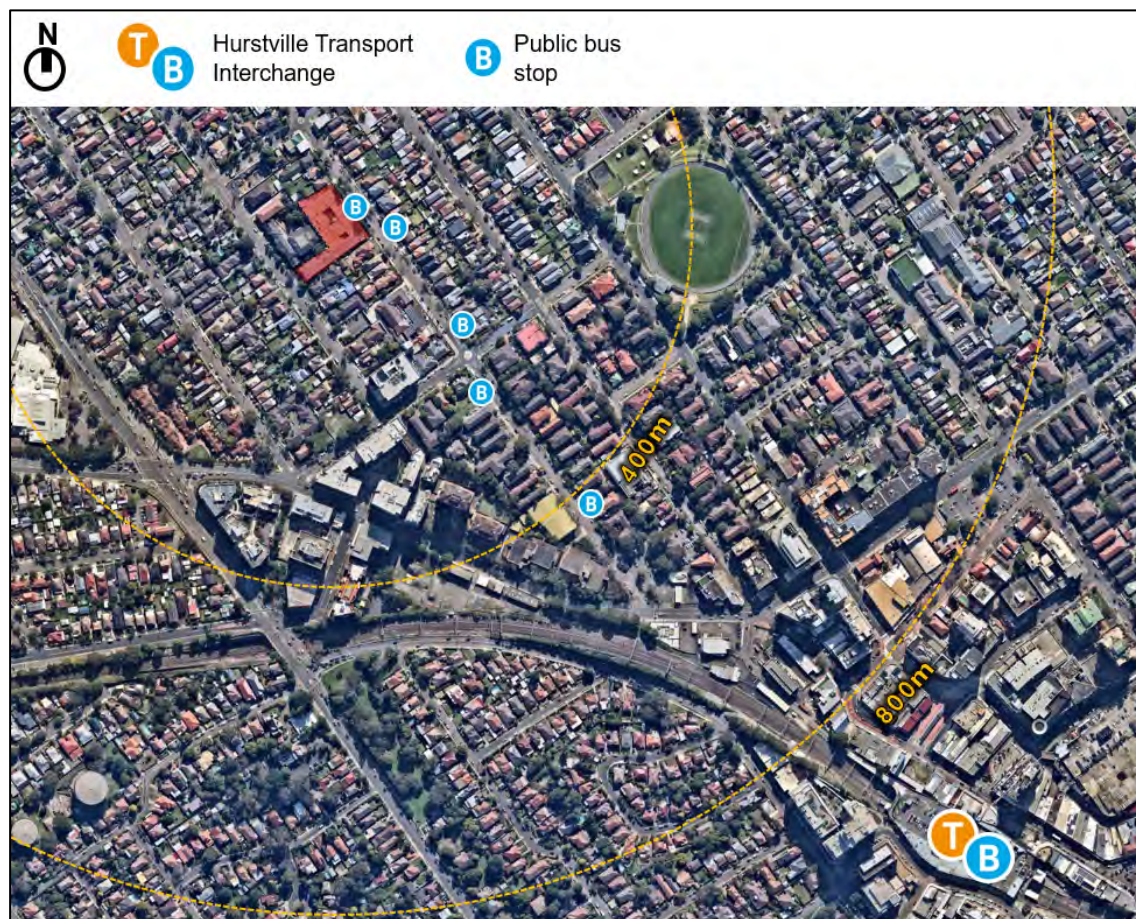


Figure 2 Existing public transport

## 2.3 Road network

To manage the extensive network of roads for which council is responsible under the Roads Act 1993, Transport for NSW (TfNSW) in partnership with local government established an administrative framework of State, Regional, and Local Road categories. State Roads are managed and financed by TfNSW and Regional and Local Roads are managed and financed by councils.

Regional Roads perform an intermediate function between the main arterial network of State Roads and council controlled Local Roads. Due to their network significance TfNSW provides financial assistance to councils for the management of their Regional Roads.

Gloucester Road is a regional road and provides direct access to the site. King Georges Road is a State Road located west of the site. Queens Road and Forest Road to the south provide east west corridor movements and are also state roads.

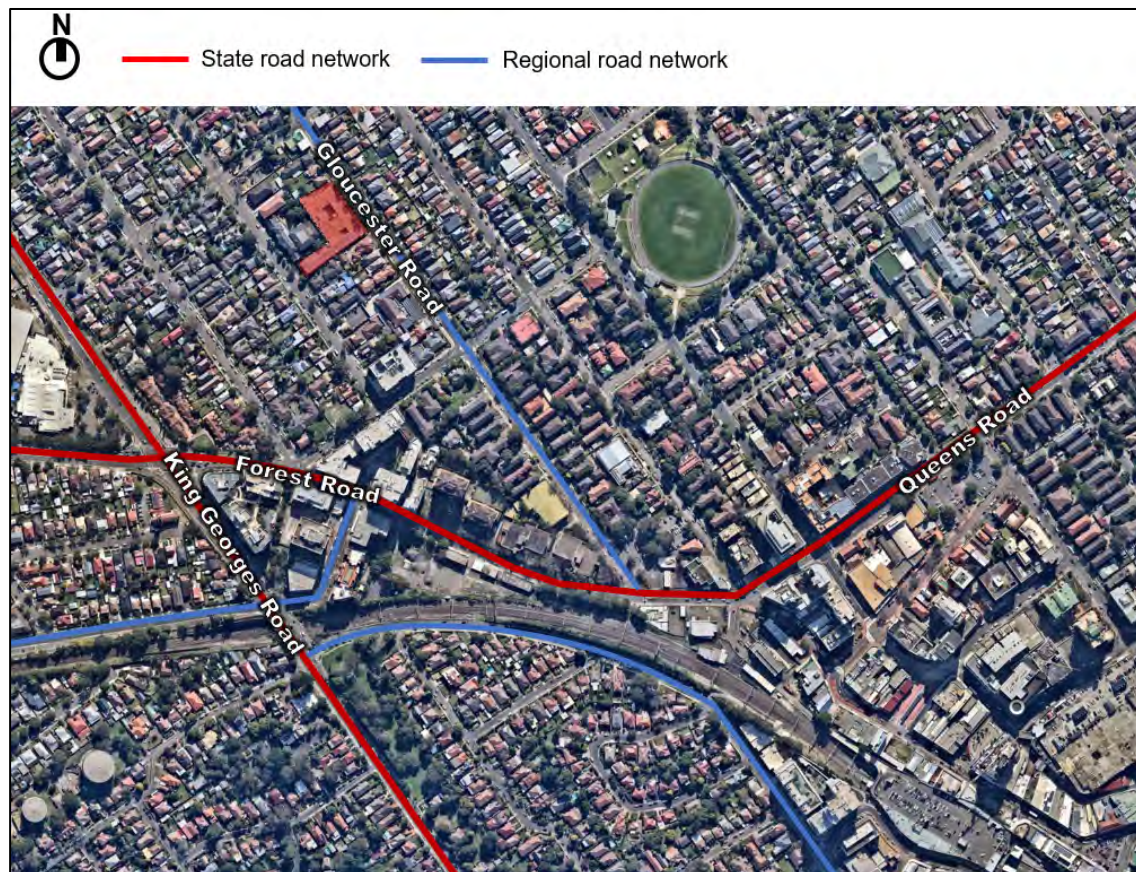


Figure 3 Existing road network

## 2.4 Vehicle access

All vehicle entries permit left and right movements to the site, with an overview illustrated in Figure 4. A porte-cochere is provided along Gloucester Road which facilitates drop off and pick up movements. Access to the off-site car parking area, as well as for building servicing and waste collection, is via Millett Street.



Figure 4 Existing vehicle access

### 3 Transport Assessment

#### 3.1 Vehicle and pedestrian access

Private car, waste, service and delivery vehicles would access the site via Millett Street (current operation) via a vehicle ramp to an underground basement. Access and egress will permit both left and right turns, as per existing arrangements. The current Millett Street vehicle crossover is intended to be narrowed, bin stores and services concealed and height of entry reduced, to assist the presence of the street as shown in Figure 5.

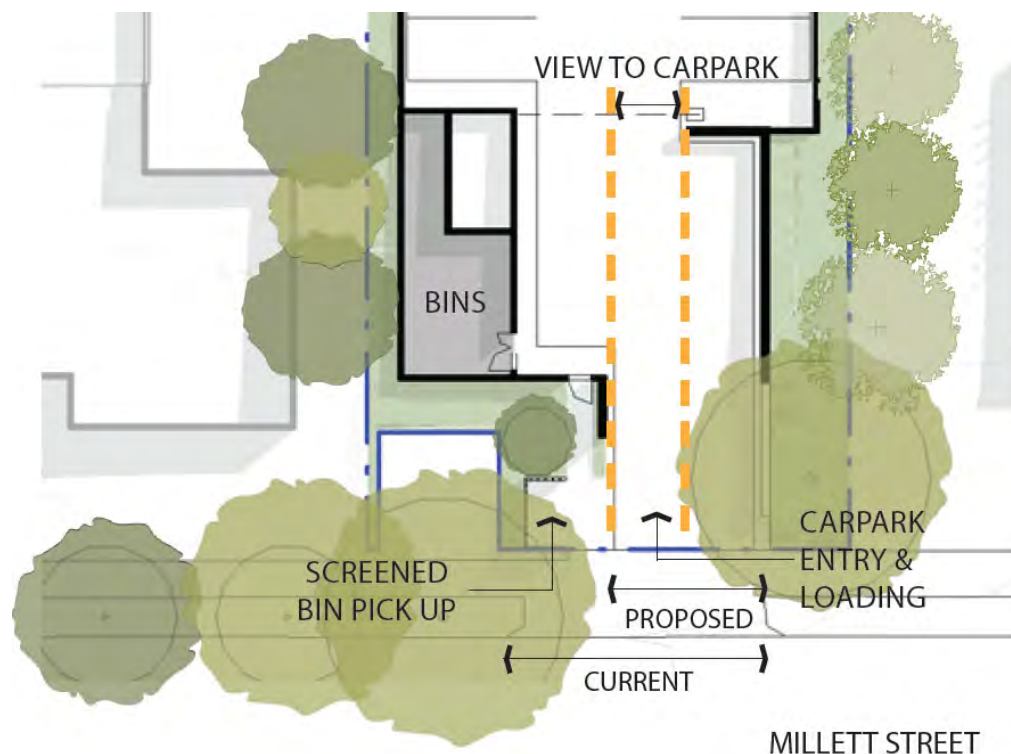


Figure 5 Millett Street vehicle driveway proposed configuration

The site will also continue to facilitate drop-offs and pick-ups from the existing location along Gloucester Road. The porte-cochere will be retained however reconfigured to facilitate an improved landscape and urban design outcome.

Therefore no changes to vehicular access arrangements are proposed.

The main pedestrian access is located along Gloucester Road, which has footpaths connecting to it. Staff may utilise the site from the Millett Street entrance. The site has efficient access and fulfils the accessibility requirements given that:

- It has obvious and safe pedestrian links from the site that provide access to public transport services or local facilities, and
- Provides attractive, yet safe, environments for pedestrians and motorists with convenient access and parking for residents and visitors.

The proposed vehicle and pedestrian access arrangements are illustrated in Figure 6 below.

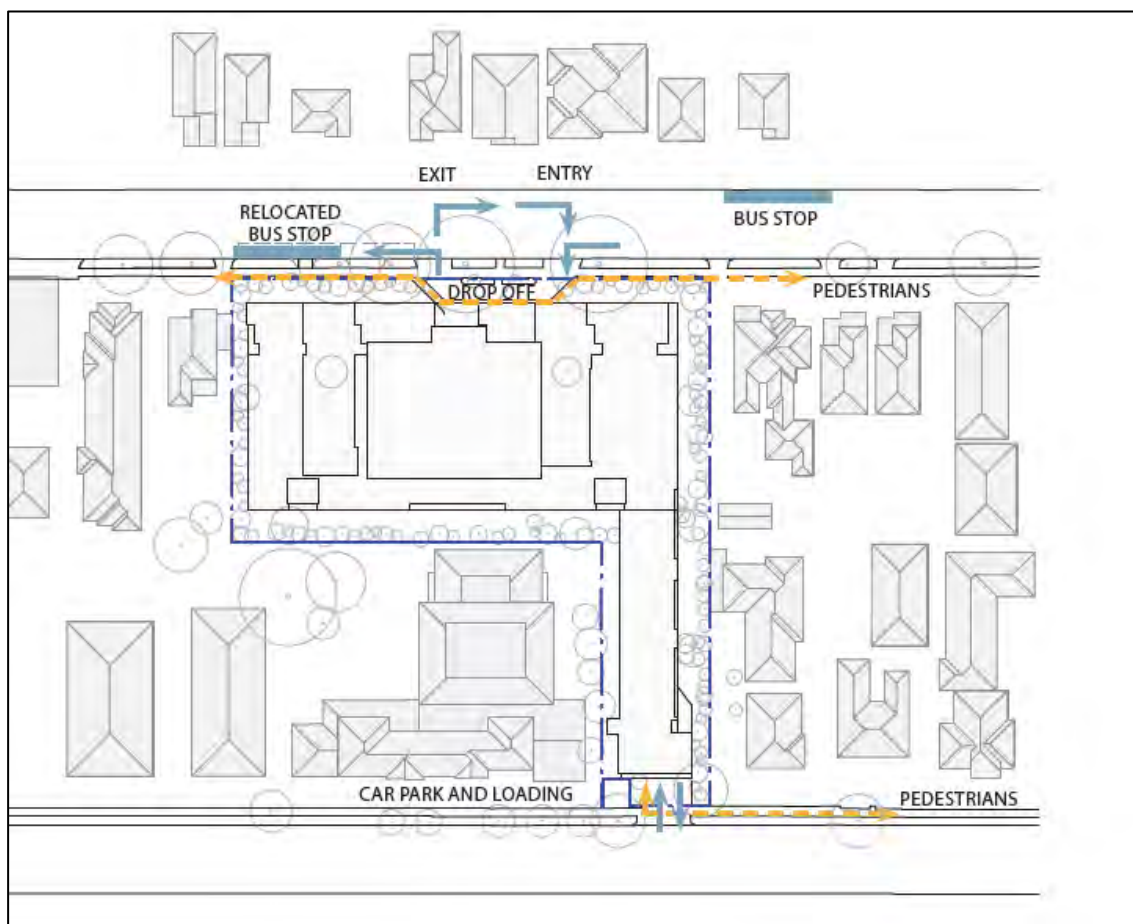


Figure 6 Proposed vehicle and pedestrian access arrangements

A screened bin room is located adjacent to Millett Street which will facilitate on-street waste collection.

### 3.2 Public transport

The site will continue to enjoy the benefits of being located in proximity to nearby public transport services – including bus stops on Gloucester Road. The reconfiguration of the porte-cochere access will require the relocation of the existing bus stop on the southern kerb of Gloucester Road adjacent to the site access point. It is proposed that the bus stop would be relocated further west to facilitate this improved design outcome. Discussions will be held with Transport for NSW to confirm the suitability of this bus stop relocation closer to the lodgement of a Development Application for the site.

### 3.3 Car parking

Part 7 of The State Environmental Planning Policy, Housing for Seniors or People with a Disability 2004 (SEPP) provide development standards for the **minimum** number of parking spaces which shall be provided on site. This is summarised in Table 1.

Table 1 Proposed car parking

SEPP Minimum Requirement	Proposed Site Provision	SEPP Requirement	Proposed Parking
1 parking space for each 10 beds in the residential care facility	110 beds	11	<b>41</b>
1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time	40 staff	20	
<b>Total</b>		<b>31</b>	

The site proposes to provide a generous amount of parking, above the SEPP minimum requirements. This will have the benefit of accommodating the parking needs of staff and visitors on-site without impacting the adjacent street network.

The proposed basement car park will be accessed via Millett Street and has been designed to meet relevant Australian Standards AS2890.1 as shown in Figure 7. Further details around the car park design and layout will be provided at the development application stage of the project.



Figure 7 Proposed basement parking layout

### 3.4 Traffic impacts

The RMS Guide to Traffic Generating Developments (Section 3.3.4) provides guidance as to the peak hour and daily rate of traffic generation for seniors housing as follows:

- 0.1 – 0.2 vehicle trips / dwelling during PM peak hour
- 1 – 2 vehicle trips / dwelling per day

As a conservative assumption the upper end of these traffic generation rates (i.e. 0.2 trips / dwelling during peaks and 2 trips / dwelling per day) has been adopted.

Table 2 below summarises the forecast traffic flows generated from the site—both existing and potential as a result of the Planning Proposal. This indicates a minor increase of 3 vehicle trips during the peak hour of the day and 28 vehicle trips over the course of a typical day. This level of traffic generation is negligible in the context of the surrounding road network and would have no impact on the current road network performance nor warrant any localised upgrades.

Table 2 Traffic generation forecasts

Scenario	No. of beds	Peak hour vehicle trips	Daily vehicle trips
Existing	96	19	192
Future	110	22	220
<b>Change</b>	<b>+14</b>	<b>+3</b>	<b>+28</b>

## 4 Summary

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JMT Consulting has prepared this transport assessment to support a Planning Proposal for the Regis Aged Care facility located at 53A-59A Gloucester Road, Hurstville. Key findings of the assessment are as follows:

- The site has good access to a range of public transport services as well as efficient access to the broader road network.
- No changes to the existing vehicular access are proposed as part of the Planning Proposal which retains drop off / pick up activity via Gloucester Road and car park access via Millett Street.
- The site proposes to provide a generous amount of parking, above the SEPP minimum requirements which will have the benefit of accommodating the parking needs of staff and visitors on-site without impacting the adjacent street network.
- A basement car park is to be provided on the site to accommodate future car parking needs, which is to be designed in accordance with relevant Australian Standards for car parking
- The Planning Proposal may result in an increase of 3 vehicle trips during the peak hour of the day and 28 vehicle trips over the course of a typical day. This level of traffic generation is negligible in the context of the surrounding road network and would have no impact on the current road network performance.

It is therefore concluded that the transport impacts arising from the proposal are minimal and can be managed by existing facilities within the site as well as the external transport network.