

29 June 2020

Dear Sir/Madam

138-156 Victoria Road, Rozelle | JMT Consulting Review

1. Introduction

The following document provides a summary of the traffic implications of the revised car parking arrangements supporting the mixed use development at 138 – 156 Victoria Road, Rozelle (also known as the Balmain Leagues Club site).

2. Car Parking

Following feedback received from the Sydney Eastern City Planning Panel, updated basement car park layouts have been developed which increase the number of parking spaces provided within the development – in line with the requirements of the site specific DCP. The proposed car parking provision, with comparison to that in the current scheme, is summarised in Table 1 below. This number of parking spaces are reflected in the draft basement drawing set prepared by Scott Carver.

Table 1 Parking provision

Parking spaces by land use	Current Scheme	Proposed scheme	Site Specific DCP Requirement
Residential	117	134	134
Commercial (incl. live/work)	20	23	23
Club	51	86	86
Retail	70	84	84
Sub-total	258	327	327
Car wash, taxi/Uber & community bus	7	7	n/a
Total	265	334	n/a

3. Traffic Movements

Total traffic movements

Based on the increased number of parking spaces to be provided on the site, the projected level of traffic movements on Waterloo Street has been determined. This takes into consideration the closure of the Waterloo Street egress point from 8pm onwards every evening, with traffic instead exiting the site via Victoria Road.

The analysis also takes into account the existing traffic movements generated by the 35 space public car park on the site of the Balmain Leagues Club. This car park provides for free two hour parking between 8am-6pm and is accessed by Waterloo Street. As a conservative assumption each of these 35 spaces is assumed to turn over 5 times per day, equating to 165 daily traffic movements.

Table 2 Forecast traffic movements

Forecast Traffic Movements	Current scheme	Proposed scheme
PM peak hour (5pm – 6pm) traffic movements from proposal	210	250
Daily traffic movements from proposal	1600	2020
Daily traffic movements on Waterloo Street from proposal	1400	1770
Existing daily traffic movements on Waterloo Street	1400	1400
Existing daily traffic movements on Waterloo Street from public car park	165	165
Total future daily traffic movements on Waterloo Street	2635	3005

The analysis indicates that the total traffic movements along Waterloo Street is estimated to be in the order of 3,000 vehicles per day.

There is an opportunity to further reduce this number of traffic movements on Waterloo Street to approximately 2,800 vehicles per day by sharing the parking spaces allocated for commercial uses with those for the retail and club component of the development. This takes advantage of the differing peak usage periods of the land uses within the development, with parking demand for the club highest in the evenings and on weekends while peak demand for commercial parking is during weekday daytime hours.

In practice the commercial spaces would be reserved between the hours of 8am-6pm on weekdays (when required by commercial users) and would then revert to public parking in the evening and on weekends.

This measure would have the effect of reducing the overall car parking provision in the development down to 304 spaces.

Traffic movements post 8pm

The Sydney Eastern Planning Panel and Inner West Council requested information on the number of vehicles likely to use Waterloo Street after 8pm in the evening once the site exit arrangements revert to Victoria Road. Figure 1 illustrates the forecast movements during the following periods:

- 8pm – 9pm (peak period post 8pm)
- 8pm – 5am (entire period of Victoria Road egress)

This indicates that approximately 30 cars (one vehicle every two minutes on average) would travel along Waterloo Street between 8pm – 9pm, with less than 100 vehicles over the period between 8pm – 5am using Waterloo Street.



Figure 1 Traffic movements post 8pm

Traffic movements from neighbouring property

Based on the concept massing prepared by Scott Carver, the neighbouring property is forecast to generate less than 5 vehicle trips during the peak hour of the day, with daily traffic movements expected to be approximately 50 vehicles. This potential level of traffic is considered negligible in the context of existing and future traffic flows in the vicinity of the site. A concept design for the car park has been prepared which includes a suitable connection from Level B1 of the Balmain Leagues Club basement car park. The overall number of car parking spaces is not impacted by this connection and full compliance with the site specific DCP is achieved with respect to parking provision.

4. Loading Dock Operations

Inner West Council requested further information in relation to the operation of the on-site loading dock, particularly given that it will not operate between 7am-9am and 5pm-7pm due to TfNSW restrictions and after 8pm to allow egress from the main public car park.

Retail loading docks typically operate between 6am and 3pm, with activities declining significantly after 5pm. Loading dock activity from a similar development (with 24 hour access) is illustrated below, which indicates vehicles typically do not access loading docks after 5pm in the evening.

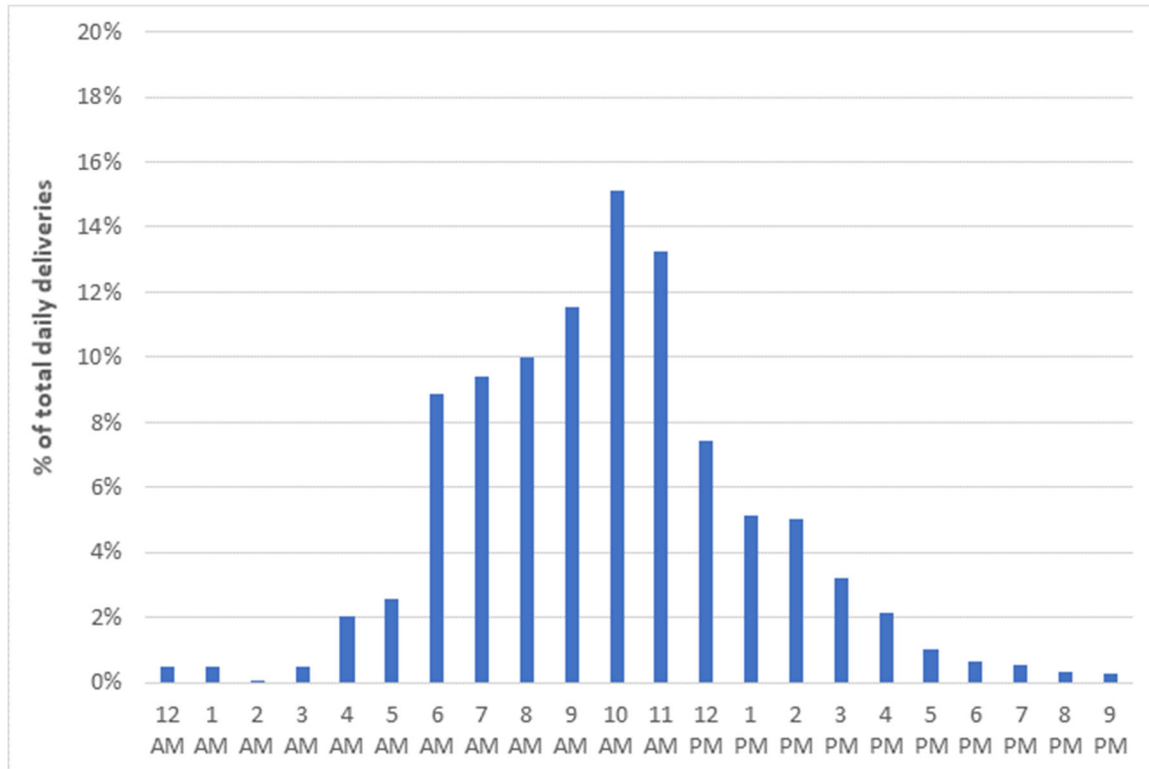


Figure 2 Typical profile of loading dock activities

The majority of the deliveries to the loading dock will be to service the Supermarket and Club. As a national operator for the supermarket will be secured for the site who have significant logistical networks to work in with any site constraints of loading times. Similarly the larger deliveries for the club will be via large logistical networks so we be able to be controlled. Given the hours of operation the supermarket would most likely have their larger fresh produce deliveries arrive prior to 7am and smaller non-perishable deliveries between 10am and 3pm. It is expected that up the supermarket may receive 6-8 deliveries per day, of which three may occur prior to 7am.

As the remaining retail tenancies are only likely to trade between 9am and 5pm they would only receive deliveries during this period. F&B uses (including those for the club) would require day time deliveries in preparation for trade and residential removalist activities are coordinated via a booking system and would be controlled. Typically deliveries for these uses would occur between 9am and 3pm, with approximately 15-20 deliveries per day expected.

For the residential component it is expected that there will be between 1-2 apartment move ins / move outs per week, which will be scheduled to occur during daytime hours outside of busy periods. In addition there will be a range of service vehicles visiting the site for durations of up to 2 hours to provide maintenance and repair services to residential properties and retail premises, which may amount to 5-6 vehicles per day. A delivery window will need to be booked by these vehicles. These deliveries would not ordinarily occur after 5pm in any loading dock in order to minimise noise generation to local residents.

Cumulatively there are expected to be between 30-40 deliveries per day, which when scheduled appropriately can be comfortably be accommodated within the loading dock operation hours of 5am-7am and 9am-5pm. The Building Management Team will engage and maintain a Loading Dock Manager to organise and supervise delivery and removal activities. A more detailed loading dock management plan will be prepared prior to the initial occupation of the site which will outline the delivery types and proposed management measures in further detail.

5. Summary

This document provides a summary of the traffic implications of the revised car parking arrangements proposed to support the mixed use development at 138 – 156 Victoria Road, Rozelle. Key findings of the assessment are as follows:

- Revised basement drawings now indicate a total of 334 parking spaces within the development which aligns with the requirements under the site specific DCP.
- Analysis indicates that the revised parking provision will result in an approximately 3,000 vehicles per day using Waterloo Street
- There is an opportunity to reduce this number of traffic movements on Waterloo Street to approximately 2,800 vehicles per day by sharing the parking spaces allocated for commercial uses with those for the retail and club component of the development. This would have the effect of reducing the overall car parking provision in the development down to 304 spaces.
- Analysis indicates that approximately 30 cars would travel along Waterloo Street between the hours of 8pm – 9pm after vehicle egress reverts to Victoria Road, with less than 100 vehicles over the period between 8pm – 5am using Waterloo Street
- The on-site loading dock will have sufficient capacity to accommodate the forecast service vehicle demands generated by the proposal.

Please don't hesitate to contact the undersigned should you have any questions or require clarification.

Regards



Josh Milston

Director | JMT Consulting

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