



Reference: 19.236r03v01

9 April 2020

Starryland NSW Pty Ltd
C/- PDS Group
Suite 2604, Level 26, 25 Bligh Street
Sydney NSW 2000

Attention: Mr Hao Liu, Director

Re: 134-142 Parramatta Road, Granville – Proposed Mixed Use Development
Response to Request for Information

Dear Hao,

We refer to the subject property and proposed residential development. TRAFFIX has been forwarded comments from City of Parramatta Council concerning the proposal as contained in Council letter dated 22 January 2020.

TRAFFIX has reviewed all relevant comments and has responded to each issue below. This is with reference to the Traffic Impact Assessment (TIA) report, which accompanied the Development Application (Ref: 19.236r02v03 dated 1 November 2019).

Item 2: Parking

- *"Clarification is requested as to the parking details shown on the submitted plans, particularly with regards to the "client preferred parking rate".*

TRAFFIX Response:

The design for Gran Central is the result of a Design Competition conducted by the proponent, Starryland. The Design Excellence Competition Jury Report contains comments from Council regarding parking rates. In response to a Request for information by the competitors, the Jury report states the following:

Council has advised in relation to parking on the site – Council does not have any issue with reducing the number of spaces since it is a "maximum". Anything below that number would be compliant.

As you have requested, we have liaised with Starryland on their optimal parking provision and form for the project, who have advised as follows –



a) Car parking rate desired

1 Bed: 0.5 space per dwelling

2 Bed: 1 space per dwelling

3 Bed: 2 space per dwelling (tandem parking is acceptable)

Car Share: 5 spaces (GoGet)

Visitor parking 30 spaces.

A total of 30 visitor parking spaces are achieved as per the Starryland's comments during the design competition stage.

The DCP allows for a maximum of 40% of residential visitor parking that may be used in the calculations for retail parking provided that these areas are shared. Therefore, 14 retail parking spaces are achieved with 11 spaces being shared with visitor uses.

Item 4. Traffic and Transport (Paragraph 1)

- *"The submitted plans show that the proposed development comprises 1,035m² of retail floor space. However, in a few parts of other documents this amount of floor area has been referred to commercial and retail. The applicant is to be required to clarify whether or not the proposed development comprises any commercial areas. This clarification is required to ensure the car parking and bicycle parking requirements of the proposed development have been calculated correctly.*

TRAFFIX Response:

The proposed development does not contain any commercial areas. The development provides 1,035m² of retail area. The car parking and bicycle parking requirements presented in the Traffic Impact Assessment report reflect this provision and are based on retail rates.

Item 4. Traffic and Transport (Paragraph 2)

- *"Based on Table 4.3.7.1.1 of the Parramatta DCP, the proposed development is to provide motorcycle parking space at the rate of 1 space for every 25 parking spaces. Given that the proposed development is proposed to provide 352 parking spaces, the proposed development therefore is required to provide a minimum of 15 (rounded up from 14.1) motorcycle parking spaces. However, only one (1) motorcycle parking space has been provided, as shown on the submitted plans. As a result, the plans are to be revised to include minimum 15 motorcycle parking spaces."*

TRAFFIX Response:

The proposed development proposes a total of 352 spaces which includes 5 spaces for car share and 347 car parking spaces for residents and retail. Based on Table 4.3.7.1.1 of the Parramatta DCP, motorcycle parking requirement refers to residential, retail and commercial use car parking only. Therefore, 347 car parking spaces are applicable and should be assessed for motorcycle parking requirement. As a result, the development is required to provide 14 (13.88) motorcycle parking spaces. In response, the development provides 14 motorcycle spaces in compliance with the requirements. reference should be made to the reduced plans which are provided in **Attachment 1**.



Item 4. Traffic and Transport (Paragraph 3)

- *“Based on the submitted turn path plans with the Traffic Impact Assessment report, prepared by Traffix dated November 2019, two cars are not able to pass each other at the curved area and at the northern end of the ramps between basement and podium levels. The Traffic Impact Assessment is to be amended to clarify how traffic flow will be regulated in order to avoid conflicts along the internal ramps.”*

TRAFFIX Response:

Adequate passing opportunities have been provided to allow for circulation between the car parking levels. The swept path analysis provided in **Attachment 2** shows the passing opportunities for vehicles circulating within the car parking levels. These locations allow cars to be safely positioned so that an approaching car can pass with sufficient clearance. Furthermore, it is envisaged that convex mirrors could be used to allow for clear lines of sight between each passing opportunity.

Item 4. Traffic and Transport (Paragraph 4)

- *“The Traffic Impact Assessment report indicates that the proposed western access gate is proposed for visitors to enter the development via the unnamed laneway off Bold Street. The report also states that traffic flow is proposed to be in an easterly direction. The applicant is to be required to clarify how the unnamed laneway will be regulated to restrict an easterly traffic flow only. Additional information is also to be provided on how visitors are restricted to access the site via the unnamed laneway. It is noted that the location of the proposed intercom is not acceptable if visitors utilise the Cowper Street access driveway.”*

TRAFFIX Response:

All visitors will be required to use the western laneway access to enter the development's carpark. Therefore, all visitors will be able to utilise the proposed intercom. This will be regulated with signage at the Cowper Street entrance directing visitors to use the Bold Street entrance.

Item 4. Traffic and Transport (Paragraph 5)

- *“The impact of the additional traffic as a result of the proposed development on the unnamed laneway off Bold Street has not been assessed by the Traffic Impact Assessment report. The Traffic Impact Assessment report is to be revised in order to include appropriate assessment of the development's impact on the operation of the unnamed laneway off Bold Street due to the restricted width of the laneway”*

TRAFFIX Response:

The existing unnamed laneway off Bold Street allows for two-way flow which provides access to the adjacent developments. As envisaged by this site specific DCP, the existing unnamed laneway will be modified to one-way flow being eastbound only. As a result, this will aid to reduce conflicts between vehicles along the unnamed laneway and therefore will not require further assessment.



Summary

The proposed development complies with the relevant parking requirements and is expected to operate satisfactorily with minimal traffic impacts. Continued support is therefore given on transport planning grounds.

We trust the above is of assistance and please don't hesitate to contact the undersigned should you have any queries.

Yours faithfully,

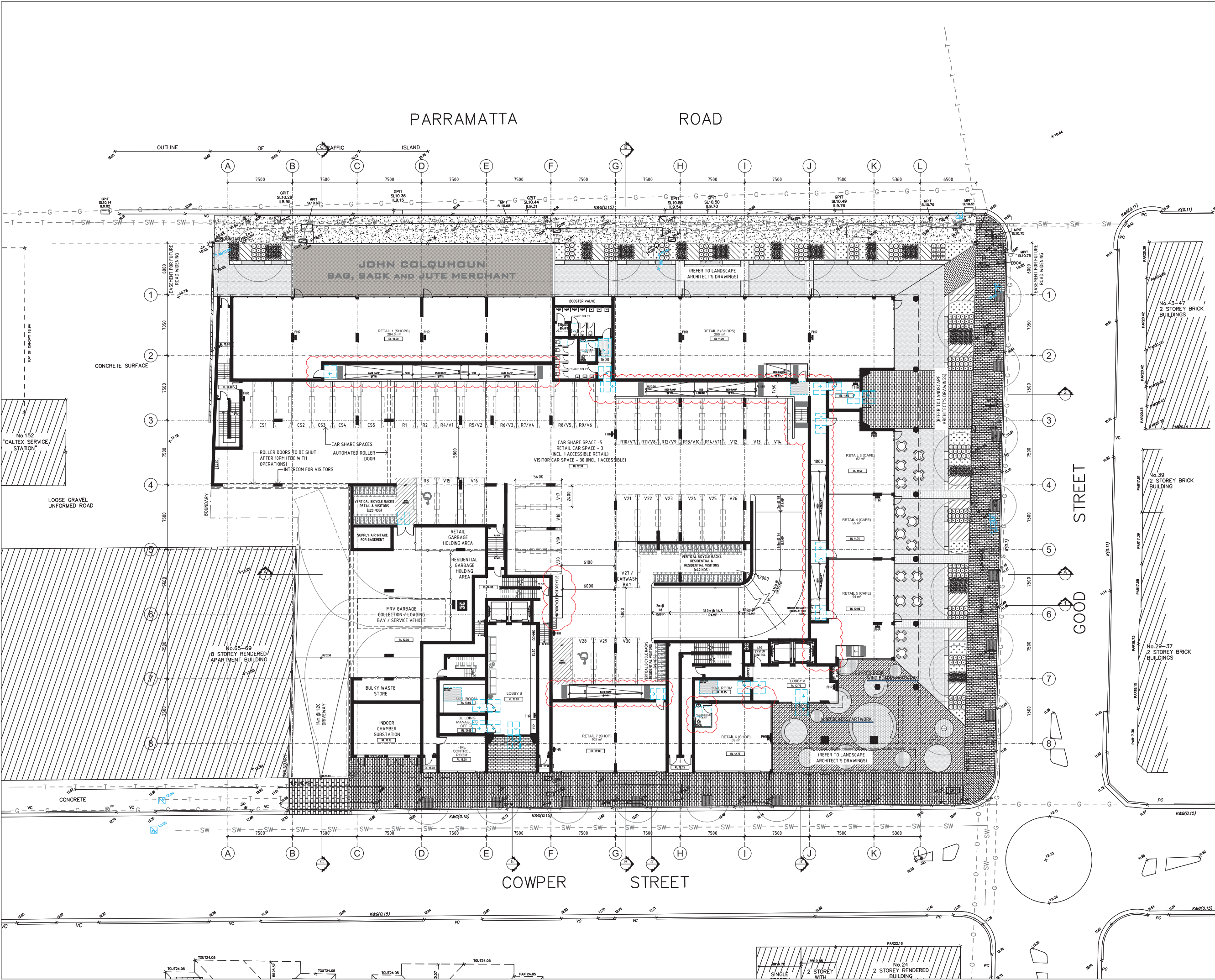
Traffix

Vince Doan
Executive Engineer

Encl: Attachment 1 – Reduced Plans
Attachment 2 – Swept Path Analysis

ATTACHMENT 1

Reduced Plans



GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
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- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
PH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
MV	MECHANICAL RISER TO FUTURE DETAIL
GC	GARBAGE CHUTE
MB	MAILBOX TO FUTURE DETAIL
OG	OPAQUE GLASS
PB	PLANTERBOX
R	240L RECYCLING BIN
SK	SKYLIGHT
ST	STORAGE
WT	HOT WATER UNITS

MATERIALS LEGEND:

AFG	ALUMINIUM FRAMED GLAZING
AW	AWNING TO FUTURE DETAILS
FB	FACE BRICK
GB	FRAMELESS TOUGHENED GLASS BALUSTRADE (TO BCA/AUSTRALIAN STANDARDS)
Px	PAINT FINISH TYPEx
RD	ROLLER DOOR
RP	RIVER PEBBLES
RW	RENDERED WALL/SELECTED PAINT FINISH

B	04.02.2020	FOR REVIEW
A	28.10.2019	DA LODGEMENT
ISSUE	DATE	DESCRIPTION

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PROJECT:

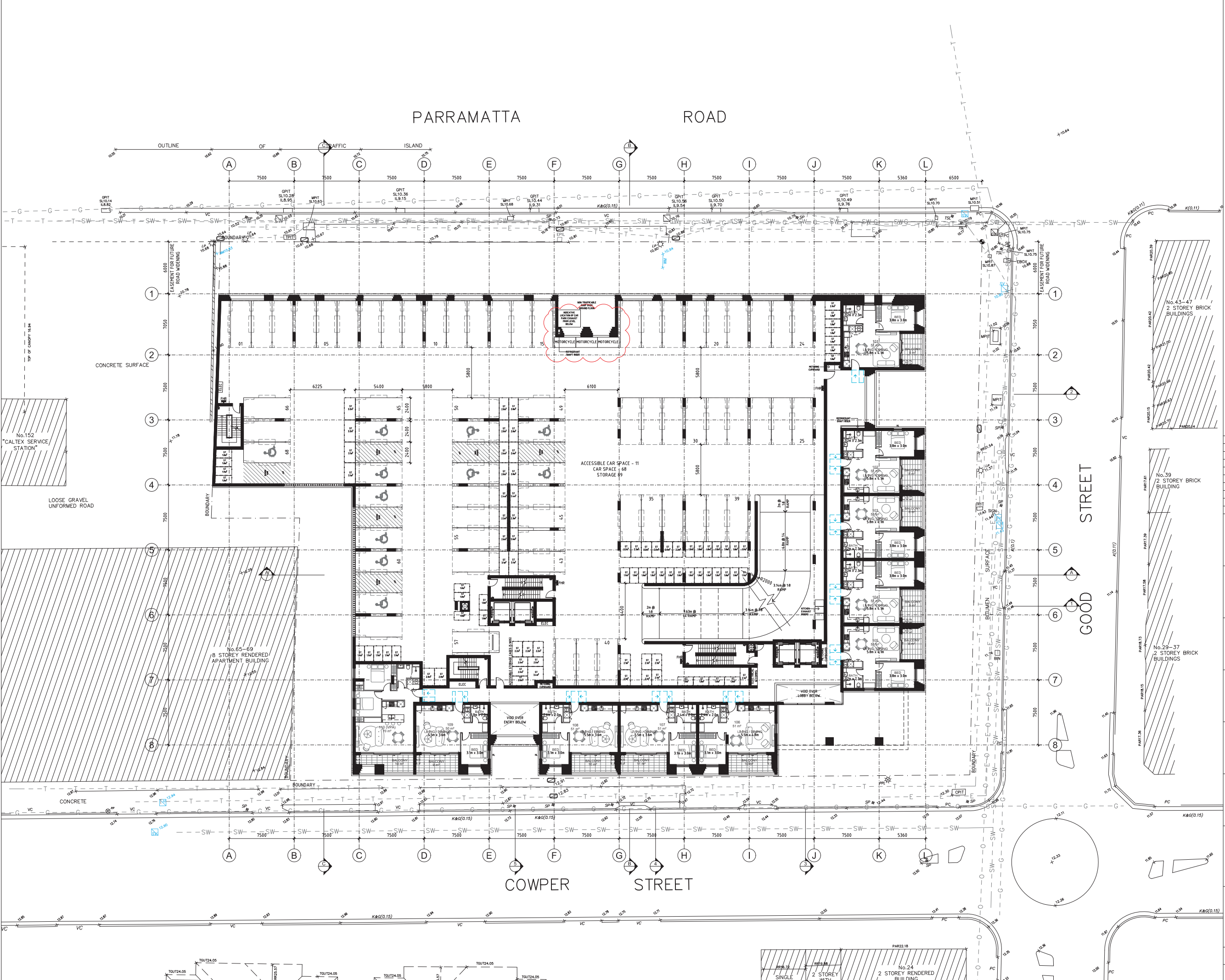
PROPOSED MIXED-USE DEVELOPMENT
GRAN CENTRAL, GRANVILLE
134-142 PARRAMATTA ROAD, 25-38 GOOD STREET AND 59-61 COWPER STREET, GRANVILLE

MAY 2019

DRAWING TITLE:

GROUND FLOOR PLAN

SCALE:	DRAWING NO:	ISSUE:
1:200 @ A1 / 1:400 @ A3	DA102	B
PROJECT NO:		
1838		



GENERAL NOTES:

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LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
PH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
MV	MECHANICAL RISER TO FUTURE DETAIL
GC	GARBAGE CHUTE
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RD	ROLLER DOOR
RP	RIVER PEBBLES
RW	RENDERED WALL/SELECTED PAINT FINISH

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PROJECT:

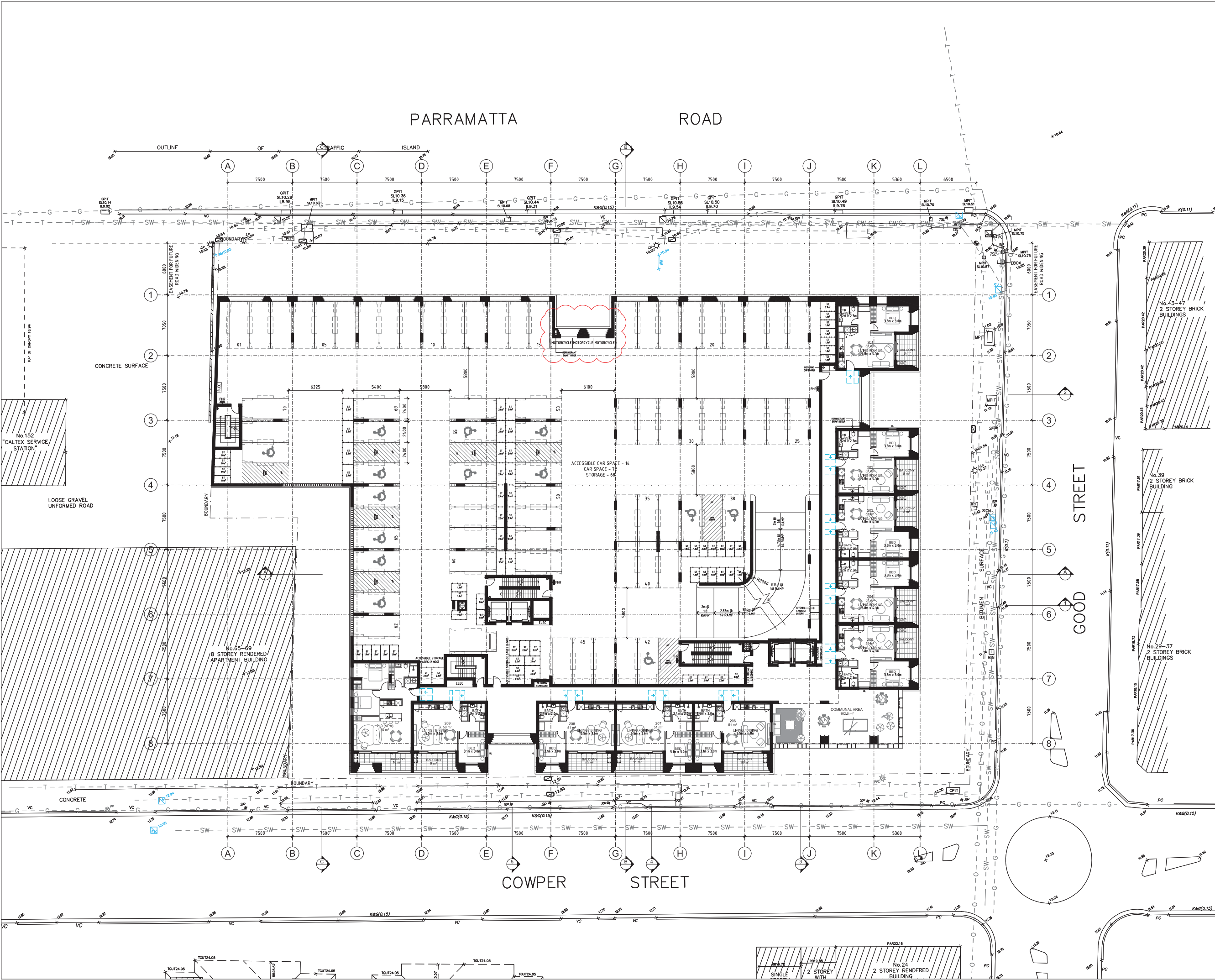
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134-142 PARRAMATTA ROAD, 26-38 GOOD STREET AND 59-61 COWPER STREET, GRANVILLE

MAY 2019

DRAWING TITLE:

LEVEL 1 PLAN

SCALE:	DRAWING NO:	ISSUE:
1:200@A1 / 1:400@A3	DA103	B
PROJECT NO:		
1838		



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CU	A/C CONDENSER UNITS
PH	FIRE HYDRANT
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MV	MECHANICAL RISER TO FUTURE DETAIL
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PROJECT:

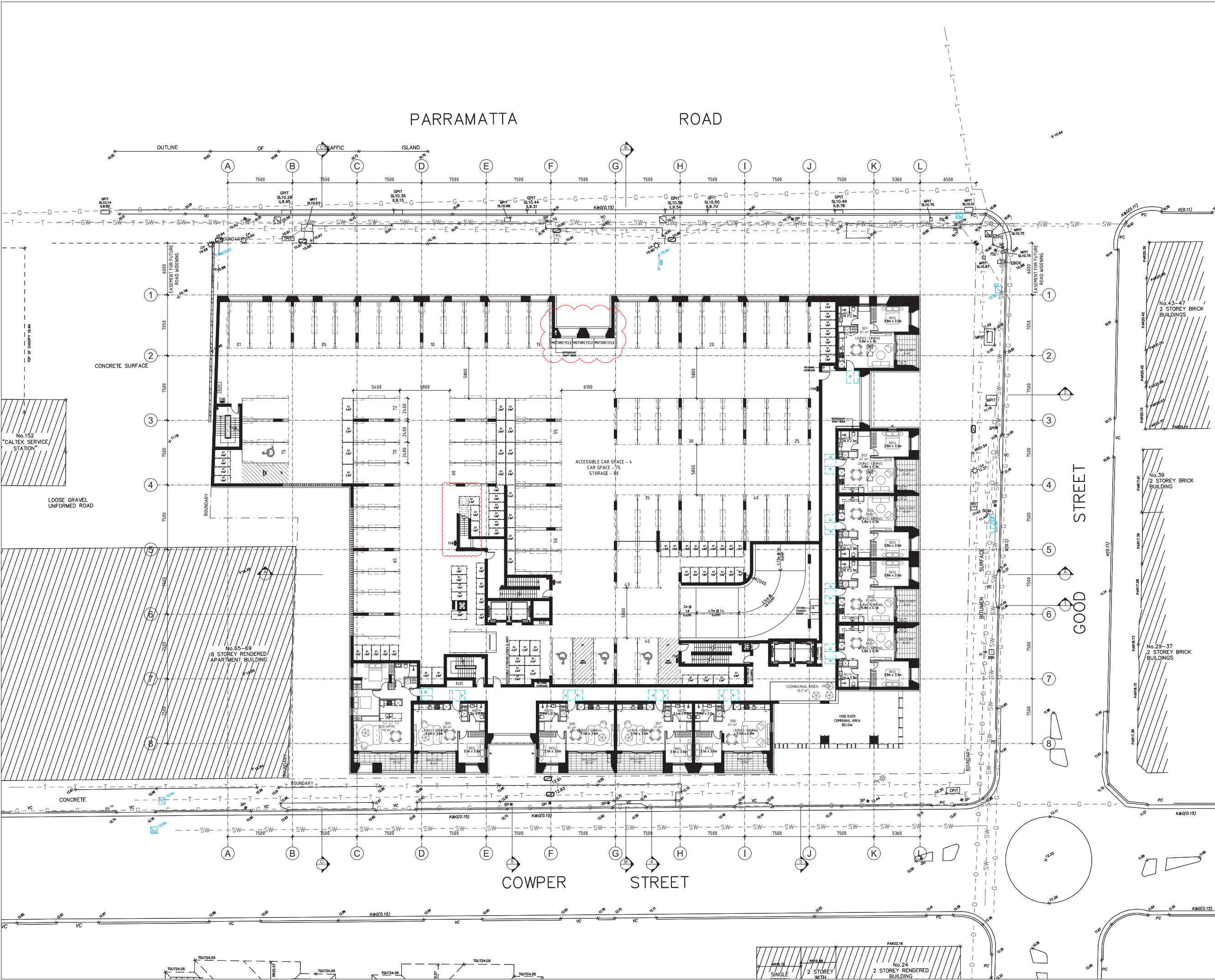
PROPOSED MIXED-USE DEVELOPMENT
GRAN CENTRAL, GRANVILLE
134-142 PARRAMATTA ROAD, 26-38 GOOD STREET AND 59-61 COWPER STREET, GRANVILLE

MAY 2019

DRAWING TITLE:

LEVEL 2 PLAN

SCALE:	DRAWING NO:	ISSUE:
1:200 @ A1 / 1:400 @ A3	DA104	A
PROJECT NO:		
1838		



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LEGEND:

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HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
PH	FIRE HYDRANT
FHR	FIRE HOSE REEL
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MV	MECHANICAL RISER TO FUTURE DETAIL
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RP	RIVER PEBBLES
RW	RENDERED WALL/SELECTED PAINT FINISH

B	04.02.2020	FOR REVIEW
A	28.10.2019	DA LODGEMENT
ISSUE	DATE	DESCRIPTION

CLIENT:

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PROJECT:

PROPOSED MIXED-USE DEVELOPMENT
GRAN CENTRAL, GRANVILLE
134-142 PARRAMATTA ROAD, 26-38 GOOD STREET AND 59-61 COWPER STREET, GRANVILLE

MAY 2019

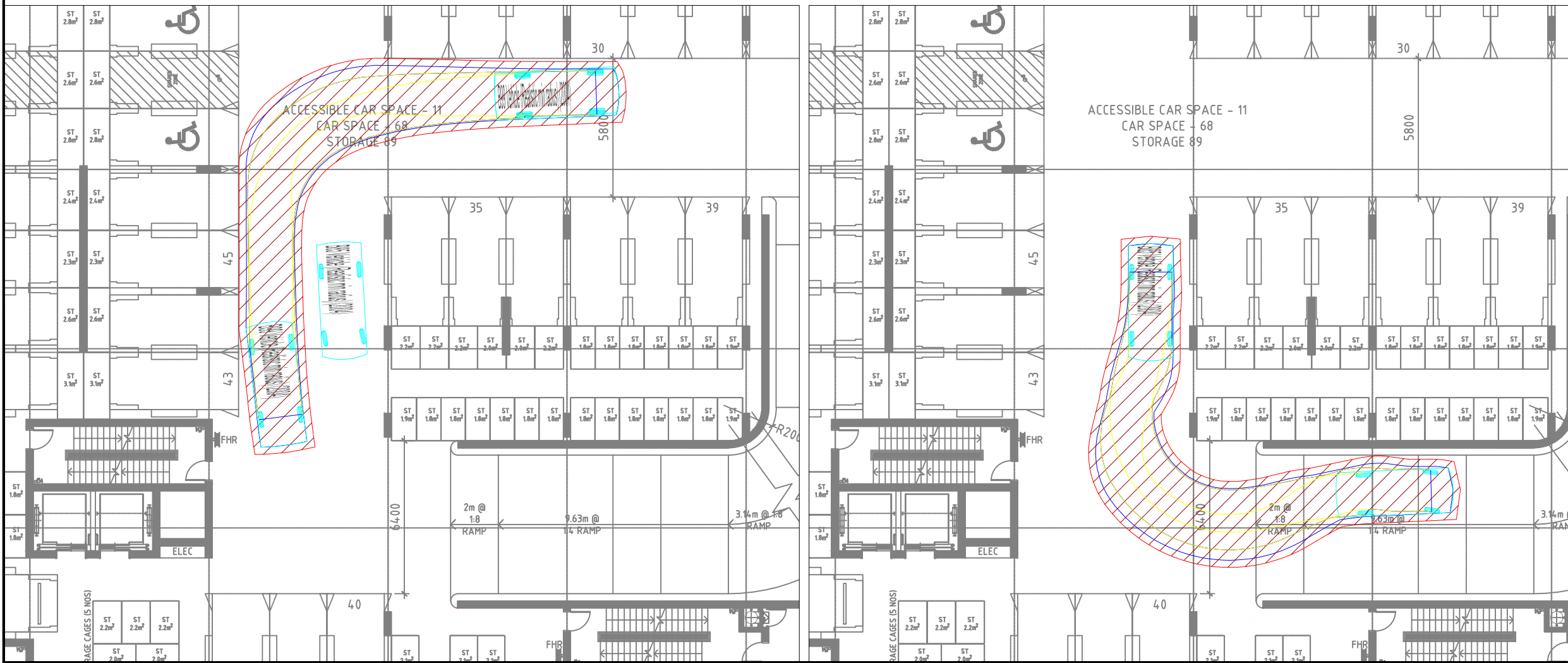
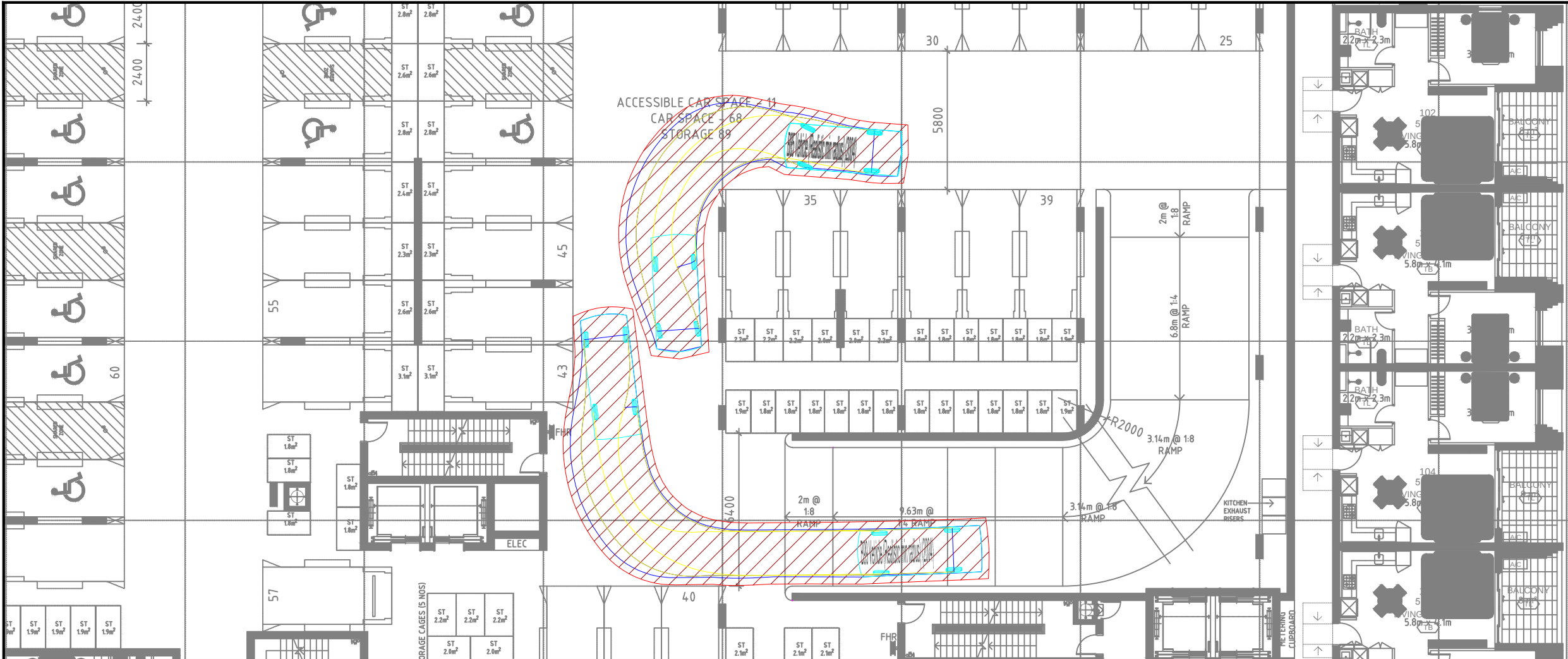
DRAWING TITLE:

LEVEL 3 PLAN

SCALE:	DRAWING NO:	ISSUE:
1:200@A1 / 1:400@A3	DA105	B
PROJECT NO:		
1838		

ATTACHMENT 2

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 platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle 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.

Rev.	Revision Note	By.	Date
A	Design Review	SW	19-02-20

Swept Path Legend	
	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
PBD Architects

Client
Starryland NSW Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description
Gran Central

Drawing Prepared By

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

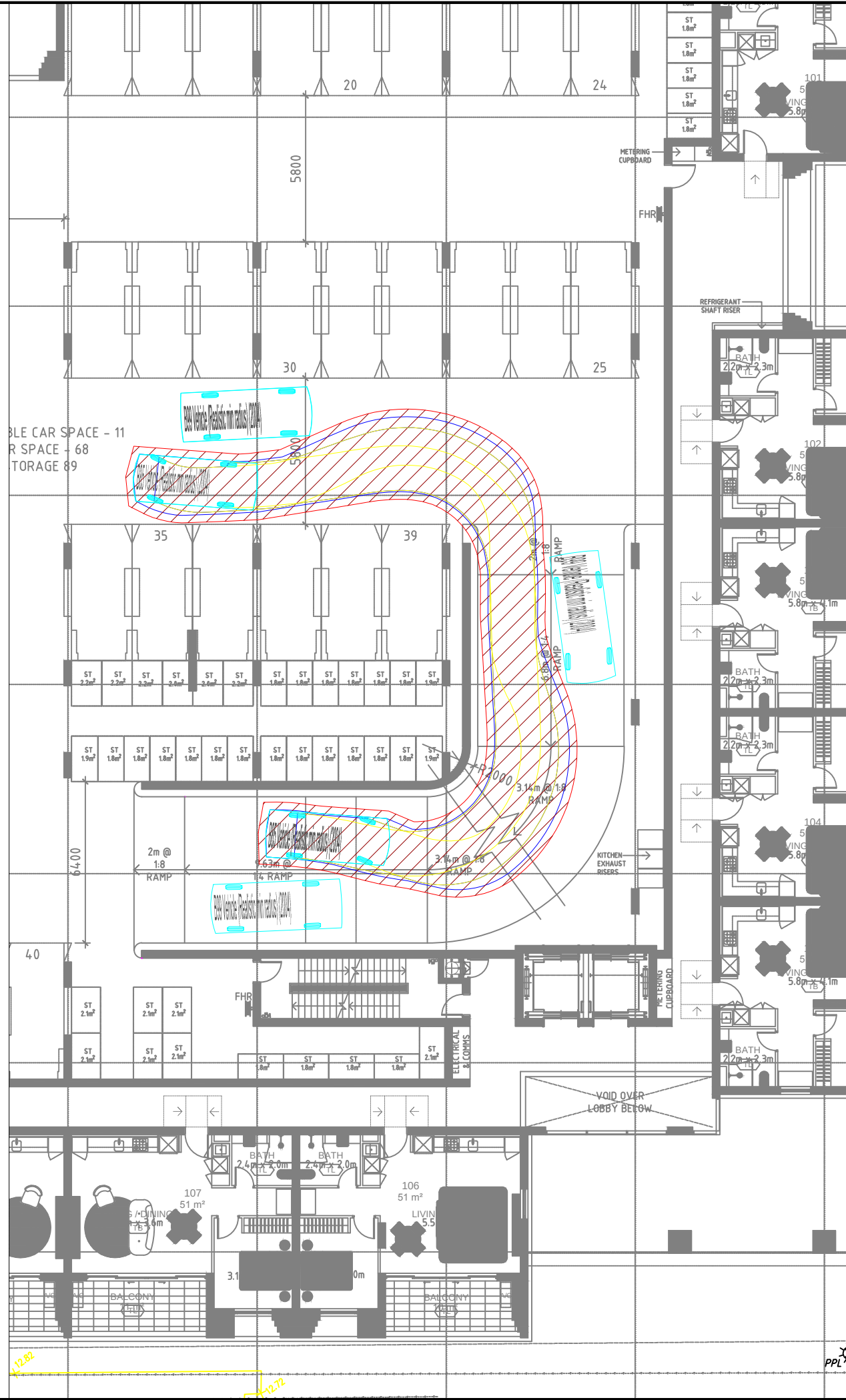
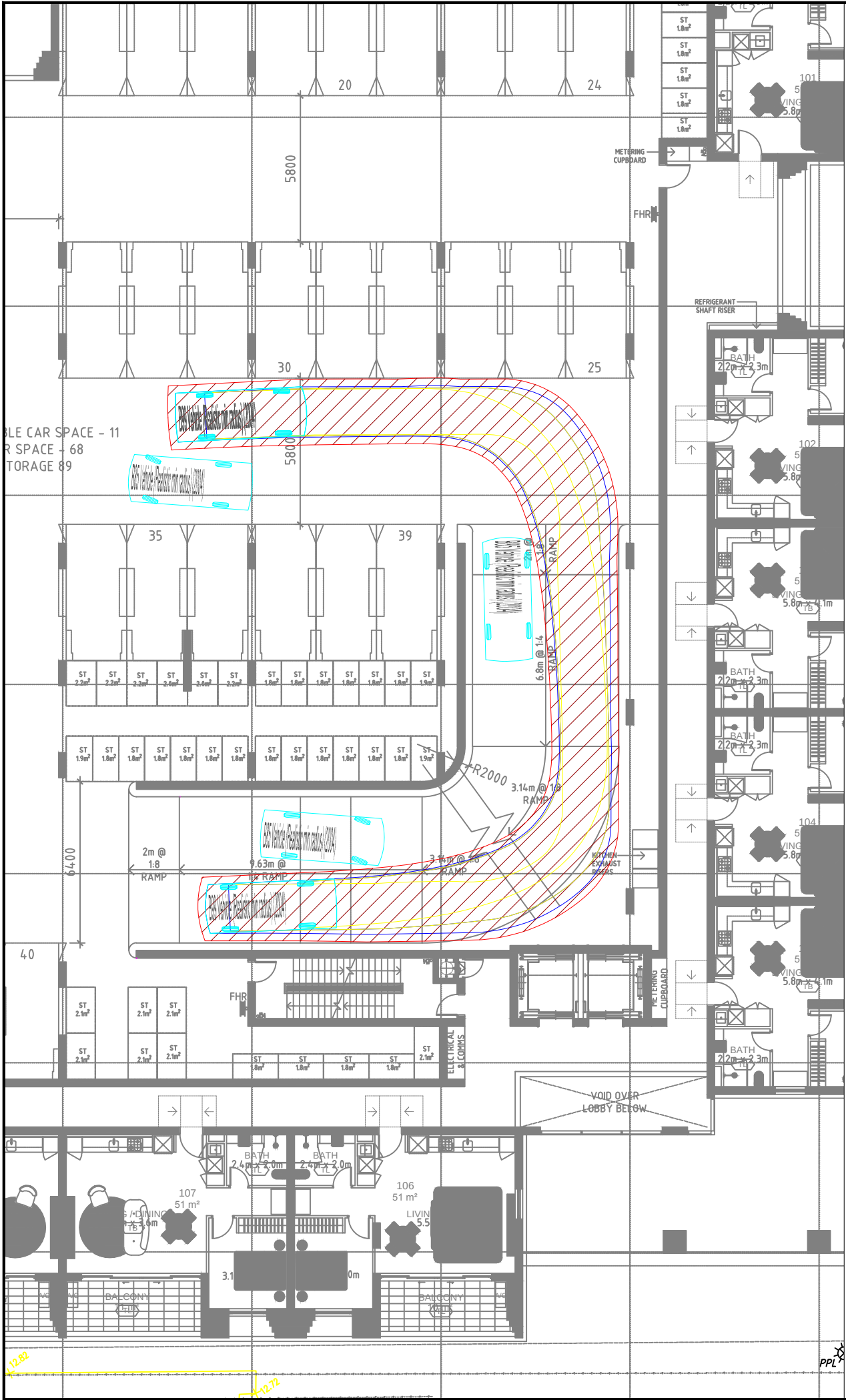
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Drawing Title
Carpark Circulation
Western Movements
B99 and B85 Design Vehicles

Drawn: SW Checked: VD Date: 19-02-20

19.236d05v02 TRAFFIX [191028 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.236	DA	TX.08	A



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Rev.	Revision Note	By.	Date
A	Design Review	SW	19-02-20

Swept Path Legend	
	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
PBD Architects

Client
Starryland NSW Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description
Gran Central

Drawing Prepared By



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TRAFFIC & TRANSPORT PLANNERS

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Drawing Title
Carpark Circulation
B99 and B85 Design Vehicles

Drawn: SW	Checked: VD	Date: 19-02-20
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19.236d05v02 TRAFFIX [191028 Plans] Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
19.236	DA	TX.09	A