

Proposed Hostel

**764 Forest Road, Peakhurst**

---

**TRAFFIC AND PARKING ASSESSMENT REPORT**

18 December 2020

Ref 20673

**VARGA TRAFFIC PLANNING** Pty Ltd  
**Transport, Traffic and Parking Consultants** 

## TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>1</b>
<b>2. PROPOSED DEVELOPMENT .....</b>	<b>5</b>
<b>3. TRAFFIC ASSESSMENT .....</b>	<b>16</b>
<b>4. PARKING ASSESSMENT .....</b>	<b>24</b>

## LIST OF ILLUSTRATIONS

<b>Figure 1</b>	Location
<b>Figure 2</b>	Site
<b>Figure 3</b>	Road Hierarchy
<b>Figure 4</b>	Existing Traffic Controls
<b>Figures 5a &amp; 5b</b>	Public Transport Map
<b>Figure 6</b>	Existing Parking Restrictions

## 1. INTRODUCTION

This report has been prepared to accompany a Development Application to Council for a hostel development proposal to be located at 764 Forest Road, Peakhurst (Figures 1 and 2).

The proposed development involves the partial demolition of the existing function centre on the site (Prospect Road portion) and the construction of a new hostel housing development, comprising a total of 70 beds. The existing heritage-listed building located centrally on the site will remain largely *unchanged* and integrated into the proposed hostel by way of ancillary communal/common areas for residents.

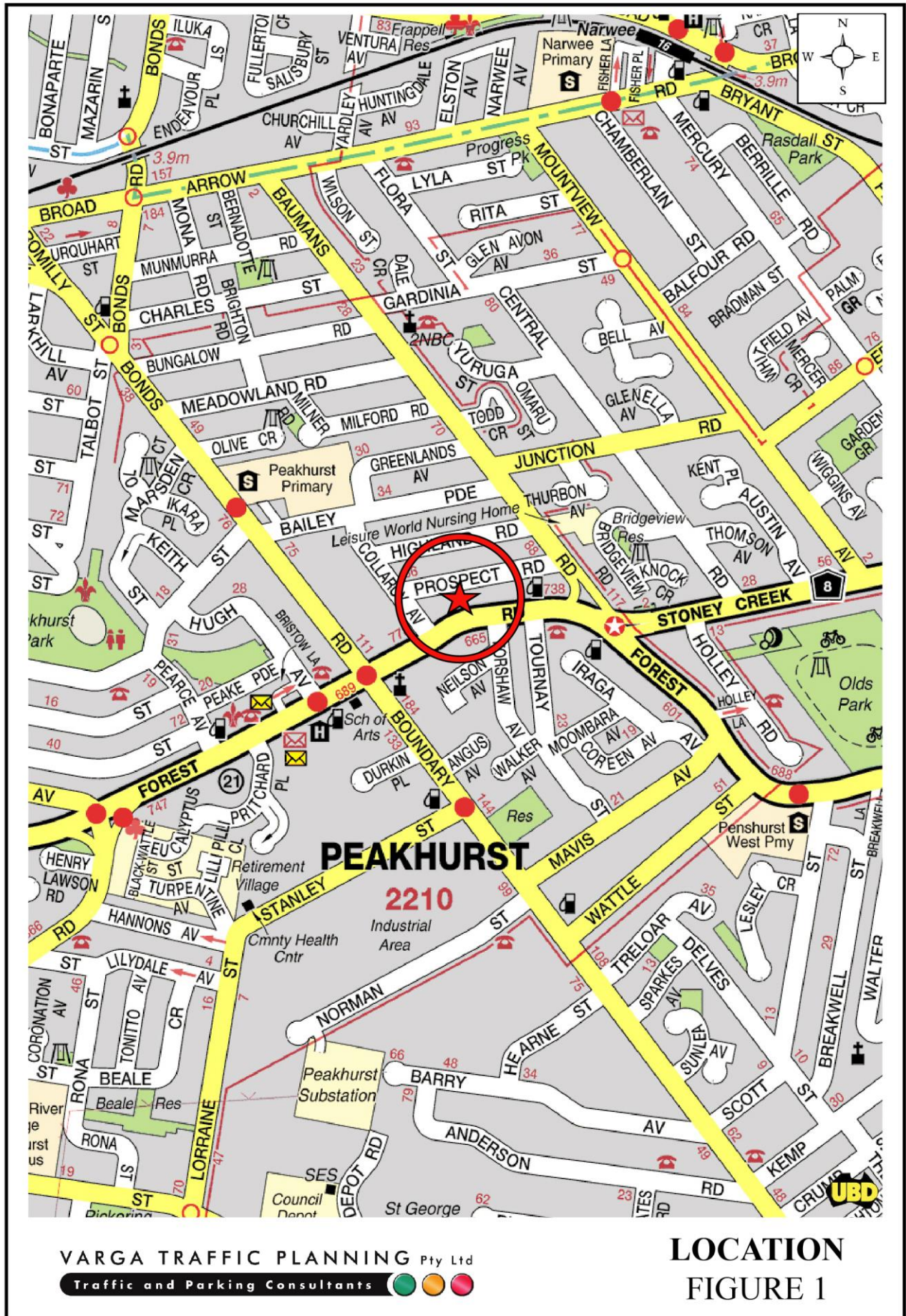
Off-street parking is to be provided within a new basement car parking area as well as a new at-grade emergency drop-off/pick-up area with a dedicated ambulance space, in accordance with *State Environmental Planning Policy (Housing for Senior or People with a Disability) 2004* requirements.

Vehicular access to the basement car parking facilities is to be provided via a new entry/exit driveway located off the Prospect Road site frontage. Vehicular access to the at-grade ambulance parking area is to be provided via the existing separate entry and exit driveways located off the Forest Road site frontage which are to remain *unchanged*.

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 available 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 northern side of Forest Road, approximately 70m east of the Collaroy Avenue intersection, and extends through to Prospect Road. The site has a street frontage of approximately 31m in length to both Forest Road and Prospect Road and occupies an area of approximately 2,686m<sup>2</sup>.

The subject site is currently occupied by *The Gardens on Forest*, a part-one/part-two storey building used as a function/wedding venue, with ‘The Garden Court’ – i.e. the function hall – having a capacity of 350 guests. A recent aerial image of the site and its surroundings is reproduced below.



The existing building comprises a spacious formal function room with dining area on the ground floor level and back-of-house areas including kitchen, storage etc. The upper floor level comprises large rooms used for meetings/conferences and group celebrations.

The central portion of the building is heritage-listed, comprising a renovated 1885 Heritage Estate, with surrounding gardens/landscaping areas.



An existing hardstand area is located at the rear of the site, fronting Prospect Road, which is used for informal staff parking for 2 tandem cars. Vehicular access to this area is provided via an entry/exit driveway located at the eastern end of the Prospect Road site frontage, as illustrated in the *Streetview* image below. The hardstand area is *not* used for patron parking.



Site viewed from the eastern end of the Prospect Road site frontage

Loading/servicing for the existing function centre is currently undertaken by a variety of light commercial vehicles up to and including 6.4m long small rigid trucks. Trucks currently reverse into a dedicated loading dock area located in the north-western corner of the site via a separate driveway located off the Prospect Road site frontage. Once loaded/unloaded, *all* trucks exit the site in a forward direction.



Site viewed from the western end of the Prospect Road site frontage



In addition, a porte-cochere drop-off and pick-up area and 2 existing car parking spaces are also located on the ground floor level, with access currently provided via separate entry and exit driveways located off Forest Road, as illustrated in the *Streetview* image below.



Front elevation of site viewed from the Forest Road site frontage

## Proposed Development

The proposed development involves the partial demolition of the existing building on the site to facilitate the construction of a new three-storey residential hostel to be owned and operated by a not-for-profit housing provider.

A total of 70 beds are proposed in the new hostel which includes a community lounge room with kitchen facilities and a staff office. The hostel will be staffed by experienced employees including nurses and social workers, with a maximum of 4 staff on site at any given time.

In addition, the proposal also includes ancillary facilities including a gymnasium room and swimming pool on the basement floor level of the proposed development. These facilities are proposed solely for the use of the future residents.

Off-street parking is proposed for a total of 16 cars (including an adaptable space) *plus* a dedicated ambulance space in accordance with *State Environmental Planning Policy (Housing for Senior or People with a Disability) 2004* requirements.

In this regard, 14 (of the 16) car parking spaces are to be provided within a new single-level basement. *State Environmental Planning Policy (Infrastructure) 2007* also applies to the site, given its frontage to Forest Road, with *Clause 101* of the *Infrastructure SEPP* stating the following:

**101 Development with frontage to classified road**

- (1) The objectives of this clause are:
  - (a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and
  - (b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.
- (2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:
  - (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and
  - (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of:
    - (i) the design of the vehicular access to the land, or
    - (ii) the emission of smoke or dust from the development, or
    - (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and
  - (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or it is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.

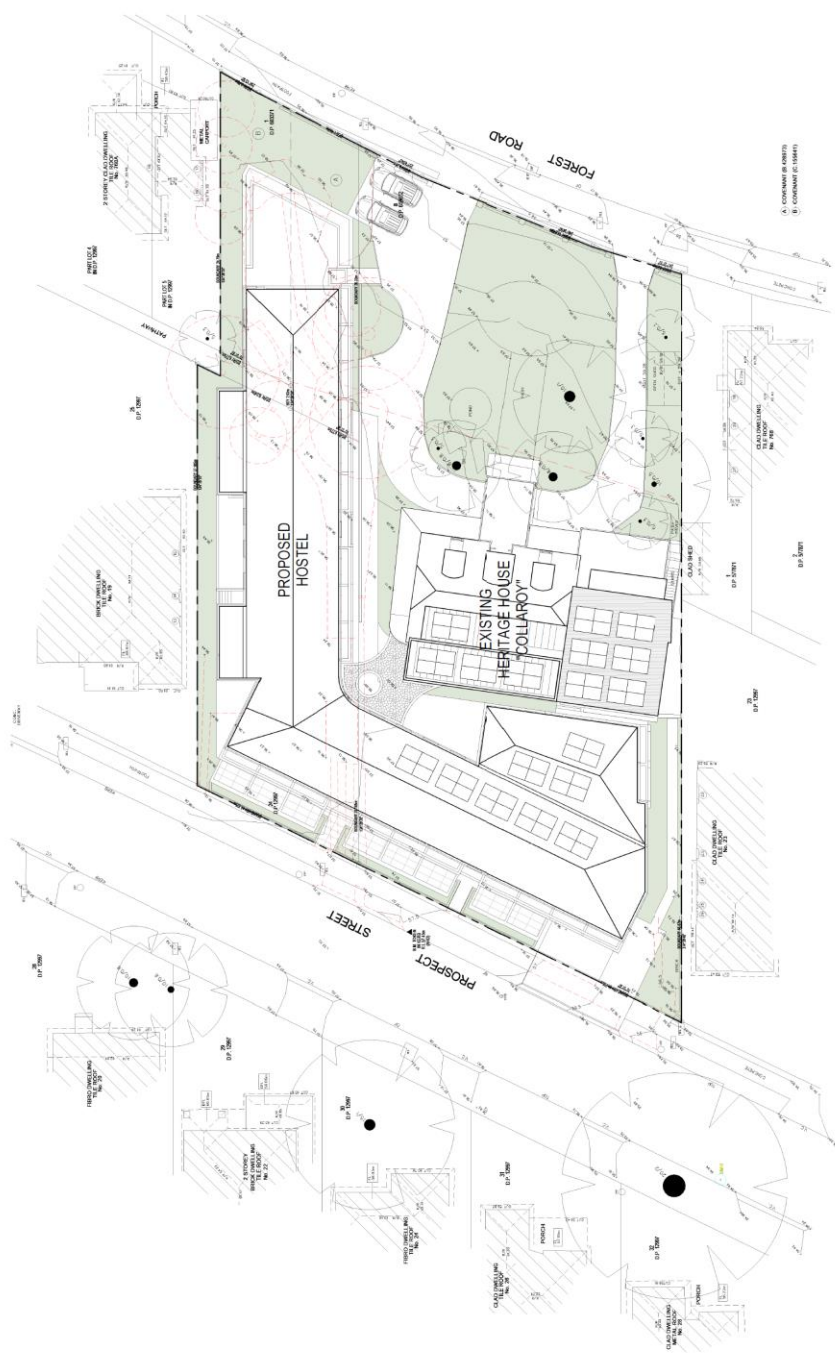
Vehicular access to the basement car parking facilities is therefore to be provided via a new entry/exit driveway located at the western end of the Prospect Road site frontage, in accordance with the above *State Environmental Planning Policy (Infrastructure) 2007* requirements.

Notwithstanding, the two *existing* separate entry & exit driveways located off the Forest Road site frontage are to be *retained* and will provide at-grade access for an ambulance via the existing porte-cochere drop-off/pick-up area as well as 2 *existing* car parking spaces.

Garbage collection is expected to be undertaken by a private contractor directly outside the site in Prospect Road. In this regard, bins will be kept within a dedicated storage room located within the basement and transferred up to a temporary on-site holding area adjacent to the basement ramp by bin tug for collection. The contractor will wheel the bins out from the temporary holding area to be loaded into the truck, before returning the bins back to the temporary holding area. Bins will *not* be lined up along the kerbside area for collection.

Plans of the proposed development have been prepared by *Innovate Architects* and are reproduced in the following pages.



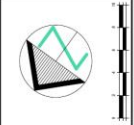


FENTON PRELIM DA ISSUE	
DATE	1/2/2024
BY	DM
DATE	01
BY	A
DATE	OCT 28
BY	2699

**Innovate**  
Innovate Architects  
100-110 Sturt Street  
Melbourne VIC 3000  
Phone: 03 9412 1234  
Email: info@innovatearchitects.com.au  
www.innovatearchitects.com.au

**Architects**

FENTON	
752-764 FOREST ROAD PEAKHURST	
SITE PLAN	
PROPOSED HOSTEL DEVELOPMENT	



A. PRELIM DA ISSUE	
DATE	1/2/2024
BY	DM
DATE	01
BY	A
DATE	OCT 28
BY	2699

**DISCLAIMER:**  
This drawing and design is the property of Innovate Architects Pty Ltd and shall remain confidential. It is to be used only for the purposes for which it was prepared and is not to be used for any other purpose without the written consent of Innovate Architects Pty Ltd. The drawing and design is not to be used for any other purpose without the written consent of Innovate Architects Pty Ltd.

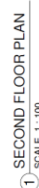
**NOTES:**  
1. All work to be carried out in accordance with the Building Code of Australia, at local and state level, and all other relevant legislation and standards.  
2. The drawing and design is not to be used for any other purpose without the written consent of Innovate Architects Pty Ltd.  
3. The drawing and design is not to be used for any other purpose without the written consent of Innovate Architects Pty Ltd.

[illegible]

[illegible]



[illegible]

[illegible]

[illegible]



### 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.

Forest Road and Henry Lawson Drive are classified by the RMS as *State Roads* which provide the key east-west road link in the area, linking Villawood to Arncliffe. They typically carry 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.

Stoney Creek Road is also classified by the RMS as a *State Road* which provides the key east-west road link in the area, linking Rockdale to Beverly Hills. It typically carries two traffic lanes in each direction in the vicinity of the site, with Clearway restrictions also applying along both sides of the road during commuter peak periods.

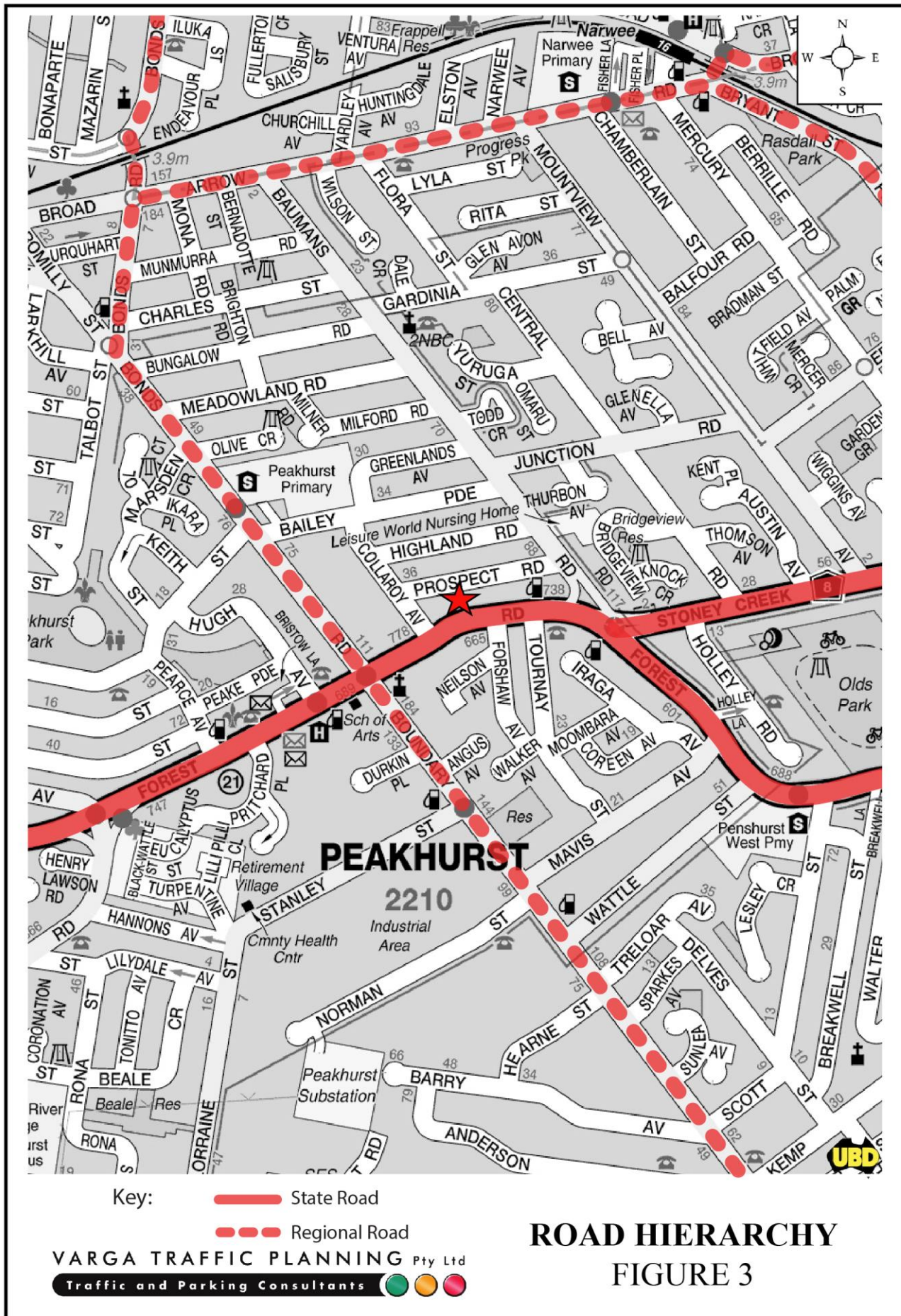
Bonds Road and Boundary Road are classified by the RMS as *Regional Roads* which provide a north-south *collector route* through the local area. They typically carry one traffic lane in each direction with kerbside parking generally permitted.

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

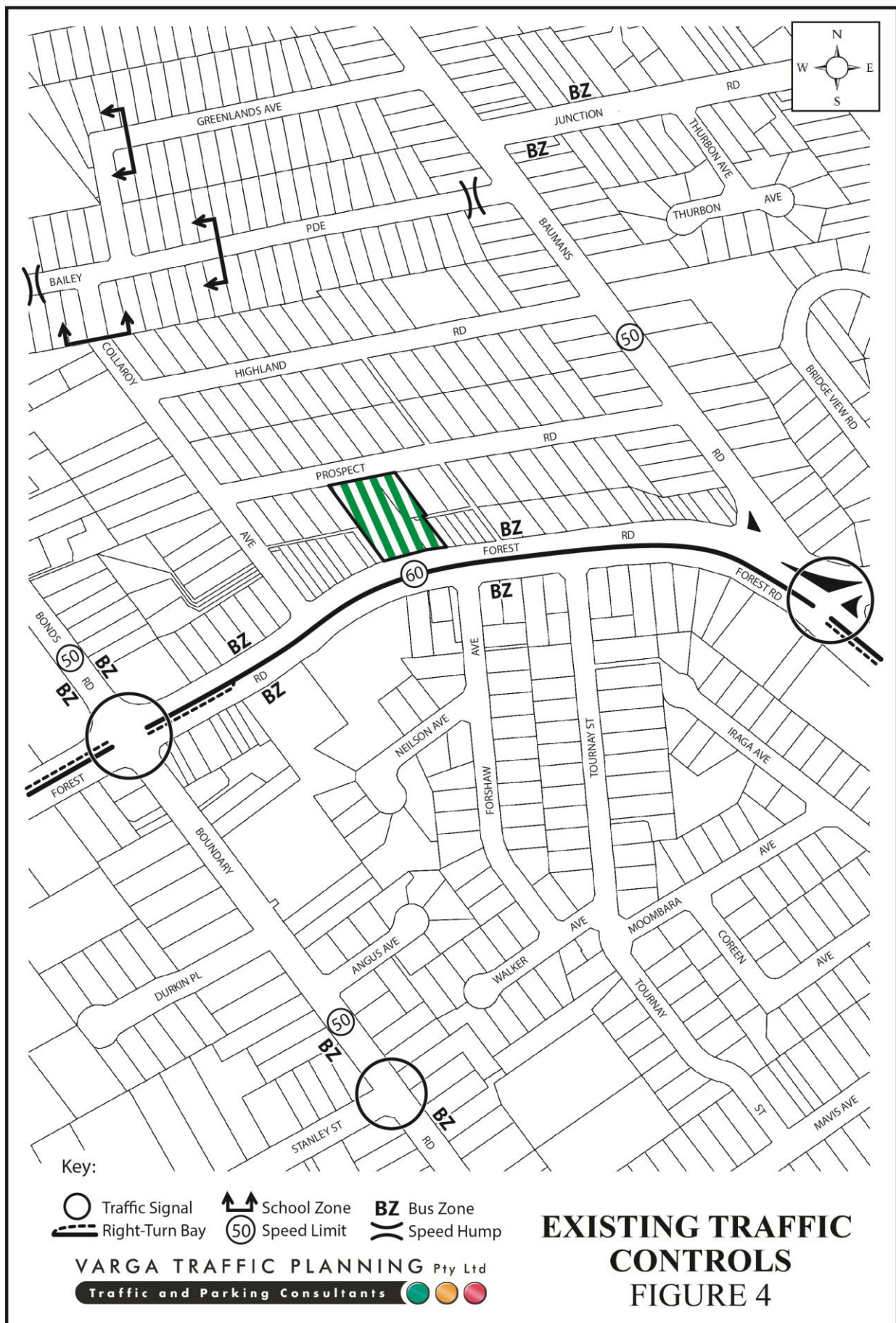
#### Existing Traffic Controls

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:

- a 60 km/h SPEED LIMIT which applies to Forest Road







- a 50 km/h SPEED LIMIT which applies to Prospect Road and all other roads in the local area
- a CENTRAL MEDIAN ISLAND in Forest Road which precludes right-turn movements into/out of the site
- TRAFFIC SIGNALS in Forest Road where it intersects with Bonds Road/Boundary Road, with opposing right turn holding lanes in Forest Road
- TRAFFIC SIGNALS in Forest Road where it intersects with Stoney Creek Road.

### **Existing Public Transport Services**

The existing public transport services located in close proximity to the site are illustrated on Figures 5a and 5b.

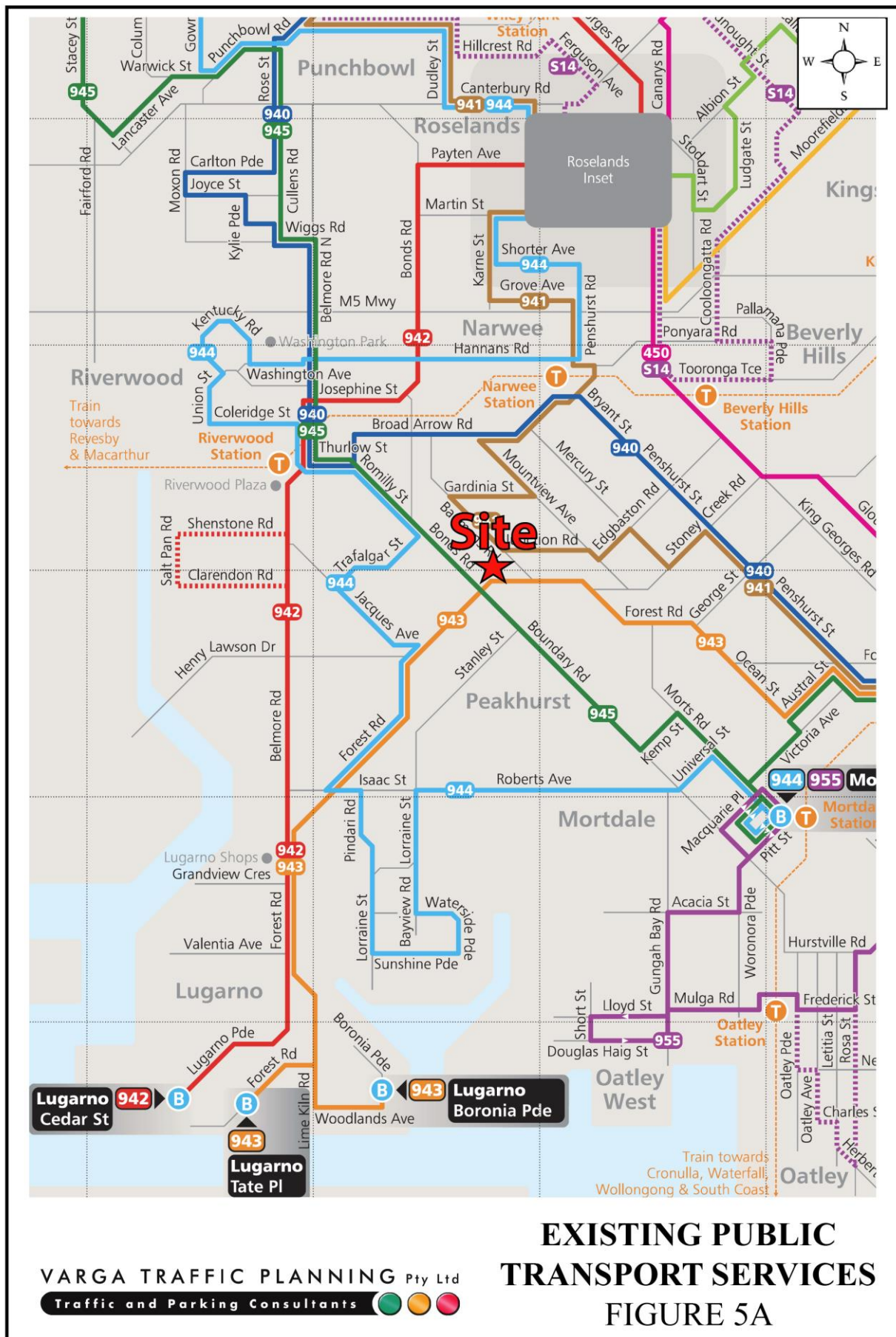
There are currently three bus services located within an easy 250m walking distance of the site which traverse along Forest Road and Bonds Road *plus* the 944 bus service which operates along Trafalgar Street, approximately 500m walking distance to/from the site.

Notably, these bus services include the high-frequency intra-regional *Metrobus M91* which operates between Parramatta and Hurstville via Chester Hill & Padstow. The *Metrobus* service operates seven days per week, with weekday services every 15 minutes (every 10 minutes during the morning and afternoon peak) and weekend services every 20 minutes.

In total, there are approximately 400 bus services per day travelling past the site on weekdays, approximately 180 bus services per day on Saturdays and approximately 160 services on Sunday and public holidays, as set out in the following pages.

All of the abovementioned bus services can also be used to interchange with connecting train services at numerous railway stations in the west, south and south-western Sydney areas including Parramatta, Granville, Chester Hill, Yagoona, Padstow, Hurstville, Bankstown, Penshurst, Punchbowl, Narwee, Riverwood and Mortdale Railway Stations.







Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
943	Lugarno to Hurstville	32	31	19	19	10	10
944	Bankstown to Mortdale via Peakhurst Heights	36	35	10	11	10	9
945	Hurstville to Bankstown via Mortdale	57	56	29	30	24	25
M91	Hurstville to Parramatta via Padstow & Chester Hill	72	77	38	33	35	35
<b>TOTAL</b>		<b>197</b>	<b>199</b>	<b>96</b>	<b>83</b>	<b>79</b>	<b>79</b>

The site is therefore located within an *accessible area* in accordance with the *SEPP (Housing for Seniors or People with a Disability) 2004* requirements, being located less than 250m from the *M91* bus stop, and is considered to be located in an ideal location for a hostel housing development.

### Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network, particularly during peak periods.

An indication of the traffic generation potential of development proposals is usually 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 *RMS Technical Direction (TDT 2013/04a)* document.

However, neither the *RMS Guidelines* nor the *Technical Direction* nominate a traffic generation rate for hostels.

An empirical traffic assessment has therefore been undertaken by conservatively assuming each of the parking spaces associated with the proposed hostel is accessed once during a two-hour period in both the morning and afternoon peak periods, corresponding to a traffic generation rate of:

**Empirical Hostel Traffic Generation Rate**

0.5 peak hour vehicle trips *per car space*

Accordingly, the proposed provision of 16 car spaces could potentially generate up to 8 vehicle trips per hour (vph) during both the AM and PM peak hour.

That projected level of traffic activity as a consequence of the development proposal is *minimal*, particularly when compared to the existing function centre on the site with a capacity of 350 guests, and will clearly not have any unacceptable traffic implications in terms of road network capacity.



## **4. PARKING IMPLICATIONS**

### **Existing Kerbside Parking Restrictions**

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- CLEARWAY restrictions along both sides of Forest Road during the weekday commuter peak periods
- NO STOPPING restrictions in the vicinity of the Forest Road/Collaroy Avenue intersection
- BUS ZONES located at regular intervals along both sides of Forest Road
- generally UNRESTRICTED kerbside parking along both sides of Forest Road *outside* of Clearway times, including along the site frontage
- generally UNRESTRICTED kerbside parking along both sides of Prospect Road and throughout the local area, including along the rear site frontage.

### **Off-Street Parking Provisions**

The off-street parking rates applicable to the development proposal are specified in the *SEPP (Housing for Seniors or People with a Disability) 2004* document in the following terms:

#### **Division 3 Hostels**

##### **49 Standards that cannot be used to refuse development consent for hostels**

- (2) A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of a development for the purpose of a hostel on any of the following grounds:



**EXISTING PARKING  
RESTRICTIONS  
FIGURE 6**

(d) **parking:** if at least the following is provided:

- (i) 1 parking space for each 5 dwellings in the hostel, and
- (ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time,  
and
- (iii) 1 parking space suitable for an ambulance.

Application of the above *SEPP* parking rates under Item (d) to the 70 beds and 4 staff outlined in the development proposal yields an off-street car parking requirement of 16 car parking spaces and an ambulance bay, as set out below:

Hostel (70 beds):	14.0 spaces
Staff (4 staff):	2.0 spaces
<b>Sub-total:</b>	<b>16.0 spaces</b>
Ambulance:	1.0 space
<b>TOTAL:</b>	<b>17.0 spaces</b>

The proposed development makes provision for a total of 16 off-street car parking spaces, comprising 14 basement residential spaces and 2 at-grade staff spaces *plus* a dedicated at-grade ambulance bay, thereby satisfying the *SEPP* requirements.

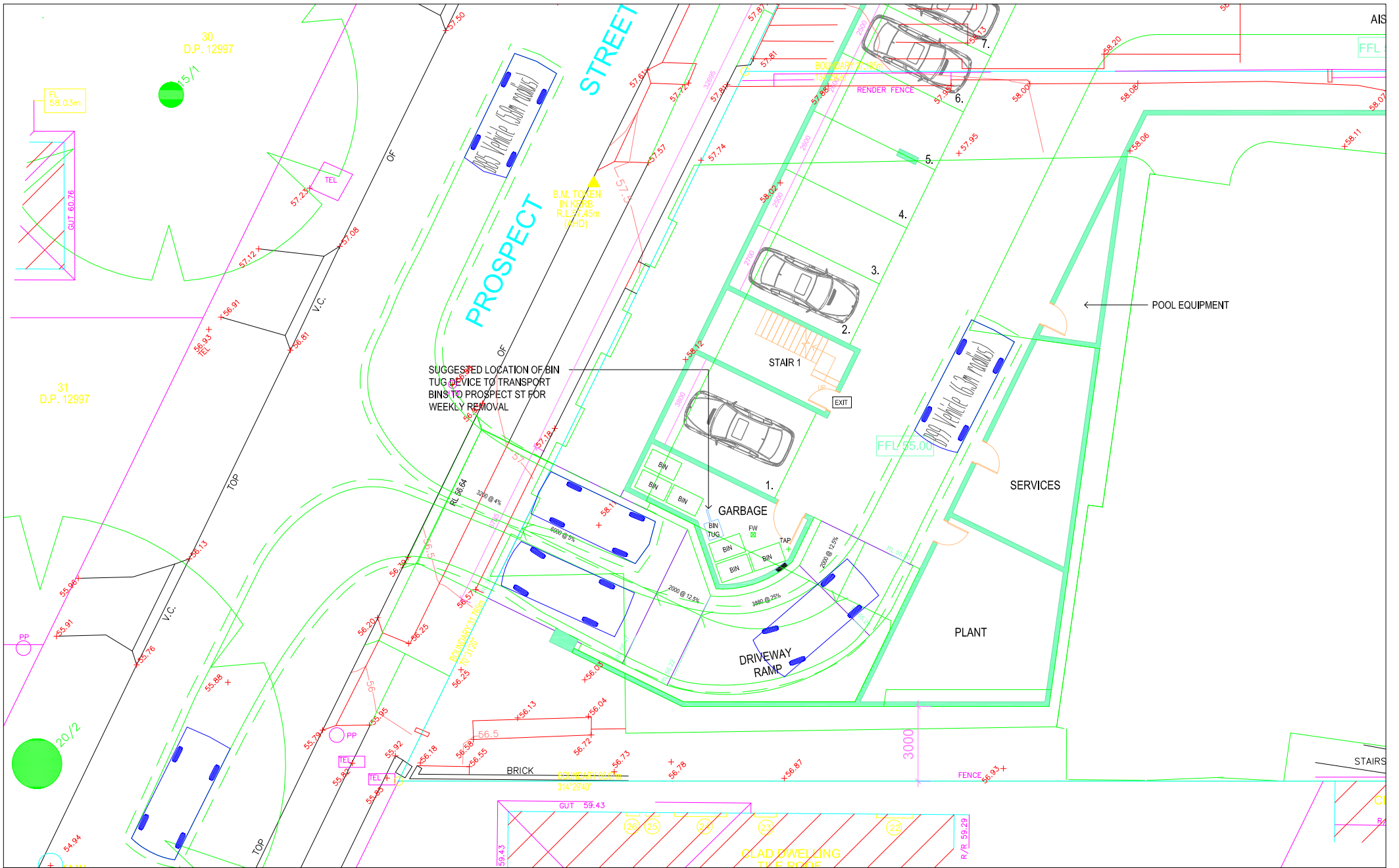
An overhead clearance of 3.8m is provided throughout the ambulance circulation area, clear of structures/services, – i.e. within the existing porte-cochere drop-off/pick-up area – in accordance with NSW Ambulance service vehicle requirements.

The geometric design layout of the proposed car parking facilities has 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, aisle widths and overhead clearances.

In summary, it is clear that the off-street parking provision and design layout incorporated in the development proposal satisfies the requirements of both the *SEPP (Housing for Seniors or People with a Disability) 2004* and Standards Australia. It is therefore reasonable to conclude that the proposed development will not have any unacceptable parking, emergency servicing or vehicular access implications and is recommended for approval.



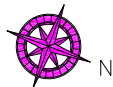




VARGA TRAFFIC PLANNING Pty Ltd  
 ABN 88 071 782 537  
 Suite 6, Level 1  
 20 Young Street  
 Neutral Bay, NSW 2089  
 www.vargatraffic.com.au  
 Sydney, Australia

Phone +61 2 9504 3224  
 PO Box 1868  
 Neutral Bay, NSW 2089  
 www.vargatraffic.com.au  
 Sydney, Australia

PROJECT  
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE  
 B99 VEHICLE TURNING PATHS  
 Entering / Exiting Basement Car Park

ADDRESS  
 764 Forest Road, Peakhurst

PROJECT NO.  
 20673

REVIEWED  
 CHRIS PALMER

1:200 @ A4

DATE DRAWN  
 2020-12-17

PREPARED  
 DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants

