

Planning Proposal for Residential Development 23 – 27 Harold Street, North Parramatta

Traffic and Parking Assessment

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1.0 Introduction

This report has been prepared to accompany a Planning Proposal to Parramatta City Council for an envisaged residential apartment development on a site on the corner of Harold Street and Sorrell Street at North Parramatta (Figure 1).

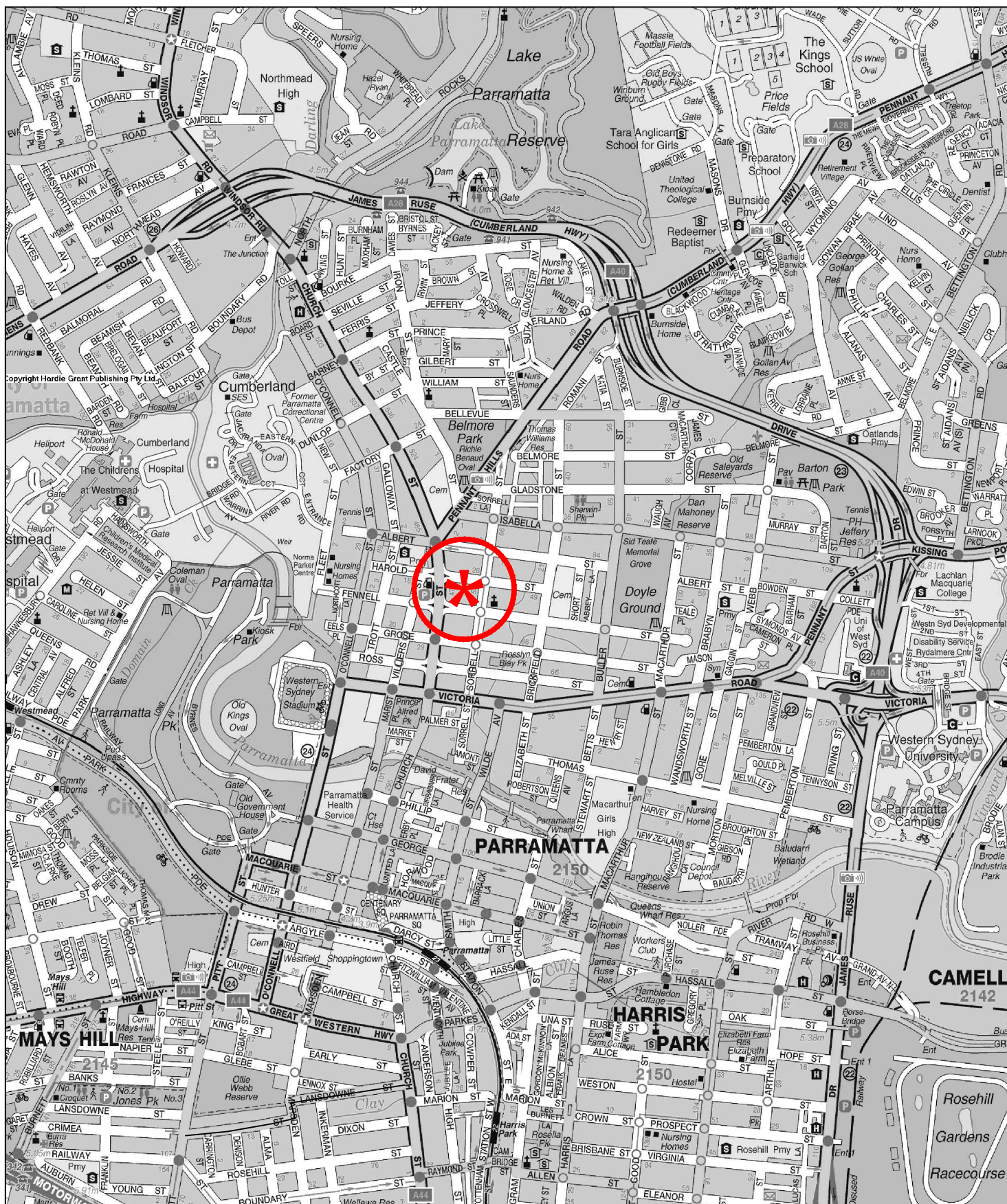
The site is located in an R4 High Density Residential zone which is adjoined by:

- ❖ A B4 Mixed Use zone that extends along Church Street
- ❖ A R3 Medium Density Residential zone that extends along the western side of Sorrell Street and R2 Low Density Residential zone along the Eastern side

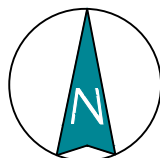
The eastern part of the site is within the Sorrell Street Conservation Area that includes the heritage Currawong House which is located on the eastern part of the site. The site is located some 1.2km north of the Parramatta CBD Core but is only some 100m from the future Fennell Street light rail stop.

The envisaged development comprises a new 18 level building with 92 apartments and basement car parking and the purpose of this report is to:

- ❖ describe the site, its context and the envisaged development under the Planning Proposal
- ❖ describe the existing and future road network, traffic and transport circumstances
- ❖ assess the appropriateness of the envisaged parking provision
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the envisaged access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2.0 Envisaged Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of Lots 3, 4 & 5 of DP18261 and Lot 1 in DP 19079 which occupies an irregular shaped area of some 2,425m², with frontages to the southern side of Harold Street and the western side of Sorrell Street.

The site is adjoined to the south by single and medium density dwellings and to the west by a development site which has consent for a 27 level mixed use building. There are medium density residential buildings on the opposite side of Harold Street while single dwellings extend to the east and north and retail/commercial uses extend along Church Street where the new light rail line is under construction.

The existing uses on the site comprise 3 residential cottages on the western part and the “Currawong House” heritage building which occupies eastern part.

2.2 Precinct Planning

The site has been excluded from the Parramatta CBD Planning Proposal for further urban design and heritage analysis to confirm the relevant planning controls in the future.

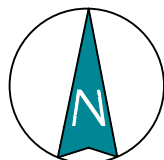
2.3 Envisaged Development

The existing heritage building will be retained however the 3 cottages on the western part of the site would be demolished and excavation undertaken to provide for basement parking. The envisaged new 18 level building would comprise:

- 14 x One Bed Apartments
- 65 x Two Bed Apartments
- 13 x Three Bed Apartments
- Total 92 Apartments**



LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

A total of 68 parking spaces would be provided in basement levels with vehicle access on the Harold Street frontage.

Concept details of the Planning Proposal are provided on the diagrams prepared by Architectus which accompany the Planning Proposal and are reproduced in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

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

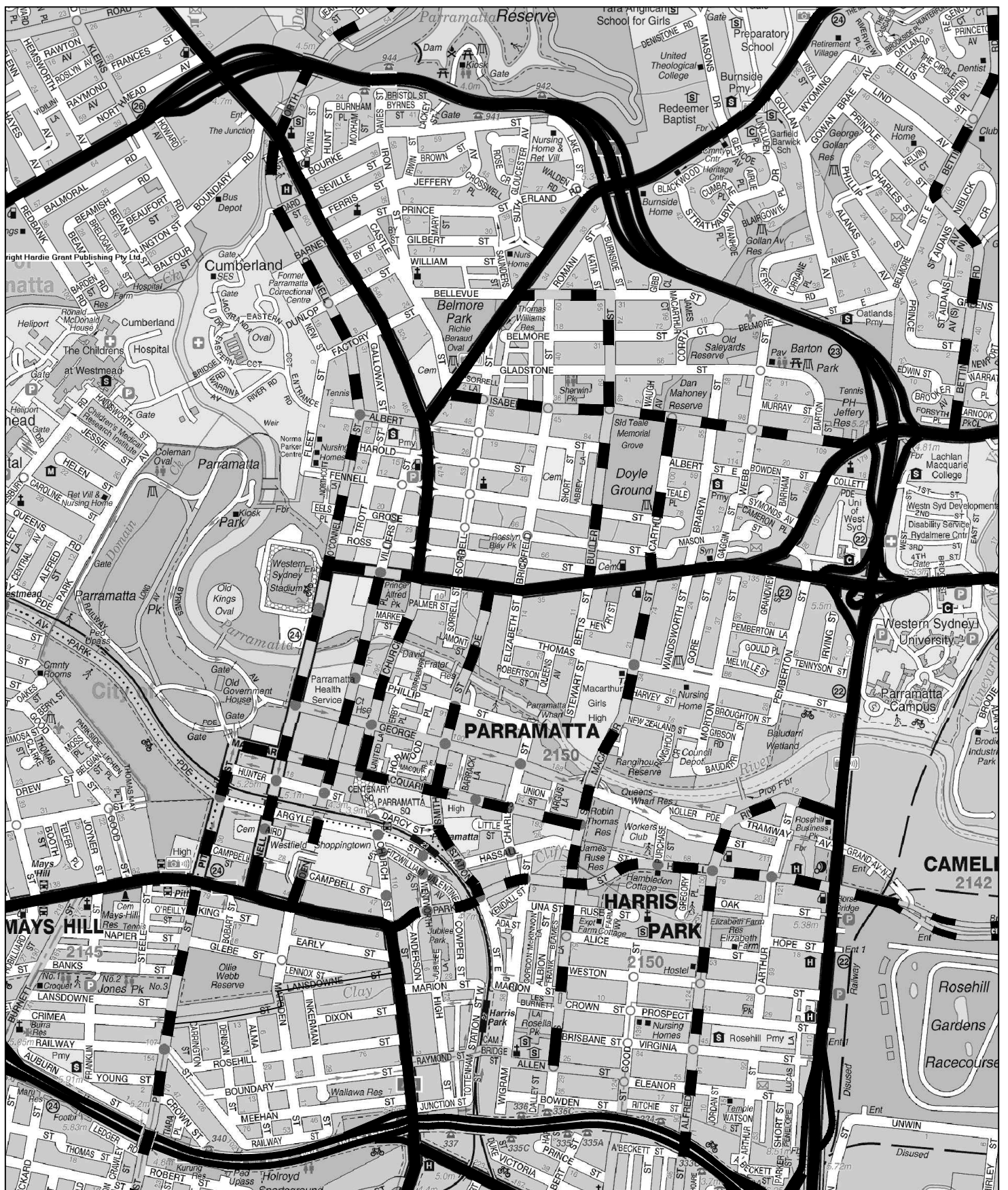
- ❖ *James Ruse Drive* – a State Road and principal arterial route linking between Parramatta Road/M4 and Windsor Road
- ❖ *Pennant Hills Road* – a State Road and arterial route connecting between Parramatta and Hornsby
- ❖ *Victoria Road* – a State Road and arterial route connecting between Parramatta and Roselle
- ❖ *Church Street* – a State Road and arterial route (north of Victoria Road) connecting between Victoria Road and Windsor Road and a collector road south of Victoria Road
- ❖ *Harold Street & Sorrell Street* – local access roads

Harold Street and Sorrell Street have one traffic lane in each direction with kerbside parking.




3.2 Traffic Controls

The traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) comprise:

- ❖ the traffic signals along Church Street including the Victoria Road, Grose Street and Pennant Hills Road intersections
- ❖ The pedestrian traffic signals on Church Street just to the north of Fennell Street
- ❖ the numerous roundabouts at intersections along Sorrell Street including the Harold Street intersection
- ❖ the left turn IN/OUT restrictions on Harold Street and Fennell Street at Church Street



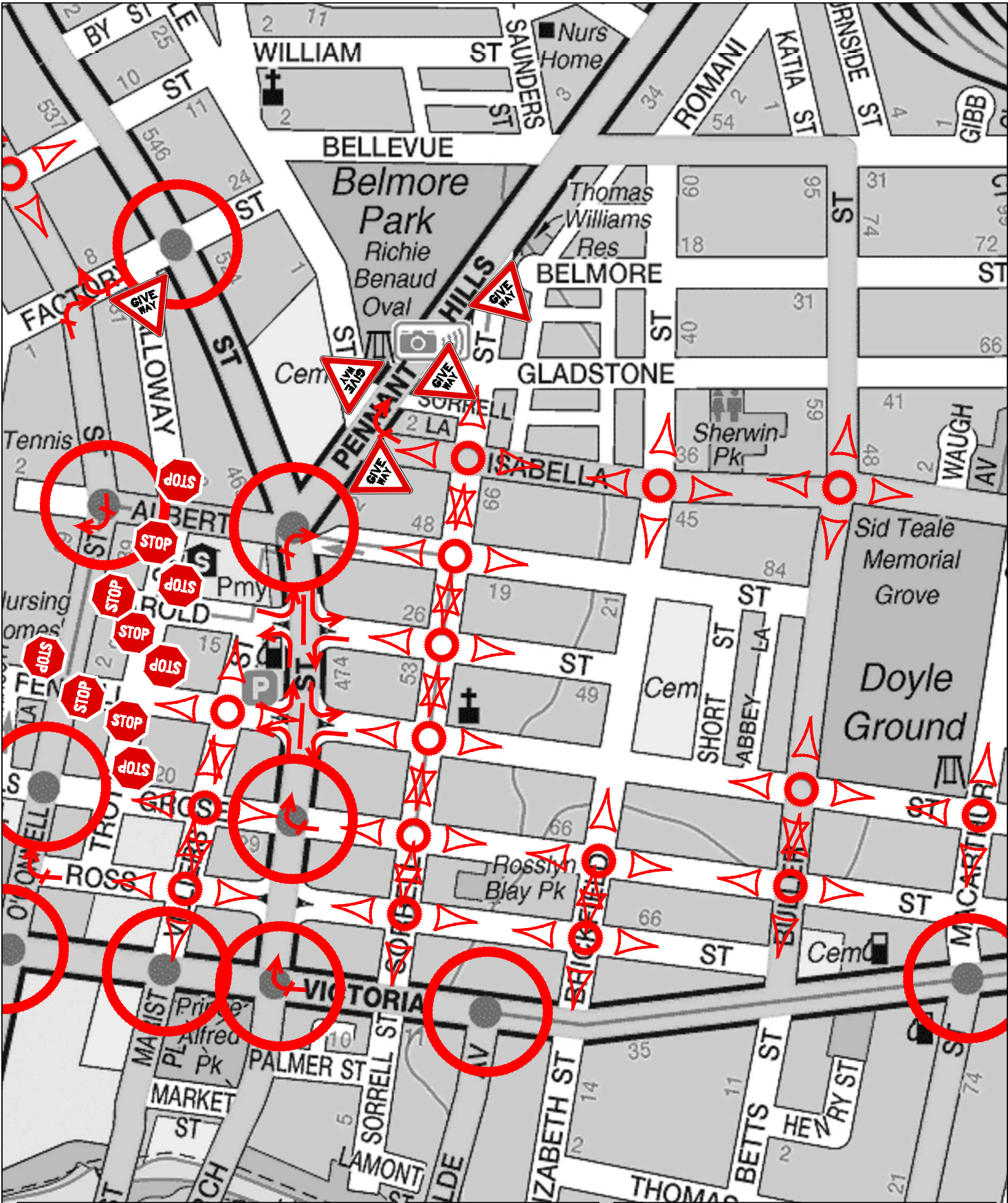
LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR






ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



**TRAFFIC
CONTROLS**

FIG 4

3.3 Traffic Conditions

The traffic conditions in the vicinity of the site are subject to recent change due to the movement constraints introduced with the construction of the light rail system.

There has been some minor increased traffic movements along Sorrell Street as a result of the reduced capacity along Church Street. There has also been some very minor increase in movements along Harold Street as predicted in the traffic assessment for the light rail system although again these volumes are quite minor.

Controlled vehicle access for the area is provided at the signal controlled intersections along Church Street and Victoria Road and as a consequence the current traffic circumstances are generally satisfactory.

3.4 Transport Services

Numerous bus services operate along Church Street providing connection to the Parramatta CBD and Railway Station where the Metropolitan transport network can be accessed.

4.0 Future Travel Circumstances

4.1 Light Rail and Buses

The new light rail system along Church Street is nearing completion and incorporates the Fennell Street stop some 100 m from the site. Details of the light rail system are provided overleaf which also show the proposed bus stops in Church Street just to the north and south of the Fennell Street intersection.

It is evident that the site is very conveniently located in relation to the future public transport services.

4.2 Pedestrians and Cyclists

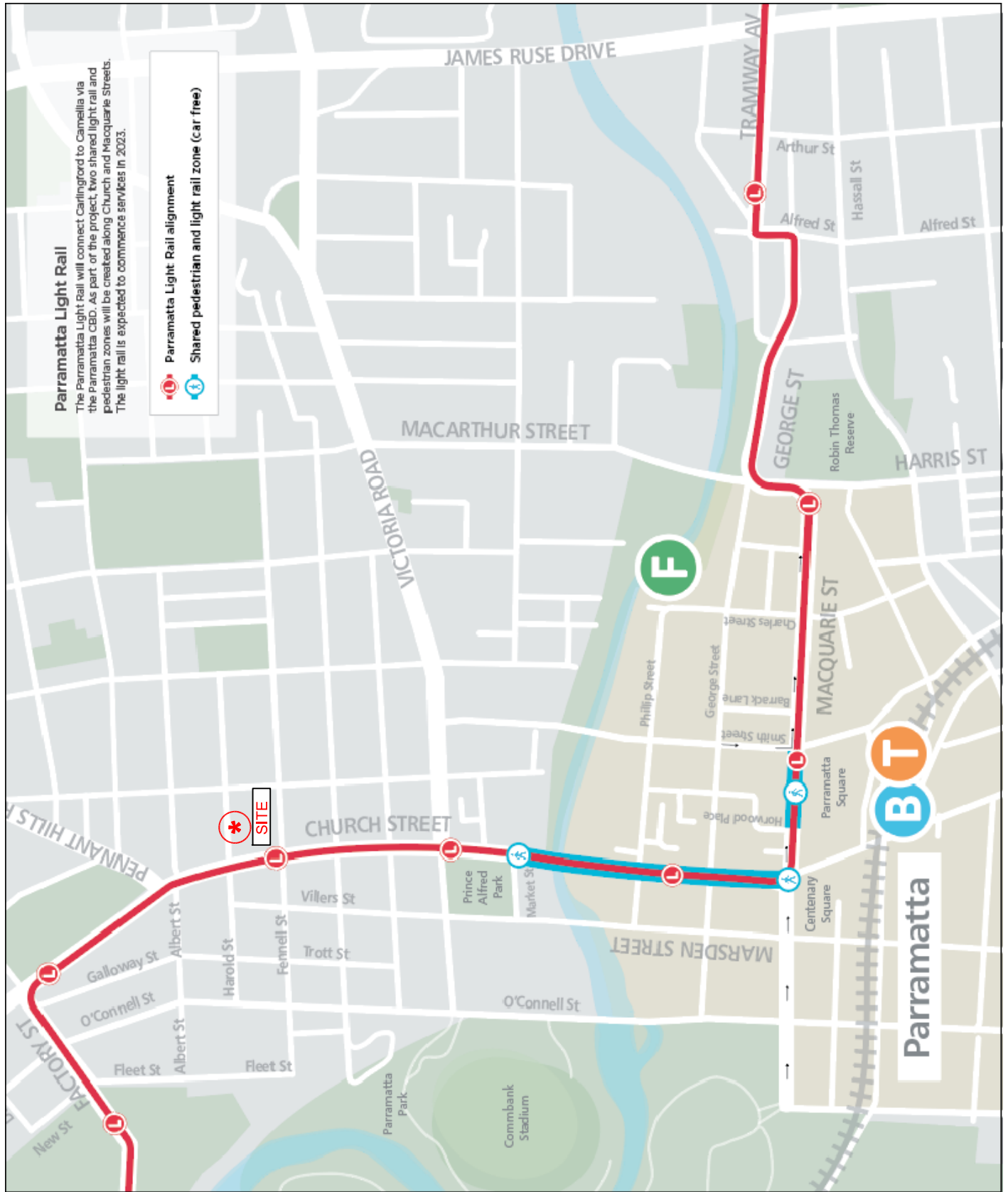
Details of the proposed provisions for pedestrians and cyclists are also shown on the plans overleaf which include the pedestrian traffic signals on Church Street just to the north of Fennell Street.

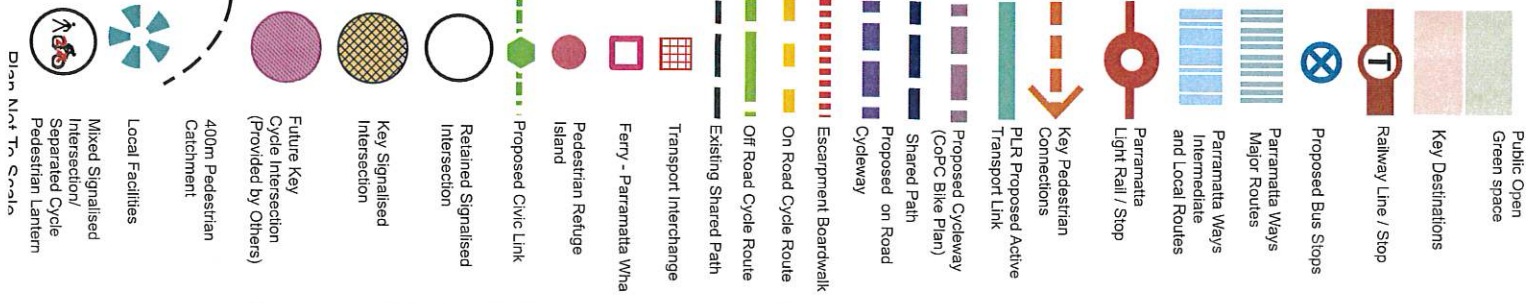
Parramatta Light Rail

The Parramatta Light Rail will connect Carlingford to Camellia via the Parramatta CBD. As part of the project, two shared light rail and pedestrian zones will be created along Church and Macquarie Streets. The light rail is expected to commence services in 2023.

 Parramatta Light Rail alignment

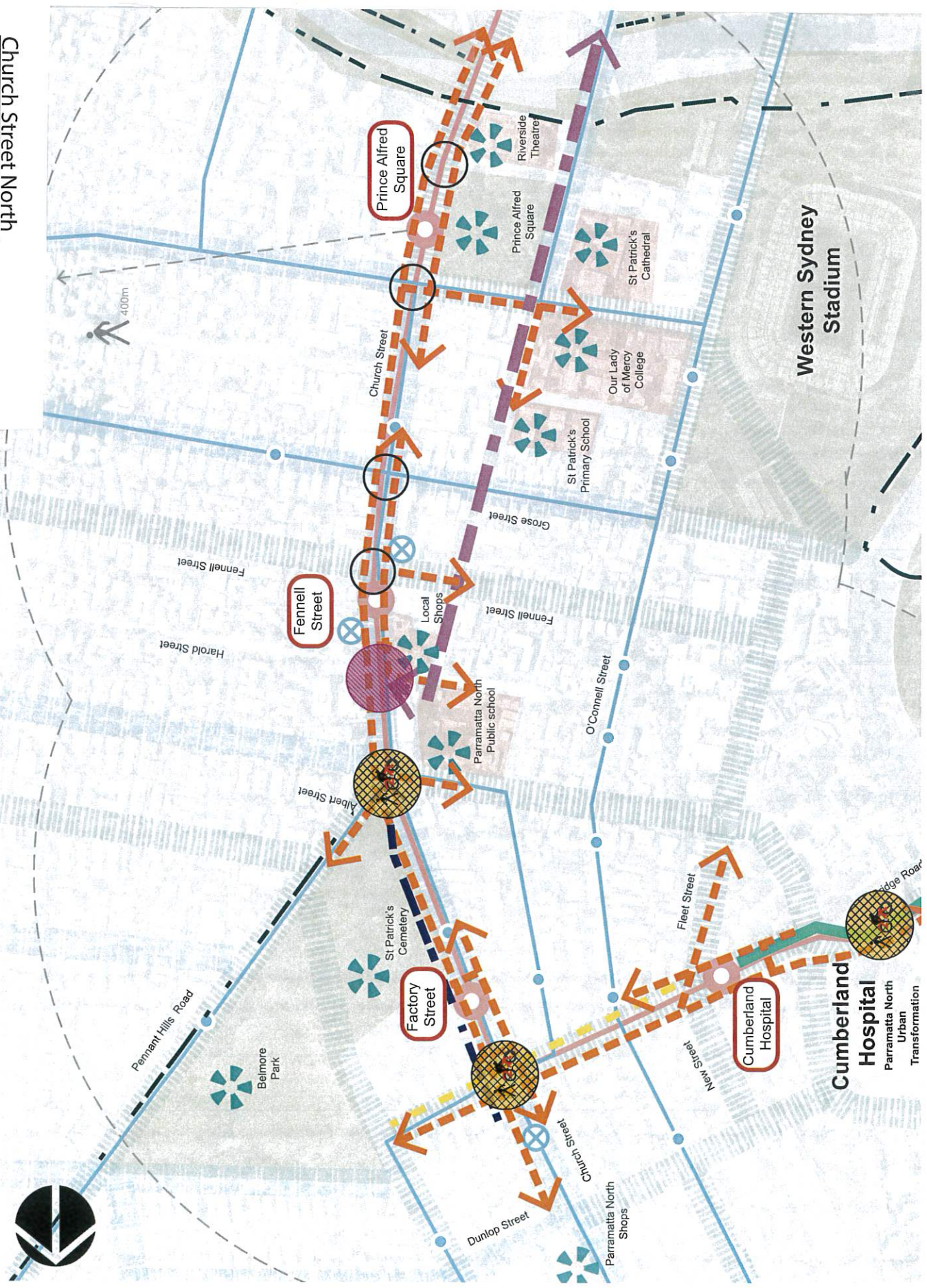
 Shared pedestrian and light rail zone (car free)





Church Street North

Overview of the proposed walking & cycling infrastructure implemented as part of PLR project.



5.0 Parking

While the site is not actually within the Parramatta CBD area it immediately adjoins and is every close to the future light rail stop. It is therefore desirable for the parking provision for the envisaged development to be “with in keeping” of the parking provision principles which apply to the CBD.

Accordingly, it is proposed to apply to the LEP Amendment No 56 “maximum” parking provisions as follows:

Studio	0.1 space
One Bed	0.3 space
Two Bed	0.7 space
Three Bed	1.0 space

The LEP makes reference to the provision for bicycles, motor bikes, carshare and car wash. In addition, the heritage Currawang House will be retained on the site and it would be appropriate to make provision for visitors for this element.

Accordingly, the envisaged parking provision (subject to further design and assessment) is as follows:

14 x One Bed	4.2 spaces
65 x Two Bed	45.5 spaces
13 x Three Bed	13.0 spaces
Car Share	1.0 space
Heritage House	4 spaces (to be confirmed)
Total	67.7 spaces (68)

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It is also envisaged that the following provisions will be made:

Car wash bay	1
Bicycle spaces	47 (Class 2)
Motorbike spaces	2

It is apparent that the parking provisions for the envisaged development under the Planning Proposal would be suitable and appropriate.

6.0 Traffic

The TfNSW Development Guidelines (TDT2013-4b) specify peak traffic generation rates for high-density residential apartments of 0.19 vtpd in the AM peak and 0.15 vtpd in the PM peak. However, the RMS surveyed sites included some sites which had retail / commercial parking which was not accounted for and sites some which were not near a railway station.

The sites surveyed for the RMS study also had an average parking provision of 1.3 spaces per apartment whereas the envisaged development would only have 0.68 spaces per apartment. Whilst it may not be appropriate to pro rata the RMS peak generation rates (on the basis of comparable spaces per dwelling) if the results of surveyed sites at Regional Centres close to railway stations are aggregated, the average peak traffic generation is as follows.

vtpd / apartment	
AM	PM
0.09	0.09

As such, the projected peak traffic generation of the envisaged 92 residential apartments would be as follows:

AM		PM	
IN	OUT	IN	OUT
1	7	7	1

This assessed generation would be discounted by the traffic generation of the existing 3 cottage dwellings resulting in an extremely minor quantum of additional generated trips. It is apparent that this small number of additional trips will be quite imperceptible and would have no adverse traffic implications.

Transport and Traffic Planning Associates

It is apparent therefore that the traffic outcome for the envisaged development under the Planning Proposal would be entirely consistent with the transport planning for the area.

7.0 Access, Internal Circulation and Servicing

Access

The envisaged vehicle access for the site involves a 5.5m combined ingress/egress driveway on the Harold Street frontage at the western site boundary. This access driveway will have regard for the design requirements of AS2890.1 and will be located in a position where good sight distances are available.

Internal Circulation

It is envisaged that appropriate ramp grades/widths, aisle widths and parking bay dimensions will be provided for in the design of the carpark areas. A two-way circulation system would be quite flexible and there would be generous provision for manoeuvring with the design provisions according with the AS2890.1 and 6 criteria.

Servicing

Refuse will be collected by Councils truck standing on street with the bins stored within the site in an appropriate enclosure. Other service and delivery vehicles will be reliant on the available on street parking in the area.

8.0 Conclusion

The development site occupies a prominent location adjacent in the North Parramatta Precinct and represents a valuable opportunity for contemporary apartment living with convenient access to public transport services.

The traffic, transport and parking assessment provided in this report for the Planning Proposal confirms that the envisaged development would:

- ❖ not present any unsatisfactory traffic implications
- ❖ incorporate a suitable and appropriate parking provision
- ❖ incorporate suitable vehicle access, internal circulation and servicing arrangements
- ❖ make appropriate provision for cyclists and pedestrians

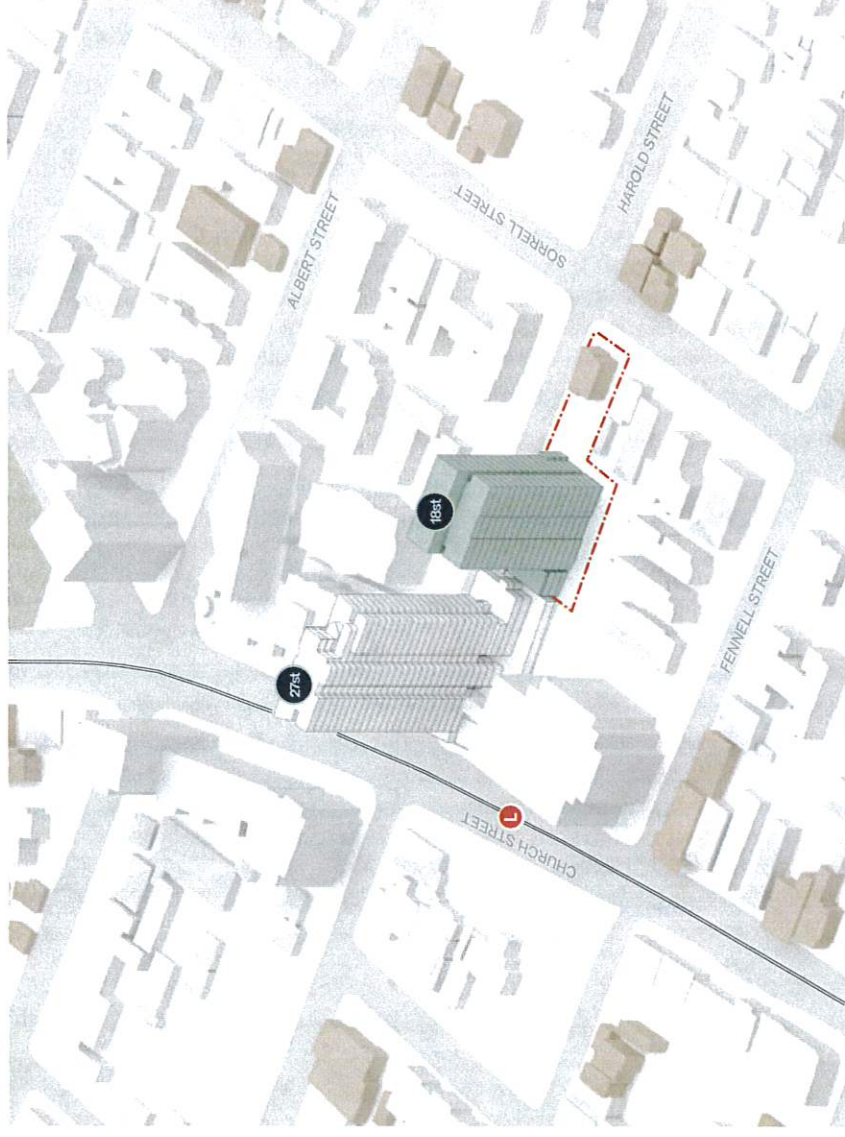
Appendix A

Concept Details

Overview of the urban design proposal

Key features of the urban design proposal include:

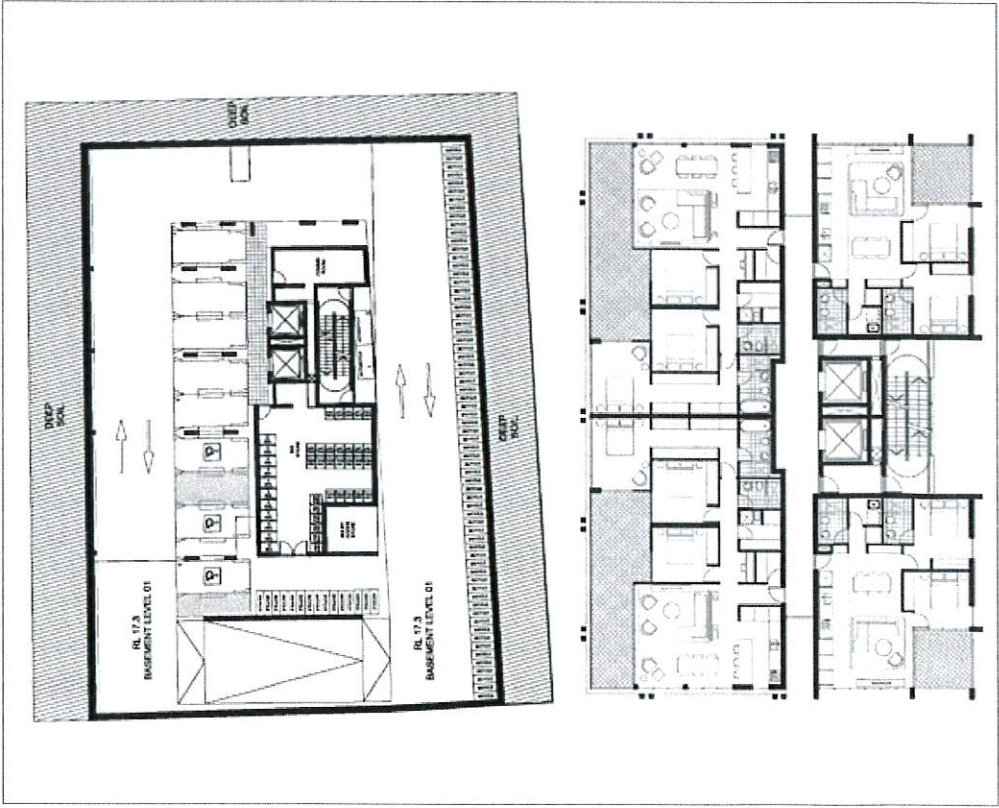
- The preferred option with a floor space ratio of 4.35:1 (plus 15% design excellence bonus) or 5:1 including bonuses, and approximately 18 storeys.
- The form of the envelopes proposed is based on the previous design competition winning scheme by COX, with heights and ground plane amendments.
- The preferred option delivers approximately 8,230 sqm GFA of residential, and 92 apartments (average apartment size of 75 sqm NLA). This is based on the metrics proposed in the design competition winning scheme by COX.
- The inclusion of Currawong House in the Planning Proposal allows for a better streetscape outcome, improves the view setting of the existing house, and provides additional open space as part of the redevelopment.



The design is proposed at 18 storeys (note: the previous Planning Proposal and design competition for the site were 25 storeys)

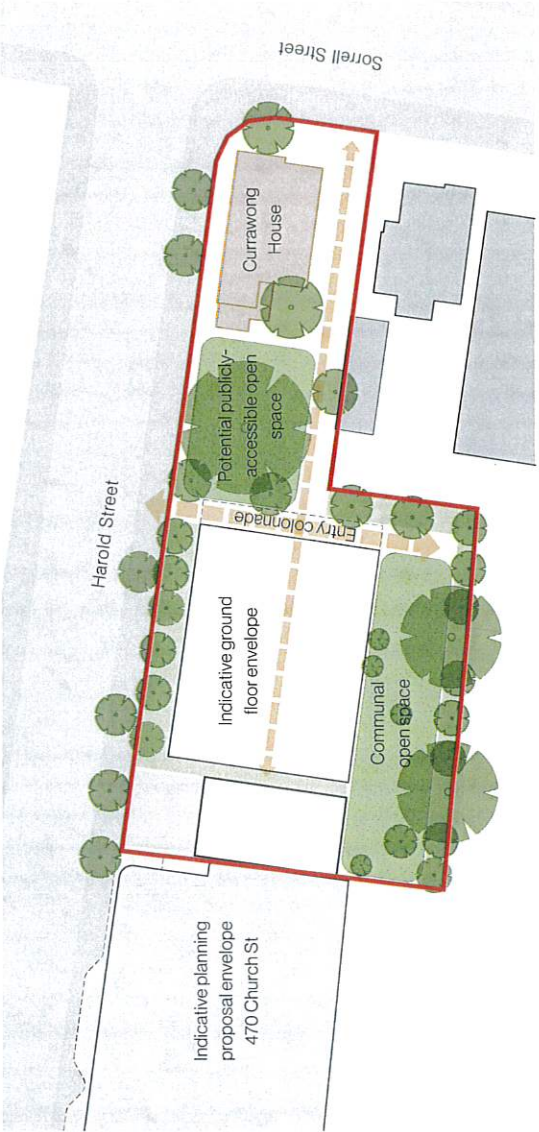
3D view - proposal

- Legend
- Site boundary
 - Proposed development on site
 - Approved Planning Proposal (470 Church Street)
 - Heritage item
 - Existing surrounding context



The form of the envelopes proposed is based on the previous design competition winning scheme by COX, with heights and ground plane amendments

Plans - Basement and typical tower level (Trebel Tower Harold St, Parramatta, Response to Jury Recommendations, COX, June 2016)



Currawong House is proposed to be included in the Planning Proposal for streetscape, urban design and heritage benefits

Concept - Integration with Currawong House

- Legend
- Site boundary
 - Open space/landscaping
 - Key connections
 - Heritage item
 - Indicative building envelope on site
 - Indicative envelope at 470 Church Street
 - Other existing building footprints