

Our Ref: 23030107D-241022

22 October 2024

JQZ Pty Ltd
Retail 24 & 25, 1 Nipper Street
HOMEBUSH NSW 2140

Attention: Mr Jeremy Hung

Dear Jeremy,

**RE: 83 CHURCH ST AND 63 CHURCH ST, PARRAMATTA PROPOSED
MIXUSED USE DEVELOPMENT – PLANNING PROPOSAL TRAFFIC AND
PARKING ASSESSMENT**

As requested, MLA Transport Planning (MLA) has conducted a traffic and parking assessment for the above proposed development to accompany a planning proposal. The findings are contained herein.

Background

This traffic statement accompanies a planning proposal to be lodged with Parramatta City Council (Council) seeking approval to amend the approved development on the site to reflect the needs of the community and development realities in 2024.

The subject site has an extensive history of planning approvals. These include an approval for a detailed development application (DA/738/2016, as modified) in August 2017 permitting the overall development precinct to be redeveloped into a mixed use development across two sites. In addition, an earlier concept plan approval (DA/706/2014) permits a third site to be redeveloped into a public park.

The site forms part of the Auto Alley, a precinct within Parramatta CBD that historically has been used for car yards and maintenance facilities. Auto Alley has been designated as a key area for future development to cater for the projected increase in the residential and working population of Parramatta since c.2007, however, the renewal of the area has been slow to progress. As a result, the site has sat vacant for several years while the landownership has changed hands.

The proponent's vision for the redevelopment of the site is a vibrant mixed use neighbourhood which blends a mix of retail and commercial premises, visitor accommodation, residential accommodation and community facilities. The through-site links and new public open space will be activated during the day, evenings and weekends through the mix of land uses provided. Residents of the development and surrounding properties will have retail amenities, public open space, and childcare facilities at their doorstep.

As part of the development, Council will also gain a standalone building comprising retail and commercial uses, a childcare facility, and community hall which will relieve pressure on existing community facilities and allow for their potential renewal or reuse.

In light of the above, the planning proposal will seek approval for amendments to the local environmental plan and associated development standards for the site. To this end, the architectural team has developed a reference scheme to demonstrate that a mixed use development can be accommodated across the site to facilitate the redevelopment of the site into a vibrant mixed use neighbourhood.

It is noted that the proposed amendments to the development standards will only affect the approved developments on Site 1 and Site 2, while Site 3 will remain unaffected. Site 3 will continue to be redeveloped into a public park as originally approved.

This statement presents the findings from an assessment of the traffic and parking effects of the proposed modifications to the approved development identified in the reference scheme in this planning proposal.

It is noted that following the gazettal of the proposed local environmental plan and development standard amendments in this planning proposal, additional detailed development application and/or S4.55 application will be submitted to Council for the relevant site at a future date. Further traffic and parking assessment will accompany the future applications.

Site Description

The overall development precinct is situated on Church Street to the south of the Great Western Highway and falls within the City of Parramatta Council local government area. It comprises three individual sites separated by Early Street and Lansdowne Street. The individual sites are as follows:

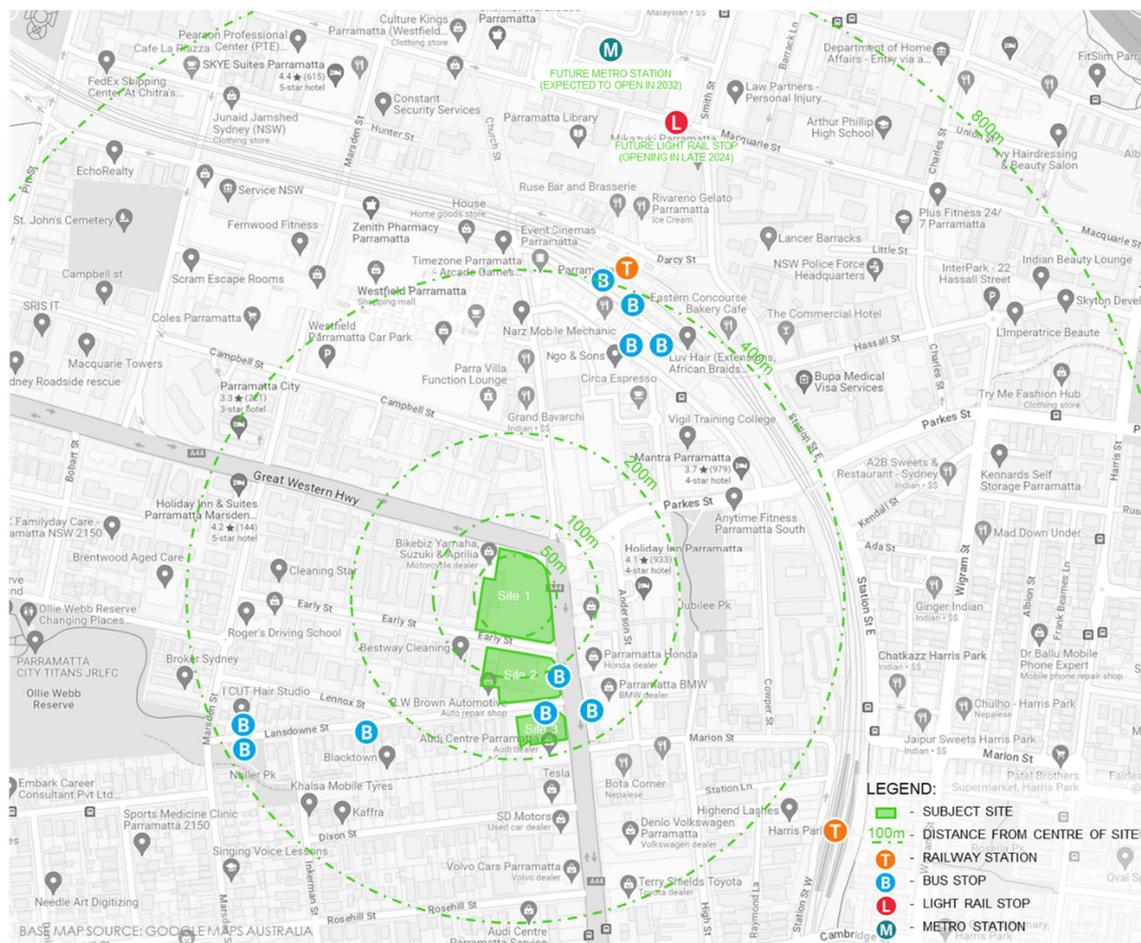
- Site 1 83 Church Street with the legal description of Lot 100 in DP1249271
- Site 2 63 Church Street with the legal description of Lot 102 in DP1249271, and
- Site 3 57 Church Street with the legal description of Lot 16 in DP12623, Lot 114 in DP129484 and Lot 15 in DP651039.

The site is located within 500m walking distance of Parramatta Railway Station, a key transport hub for western Sydney that connects with bus services, other rail lines, and future metro and light rail services. The site also benefits from direct access to bus services, with bus stops located at its doorstep.

Additionally, the site is well-positioned on the road network, being adjacent to major arterial roads, including the Great Western Highway and Church Street, with access to local streets.

The location of the development precinct and its surrounding environs are presented in Figure 1.

Figure 1: Site Locality Plan



Approved Development

The site has an existing detailed development application approval (DA/738/2016, as modified) permitting the site to be redeveloped into a mixed use development across Site 1 and Site 2.

Development consent DA/738/2016 (as modified) permits Site 1 to be redeveloped into two residential buildings, namely Building E with 22 levels and Building D with 40 levels, accommodating a mixed use development comprising:

- 540 residential dwellings with the following mix:
 - 30 x studio dwellings
 - 155 x 1-bedroom dwellings
 - 327 x 2-bedroom dwellings
 - 28 x 3-bedroom dwellings
- 1,740m² gross floor area (GFA) of retail floor area, and
- 2,600m² GFA of commercial floor area.

The approval includes the construction of a 6-level combined basement car park and loading area with the following approved car parking spaces and service vehicle bays:

- 807 car parking spaces comprising
 - 535 residential car parking spaces
 - 103 residential visitor car parking spaces
 - 58 retail car parking spaces
 - 26 commercial car parking spaces, and
 - 85 hotel car parking spaces
- 6 service vehicle bays comprising:
 - 2 medium rigid vehicle (MRV) bays, and
 - 4 small rigid vehicle (SRV) bays.

It is noted that there is a current S4.55 modification application ((DA/738/2016 Mod F) being considered by Council. It seeks approval to modify the approved development on Site 1.

Table 2 compares the approved development metrics against those proposed in the current Mod F S4.55 application.

Table 1: Comparison of Approved Development with Mod F Proposed Modifications

Land Use	Approved Development	Mod F Proposed S4.55 Modifications	Change
Residential Use			
- Studio	30 Dwellings	0 Dwellings	-30
- 1-Bedroom Dwellings	155 Dwellings	94 Dwellings	-61
- 2-Bedroom Dwellings	327 Dwellings	319 Dwellings	-8
- 3-Bedroom Dwellings	28 Dwellings	66 Dwellings	+38
- Total (Residential)	540 Dwellings	479 Dwellings	-61
Non-Residential Use			
- Retail	1,740m ²	1,907m ²	+167m ²
- Commercial	2,600m ²	2,537m ²	-63m ²
- Hotel	275 Rooms	288 Rooms	+13 Rooms
- Conference Centre	N/A	390m ²	N/A

In addition, the Mod F S4.55 application proposes to reduce the overall car parking provision in Site 1 from the approved 807 car parking spaces to 776 car parking spaces. Furthermore, there will be a future modification application seeking approval to allocate parking for different land uses outside of its zonal boundary as well as other changes to the hotel building. This is likely to result in the loss of one car parking space thereby reducing the overall car parking provision from 776 car parking spaces to 775 car parking spaces.

The approved development metrics for Site 2 (as approved in the original DA) are as follows:

- 235 residential dwellings with the following mix:
 - 12 x studio dwellings
 - 71 x 1-bedroom dwellings
 - 140 x 2-bedroom dwellings
 - 12 x 3-bedroom dwellings
- 536m² GFA of retail floor area, and
- 15,966m² GFA of commercial floor area.

A 5-level basement car park containing 455 car parking spaces, and one truck loading bay has been approved to serve the approved development on Site 2.

Planning Proposal Proposed Modifications

A reference scheme reflecting the proposed amendments to the local environmental plan has been developed to demonstrate that a vibrant mixed use development can be accommodated across the site.

In relation to traffic and parking, the reference scheme has identified the following modifications to the approved developments on Site 1 and Site 2.

- Site 1
 - an additional 10 storeys in Building E equating to an additional 60 apartments
 - no change to the approved non-residential gross floor area
- Site 2
 - inclusion of additional community land use types, namely centre based childcare facilities and community facilities (community hall)
 - an additional six storeys in Building K
 - redistribution of floor space from the non-residential use in Building L to residential use in Building K, and
 - the above changes will result in an additional 148 residential apartments, a new 110-place childcare centre and reduction in commercial gross floor area.

Modifications are not proposed for Site 3. A public park consistent with the original approval will continue to be provided with work expected to commence in 2027.

Table 2 provides a numeric summary of the proposed modifications identified in the reference scheme to the approved development metrics.

Table 2: Numeric Summary of Proposed Modifications to the Approved Development

Land Use	Approved Development	Proposed Planning Proposal Modifications	Change
Site 1 Proposed Development			
Residential Use			
- Studio	0 Dwellings	0 Dwellings	0
- 1-Bedroom Dwellings	94 Dwellings	94 Dwellings	0
- 2-Bedroom Dwellings	319 Dwellings	359 Dwellings	+40
- 3-Bedroom Dwellings	66 Dwellings	86 Dwellings	+20
- Total (Residential)	479 Dwellings	539 Dwellings	+60
Non-Residential Use			

Land Use	Approved Development	Proposed Planning Proposal Modifications	Change
- Retail	1,907m ²	1,907m ²	No Change
- Commercial	2,537m ²	2,537m ²	No Change
- Hotel	288 Rooms	288 Rooms	No Change
- Conference Centre	390m ²	390m ²	No Change

Site 2 Proposed Development

Residential Use			
- Studio	12 Dwellings	0 Dwellings	-12
- 1-Bedroom Dwellings	71 Dwellings	138 Dwellings	+67
- 2-Bedroom Dwellings	140 Dwellings	166 Dwellings	+26
- 3-Bedroom Dwellings	12 Dwellings	79 Dwellings	+67
- Total (Residential)	235 Dwellings	383 Dwellings	+148
Non-Residential Use			
- Retail	536m ²	502m ²	-34m ²
- Commercial	15,966m ²	844m ²	-15,122m ²
- Community Use	N/A	555m ²	N/A
- Childcare Centre	N/A	110 Places/ 800m ²	N/A

The above proposed modifications will continue to provide total gross floor areas on both sites consistent with the original approval.

In addition to the above numerical modifications, the approved basement car park layouts in both sites will be modified to be better suit the respective revised scheme on each site. The car parks will continue to be provided as 5-level basement car parks as approved.

The additional 60 apartments in Site 1 will be subject to a new amending development application following the gazettal of the subject planning proposal. Similarly, the redistribution of floor space from commercial use to residential use and the additional community uses on Site 2 will be subject to a future S4.55 modification application seeking approval to amend the original approval DA/738/2016 to be followed by a new development application for the fitout of the future community use, namely the childcare centre and community hall.

Planning Proposal Parking Effects

Car Parking Requirements for Site 1 Reference Scheme

Car Parking Requirements

Parking assessment for the additional 60 apartments in Site 1 has been assessed against current planning controls, namely Parramatta Local Environmental Plan 2023 (LEP 2023) and Parramatta Development Control Plan 2023 (DCP 2023). Furthermore, parking requirements stipulated in Parramatta Local Environmental Plan 2011 (LEP 2011) and Parramatta Development Control Plan 2011 (DCP 2011) will continue to be applicable to the approved development as these were enforced at the time of the approval of the original development application.

The applicable car parking rates for the additional 60 apartments are stipulated in Clause 7.17 in LEP 2023. It is noted that both LEP 2011 and LEP 2023 prescribe maximum permissible car parking for various land uses.

The car parking assessment for the additional 60 apartments in Site 1 is presented in Table 3.

Table 3: Site 1 LEP 2023 Maximum Permissible Car Parking Additional Apartments Only (Not Including Approved Development)

Land Use	No. of Dwellings	LEP 2023 Maximum Car Parking Rates	LEP 2023 Maximum Permissible Car Parking
- 2-Bed Units	40 Dwellings	0.7 spaces per dwelling	28
- 3-Bed Units	20 Dwellings	1 space per dwelling	20
Total^s	-	-	48

Note: LEP 2023 does not stipulate any car parking requirements for residential visitors.

The additional 60 apartments have a maximum permissible car parking of 48 car parking spaces.

In addition to the above, the proposed development as described in Mod F S4.55 modification application has a maximum permissible car parking of 793 car parking spaces. The car parking assessment for Site 1 (as proposed in Mod F) including the additional 60 apartments is presented in Table 4.

Table 4: Site 1 LEP 2023 Maximum Permissible Car Parking (Mod F + Additional Apartments)

Land Use	No. of Dwellings/Floor Areas/Rooms	LEP Maximum Car Parking Rates	LEP Maximum Permissible Car Parking
Residential Use (LEP 2011)			
- 1-Bed Units	94 Dwellings	1 space per dwelling	94
- 2-Bed Units	319 Dwellings	1 space per dwelling	319
- 3-Bed Units	66 Dwellings	1 space per dwelling	66
- Visitors	-	1.0 space per 5 dwellings	95.8
- <i>Sub-Total</i>	<i>479 Dwellings</i>	-	<i>574.8</i>
Non-Residential Uses (LEP 2011)			
- Retail	1,907m ²	1 space per 30m ² GFA	63.6
- Commercial	2,537m ²	1 space per 100m ² GFA	25.4
Hotel			
- Hotel Rooms/Staff	288 Rooms 96 Employees	1 space per 5 rooms + 1 space per 3 employees	89.6
- Conference Centre [§]	390m ² 560 Attendees	Lesser of: 1 space per 10m ² ; or 1 space per 4 seats	39.0
- <i>Sub-Total</i>	-	-	<i>217.6</i>
Residential Use (LEP 2023)			
- 2-Bed Units	40 Dwellings	0.7 spaces per dwelling	28
- 3-Bed Units	20 Dwellings	1 space per dwelling	20
- <i>Sub-Total</i>			<i>48</i>
Total[§]	-	-	841

As such, the reference scheme in Site 1 has a maximum permissible car parking of 841 car parking spaces with the following allocations:

- 527 maximum permissible resident car parking spaces
- 96 maximum permissible residential visitor car parking spaces
- 89 maximum permissible retail/commercial car parking spaces, and

- 129 maximum permissible hotel car parking spaces (including a maximum permissible of 39 car parking spaces for the conference centre within the hotel).

Adequacy of Car Parking Spaces

The approved development in Site 1 has been conditioned (Condition #26) to provide the maximum car parking as indicated on the approved architectural plans i.e. a maximum of 807 car parking spaces. As noted previously, Mod F and a future S4.55 modification application will result in the overall car parking provision being reduced to 775 car parking spaces. Furthermore, it is noted that there is no scope to add any additional car parking spaces inside Site 1 basement car park.

As such, it is proposed to re-allocate the 775 available car parking spaces as follows:

- 527 resident car parking spaces
- 35 visitor car parking spaces (including three car parking spaces provided as shared visitor/car wash bays)
- 86 retail/commercial car parking spaces, and
- 127 hotel car parking spaces.

The proposed car parking allocations for each proposed use and the overall proposed car parking provision are either equal to or less than LEP 2011/LEP 2023 maximum permissible parking.

As such, the proposed car parking provision for the proposed development is satisfactory.

Adaptable/Accessible Parking Requirement

DCP 2023 requires 15 per cent of all units to be provided as adaptable units. DCP 2023 also requires each adaptable unit to be provided with an accessible car parking space.

Following the above, an additional 60 apartments will require nine accessible car parking spaces to be provided.

It is proposed to comply with this requirement.

The proposed accessible/adaptable car parking spaces are proposed to be designed to comply with the design requirements set out in AS2890.6 and/or AS4299.

Bicycle Parking Requirement

Section 6.3 of Part 6 in DCP 2023 requires bicycle parking for residential developments to be provided with one bicycle parking space per dwelling plus one bicycle parking spaces per 10 dwellings for visitors.

Bicycle parking provision is proposed to comply with the above requirements.

Motorcycle Parking Requirement

In relation to motorcycle parking, DCP 2023 requires motorcycle parking at rate of one space per 50 car parking spaces.

Motorcycle parking provision is proposed to comply with the above requirement.

Car Parking Requirements for Site 2 Reference Scheme

Car Parking Requirements

Parking assessment for the proposed modifications in Building K and the retail use in Building L in Site 2 have been assessed against parking requirements stipulated in LEP 2011 and DCP 2011 as they will be subject to a S4.55 modification application. The community uses in Building L have been assessed against the current planning controls being LEP 2023 and DCP 2023 as they will be subject to a new detailed development application.

The car parking assessment for the reference scheme in Site 2 is presented in Table 5.

As can be seen over page, the reference scheme in Site 2 (including the approved uses granted under DA/738/2016) has a maximum permissible parking of 495 car parking spaces comprising:

- 383 maximum permissible resident car parking spaces
- 76 maximum permissible residential visitor car parking spaces
- 12 maximum permissible (Building K) retail car parking spaces
- 13 maximum permissible (Building L) retail/commercial car parking spaces, and
- 11 maximum permissible (Building L) community use car parking spaces.

Table 5: Site 2 LEP 2011/LEP 2023 Maximum Permissible Car Parking

Land Use	No. of Dwellings/ Floor Areas	LEP 2011 Maximum Car Parking Rates	LEP 2011 Maximum Permissible Car Parking
Residential Use (LEP 2011)			
- 1-Bed Units	138 Dwellings	1 space per dwelling	138
- 2-Bed Units	166 Dwellings	1 space per dwelling	166
- 3-Bed Units	79 Dwellings	1 space per dwelling	79
- Visitors	-	1.0 space per 5 dwellings	76.6
- <i>Sub-Total</i>	383 Dwellings	-	459.6
Non-Residential Uses (LEP 2011)			
- Retail (Building K)	371m ²	1 space per 30m ² GFA	12.4
- Retail (Building L)	131m ²	1 space per 30m ² GFA	4.4
- Commercial (Building L)	844m ²	1 space per 100m ² GFA	8.4
- <i>Sub-Total</i>	-	-	25.2
Building L Community Uses (LEP 2023)			
- Community Hall [§]	555m ²	$(G \times A) \div (50 \times T)$	1.5
- Childcare Centre	800m ²	1 space plus 1 space for every 100m ² GFA	9
- <i>Sub-Total</i>	-	-	10.5
Total	-	-	495

§ - LEP 2023 does not have a specific parking rate for a community hall use, as such car parking requirement for the community hall has been assessed based on a commercial use using the car parking formula providing in LEP 2023 with the site area being 4,742m² and a total gross floor area of 34,896m².

Adequacy of Car Parking Spaces

The reference scheme for Site 2 indicates that a total of 470 car parking spaces can be accommodated within the approved 5-level basement car park. The available car parking spaces are proposed to be allocated as follows:

- 383 resident car parking spaces
- 41 visitor car parking spaces
- 12 retail car parking spaces (Building K), and
- 34 community use (Building L) car parking spaces.

The proposed car parking allocations for each proposed use and the overall proposed car parking provision are either equal to or less than LEP 2011/LEP 2023 maximum permissible parking.

As such, the proposed car parking provision for the proposed development is satisfactory.

Adaptable/Accessible Parking Requirement

In relation to the additional apartments in Site 2, DCP 2011 requires 10 per cent of all units to be provided as adaptable units. DCP 2011 also requires each adaptable unit to be provided with an accessible car parking space.

Following the above, the residential component with 383 dwellings will require 38 accessible car parking spaces to be provided.

In relation to the other uses, DCP 2011 and DCP 2023 require accessible parking to be provided in compliance with the Building Code of Australia (BCA). The BCA has the following accessible parking requirements for these uses (and building classes):

- retail use (Class 5) – one space for every 100 car parking spaces provided
- commercial use (Class 6) – one space for every 50 car parking spaces provided, and
- community use/childcare centre (Class 9b) – one space for every 50 car parking spaces provided.

As such, the non-residential uses in Site 2 will require nil accessible car parking spaces.

It is proposed to comply with the above requirements.

The proposed accessible/adaptable car parking spaces are proposed to be designed to comply with the design requirements set out in AS2890.6 and/or AS4299.

Bicycle Parking Requirement

For the residential use in Site 2, Section 3.6 of Part 3 in DCP 2011 requires bicycle parking is to be provided as follows:

- residential use – one bicycle parking space per two units, and
- retail/commercial uses – one bicycle parking space per 200m².

On this basis, the residential component on Site 2 is required to provide 192 bicycle parking spaces for residents, whilst the retail/commercial use is required to provide seven bicycle parking spaces.

In relation to the community use, DCP 2023 (based on the proposed community use being consistent with that of a commercial premises) requires one employee bicycle parking space per 250m² plus one visitor bicycle parking space per 500m². DCP 2023 has not specific bicycle parking requirement for a childcare facility.

Bicycle parking provision is proposed to comply with the above requirements.

Motorcycle Parking Requirement

DCP 2011 has no specific requirement for the provision of motorcycle parking.

In relation the community use, DCP 2023 requires motorcycle parking at rate of one space per 50 car parking spaces. As such, one motorcycle parking space is required to be provided.

It is proposed to comply with the above requirement.

Planning Proposal Traffic Effects

The approved development (DA/738/2016) on Site 1 and Site 2 has been estimated to generate the following development traffic:

- weekday morning peak – 422 two-way vehicle trips per peak hour
- weekday evening peak – 541 two-way vehicle trips per peak hour, and
- Saturday peak – 526 two-way vehicle trips per peak hour.

Using the same traffic assessment methodology as that in the traffic assessment report prepared by MLA (Ref 23030102C-231213 dated 13 December 2023) that accompanied the S4.55 modification application (Mod F), the reference scheme has been estimated to generating the following development traffic:

- weekday morning peak – 451 two-way vehicle trips per peak hour
- weekday evening peak – 562 two-way vehicle trips per peak hour, and
- Saturday peak – 564 two-way vehicle trips per peak hour.

As can be seen above, the reference scheme is expected to generate an additional 39 vehicle trips per peak hour during the busiest period. The additional development traffic is predominantly due to the new community uses, namely the new childcare centre.

However, it is considered that the above estimated development traffic for both the community facility and the childcare centre to be highly conservative.

The community facility has been estimated to generate traffic at the same rate as a traditional commercial premises, but in reality, the community facility would not be as

traffic intensify as a traditional commercial premises. It is expected that the community facility would predominantly attract pedestrian trips more than vehicular trips especially noting that limited number of car parking spaces have allocated to this.

Similarly, the traffic estimate for the childcare centre is considered to be highly conservative. The proposed childcare centre is also expected to generate a vast majority of pedestrian trips given its location relative to the future surrounding land use. Therefore, it is expected that the childcare centre patrons will be drawn from the local area within walking distances, including the development on the subject site.

Notwithstanding, an additional development traffic of 39 vehicle trips per peak hour, equating to one vehicle at approximately every 1.5 minutes on average, is considered to be low. This low volume of additional development traffic is not expected to create any material change to the traffic operation of the local road network considering the additional development represents only a minute fraction of the peak hour traffic on the surrounding roads. Furthermore, the minute change in the additional traffic when input into a traffic modelling tool such as SIDRA, especially after the development traffic has been distributed to the local road, is unlikely to register any changes to the modelling output.

Given above, the reference scheme is not expected to create traffic impacts any worse than those of the approved scheme. Thus, it is submitted that the traffic effects arising from the reference scheme would be minimal and therefore satisfactory.

Summary and Conclusion

MLA has conducted an assessment into the traffic and parking effects of proposed modifications to the local environmental plan and associated development standard for the site at 83 and 63 Church Street, Parramatta.

A reference scheme reflecting the proposed amendments to the development controls has been developed by the architectural team. The reference scheme will result in the following numeric modifications to the approved development on Site 1 and Site 2:

- an additional 60 apartments on Site 1
- an additional 148 apartments on Site 2
- a reduction of some 34m² of retail floor area on Site 2
- a reduction of some 15,122m² of commercial floor area on Site 2, and
- a new community facility and 110-place childcare centre on Site 2.

The reference scheme indicates that on site parking can be provided in full compliance with LEP 2011/LEP 2023 and DCP 2011/DCP 2023.

In terms of the traffic effects of the proposed modifications, the review indicates that the reference scheme would generate an additional 39 vehicle trips per peak hour during the busiest period. The additional development traffic is considered low and is not expected to create any noticeable change in the traffic operation of the local road network. The reference scheme is not expected to create traffic impacts any worse than the approved scheme.

Overall, the traffic and parking aspects of the planning proposal are considered to be satisfactory.

Yours sincerely,



Michael Lee
Director