

## ATTACHMENT 3 - INFORMATION ON TRAFFIC AND ACCESS ISSUES

This attachment includes information on parking rates, the drive through and the traffic study to address the Council resolution on 27 September 2021 in relation Item 17.2 in relation to the site specific Planning Proposal for 355-375 Church Street, Parramatta (McDonalds).

### 1 Parking

- Residential and commercial parking rates consistent with the Parramatta CBD Planning Proposal will apply (see **Table 1**).
- There is no rate in the Parramatta CBD Planning Proposal for Take Away Food and Drink Premises, with a requirement for any land uses that are not specified in the table to be supported by a Parking and Access Report.
- Parramatta Local Environment Plan 2011 includes a parking rate for Take Away Food and Drink Premises of a maximum of 1 parking space to be provided for every 10 sqm of GFA or 1 parking space to be provided for every 6 seats (whichever is the lesser).
- The applicant is proposing a rate of 1 space / 30 sqm of floor space for the Take Away Food and Drink Premises. This rate was tested in the applicant's Transport Report and is accepted by Council officers for following reasons:
  - o Consideration of benchmarking and feasibility information provided by the applicant.
  - o A shared vision for the site, which is to see it redeveloped in line with the Parramatta CBD Planning Proposal (with which the proposal is otherwise consistent).
  - o The proposed parking rate results in a decrease of approximately 50% in current on-site parking associated with the existing use.
  - o The Applicant has provided conceptual work demonstrating how the drive through could be adapted to other uses in the future, and it is considered that this work could be extended to include at least some of the currently proposed parking (see **Figure 2**).
  - o Appropriate limits will be applied to the Applicant's proposed rate at clause drafting stage, including a sunset clause ending the application of the rate after 5 years from the date of notification of the Planning Proposal.

### 2 Drive through

- The Reference Design submitted with the application (see **Figure 1**) envisages:
  - o Left in only from Victoria Road (entry) – *compared to currently unrestricted access* - and entry and exit from Ross Street – *as currently exists* - with retention of the drive-through facility located in the podium.

- Future adaptive re-uses for the new drive-through facility, should it no longer be commercially desirable in the future (see **Figure 2**).
- Integration of the drive-through into the basement design and sleeved by lobbies and commercial/retail uses.
- The final traffic report for this Planning Proposal states that the reference design will result in a reduction of traffic during peak periods. This is due to the reduction in traffic generation from the redeveloped McDonald's restaurant offsetting the future traffic generation of the new uses at the site.

### 3 Traffic Studies

The report to the Council meeting on 13 July 2020 on this matter (Item 18.4) included a detailed discussion of traffic and access issues (paragraphs 8 and 12). The following traffic and parking information was attached to the Council Report for 27 September 2021 in the Supplementary Paper:

- Traffic and Parking study prepared by Stockland (3 February 2020)
- Updated Transport Report prepared by Colston Budd Rogers & Kafes P/L (August 2020)
- Letter from Transport for NSW (1 April 2021)
- Independent Planning Commission's Gateway Determination Advice Report (23 April 2021)

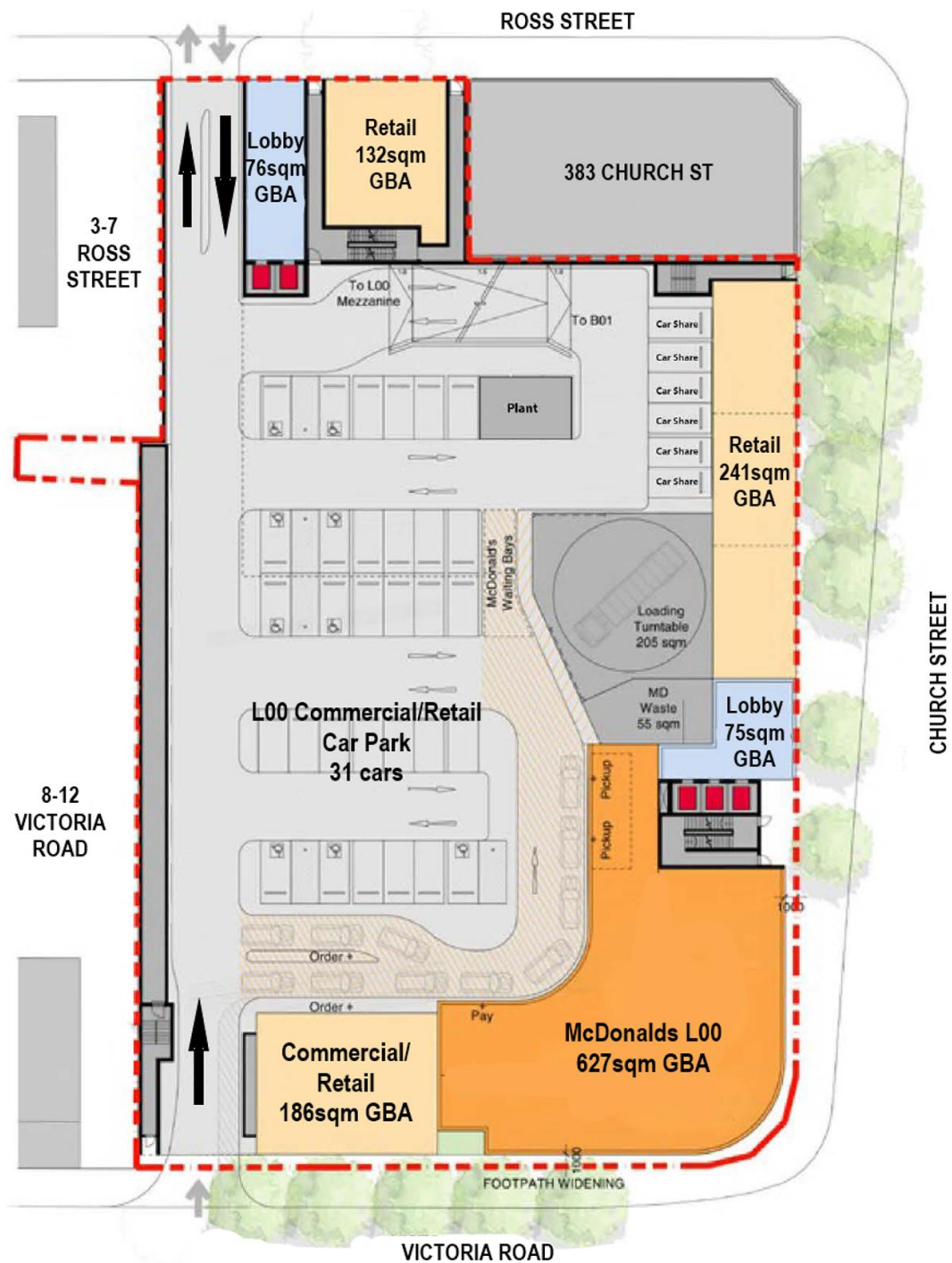
In summary, key points from the Updated Transport Report prepared by Colston Budd Rogers & Kafes P/L are:

- There are currently 60 car parking spaces on the site associated with the McDonald's restaurant and this number is proposed to be halved, noting that, *'This reduction combined with the reduced exposure of the relocated drive through, will result in a reduction in traffic generation from the McDonalds component of the site by 29% when compared with current traffic movements.'*
- Further, the *'... reduced number of parking spaces proposed for the McDonalds will, even taking into consideration the increase in traffic from the residential and retail/commercial components, result in no net increase in traffic movements on the road network. During the afternoon peak hour there will be a small reduction in traffic movements compared to the current situation. Therefore, the proposed parking provision for the McDonalds component of the site will not result in any increased vehicle delays or congestion on the surrounding road network.'*

**Table 1:** Comparison of car parking rates

	Parramatta LEP 2011	Parramatta CBD Planning Proposal endorsed by Council in June 2021	Planning Proposal recommended in this report
<b>Site-specific provisions</b>	Nil	<p>Maximum car parking rates:</p> <p><i>Residential:</i>  Studio: 0.1 spaces  1 bed: 0.3 spaces  2 bed: 0.7 spaces  3 bed: 1 space</p> <p><i>Commercial premises:</i>  <b><math>M = (G \times A) / (50 \times T)</math></b>  Where:  <b>M</b> is the maximum number of parking spaces,  <b>G</b> is the gross floor area of all commercial uses in the building in square metres,  <b>A</b> is the site area in square metres, and  <b>T</b> is the total gross floor area of all buildings on the site in square metres</p> <p><i>Commercial - Take away food and drink premises:</i> no rate provided.</p>	<p>Maximum car parking rates:</p> <p><i>Residential:</i>  Studio: 0.1 spaces  1 bed: 0.3 spaces  2 bed: 0.7 spaces  3 bed: 1 space</p> <p><i>Commercial premises (excluding Take Away Food and Drink Premises):</i>  <b><math>M = (G \times A) / (50 \times T)</math></b>  Where:  <b>M</b> is the maximum number of parking spaces,  <b>G</b> is the gross floor area of all commercial uses (excluding Take Away Food and Drink Premises) in the building in square metres,  <b>A</b> is the site area in square metres, and  <b>T</b> is the total gross floor area of all buildings on the site in square metres</p> <p><i>Commercial - Take Away Food and Drink Premises:</i> 1 space / 30 sqm GFA or 30 spaces, whichever is less; include a 5-year sunset clause for this provision</p>

**Figure 1** – Extract from the Applicant's Urban Design report showing the ground floor plan which includes the drive through



The site plan illustrates the proposed development at the intersection of Ross Street, Church Street, and Victoria Road. The plan is bounded by Ross Street to the north, Church Street to the east, and Victoria Road to the south. A footpath widening is indicated along Victoria Road.

**Key Features and Areas:**

- Retail / Commercial Lobby:** 76 sqm GBA (Top Left)
- Retail:** 132sqm GBA (Top Center)
- To L00 Mezzanine:** (Top Center)
- To B01:** (Top Center)
- Retail Carpark:** 40 Cars, (4 Electric Vehicle Charging Bays) (Center)
- L00:** (Center)
- Loading Turntable:** 240 sqm (Center Right)
- MD Waste:** 60 sqm (Center Right)
- Retail:** 241sqm GBA (Right)
- Residential Lobby:** 75 sqm GBA (Right)
- Innovation and Community Hub:** 855sqm GBA (Bottom Left)
- McCafe:** (Bottom Center)
- Seating:** (Bottom Right)
- McDonalds L00:** 627sqm GBA (Bottom Right)
- Main Counter:** (Bottom Right)
- Line of former site-lines shown dotted:** (Bottom Center)

**Streets and Access:**

- ROSS STREET:** (Top)
- 3-7 ROSS STREET:** (Top Left)
- 8-12 VICTORIA ROAD:** (Bottom Left)
- VICTORIA ROAD:** (Bottom)
- CHURCH STREET:** (Right)
- FOOTPATH WIDENING:** (Bottom Center)