

The Salvation Army

23 Dalcassia Street, Hurstville

Traffic and Parking Impact Assessment

Ref: 20259

Date: 29 September 2020

Issue: B

Table of Contents

1.0	INTRODUCTION	1
2.0	PROPOSED DEVELOPMENT	2
2.1	Site, Context and Existing Use	2
2.2	Proposed Development	2
3.0	EXISTING ROAD NETWORK AND TRAFFIC CONDITIONS	4
3.1	Road Network.....	4
3.2	Traffic Controls	4
3.3	Traffic Conditions	5
3.4	Transport Services	5
4.0	PARKING	6
5.0	TRAFFIC	8
6.0	ACCESS, INTERNAL CIRCULATION AND SERVICING	9
6.1	Access.....	9
6.2	Internal Circulation	9
6.3	Servicing	9
7.0	CONCLUSION	10

List of Figures

Figure 1	Location
Figure 2	Site
Figure 3	Road Network
Figure 4	Traffic Controls

List of Appendices

Appendix A	Architectural Plans
------------	---------------------

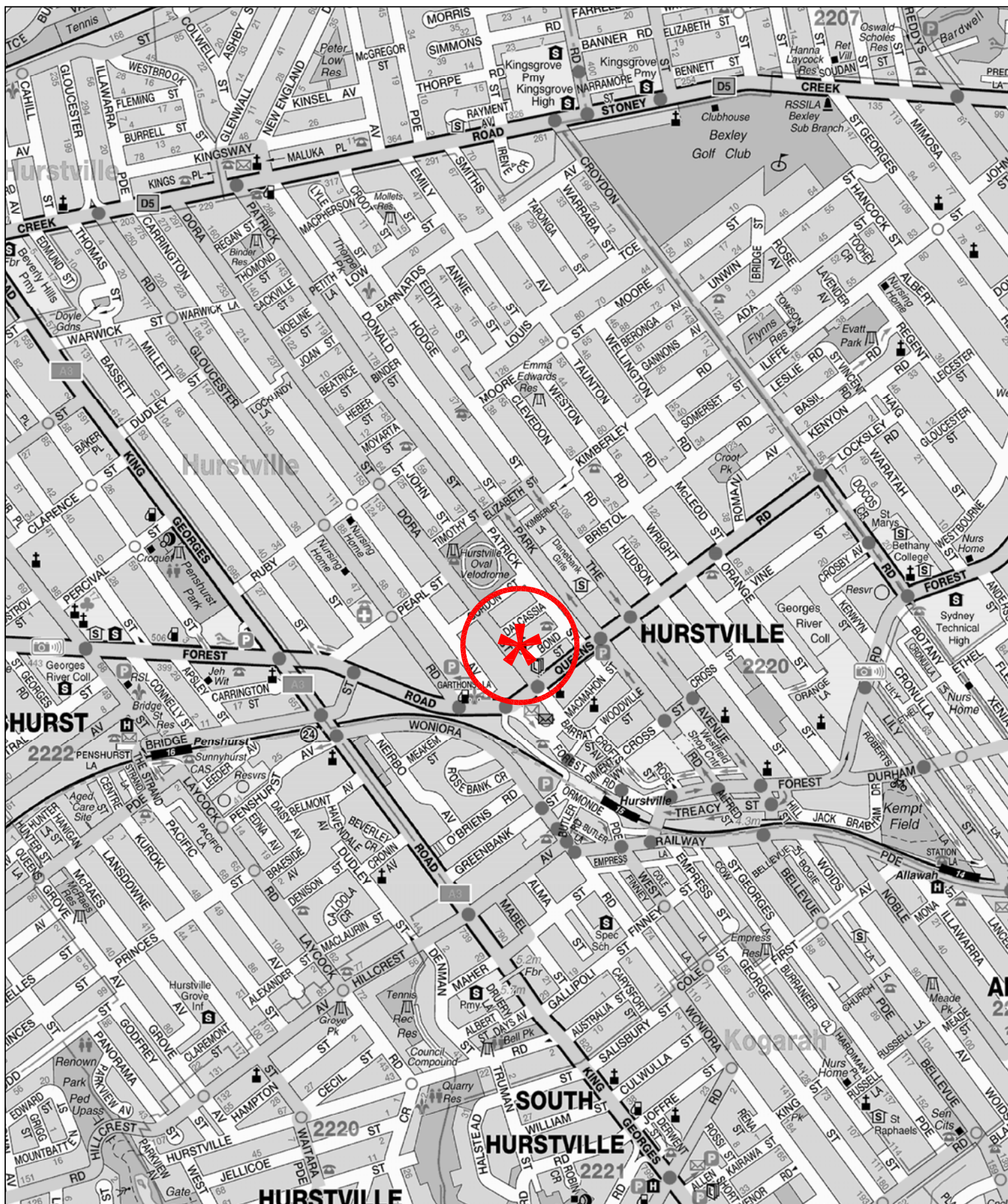
1.0 Introduction

This report has been prepared to accompany a Development Application to Georges River Council for the proposed subdivision and redevelopment of the existing Salvation Army facility at 23 Dalcassia Street, Hurstville (Figure 1).

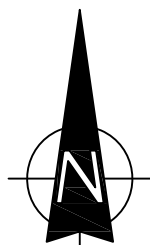
Salvation Army facilities enable important services to be provided to support at-risk and vulnerable community members. The opportunities to develop much needed Salvation Army centres are limited. The development proposal represents a favourable circumstance which has convenient access to the arterial road network and public transport system.

The purpose of this report is to:

- ❖ describe the site, its context, existing uses and the proposed development scheme
- ❖ identify the activities associated with the development
- ❖ describe the road network and traffic conditions in the area
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the potential traffic implications
- ❖ assess the existing vehicle access, internal circulation and servicing arrangements.



LEGEND



LOCATION

FIG 1

2.0 Proposed Development

2.1 Site, Context and Existing Use

The subject site (Figure 2) is Lot 1 of DP 586989 located at 23 Dalcassia Street, Hurstville. It occupies an irregularly shaped area of 1,682m² and is bounded by Dora Street to the west, Bond Street to the south and Dalcassia Street to the north.

The Salvation Army has been a long-standing occupant of the site and it currently has the following elements:

- an administrative office (frontage to Bond Street)
- a 'corp' i.e. place of worship with a maximum capacity of 250 seats (frontages to Bond Street and Dora Street)
- a counselling office (frontage to Dalcassia Street).

Vehicle accesses for the site are provided in Dora Street (2) and Bond Street (1). There are currently 6 car-parking spaces available onsite.

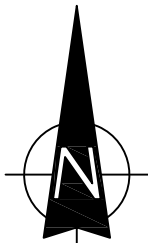
The site is adjoined to the west by older style single dwellings, to the east by a three-storey residential flat building and to the south by high density residential and mixed-use complexes. The Hurstville CBD (including an extensive range of retail and commercial uses) and the Hurstville transport hub are located approximately 150 metres to the south.

2.2 Proposed Development

It is proposed to subdivide the site (see subdivision line in Figure 2) and demolish the existing church building and the adjoining administrative office to clear the southern portion of the site. Excavation works will be undertaken to provide for a basement car park and a level building platform. A new seven-storey mixed-use complex with four basement car-parking levels will be constructed on the site to accommodate the range of uses described below:



LEGEND



SITE

FIG 2

Community Facilities – The Salvation Army

Place of Worship & ancillary facilities	160 seats (257m ² GFA)
Café/kitchen and community area	80m ² GFA

Accommodation (for those in need)

Studio units	18 units
Two-bedroom family units	4 units
Three-bedroom family units	5 units
Total	27 units

Vehicle access to the four-level basement car park of 48 spaces will be provided in Bond Street.

Details of the approved development scheme are provided on the architectural plans prepared by IDG Architects (reproduced in part in Appendix A).

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

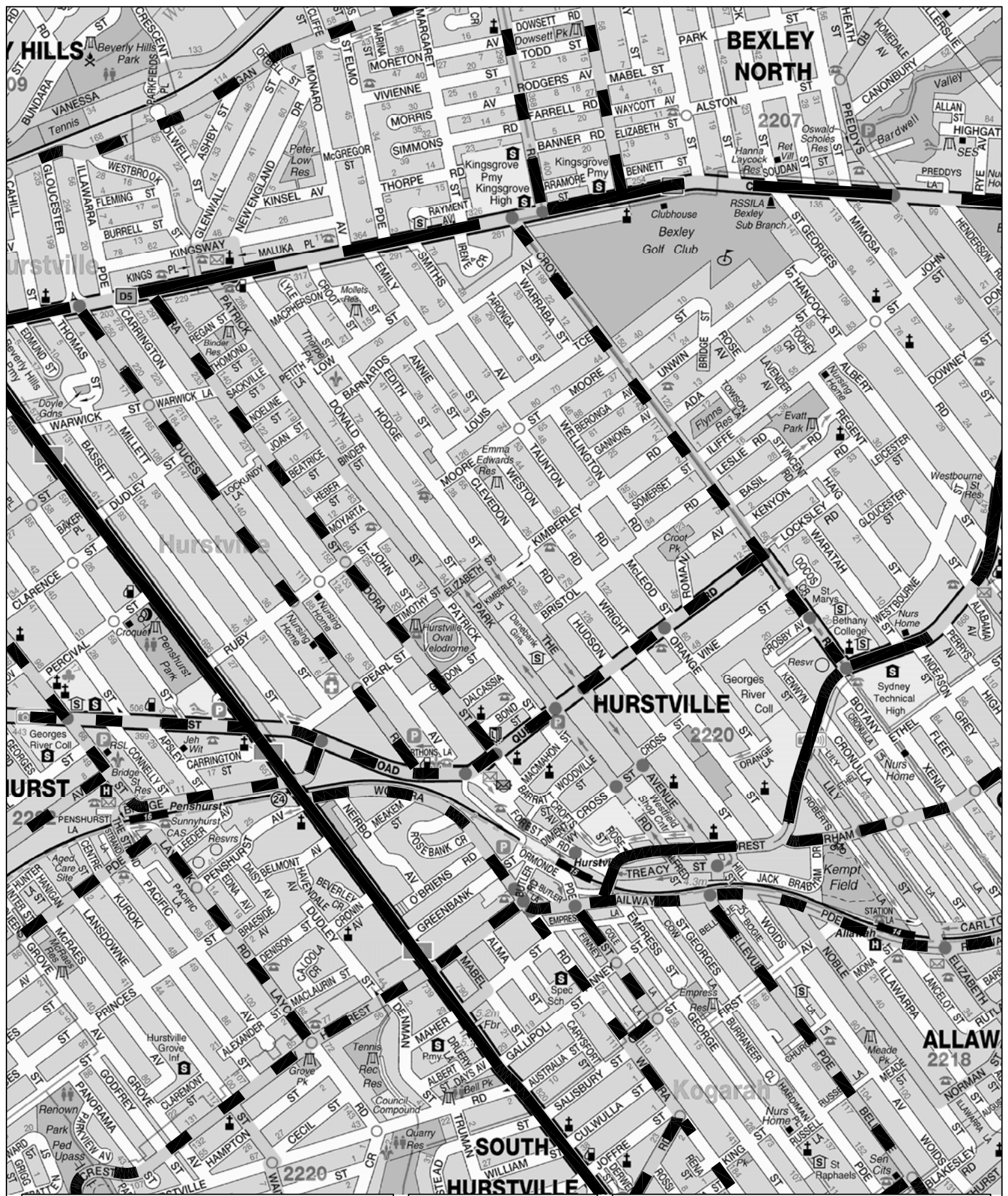
The existing road network serving the site (Figure 3) comprises:

- ❖ *King Georges Road* – a State road and north-south oriented arterial route that is part of Metroad 3 across the metropolitan area
- ❖ *Stoney Creek Road* – a sub-arterial route providing a direct connection between Peakhurst and Bexley via Forest Road
- ❖ *Forest Road* – a sub-arterial and major collector route connecting Peakhurst and Bexley via Hurstville and Penshurst
- ❖ *Dora Street and Croydon Road* – two separate collector routes connecting Forest Road/Queens Road and Stoney Creek Road
- ❖ *Queens Road* – a collector road connecting Forest Road and Croydon Road, accessing the northern area of Hurstville Town Centre
- ❖ *Bond Street and Dalcassia Street* – part of a local road system connecting to Dora Street and Patrick Street

3.2 Traffic Controls

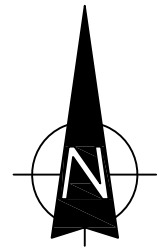
The existing traffic and parking controls in the vicinity of the site (Figure 4) comprise:

- ❖ the traffic signal control at the Forest Road/Queens Road/Dora Street intersection and the Park Road/Queens Road intersection
- ❖ the 'Give Way' priority control at the Stoney Creek Road/Dora Street intersection and the Queens Road/Patrick Street intersection
- ❖ the roundabout control at the Dora Street/Ruby Street intersection
- ❖ the marked pedestrian crossing at Bond Street.



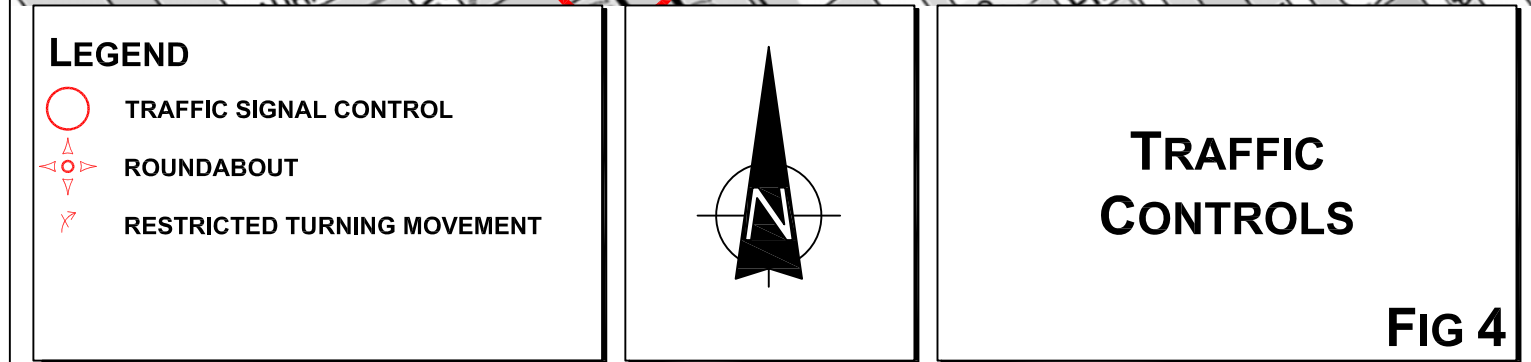
LEGEND

- ARTERIAL**
- SUB-ARTERIAL**
- COLLECTOR**



ROAD NETWORK

FIG 3



3.3 Traffic Conditions

Data published by the Roads and Maritime Services (RMS) provides an indication of the extent of vehicle activity on the major roads surrounding the site. The latest RMS data available is expressed in terms of average annual daily traffic (AADT) as follows:

King Georges Road north of Cooleen Street	42,071 vpd (vehicles per day)
Stoney Creek Road west of Dora Street	33,248 vpd

Site observation recorded the following vehicle per hour (vph) peak traffic flows on Dora Street:

	AM peak	PM peak
Northbound	415 vph	462 vph
Southbound	286 vph	230 vph

Based on the urban road peak hour flows defined in the *RMS Guide to Traffic Generating Developments*, Dora Street is subject to B or C levels of service under existing peak traffic conditions.

The traffic flows along Bond Street and Dalcassia Street are moderate and no apparent capacity issue is observed. Traffic conditions are relatively satisfactory in the area due to the provision of intersection controls (i.e. traffic signals and roundabouts) and the gaps provided in traffic flows along Dora Street by nearby traffic signals.

3.4 Transport Services

The site benefits from excellent access to public transport services. Local bus service 452 operates from the Dora Street bus stops in the vicinity of the site, while the Hurstville railway station is approximately 400 metres to the south in the CBD.

4.0 Parking

The Georges River Development Control Plan (DCP) specifies the following car-parking rates for residential developments:

Studio/one-bed unit	1 space per unit
Two-bed unit	1 space per unit
Three-bed unit	2 spaces per unit
Visitors	1 space per 4 units

The ‘*Apartment Design Guide*’ is used in conjunction with the State Environmental Planning Policy No. 65 – *Design Quality of Residential Flat Development* (SEPP 65). Objective 3J-1 of the Design Guide states that sites within 800 metres of a railway station or light rail stop can satisfy the minimum parking requirements specified in the *RMS Guide to Traffic Generating Developments* (October 2002).

Because Department of Planning and Environment’s *A Plan for Growing Sydney* specifies Hurstville as a strategic centre and the site is within 800 metres of Hurstville Railway Station, the RMS rates for a metropolitan CBD centre apply as follows:

One-bedroom unit	0.4 space per unit
Two-bed unit	0.7 space per unit
Three-bed unit	1.2 spaces per unit
Visitors	1 space per 7 units

The application of the above criteria indicates the following requirements for the proposed development:

18 x studios	7.2 spaces
4 x two-bedroom	2.8 spaces

Transport and Traffic Planning Associates

5 x three-bedroom	6.0 spaces
Visitors (27 apartments)	3.9 spaces
Total:	19.9 (20) spaces

The existing corp will be reduced in scale to accommodate a maximum of 160 seats. Accordingly, when the DCP rate being the greater of 1 space per 10 seats or 1 space per 10m² GFA is applied, the minimum car- parking requirement associated with corp use will be 26 spaces.

The DCP specifies a rate of 1 space per 50m² GFA for retail uses (including café, restaurant etc). Application of this rate to the proposed café of 80m² GFA would indicate a requirement of 2 spaces.

The peak use of the Place of Worship occurs on Sundays whereas the community activities e.g. meetings, group sessions etc, which are ancillary to the worship activities, occur during the week. As such, the community uses will not overlap with the Sunday services. Therefore, it is assessed that an overlapping provision of car parking for the same use is necessary in this context.

Based on the above, the total car-parking requirement is summarised as follows:

Residential	20 spaces (including 4 visitors' spaces)
Corp	26 spaces
Café	2 spaces
Total	48 spaces

Accordingly, it is proposed to satisfy the DCP and SEPP criteria by the following provision:

Residential	21 spaces
Corp	20 spaces
Café/visitors	3 spaces
Visitors	4 spaces
Total	48 spaces

5.0 Traffic

An indication of the potential traffic generation of the proposed development is provided in the RMS Development Guidelines which have been supplemented by the updated RMS Circular - Technical Direction (TDT2013-4a). The updated Circular assessed traffic generation for high-density residential apartments located close to public transport services (i.e. rail and buses). It specifies the following updated criteria:

AM peak	0.19 vph per unit
PM peak	0.15 vph per unit

Application of the updated criteria to the proposed 27 apartments indicates the following peak generation:

AM peak	5 vph
PM peak	4 vph

It is understood that the existing counselling offices accommodate 1 to 2 clients during peak hours. Therefore, it can be expected that there will be up to 2 vph generated by this use during peak periods.

The corp holds Sunday services at 10am outside of peak traffic periods. In addition, because the maximum capacity of the corp will reduce from 250 to 160 seats, it follows that the peak traffic generation outcome for this use will be less than it currently is on the site. The café will generate some 1-2 vph which are associated with the retail tenants, while patronage will largely be comprised of passing traffic that currently exist on the surrounding roadways.

Based on the above analysis, it is apparent that the 'net' additional traffic generation during peak periods will only equate to 2 to 3 vph. Traffic generation of this magnitude will have an imperceptible impact on the surrounding road and traffic operations.

6.0 Access, Internal Circulation and Servicing

6.1 Access

A 5.5-metre wide combined driveway will be provided in Bond Street near the eastern site boundary. The location of the proposed driveway will have adequate sight distances and will comply with AS2890.1 design requirements.

6.2 Internal Circulation

The circulation, manoeuvring and parking arrangements have been designed in accordance with the requirements of AS2890.1.

6.3 Servicing

All loading activities related to deliveries, maintenance, etc. which typically involve vans, utes, etc. will be reliant on the available onsite visitors' car-parking area and available kerb frontages. Domestic waste will be transferred to the kerb frontage on the nominated days for collection by Council's waste team.

7.0 Conclusion

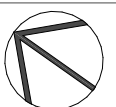
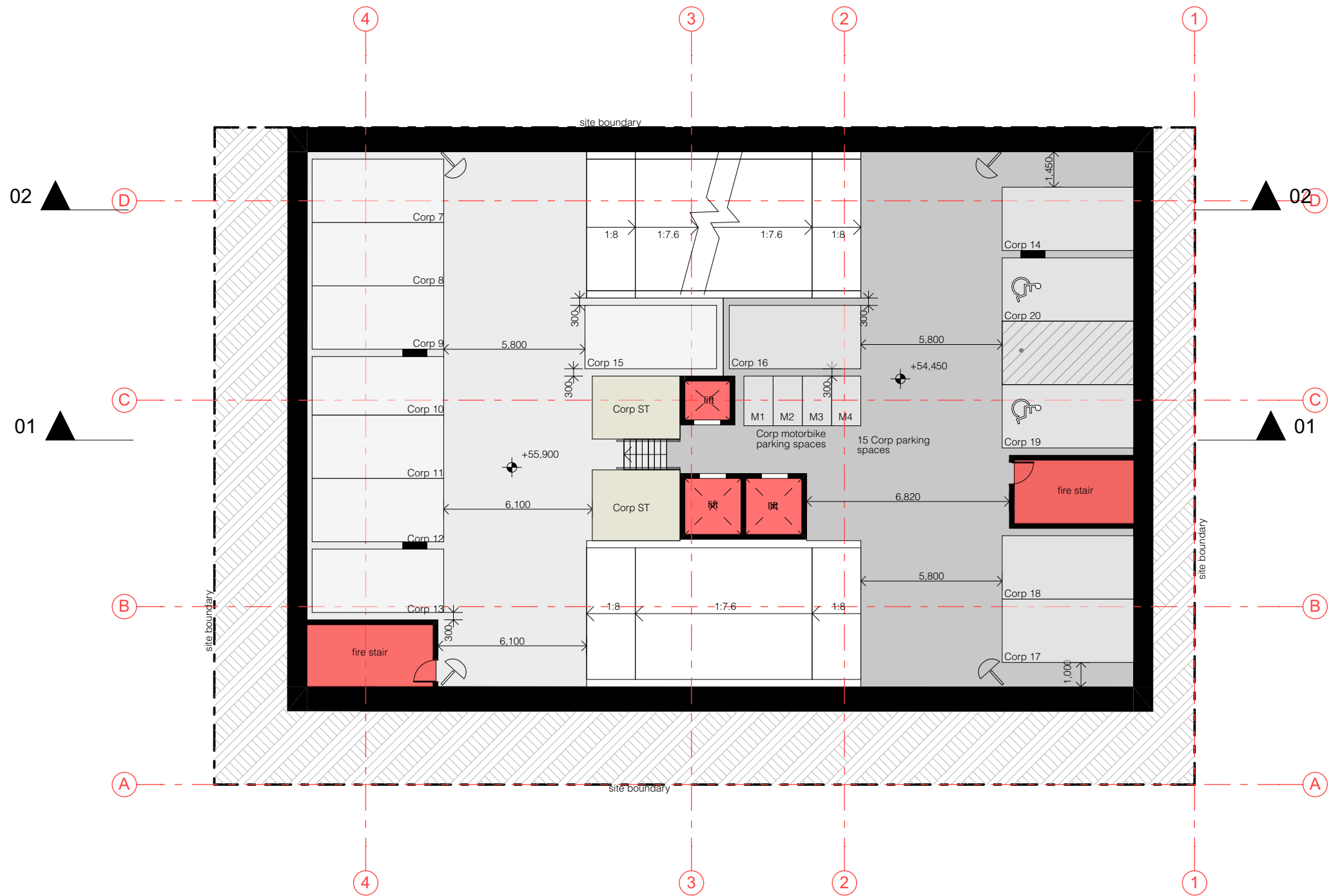
The traffic and parking assessment undertaken for the proposed redevelopment of The Salvation Army site at 23 Dalcassia Street, Hurstville has established that:

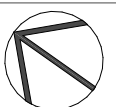
- ❖ the traffic generation associated with the proposed expansion will not have any adverse impact on the operation of the surrounding road network
- ❖ the car-parking provision will accord with the relevant DCP and SEPP criteria
- ❖ the access, internal circulation and parking arrangements will accord with AS2890.1 design criteria
- ❖ the proposed servicing arrangements are appropriate and in line with the nature of the site's operation.

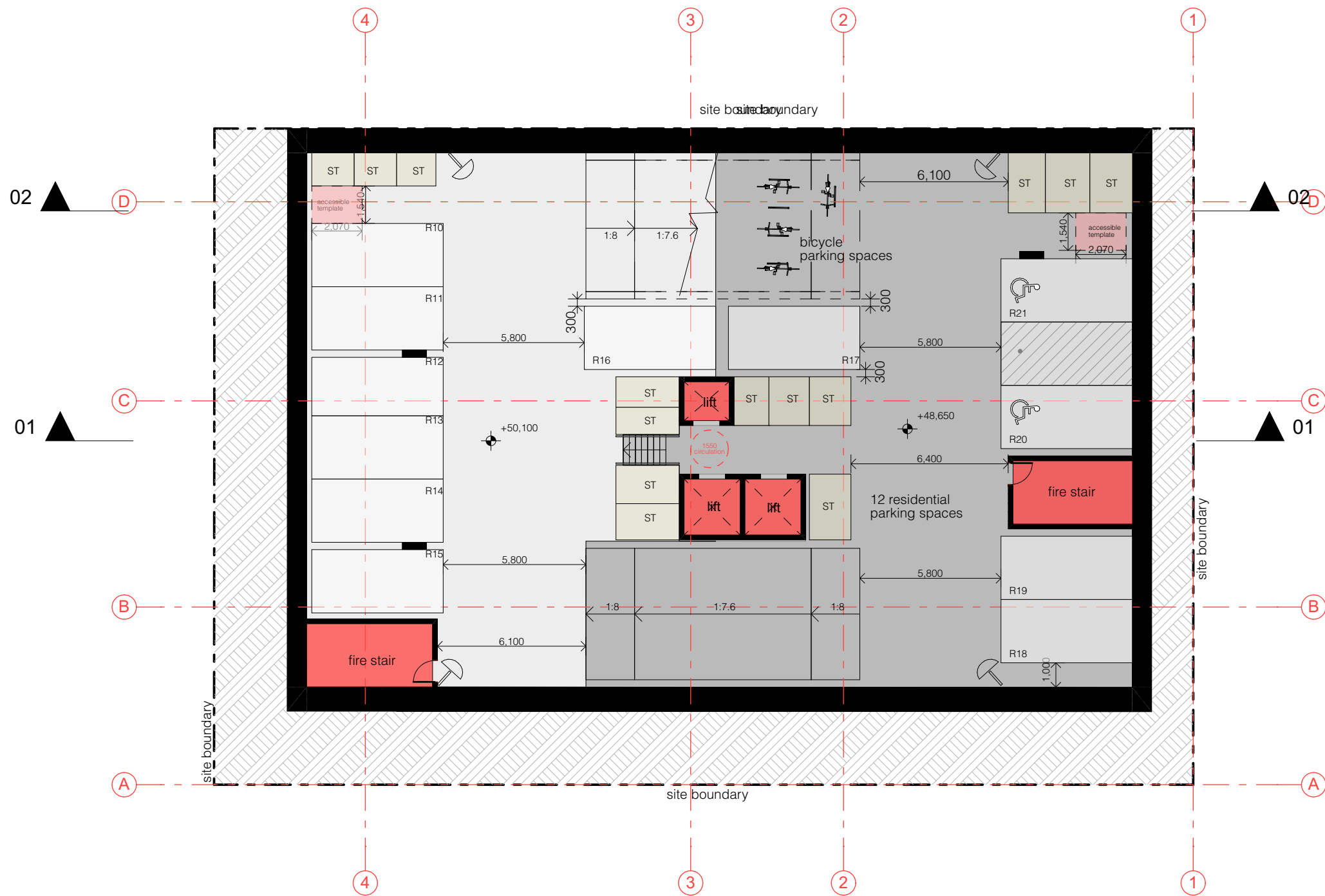
Appendix A

Architectural Plans









INTEGRATED
DESIGN
GROUP

ARCHITECTURE | MASTERPLANNING | INTERIORS

1. figured dimensions take precedence over scaled drawings.
2. contractors to check and verify all levels datum and dimensions on site.
3. all materials and workmanship to be in accordance with current written manufacturers instructions local regulations and SAA codes.
4. conflicting information to be brought to notice of the architect and clarification sought before proceeding with any works.
5. all drawings are not for construction and are subject to further design development, consultant input, council and legislative requirements.

bathurst 02 6332 6206
info@idgarchitects.com

penrith 02 4732 4430
www.idgarchitects.com.au

sydney 02 9764 6100

© Integrated Design Group p/l abn 84 115 006 329
nominated architect | simon thorne reg. no. 7093

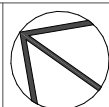
client



date	issue	amendment
28/9/20	A	Issue for DA

basement 4

SAL20117 | 23 Dalcassia St HURSTVILLE
address



DRAWING
1004

drawn
checked
scale

ISSUE
A

CQ
ST
1:200 @ a3