Proposed Residential Development

2 Eastbourne Road, Homebush West

TRAFFIC AND PARKING ASSESSMENT REPORT

9 April 2020

Ref 20051





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1. INTRODUCTION

This report has been prepared to accompany a development application to Council for a residential development proposal to be located at 2 Eastbourne Road, Homebush West (Figures 1 and 2).

The proposed development involves the demolition of the existing two-storey residential townhouse building on the site to facilitate the construction of a new residential apartment development, comprising a total of 38 units including 21 *affordable rental housing* units.

Off-street parking is to be provided for a total of 39 cars in a new two-level basement parking area in accordance with *SEPP (Affordable Rental Housing 2009)* requirements. Vehicular access to the car parking facilities is to be provided via a new entry/exit driveway located at the southern end of the Eastbourne Road site frontage.

The site is located within easy walking distance to Flemington Railway Station, which is one stop east of Lidcombe Railway Station, a major station within the Sydney railway network with four lines operating through it. In addition, the site is in close proximity to the University of Sydney and TAFE NSW, Lidcombe Campuses and also Australian Catholic University (ACU), Strathfield Campus.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- reviews the public transport services in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity

- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.





2. PROPOSED DEVELOPMENT

Site

The subject site is located on the eastern side of Eastbourne Road, midway between The Crescent and Exeter Road. The site has a street frontage of approximately 16 metres in length to Eastbourne Road and occupies an area of approximately 1,565m².

The subject site is zoned *R3 Medium Density Residential* and is located in close proximity to the Flemington Local Centre which includes a wide variety of shops and services including, a newsagency, minimarket, post office, chemist, hairdresser, restaurants and specialty stores.

The subject site is currently occupied by a two-storey residential townhouse building, comprising a total of six dwellings.

Off-street parking is provided for the townhouses, with vehicular access provided via an entry/exit driveway located at the southern end of the Eastbourne Road site frontage. A recent aerial image of the site and its surroundings is reproduced below.



Proposed Development

The proposed development involves the demolition of the existing buildings on the site to facilitate the construction of a new residential apartment development.

A total of 38 residential apartments (including 21 *affordable* apartments) are proposed in the new development as follows:

TOTAL:	38
3 bedroom apartments:	3 (all "affordable" apartments)
2 bedroom apartments:	23 (including 13 "affordable" apartments)
1 bedroom apartments:	12 (including 5 "affordable" apartments)

Off-street parking is proposed for a total of 39 cars (including 6 disabled spaces) in a new two-level basement car parking area, in accordance with *SEPP (Affordable Rental Housing)* 2009 requirements. Vehicular access to the car parking facilities is to be provided via a new entry/exit driveway located at the southern end of the Eastbourne Road site frontage in essentially the same location as the existing driveway.

Garbage collection is expected to be undertaken from the kerbside area along the Eastbourne Road site frontage by Council's waste contractor. In this regard, a bin holding area is to be located on the ground floor level, with access located adjacent the future site access driveway.

Plans of the proposed development have been prepared by *Bechara Chan & Associates Pty Ltd* and are reproduced in the following pages.









3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

The M4 Motorway is classified by the RMS as a *State Road* and provides the key east-west road link in the area, which extends from Concord in Sydney's inner west to Lapstone at the foothills of the Blue Mountains. It typically carries two traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. All intersections with the M4 Motorway are grade-separated.

Parramatta Road is also classified by the RMS as a *State Road* and provides another key eastwest road link in the area, linking Sydney CBD and Granville. It typically carries three traffic lanes in each direction in the vicinity of the site, with Clearway restrictions applying along both sides of the road during peak periods.

Centenary Drive and Homebush Bay Drive are also classified by the RMS as *State Roads* which provide the key north-south road link in the area, linking Rhodes and Greenacre. The route typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Clearway restrictions apply along both sides of the road during commuter peak periods.

Arthur Street / Broughton Road / Beresford Road are classified by the RMS as *Regional Roads* which perform the function of a *collector route* in the local area, providing access from the local area onto Homebush Road and the Centenary Drive. They typically carry one traffic lane in each direction in the vicinity of the site. Kerbside parking is generally permitted along both sides of the road in the vicinity of the site.

Eastbourne Road is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted along both sides of the road.



Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- an 80 km/h SPEED LIMIT which applies to Centenary Drive
- a 50 km/h SPEED LIMIT which applies to Eastbourne Road and all other local roads in the surrounding local area
- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to Eastbourne Road (immediately south of the site), Hornsey Road and also Exeter Road, in the vicinity of the *Homebush West Public School*
- ROUNDABOUTS in Hornsey Road where it intersects with Tavistock Road and also The Crescent
- a PEDESTRIAN CROSSING in Hornsey Road, just south of the Exeter Road intersection
- GIVE WAY SIGNS in Exeter Road where it intersects with Hornsey Road
- TRAFFIC SIGNALS in Centenary Drive where it intersects with Arthur Street
- NO RIGHT TURN restrictions for westbound traffic on Arthur Street turning onto Centenary Drive.

Existing Public Transport Services

The existing public transport services available in the vicinity of the site are illustrated on Figure 5.





The subject site is conveniently located within 350 metres walking distance (approximately 4 minutes) to Flemington Railway Station.

Flemington Railway Station is located one stop east of Lidcombe Railway Station, a major station within the Sydney railway network with four lines operating through it, including the T1 North Shore, Northern & Western Line, the T2 Inner West & Leppington Line, the T3 Bankstown Line and also the T7 Olympic Park Line. These services typically operate at a frequency of less than 10 minutes and commuter wait times are expected to be minimal throughout the day.

In addition to the train services, the site is located within 400m walking distance from the Flemington Local Centre which includes a wide variety of shops and services including, a newsagency, minimarket, post office, chemist, hairdresser, restaurants and specialty stores.

The site is therefore located within an *accessible area* in accordance with the *SEPP* (*Affordable Rental Housing*) 2009 requirements and given the site's proximity to the University of Sydney and TAFE NSW, Lidcombe Campuses and also Australian Catholic University (ACU), Strathfield Campus, is considered to be located in a prime location for an affordable housing development.

Projected Traffic Generation

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction (TDT 2013/04a)* document.

The *TDT 2013/04a* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and that it must be followed when RMS is undertaking trip generation and/or parking demand assessments.

The RMS *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

High Density Residential Flat Dwellings

- AM: 0.19 peak hour vehicle trips per unit
- PM: 0.15 peak hour vehicle trips per unit

Application of the above traffic generation rates to the 38 residential apartments outlined in the development proposal yields a traffic generation potential of approximately 7 vehicle trips per hour (vph) during the weekday AM commuter peak period and approximately 6 vph during the weekday PM commuter peak period.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential as a consequence of the development proposal.

The RMS *Guidelines* nominates the following traffic generation rates which are applicable to the existing residential townhouse development:

Medium Density Residential

0.4-0.5 peak hour vehicle trips/dwelling (up to 2 bedrooms) 0.5-0.65 peak hour vehicle trips/dwelling (3 or more bedrooms)

The RMS *Guidelines* also make the following observation in respect of medium density residential flat buildings:

Definition

A *medium density residential flat building* refers to a building containing at least 2 but less than 20 dwellings. This includes villas, town houses, flats, semi-detached houses, terrace or row houses and other medium density developments. This does not include aged or disabled persons' housing.

Application of the above traffic generation rates nominated in the RMS *Guidelines* to the six existing townhouses on the site yields a traffic generation potential of approximately 3 vph.

Accordingly, it is likely that the proposed development will result in a *nett increase* in the traffic generation potential of the site of approximately 4 vph during the AM commuter peak period and approximately 3 vph during the PM commuter peak period as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the Site as a Consequence of the Development Proposal					
Projected Future Traffic Generation Potential:	7.2 vph	5.7 vph			
Less Existing Traffic Generation Potential:	-3.0 vph	-3.0 vph			
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	4.2 vph	2.7 vph			

That projected increase in traffic activity as a consequence of the development proposal is *minimal*, consistent with the R3 zoning objectives of the site and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

Given the residential nature of Eastbourne Road and the surrounding area, there are generally no kerbside parking restrictions which apply in the vicinity of the site, including along the entire site frontage.

Off-Street Parking Provisions

The off-street parking requirements applicable to the affordable housing component of the development proposal are specified in *State Environmental Planning Policy (Affordable Rental Housing) 2009* in the following terms:

Division 1	In-fill affordable housing						
14	Stan	Standards that cannot be used to refuse consent					
	(2)	2) General					
		A consent authority must not refuse consent to development to which this Division					
	applies on any of the following grounds:						
	(a) parking						
			if:				
			(i)	in the case of a development application made by a social housing			
				provider for development on land in an accessible area, at least 0.4			
				parking spaces are provided for each dwelling containing 1 bedroom,			
				at least 0.5 parking spaces are provided for each dwelling containing			
				2 bedrooms and at least 1 parking space is provided for each dwelling			
				containing 3 or more bedrooms, or			
			(ii)	in any other case-at least 0.5 parking spaces are provided for each			
				dwelling containing 1 bedroom, at least 1 parking space is provided for			
				each dwelling containing 2 bedrooms and at least 1.5 parking spaces			
				are provided for each dwelling containing 3 or more bedrooms.			

Application of the above parking requirements to the 38 apartments (i.e. not a social housing provider) outlined in the development proposal yields an off-street car parking requirement of 34 parking spaces.

The proposed development makes provision for a total of 39 off-street parking spaces, thereby satisfying the *SEPP 2009* requirements.

The geometric design layout of the proposed car parking facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 - 2004* in respect of parking bay dimensions, ramp gradients and aisle widths.

In summary, the proposed parking facilities satisfy the relevant requirements specified in *SEPP (Affordable Rental Housing) 2009* as well as the Australian Standards, and it is therefore concluded that the proposed development will not have any unacceptable parking implications.