

BREAKFAST POINT PTY LTD

REVIEW OF TRANSPORT
ASPECTS OF REVISED CONCEPT
PLAN FOR BREAKFAST POINT

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I. INTRODUCTION

- I.1. Colston Budd Hunt & Kafes Pty Ltd has been retained by Breakfast Point Pty Ltd to undertake a review of the transport implications of the revised concept plan for the Breakfast Point development. Breakfast Point is located on the southern side of the Parramatta River, as shown on Figure I.
- I.2. Breakfast Point is a residential development with some ancillary uses. There is an approved concept plan for this part of the site. Current approvals for the site, including the approved concept plan, provide for some 2,065 dwellings on the site.
- I.3. The proposed modifications to the approved concept plan include:
- retaining the number of residential dwellings at 2,065;
 - changing the mix of dwellings to provide a greater number of smaller apartments and a lesser number of larger apartments; and
 - introducing a seniors living component of 227 independent living units.
- I.4. The Department of Planning has requested that an assessment be made of “*traffic generation and adequacy of proposed resident / visitor parking*”.
- I.5. Our assessment of the proposed modifications is set out in the following chapter.
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2. REVIEW OF TRANSPORT ASPECTS

2.1. Our review of the transport aspects of the proposed modifications to the concept plan is set out through the following sections:

- approved development;
- proposed modifications;
- external traffic;
- site access;
- internal roads;
- public transport;
- parking; and
- summary.

Approved Development

2.2. Approved development at Breakfast Point, including the approved concept plan, includes:

- 200 one bedroom apartments;
 - 710 two bedroom apartments;
 - 1,155 apartments with three or more bedrooms;
 - some 2,141m² retail;
 - some 2,460m² commercial uses; and
 - some 2,077m² community uses.
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Proposed Modifications

2.3. The proposed modifications to the concept plan would result in the following:

- ❑ 347 one bedroom apartments;
- ❑ 910 two bedroom apartments;
- ❑ 808 apartments with three or more bedrooms;
- ❑ 227 seniors independent living units; and
- ❑ no changes to the retail/commercial/community uses.

External Traffic

2.4. In relation to external traffic, previous studies have addressed these aspects and a series of external traffic works have been implemented to accommodate traffic from the development of Breakfast Point. The external works were determined by Council's resolution based on the consultant studies prepared at the time.

2.5. The traffic analyses undertaken by ourselves in these previous studies adopted a set of traffic generation rates for the various land uses. The rates were agreed with Council's consultants, and related to traffic that was expected to be generated external to the development area during the afternoon peak hour. The adopted rates are as follows:

- ❖ Residential -
 - one/two bedroom - 0.43 vehicles per hour/apartment
 - three/four bedroom - 0.55 vehicles per hour/apartment
 - seniors living - 0.17 vehicles per hour/apartment
 - ❖ Retail - three vehicles per hour per 100m²
 - ❖ Commercial - 1.7 vehicles per hour/100m²
 - ❖ Community uses - 0.25 vehicles per hour/100m²
 - ❖ Adaptive re-use - 1.7 vehicles per hour/100m²
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- 2.6. Application of these rates resulted in an estimated maximum afternoon peak hour generation of some 1,130 to 1,140 vehicles per hour two-way (sum of both directions) for approved development at Breakfast Point, including the approved concept plan.
- 2.7. In assessing the appropriateness of the generation of the development it is also necessary to consider Clause 5(3) of Schedule 6 in Canada Bay Local Environmental Plan 2008. This clause states:
- “(3) The consent authority must not grant consent for development for the purpose of non-residential or land uses unless it is satisfied the traffic impacts on the road network will be equivalent to or less than the traffic impacts on the road network that would be generated by the maximum number of dwellings allowed by subclause (2) in the absence of any additional development.”*
- 2.8. The maximum number of dwellings allowed by subclause (2) is 40 dwellings per hectare. The site has a total area of 51.82 hectares. Thus the maximum number of dwellings allowed on the site is 2,073 dwellings. This scale of development would have a maximum estimated afternoon peak hour generation of 1,140 vehicles per hour, two-way. Thus the approved development at Breakfast Point, including the approved concept plan, with an estimated maximum afternoon peak hour generation of 1,130 to 1,140 vehicles per hour, two-way, complies with this clause.
- 2.9. With the proposed amendments to the concept plan, the scale of development increases by the 227 seniors independent living units. However, the mix of other apartments has been altered so that there is now a greater proportion of smaller dwellings.
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- 2.10. Application of the traffic generation rates set out in paragraph 2.5 to the scale of development now proposed in the amended concept plan results in an estimated maximum afternoon peak hour generation of some 1,130 to 1,140 vehicles per hour two-way. This generation is less than the maximum figure permitted under Clause 5(3) of Schedule 6 in Canada Bay Local Environmental Plan 2008, and similar to the approved development at Breakfast Point.
- 2.11. Thus, in relation to the external implications of the development, the current proposal has the same implications as the approved development. The proposed amendments do not therefore require changes to the agreed external works or result in any change in the external traffic implications of the development.

Site Access

- 2.12. Site access is unaltered from previous approvals with three access roads off Tennyson Road plus accesses off Emily Street, Kendall Street and Medora Street.

Internal Roads

- 2.18 The internal road network is basically completed, and is not proposed to change in association with the proposed changes to the concept plan.

Public Transport

- 2.19 The main internal roads within Breakfast Point are designed to accommodate bus services. Overall, the proposed amendments to the concept plan do not affect bus services.
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Parking

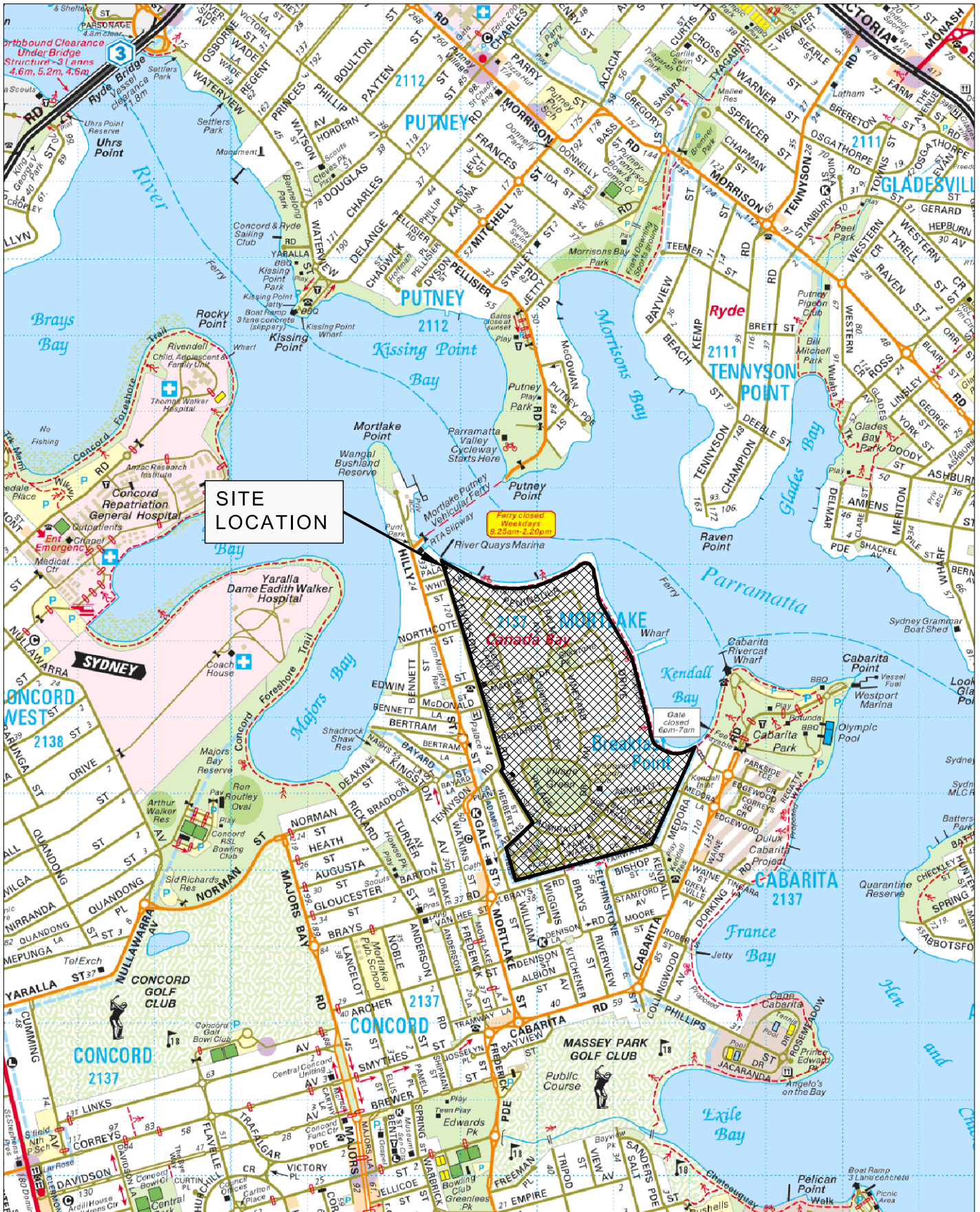
- 2.20 Car parking will be designed in accordance with AS 2890.1:2004. Parking for the various components of the development will be provided at the following rates, unless otherwise approved:

❖	Residential	Detached family dwelling Attached dwelling	Two spaces (garaged) Two spaces (garaged)
❖	Town houses/apartments	Three or more bedrooms Two bedrooms One bedroom	Two spaces (garaged) 1.5 spaces (one garaged) One space (garaged)
❖	Residential visitors	One space per five dwellings	(on and off street)
❖	Shops	One space per 20m ²	
❖	Offices	One space per 40m ²	

- 2.21 The residential visitor parking will be provided on street unless it can not be provided within 100 metres of the development. These parking provisions are the same as in previous approvals.

Summary

- 2.22 In summary, the proposed concept plan amendments are the same as or similar to previously approved developments in terms of their external traffic implications and site access. The internal road layout is not proposed to change. Provision of parking, public transport and service vehicles is also the same as in previous approvals.



Location Plan