



Balmain Leagues Club – Section 4.55 Application

Transport Statement

18 May 2023

Inner West Council

18 May 2023

Dear Sir/Madam

Balmain Leagues Club (D/2018/219) Section 4.55 Application – Transport Statement.

INTRODUCTION

We (JMT Consulting) have provided traffic engineering services to Heworth Holdings Group to support the proposed development for the Balmain Leagues Club site at 138 – 156 Victoria Road, Rozelle.

This document has been prepared to support a Section 4.55 Application to the approved development under D/2018/219, specifically to consider the traffic and transport implications of the proposed modification with reference to the current development approval.

TRANSPORT ASSESSMENT

(i) Vehicle site access

Access from the surrounding street network remains unchanged under this modification proposal. All vehicle access (apart from service vehicles) will enter and exit the site via Waterloo Street. In response to concerns around late night traffic impacts to residences on Waterloo Street, agreement was reached with Transport for NSW prior to the approval of the DA to allow vehicles to exit the site via Victoria Road after 8pm. This late night traffic arrangement is to be maintained under the Section 4.55 application.

(ii) Service vehicle access

No changes are proposed with respect to access by service vehicles to the site, with access maintained via a driveway on Victoria Road.

(iii) Car parking design

The on-site car parking area has, consistent with previous site approvals, been designed in accordance with the requirements of AS2890.1 and the development consent. Vehicle swept path analysis as shown in Appendix A confirms the suitability of the basement car parking layout.

(iv) Loading dock layout

The modification proposal does not fundamentally alter the layout or operation of the on-site loading dock, with four truck spaces maintained as per the current approval. All vehicles are able to access each parking space independently as demonstrated in the swept paths in Appendix A of this document.

(v) Car parking numbers

As a result of the change in apartment numbers under the Section 4.55 application the proposed number of parking spaces will increase from 320 (under the current approval) to 324 spaces. The number of parking spaces remains compliant with the rates outlined in the site specific DCP along with the requirements under development consent under D/2018/219. The small increase in three car parking spaces when compared to the original approval will not impact the operation of the surrounding road network, particularly given the number of apartments on the site is proposed to reduce relative to that originally considered under the existing approval for the site.

A comparison of the parking numbers for the site under the current approval and proposed modification is provided in Table 1 below.

Table 1 Car parking requirements based on parking rates in Chapter 28 of Council's DCP

Use	Parking Numbers	
	Current approval	Proposed modification
Residential (excluding live/work units)	134	138
Live / Work units	3	3
Residential car wash	3	3
Club & Retail	147	147
Commercial	23	23
Car share	6	6
Community bus	2	2
Taxi / Uber	2	2
Total	320	324

The car parking calculations for the residential component of the development – demonstrating compliance with the parking rates noted in the site specific DCP, are provided in Table 2.

Table 2 Car parking requirements for residential component

Dwelling Type	Number of apartments	Parking Rate (Spaces / Apartment)	Spaces required	Spaces provided
Studio / 1 Bed	13	0.6	8	8
2 Bed	87	0.9	78	78
3 Bed	47	1.1	52	52
Total	147	n/a	138	138

(vi) Traffic impacts

The Section 4.55 application does not seek to alter the quantum of floor space or car parking associated with the non-residential uses on the site (i.e. retail, club and commercial) compared to the current approval. The 9,792m² of floor space and 170 car parking spaces for the non-residential component would be retained under the modification application, and therefore no changes in expected traffic movements would result.

The key change associated with the modification proposal is the altered apartment mix which results in a reduction in the total number of residential units provided from 164 (as approved) to 147 (as proposed). Based on the traffic generation rates adopted for the original transport impact assessment supporting the approved DA, which considered traffic generation based on the number of residential units provided, the reduction in traffic movements associated with the modification proposal would be as follows:

Table 3 Change in forecast traffic movements

Time Period	Forecast Site Traffic Generation		
	Current approval	Proposed modification	Change
AM Peak Hour	117	113	-4
PM Peak Hour	166	163	-3
Saturday Peak Hour	176	171	-5
Daily	1610	1585	-25

It can therefore be concluded that the modification proposal will have reduced traffic impacts when compared to the currently approved development.

(vii) Allocation of 200sqm of commercial floor space to community use

An aspect of the proposal involves the reallocation of 200m² of floor space previously identified for commercial uses to become community uses. This reallocation of floor space will not alter the findings of the original traffic assessment prepared for the site, given:

- The traffic assessment supporting the original approval considered this 200m² space as for commercial uses rather than community uses, with all traffic and parking calculations determined on this basis -representing a worst case scenario; and
- The Section 4.55 modification does not alter the number of car parking spaces provided for the commercial uses (23) compared to the original approval. The quantum of car parking provided for the commercial uses is what dictates the number of traffic movements - and therefore with this number not changing the overall traffic impacts remain unimpacted.

SUMMARY

This transport assessment has been undertaken in support of a modification for the approved Balmain Leagues Club site under D/2018/219. Key findings of the review are as follows:

- Vehicle site access from the surrounding street network via Waterloo Street and Victoria Road remains under this modification
- All on-site car parking and service vehicle parking has been designed in accordance with relevant guidelines and standards – consistent with the current approval.
- The layout and operation of the loading dock remains unchanged under this modification when compared to the current site approval, with four truck spaces provided for site loading and servicing.
- The number of parking spaces will increase from 320 (under the current approval) to 324 spaces under the proposed modification. The number of parking spaces remains compliant with the rates outlined in the site specific DCP along with the requirements under development consent under D/2018/219
- Due to an altered dwelling mix and resultant reduction in total apartment numbers, the modification proposal will result in a net reduction in peak hour and daily traffic movements when compared to the current approval for the site – therefore having positive implications for the surrounding road network.

In the above context, the traffic and transport impacts arising from the proposed modification are considered acceptable.

Please do not hesitate to contact the undersigned should you require any further information.

Regards

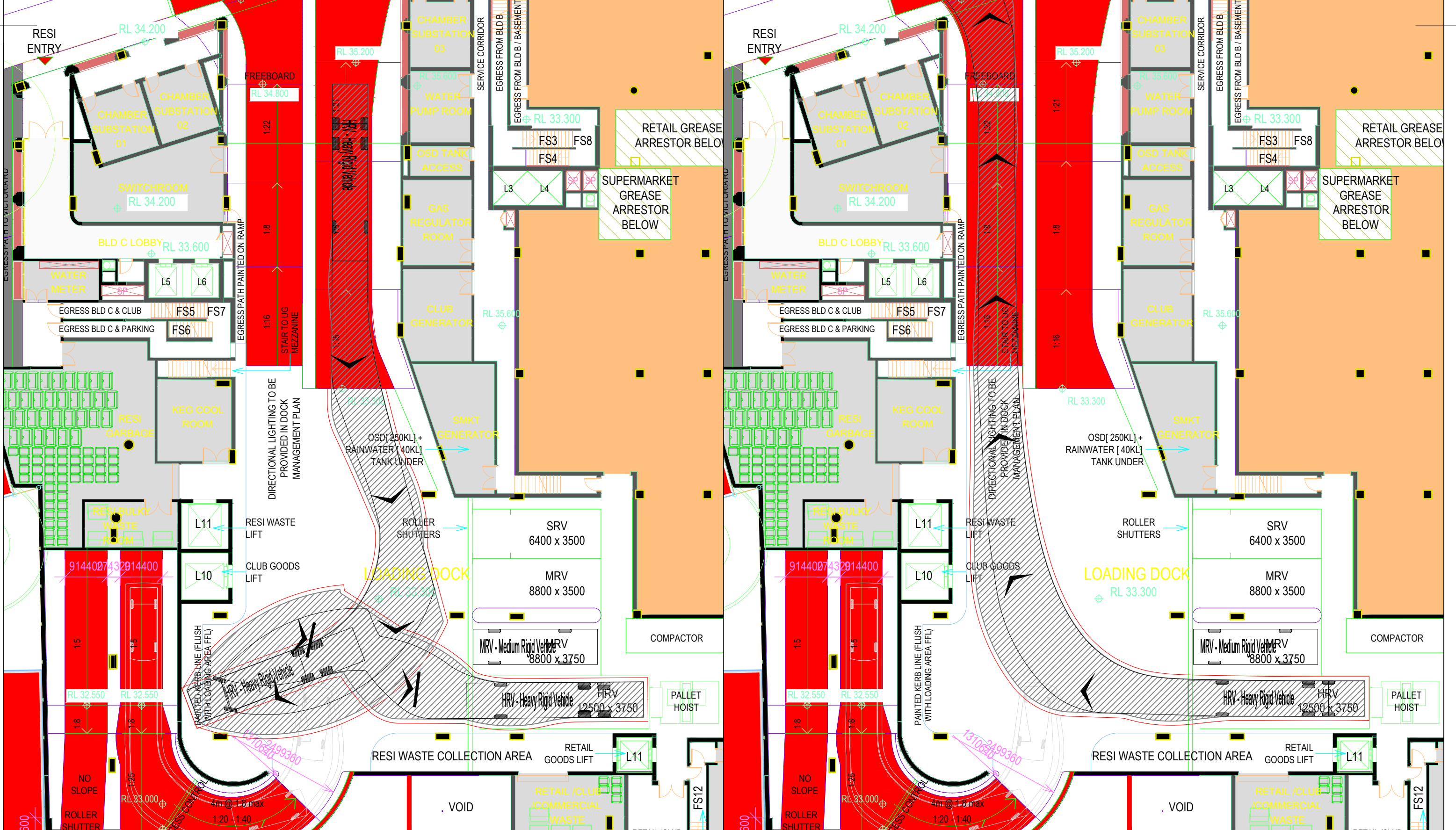


Josh Milston

Director | JMT Consulting

MIEAust CPEng

Appendix A: Vehicle Swept Path Analysis



Job Title
Balmain Leagues Club

Client
Heworth

JMT Consulting
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www.jmtconsulting.com.au
PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
HRV

Drawing No
2021_01a

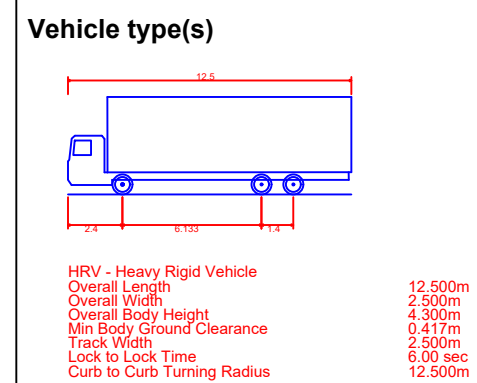
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- 300mm Envelope
- Wheel Envelope

Job No
2021

Scale at A3
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Job Title
Balmain Leagues Club

Client
Heworth

JMT Consulting
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PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
MRV & SRV

Drawing No
2021_01b

Date
14.11.22

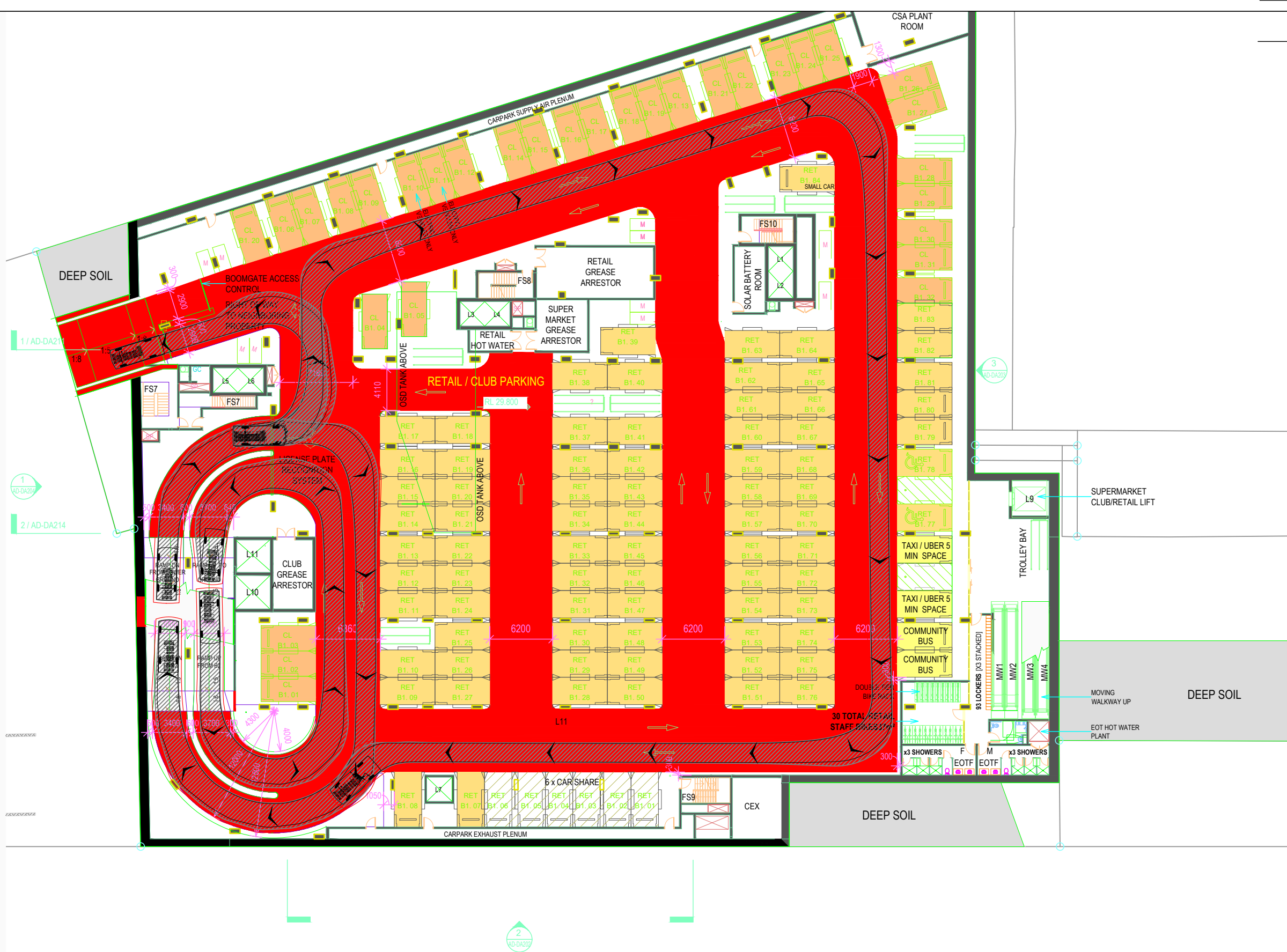
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Job No
2021

Scale at A3
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Vehicle type(s)		
	HRV - Heavy Rigid Vehicle	
	Overall Length	12.500m
	SRV - Small Rigid Vehicle	
	Overall Length	6.400m
	Overall Width	2.330m
	Overall Body Height	3.500m
	Min Body Ground Clearance	0.398m
	Track Width	2.330m
	Lock-to-lock time	4.00s
	Curb to Curb Turning Radius	7.100m



Job Title
Balmain Leagues Club

Client
Heworth

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Drawing Title
Turning Paths
Level B1

Drawing No
2021_02

Date
14.11.22

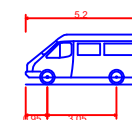
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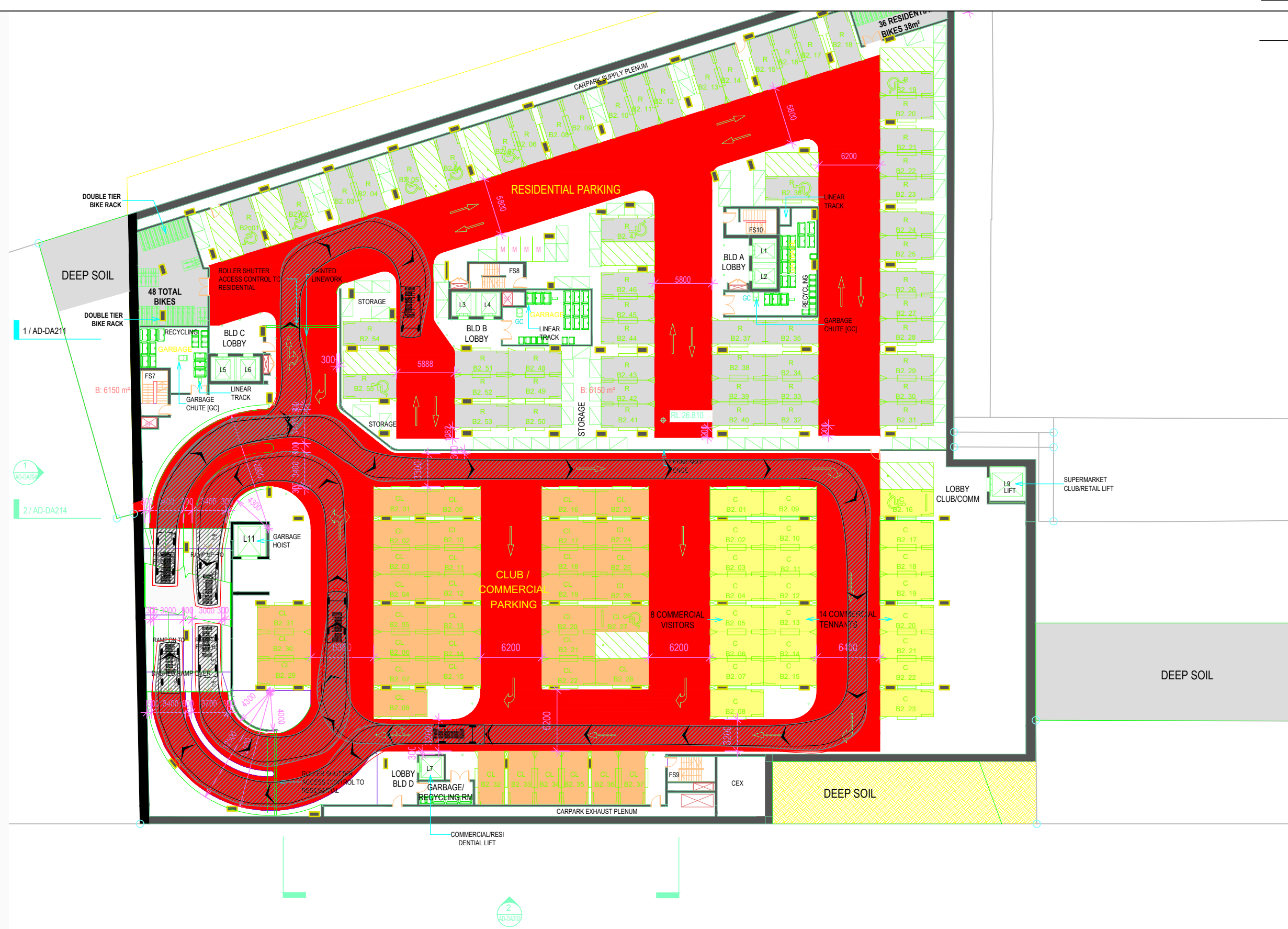
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Vehicle type(s)



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.250m



Job Title
Balmain Leagues Club

Client
Heworth

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Drawing Title
Turning Paths
Level B2

Drawing No
2021_02

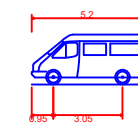
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— Wheel Envelope

Job No
2021

Scale at A3
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Vehicle type(s)



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.250m

Job Title
Balmain Leagues Club

Client
Heworth

JMT Consulting
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Drawing Title
Turning Paths
Level B3

Drawing No
2021_04

Date
14.11.22

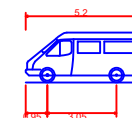
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Job No
2021

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Vehicle type(s)



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 2.200m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.250m

