

Technical Note: No. 1b

Date: 10/10/2019

Project No: t18.004

Project: **PROPOSED MIXED USE DEVELOPMENT LOTS 10-14 FORBES ROAD & 40A, B & C KISHORN ROAD, APPLECROSS**

Subject: **PROPOSED LAND USE MODIFICATIONS**

INTRODUCTION

In February 2019 Transcore prepared a Transport Impact Statement report (hereafter TIS 2019) for the proposed mixed-use development at Lots 10-14 Forbes Road and 40A, B & C Kishorn Road in Applecross, in the City of Melville. The subject site is located at the northeast corner of Forbes Road/Kishorn Road/Sleat Road intersection approximately 165m north of the Sleat Road/Canning Highway intersection as shown in in **Figure 1**.

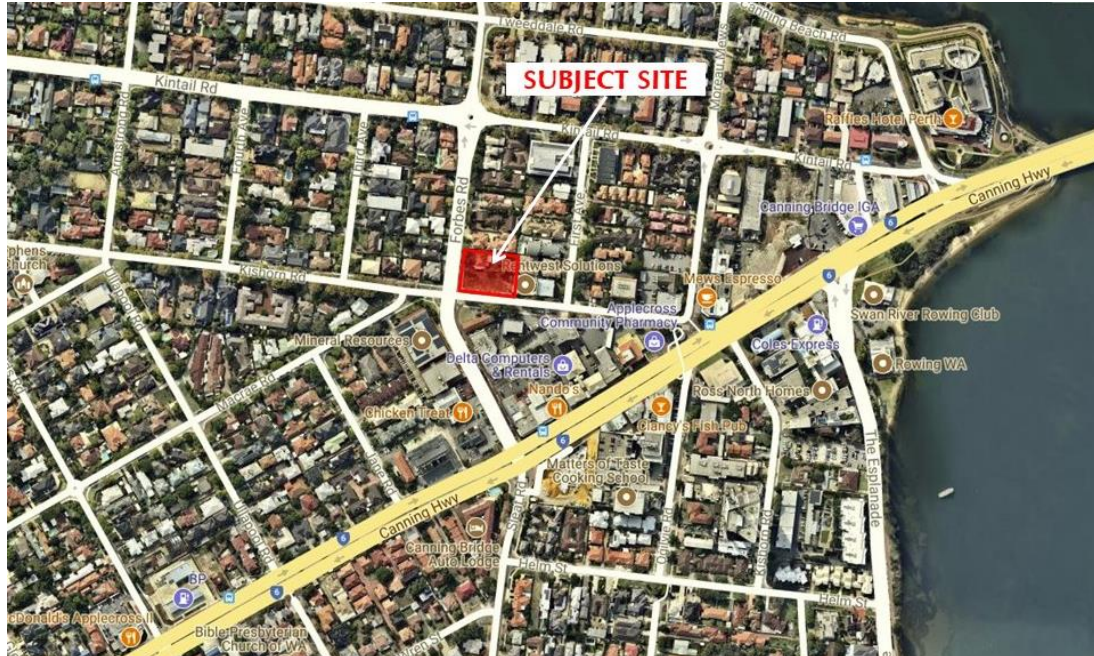


Figure 1: Location of the subject site

BACKGROUND

The then proposed mixed-use development consisted of residential and short-stay apartments, office and co-working space and small-scale retail and café outlets. The detailed land use schedule is provided in **Table 1**.

Table 1: Land Use Schedule – TIS 2019

Land Use	Quantity
Residential apartments	97 units
Short-stay apartments	15 units
Office space + co-working areas (combined)	695m ² GFA
Retail store	73m ² GFA
Café	110 m ² GFA

As a result of subsequent JDAP and State Administrative Tribunal proceedings, the bulk of the building has been reduced to address the visual impact and consequently the land use composition of the proposed development has also been modified.

As such, the overall number of residential apartments is reduced while no changes are proposed for the retail outlet and the café. The short-stay apartments are increased by one unit and the office and co-work space is also slightly increased in floorspace. Accordingly, as part of the revised DA proposal, the following constituent components are proposed (refer **Table 2**).

Table 2: Land Use Schedule – September 2019 (latest scheme)

Land Use	Quantity
Residential apartments	88 units
Short-stay apartments	16 units
Office space + co-working areas (combined)	734m ² GFA
Retail store	73m ² GFA
Café	110m ² GFA

TRAFFIC IMPACT ASSESSMENT – TIS 2019 SCHEME VS CURRENT SCHEME

As outlined in the TIS 2019, in order to estimate the total daily, morning and afternoon peak hour trip generation Transcore sourced the trip generation rates from RTA NSW “Guide to Traffic Generating Developments (2002)”, Transport Roads & maritime Services Technical Direction TDT 2013/04a and WAPC TIA 2016 Vol 2 Guidelines documents. The outcome of daily and peak hour trip calculations discussed and presented in TIS 2019 for the then proposed scheme are summarised in **Table 3**.

The outcome of the daily and weekday peak hour traffic generation modelling for the current scheme is also detailed in **Table 3**. A comparison of TIS 2019 and current scheme’s total daily, morning and afternoon peak hour traffic estimations is compiled and summarised in **Table 3** for easy impact review.

Table 3: Trip Generation Comparison

	TIS 2019	Current Scheme	Net Impact	Increase (%)
AM Peak Trips	72vph	68vph	- 4vph	- 6%
PM Peak Trips	53vph	51vph	- 2vph	- 4%
Daily Trips	685vpd	652vpd	- 33vpd	- 5%

As can be seen from **Table 3**, the proposed land use modifications, introduced in the current scheme, would result in net decrease of 4vph for the morning and 2vph afternoon peak hour and decrease of 33vpd for the total daily traffic volumes compared to the TIS 2019 scheme. This effectively translates into approximately 6% and 4% reduction in morning and afternoon peak hour traffic as well as approximately 5% decrease in total daily traffic impact between the current and previous scheme.

It should be noted that, similar to the original scheme, the latest proposal also entails a “community hall” component of about 225m² at Level 1. At this stage the actual function and use of this space is not determined but it is likely to provide benefit primarily for the local community (i.e. small-scale art gallery, exhibition space or similar). It is also likely that such land use would mainly generate foot traffic from the immediate vicinity rather than vehicular traffic from afar. It is also very likely that any traffic associated with this space would generally occur outside the typical road network peak periods. Accordingly, it is not anticipated that community hall would generate vehicular traffic; however even if it does, it would be very limited and as such not perceptible on local road network.

In relation to potential parking demand associated with the community hall component of the development it is considered that the proposed 19 non-residential parking bays on-site would be more than sufficient to meet its moderate demand which is, if required, likely to occur outside the regular business hours. Additionally, ample public parking opportunities in the immediate vicinity of the site remains available for this use, if required.

CONCLUSION

Based on the traffic analysis documented in this letter, it is concluded that the traffic generation of the proposed new development is reduced when compared to the original proposal. As a result, the results of impact assessment of the previous scheme on the local road network, discussed in TIS 2019 report, including the outcome of the Forbes Road/Kishorn Road/Sleat Road capacity assessment (i.e. SIDRA assessment specifically requested by the City’s technical department), is still current and valid, albeit conservative.

Hence, no update of the TIS 2019 report and assessment is deemed necessary.