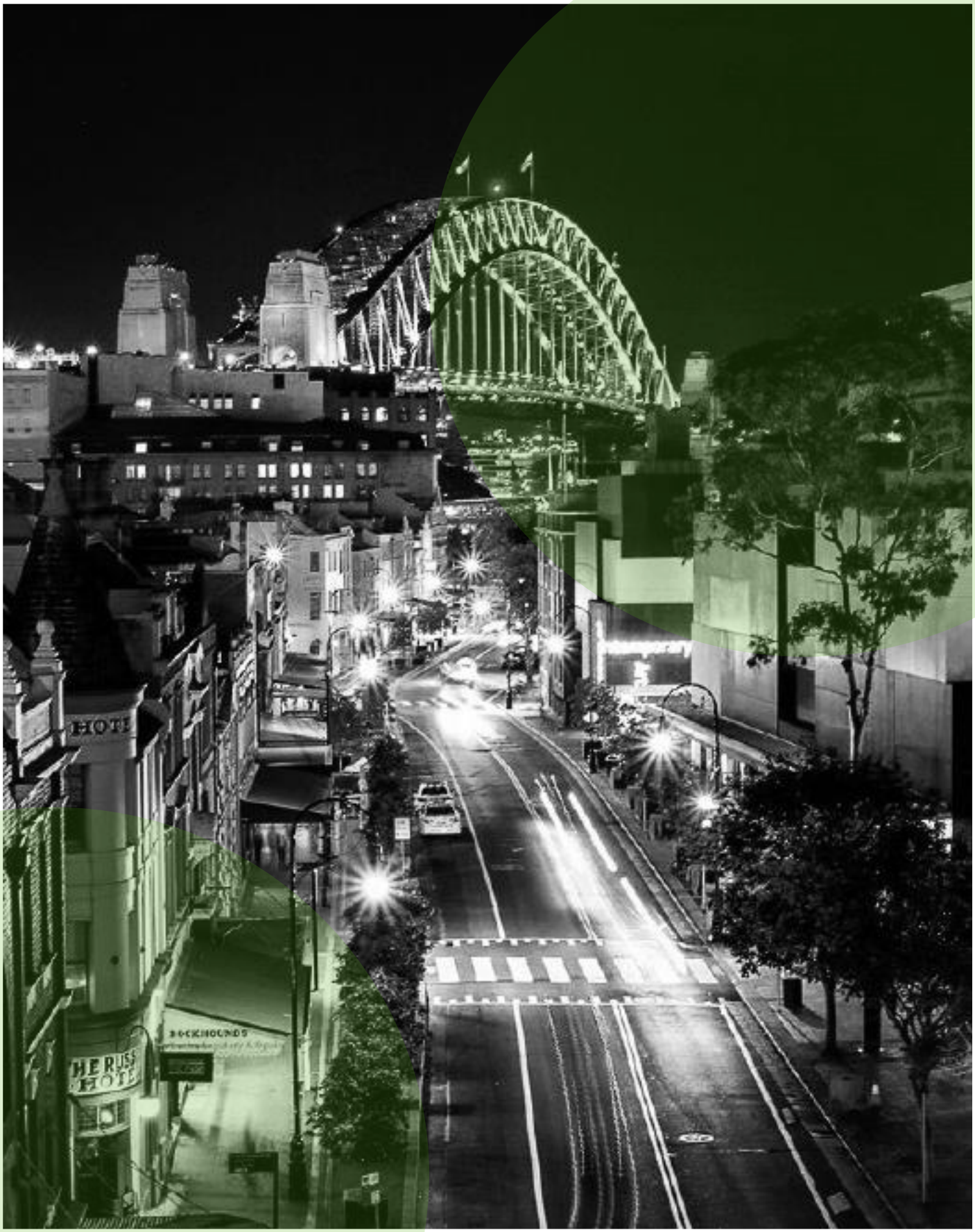

Traffic Assessment

Residential Development (affordable housing)
3&4 Llanfoyst Street Randwick

February 2024

Reference 2322

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ABN 39 340 093 550

Contents

1. Introduction

This updated traffic assessment is prepared on behalf of OROSI Architects to assess the traffic and parking impacts of the proposed residential development (including in-fill affordable housing) at 3&4 Llanfoyst Street Randwick.

The development plans have been assessed against the following:

- Randwick Comprehensive Development Control Plan (DCP) 2013
- Randwick Shire Local Environmental Plan 2012
- Australian Standards
- RTA (RMS) Guide to Traffic Generating Developments
- RTA (RMS) Guide to Traffic Generating Developments – Technical Direction
- State Environmental Planning Policy, SEPP (Housing) 2021
- State Environmental Planning Policy (Affordable Rental Housing) 2009

1.1. Site Location

The subject site is located at 3&4 Llanfoyst Street Randwick as shown in **Figure 1-1**.

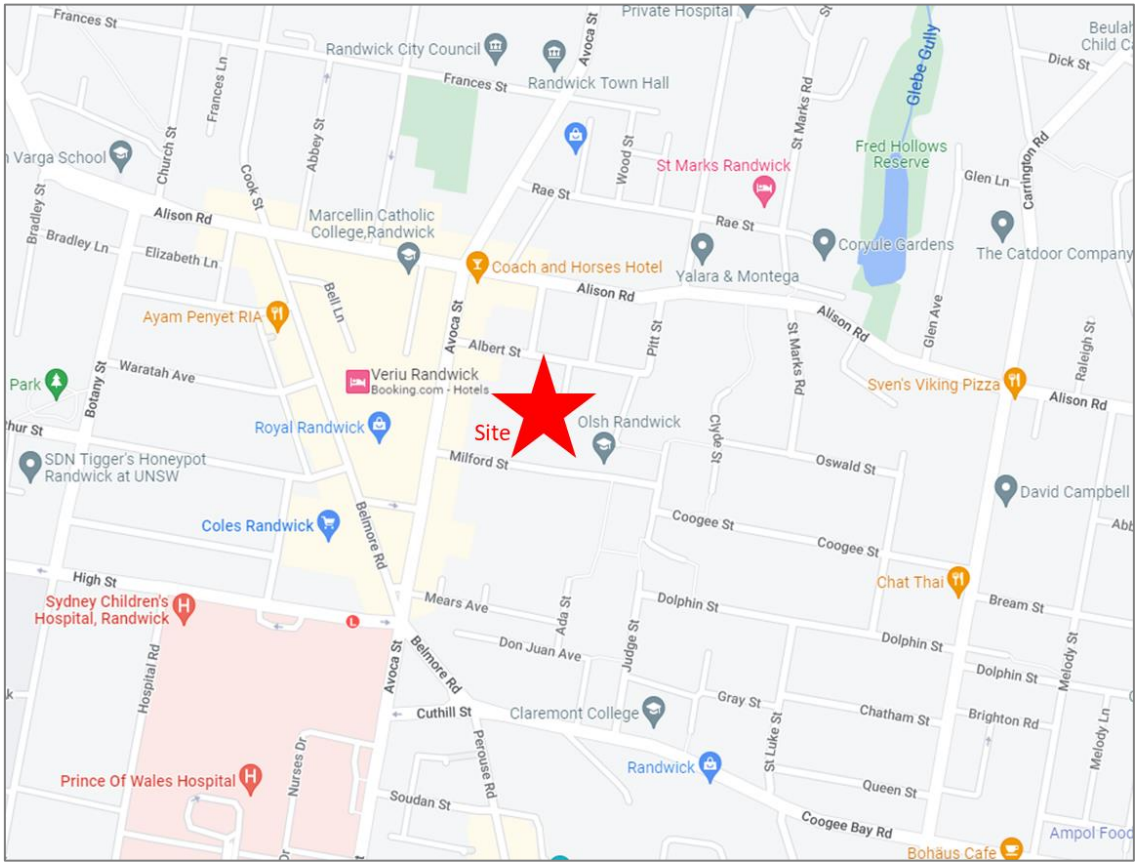


Figure 1-1: Site Location[1]

[1] Source: https://www.google.com/maps/

An aerial photograph showing the site and the surrounding area is shown in **Figure 1-2**.

Figure 1-2: Aerial Imagery of the Site[2]

[2] Source: https://nearmap.com

2. Existing Local Situation

2.1. Road Network

The subject site has street frontage to Llanfoyst Street, which is maintained by Council. Avoca Street is located west of the site, and is classified as a State Road[3] which is maintained and controlled by TfNSW.

Llanfoyst Street is a local road (cul-de-sac) under the care and management of Council. It has a carriageway width of approximately 10 metres, with unrestricted on-street parking available.

Albert Street is a one way local road under the care and management of Council. It has a carriageway width of approximately 5 metres, with restricted on-street parking available on one side of the street.

The road characteristics of the surrounding roads are shown in **Table 2-1**.

Table 2-1: Road Characteristics

Road	Speed Limit	Direction / Parking	Road Authority
Llanfoyst Street	50km/h	Two way (plus on-street parking)	Council
Albert Street	50km/h	One way (with restricted on-street parking)	Council
Avoca Street	40/50km/h	2-4 lanes per direction	TfNSW

2.2. Public Transport

2.2.1. Bus Services

Bus stops are located along Alison Road and Belmore Road. The nearest bus stop is located 220 metres from the subject site.

The location of the bus stops is shown in **Figure 2-1**.

[3] Source: NSW Road Network Classifications (https://roads-waterways.transport.nsw.gov.au/classification/map)

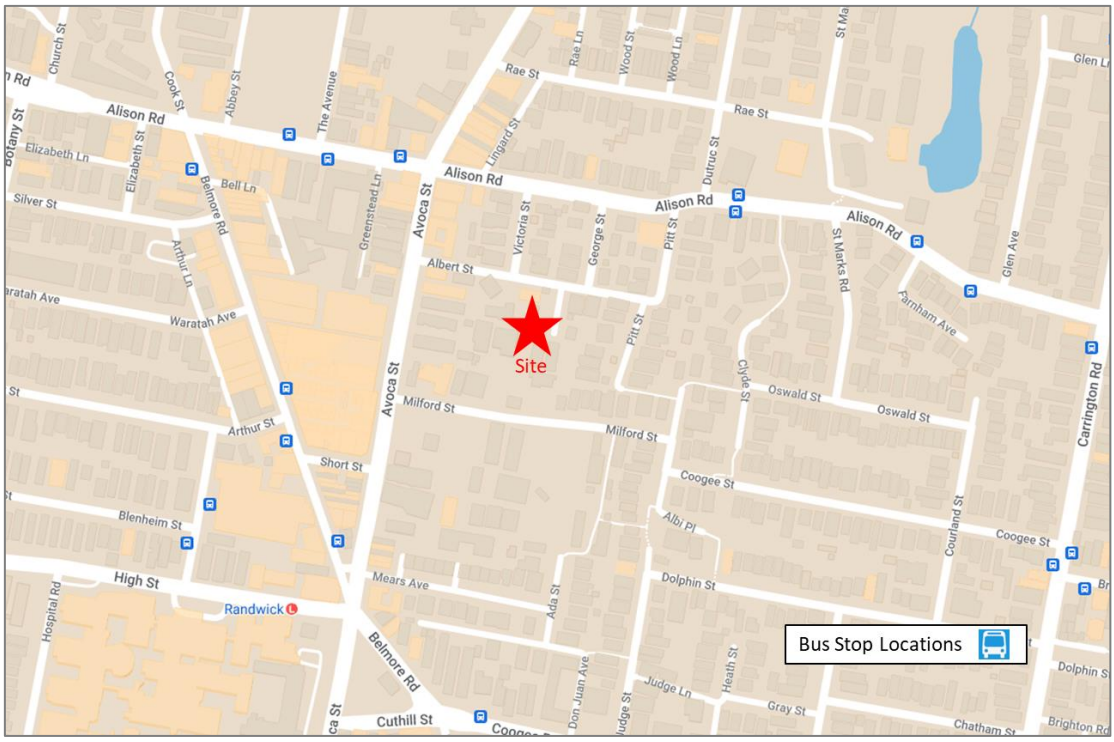


Figure 2-1: Location of Bus Stops[4]

The bus routes that services these bus stops are provided within **Table 2-2**. The frequency of the bus services during the peak periods are typically between 10 to 15 minutes.

Table 2-2: Bus routes[5]

Bus Routes No.	Bus Stop Location	Bus Route
356	Belmore Road	Eastgardens to Bondi Junction
373	Belmore Road	Coogee to City Museum (Loop Service)
373X	Belmore Road	Coogee to City Museum (Express Service)
375	Belmore Road	Eastgardens to Randwick (Loop Service)
377X	Belmore Road	Maroubra Beach to City Museum via South Coogee (Express Service)
390X	Belmore Road	La Perouse to Bondi Junction (Express Service)
374	Alison Road	Coogee to Central Belmore Park via Bream St

[4] Source: https://www.google.com/maps/
[5] Source: https://transportnsw.info/routes/details/sydney-buses-network/

Bus Routes No.	Bus Stop Location	Bus Route
374X	Alison Road	Coogee to City Museum via Bream St (Express Service)

The site is classified as an **accessible area** as it is within 400 metres walking distance to bus stops with regular bus service operations throughout the day.

2.2.2. Light Rail

The nearest Light Rail Station 'Randwick' is located 420 metres from the subject site. The Light Rail services the L2 City & Southeast Line.

2.3. Car Share

As shown in **Figure 2-2**, car sharing services are available near the site. There are at least 8 car-sharing service located within a 500 metres radius from the subject site, with the nearest car share service located 150 metres away from the site.

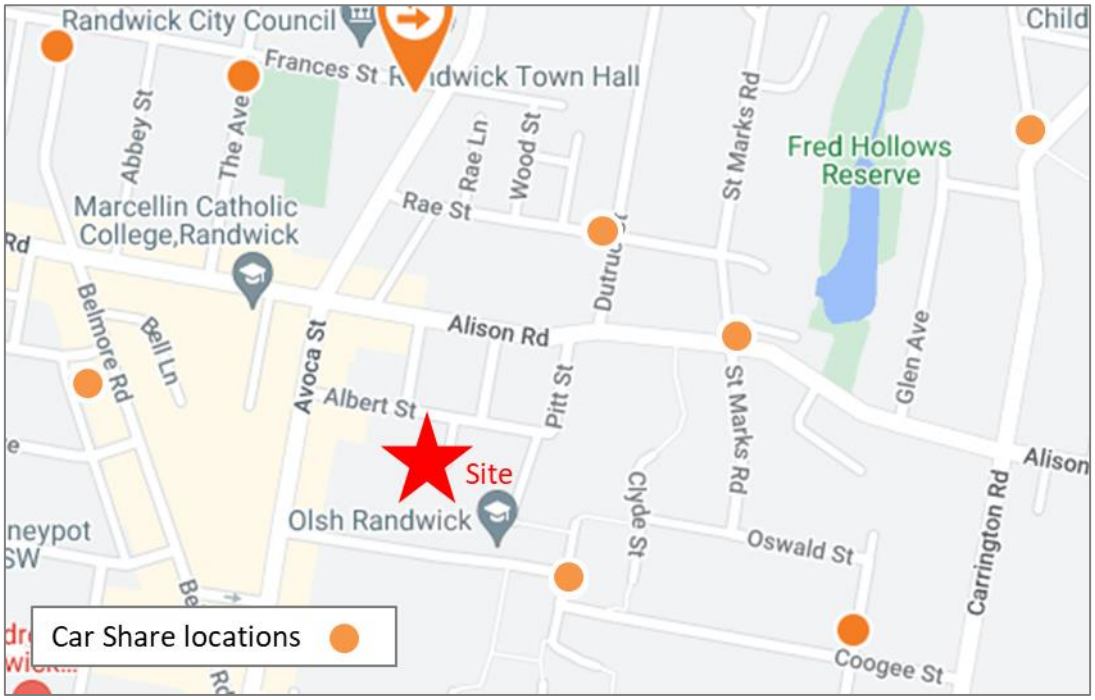


Figure 2-2: Car Share Locations

2.4. Walking and Cycling

Pedestrian footpaths are established along Albert Street, Avoca Street, Alison Road and other local streets.

There are designated cycling routes can be found along High Street, Wansey Road and local other streets.

The bicycle network map from Transport RMS cycleway finder is shown in **Figure 2-3**.

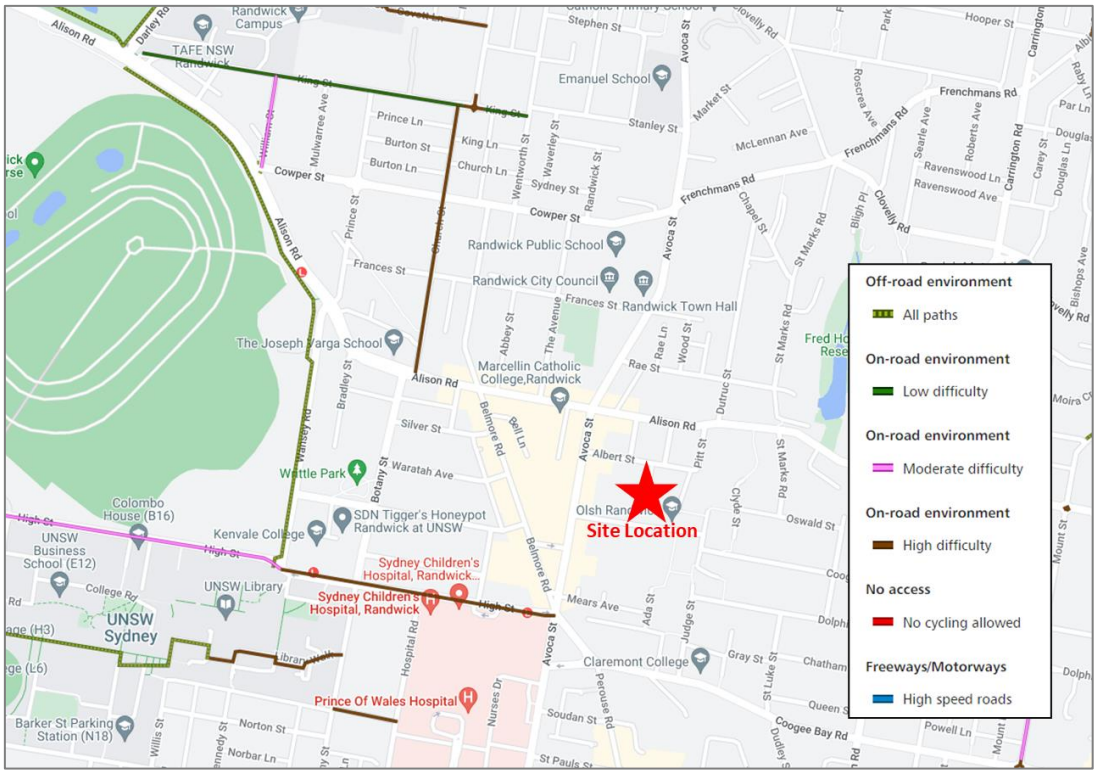


Figure 2-3: TfNSW Cycle Finder[6]

[6]Source: https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder

3. Proposed Development

A residential development (including in-fill affordable housing) is being proposed for 3&4 Llanfoyst Street, Randwick. The updated proposal encompasses of the following features:

- Residential
    - 1 x one bedroom units
    - 4 x three bedroom units
- In-fill affordable housing
    - 2 x one bedroom units
    - 4 x three bedroom units
- 16 x car parking spaces (including two accessible bays) provided on site
- Vehicle access is via Llanfoyst Street.

The architectural plans prepared by OROSI Architects are shown in **Appendix A**.

4. Parking Requirements and Design

4.1. Parking Requirements

The car parking requirements has been assessed under the '*State Environmental Planning Policy (SEPP) - Housing 2021 – Part 2 Development for affordable housing, division 1 in-fill affordable housing*' which specifies car parking rates for in-fill affordable housing (refer to Appendix C).

Table 4-1 presents the car parking requirements for the proposed development in accordance with SEPP (Housing) 2021.

Table 4-1: SEPP Parking Rates and Supply

Number of bedrooms	SEPP parking rates	Parking requirements	Proposed parking provision
3 x one bedroom units	for each dwelling containing 1 bedroom—0.5 parking spaces	1.5	16 car parking spaces (including two accessible bays)
Nil	for each dwelling containing 2 bedrooms—1.0 parking spaces	0	
8 x three bedrooms	each dwelling containing at least 3 bedrooms – 1.5 parking space, and	12.0	
	Total	13.5 (rounded up to 14) car parking spaces	

*Note: Site is located in an accessible area: accessible area means land within—800m walking distance of a public entrance to a railway station, or a wharf from which a Sydney Ferries ferry service operates. 400m walking distance of public entrance to a light rail station, bus stops used by a regular bus service. ** As specified under the 'Randwick Comprehensive Development Control Plan 2013 B – General Controls B7' Parking calculations should be rounded to the nearest whole number. Where the fraction is 0.5, then the figure must be rounded up to the next whole number.

From Table 4-1, it can be seen that the car parking provision of 16 car parking spaces does comply with SEPP car parking requirements.

4.2. Bicycle and Motorcycle Parking

The 'Randwick Development Control Plan 2013 – General Controls' specifies bicycle and motorcycle parking rates for residential developments.

The bicycle and motorcycle parking requirements and supply are shown in Table 4-2 and Table 4-3.

Table 4-2: Council Bicycle Parking Rates and Supply

Land Use	Council Parking Rates	Council Parking Requirements	Proposed provision
Residential (11 units)	Residents 1 bicycle space per 2 units	5.5	7 bicycle parking spaces provide on-site
	Visitors 1 bicycle space per 10 units	1.1	
TOTAL Bicycle Parking spaces		6.6 (round up to 7) bicycle parking spaces	

Note: Randwick Comprehensive DCP 2013 specifies the minimum number of bike parking spaces is to be rounded up to the nearest whole number

Table 4-3: Council Motorcycle Parking Rates and Supply

Land Use	Council Parking Rates	Council Parking Requirements	Proposed provision
Motorcycle Parking			
Residential (11 units)	5% of the car parking requirement	1 motorcycle parking	1 motorcycle parking has been provided on-site

From Table 4-2 and Table 4-3 it can be seen that the bicycle and motorcycle parking does comply with Councils motorcycle and bicycle parking requirements. Hence, the parking provision is acceptable for the proposed development.

4.3. Car Parking Layout

The proposed car park design and access arrangement has been designed in accordance with the requirements of the Australian Standards (AS2890).

Table 4-4 identifies the characteristics of the proposed parking and access layout with respect to the relevant design requirements and guidelines. The last column identifies the compliance of each design aspect.

Table 4-4: Car Parking Requirements (AS2890)

Design Aspect	Australian Standards (AS2890)	Proposed Provision	Compliance
Parking space length: Standard bay	5.4m (minimum)	5.4m	Complies with AS2890
Parking space width: Standard bay	2.4m (minimum)	2.4m	Complies with AS2890
Accessible bay length	5.4m (minimum)	5.4m	Complies with AS2890
Accessible bay width	4.8m (minimum) including shared zone	4.8m	Complies with AS2890
Driveway Width	3.0 to 5.5 metres	5.5 metres (min)	Complies with AS2890 (Further details provided in Section 4.3.1)
Height Clearance: General Min (carpark).	2.2 metres	2.2 metres (min)	Complies with AS2890
Height Clearance above accessible bay	2.5m (minimum)	2.5m (minimum)	Complies with AS2890
Adjacent obstruction - 300 mm shall be added to the width of the space.	Adjacent obstruction If the side boundary of a space is a wall or fence, or if there are obstructions such as columns placed to restrict door opening, 300 mm shall be added to the width of the space.	300 mm added to the width of the parking spaces adjacent a wall/fence.	Complies with AS2890
Traffic Aisle Width	5.8m (minimum)	5.8m (minimum)	Complies with AS2890
Parking Envelope Clearance - columns	Columns located outside the parking design envelope as per AS2890.1 Figure 5.2	Columns located outside the parking design envelope as per AS2890.1 Figure 5.2	Complies with AS2890

Design Aspect	Australian Standards (AS2890)	Proposed Provision	Compliance
Blind Aisle	A minimum of 1 metre extension beyond the last parking space	1.0 metre (minimum) extension beyond the last parking space. In addition, turning bays have been provided in the basement level car park.	Complies with AS2890

The proposed car park and access layout comply with the requirements of the Australian Standards, with further information provided below:

4.3.1. Driveway / Ramp

The proposed driveway is two way merging into one-way traffic flow ramp into the basement car park. This will be acceptable for the following reasons:

- Low traffic volumes within the site, and during the morning and evening peak periods
- The size of the proposed development
- Traffic signals are proposed to manage the inbound and outbound movements of two-way traffic flow via the one-way ramp. This will minimise traffic conflicts and improve safety. The inbound vehicle will have 'priority entry'. This entails a continuous green signal and will allow the inbound vehicles to enter the site without waiting on the street (refer to Section 4.6).

4.4. Vehicle Swept Path Analysis

An evaluation of the car parking spaces and the access arrangement has been undertaken using the software package 'AutoTurn'. The vehicle swept paths have been based on vehicles as outlined in the Australian Standards (AS/NZS 2890.1:2004).

It is noted that the vehicle swept path analysis were successfully carried, as shown in **Appendix B**.

The design of the car park and access arrangement is considered acceptable for the proposed development.

4.5. Service Vehicles (Waste Trucks)

Service vehicles for waste collection will be accommodated kerbside along Llanfoyst Street.

Given the scale and nature the proposed development, it is expected that service vehicle demands for this site to be relatively low and infrequent. The temporary use of the kerbside parking along Llanfoyst Street is appropriate to meet the demands of this development.

4.6. Traffic Signal Operation

The proposed internal ramps and access will be managed and controlled by traffic signals in order to cater for two-way traffic flow. Traffic signals will be installed on ground level and basement level to manage the inbound and outbound traffic movements.

The typical operation as follows:

1. Inbound vehicles entering the site via Llanfoyst Street will stop at the designated stop line at the designated stop area prior to activating the traffic signals.
2. The driver (inbound vehicle) would activate the traffic systems from a wall / ceiling mounted sensor or fob key. This would activate the traffic signals within the basement car park.
3. Traffic signals (within the car park) would then be activated 'red' to aware drivers that a vehicle is entering the basement carpark. Drivers would then wait in the car parking spaces / holding area to allow the incoming vehicle to pass.
4. In the outbound direction, the driver would activate the traffic lights systems from a push button station (see Figure 4-1) or the designated bays. The top of the ramp (ground level) the light will turn red, this would notify inbound drivers to wait until the outbound vehicle has pass.

Figure 4-1: Example of a push button station

The internal traffic signalised are proposed to manage the inbound and outbound movements and to minimise traffic conflicts and improve safety.

It is also recommended that convex safety mirrors be placed at key points along the ramp. In the unlikely event, the traffic signals malfunction, the convex mirrors will improve drivers visibility.

The Traffic Signal Plan for ground level and basement level is shown in Figure 4-2 and Figure 4-3.

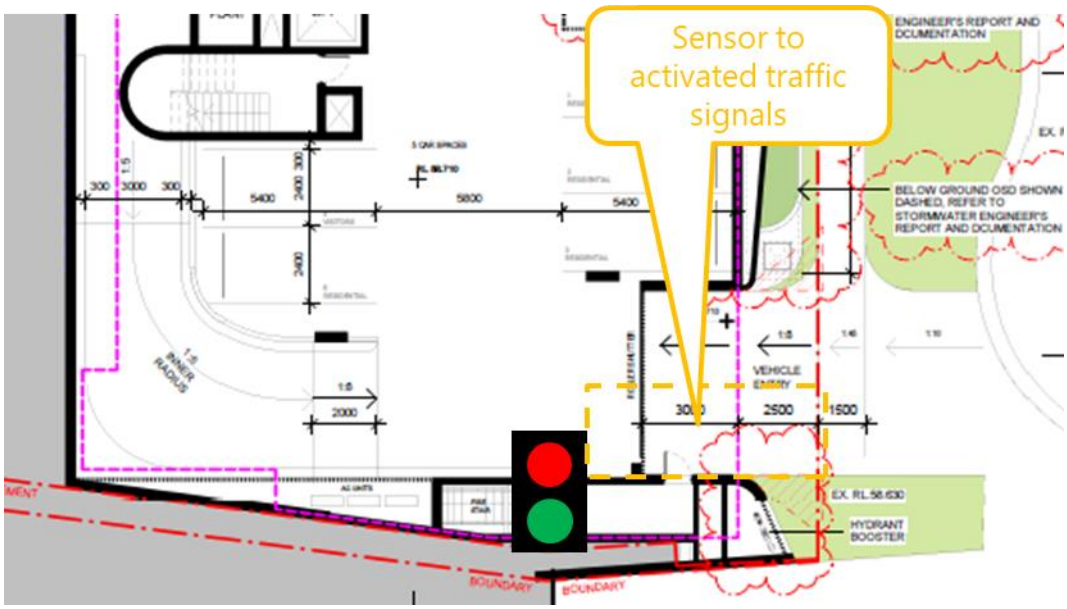


Figure 4-2: Traffic Signal Plan (Ground Level)

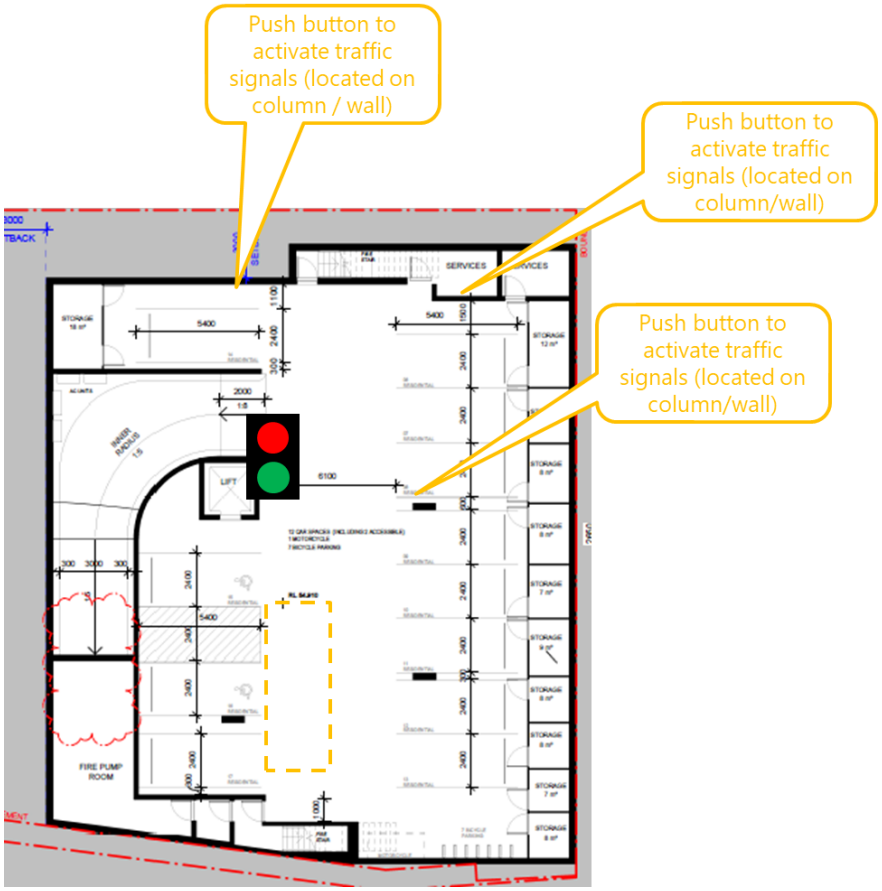


Figure 4-3: Traffic Signal Plan (Basement Level)

5. Traffic Impacts

The RTA (RMS) 'Guide to Traffic Generating Development Version 2.2 (2002)' specifies land use traffic generation rates for different types of developments. These guidelines specify traffic generation rates for residential developments.

Accordingly, medium density residential flat building traffic generation rates have been applied for this assessment.

The expected traffic generation for the development is provided in **Table 5-1**.

Table 5-1: RMS Traffic Generation Rates

Land Use	RTA Traffic Generation Rates (Peak Hour Vehicle Trips)	Peak Hour Vehicle Trips
Medium Residential Dwelling • 3 x one bedroom units • 8 x three bedroom units	**Up to 2 bedrooms** Peak hour vehicle trips 0.4 - 0.5 per dwelling **Three bedrooms or more** peak hour vehicle trips 0.5 - 0.65 per dwelling	1.2 to 1.5 vehicles 4 to 5.2 vehicles
	Total vehicles (peak hour)	5 to 7 vehicles

Note: RMS definition 'A medium density residential flat building refers to a building containing at least 2 but less than 20 dwellings. This includes villas, town houses, flats, semi-detached houses, terrace or row houses and other medium density developments. This does not include aged or disabled persons' housing'

Application of the RMS traffic rates as per the above results in the proposed development generating up to seven vehicle movements during the morning and evening peak periods.

The potential traffic generation is relatively minor and not of a level normally associated with unacceptable traffic implications in terms of road network capacity or traffic related environmental effect.

6. Summary and Conclusion

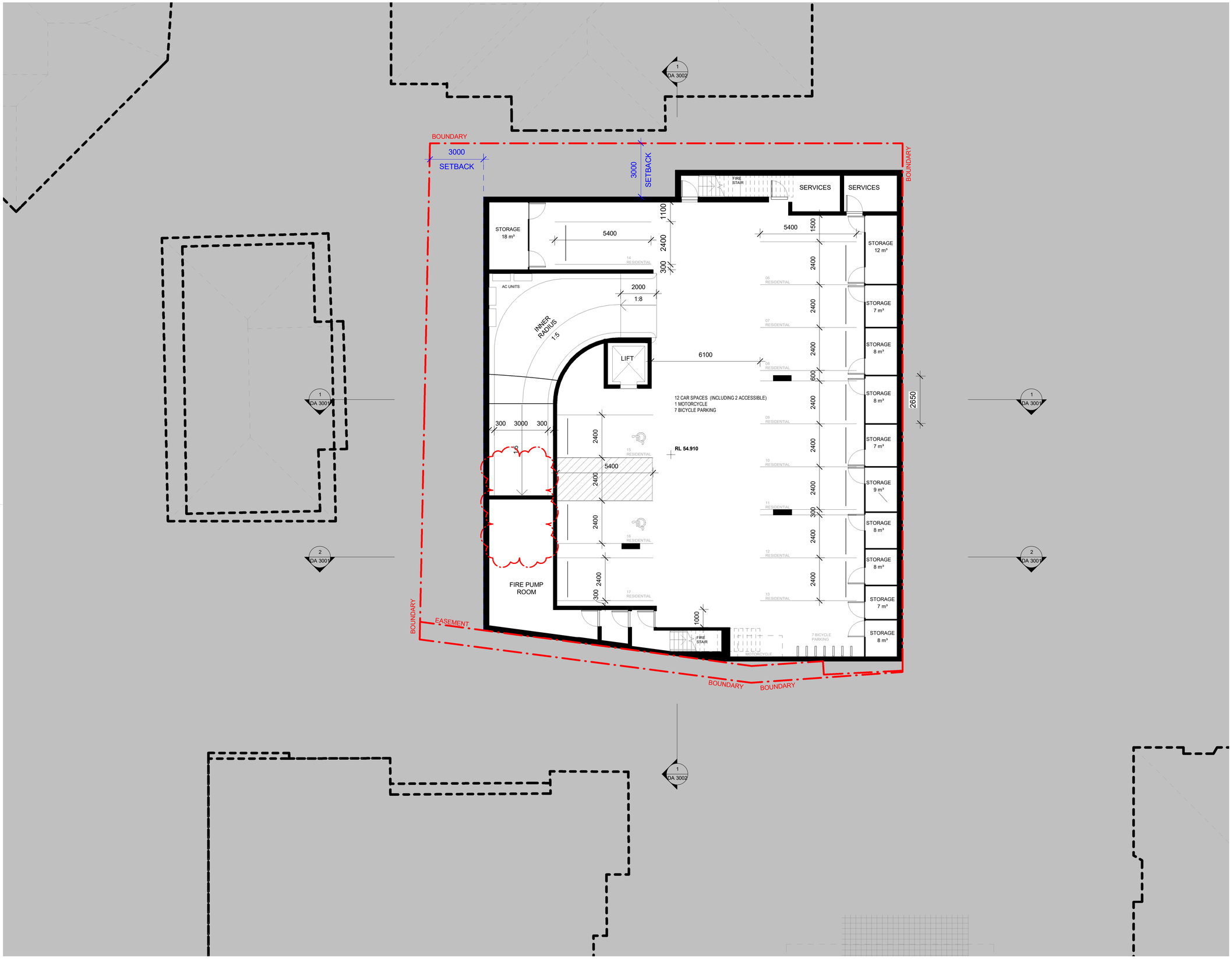
One Traffic Consulting has assessed the potential traffic and parking effects of the proposed residential development (including in-fill affordable housing) at 3&4 Llanfoyst Street Randwick.

Based on the above assessment, it is concluded that:

- The proposed car parking provision does comply with the car parking requirements of the SEPP.
- The proposed car park layout generally complies with the Australian Standards. Vehicle swept path assessment has been prepared for the proposal, which demonstrates that vehicles are able to manoeuvre in and out the car park, and leave the site in a forward direction.
- The negligible level of traffic movements expected to be generated by the proposed development is not expected to result in any material change to the continued safe and efficient operating performance of the local road network or intersections.

Overall, the proposed residential development (including in-fill affordable housing) is expected to have a negligible impact on the existing local traffic and parking environments.

Appendix A Architectural Plans



1 BASEMENT 2

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OROSI

ARCHITECTURE

NOMINATED ARCHITECT: HAMID SAMAVI
REGISTRATION NUMBER: 11854

Issue	Amendment	Date
B	S34 CONCILIATION	22/05/2023
C	S34 CONCILIATION	01/06/2023
D	S34 CONCILIATION UPDATES	19/06/2023
E	S34 CONCILIATION UPDATES	07/07/2023
F	S34 CONCILIATION UPDATES	28/07/2023
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H	PRE HEARING	19/10/2023
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M	COURT HEARING	18/01/2024
N	COURT HEARING	25/01/2024
O	COURT HEARING - COORDINATION	30/01/2024

Project

3 & 4 LLANFOYST STREET,
RANDWICK

Drawing

BASEMENT 2

Scale 1 : 100 at A1

Status

Drawing no.

DA 1100

Project no 2301

Issue

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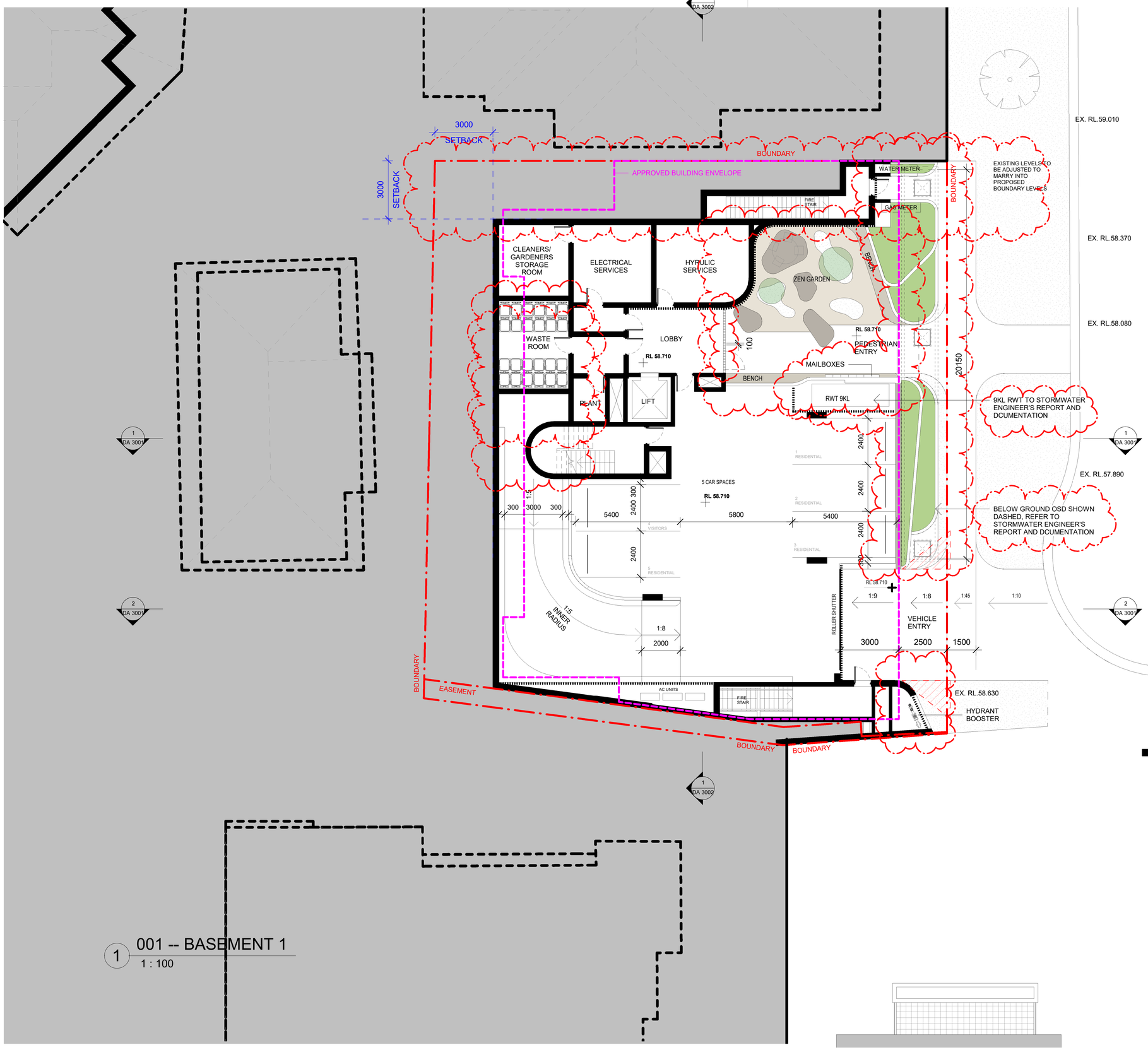
Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent. The design is not in a form suitable for use in connection with building work.



1 001 -- BASEMENT 1
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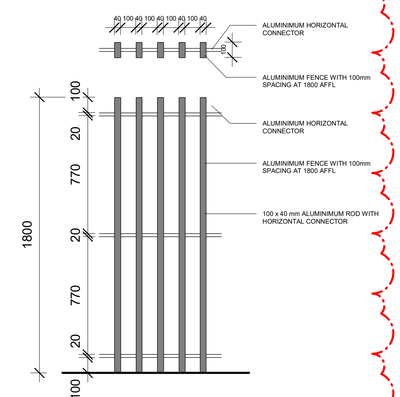
LEGEND

- BOUNDARY
- BUILDING SETBACK
- APPROVED BUILDING ENVELOPE
- TREE TO BE REMOVED
- EXISTING TREE



4 ENTRY GATE DETAIL
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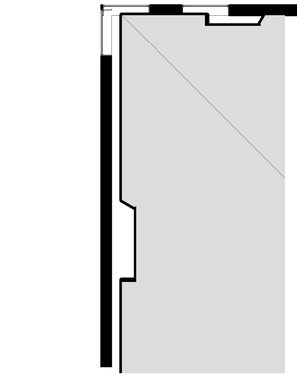

OROSI
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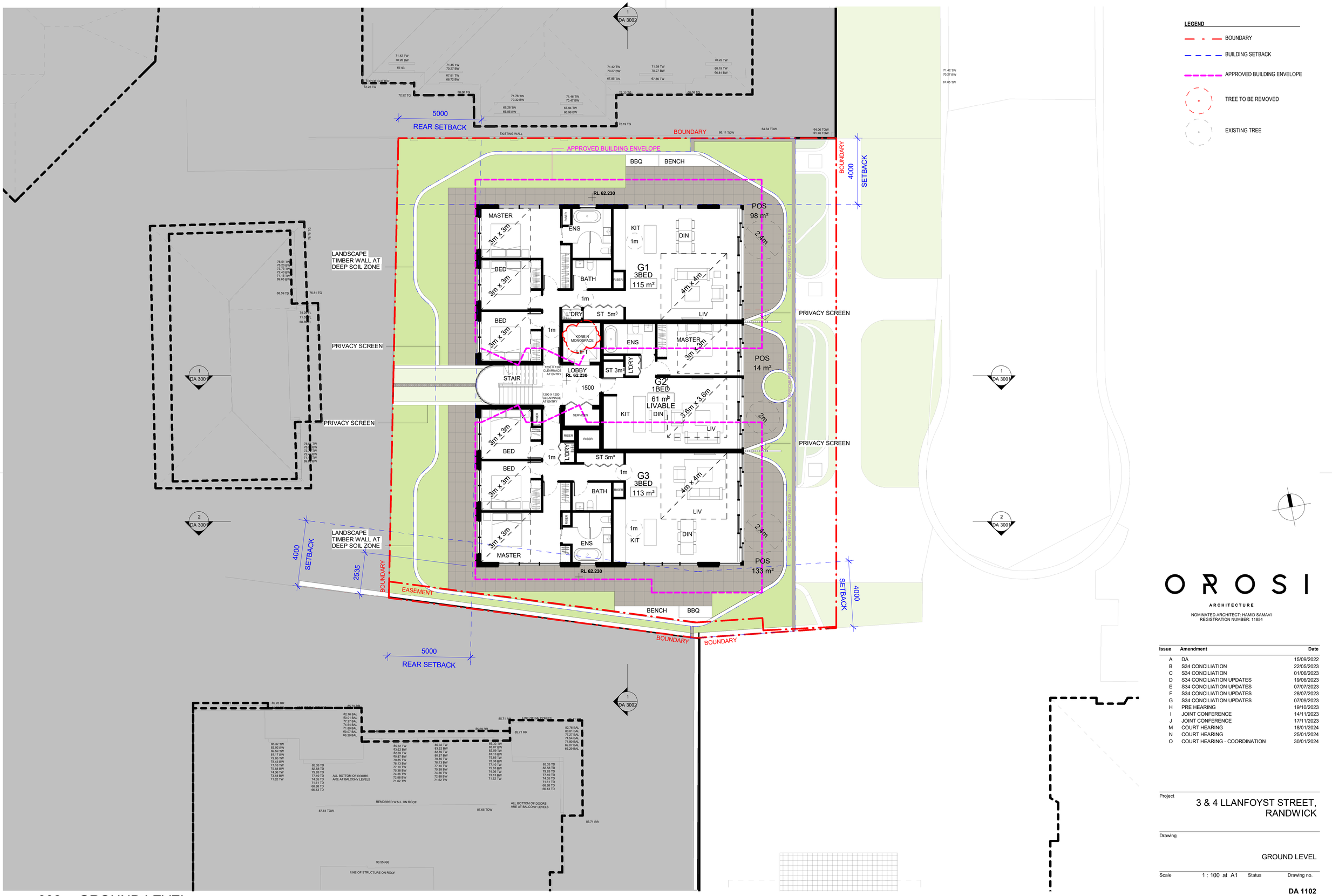
O	COURT HEARING - COORDINATION	30/01/2024

Project
3 & 4 LLANFOYST STREET, RANDWICK

Drawing
BASEMENT 1

Scale As indicated at A1 | Status | Drawing no.
DA 1101

Project no 2301 | Issue O



1 002 -- GROUND LEVEL

1 : 100

LEGEND

- BOUNDARY
- BUILDING SETBACK
- APPROVED BUILDING ENVELOPE
- TREE TO BE REMOVED
- EXISTING TREE

OROSI

ARCHITECTURE

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O	COURT HEARING - COORDINATION	30/01/2024

Project

3 & 4 LLANFOYST STREET,
RANDWICK

Drawing

GROUND LEVEL

Scale 1 : 100 at A1 Status Drawing no.

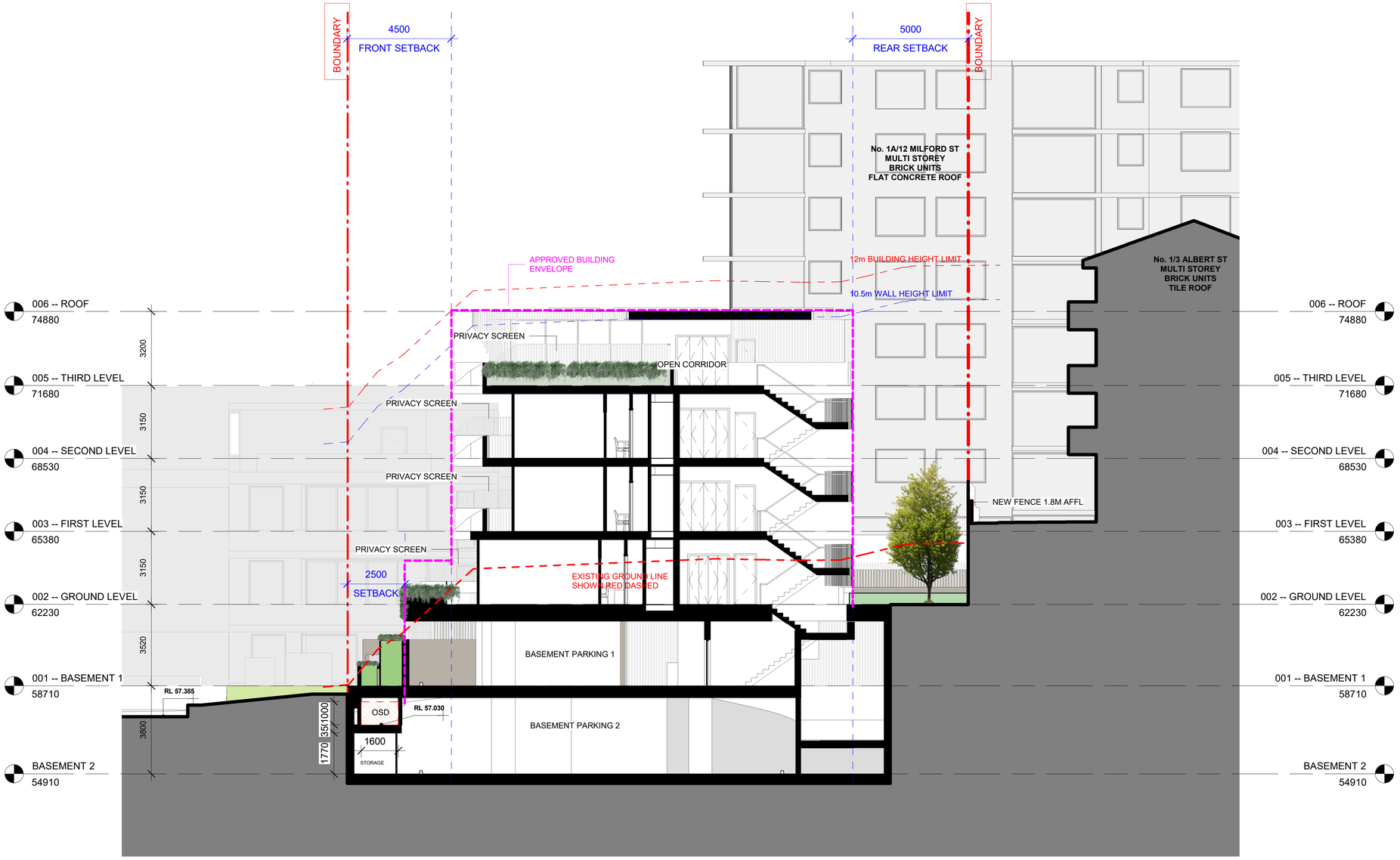
DA 1102

Issue

Project no 2301

O

Minor changes to form and configuration may be required when drawings are subsequently prepared for construction purposes after the grant of development consent. The design is not in a form suitable for use in connection with building work.



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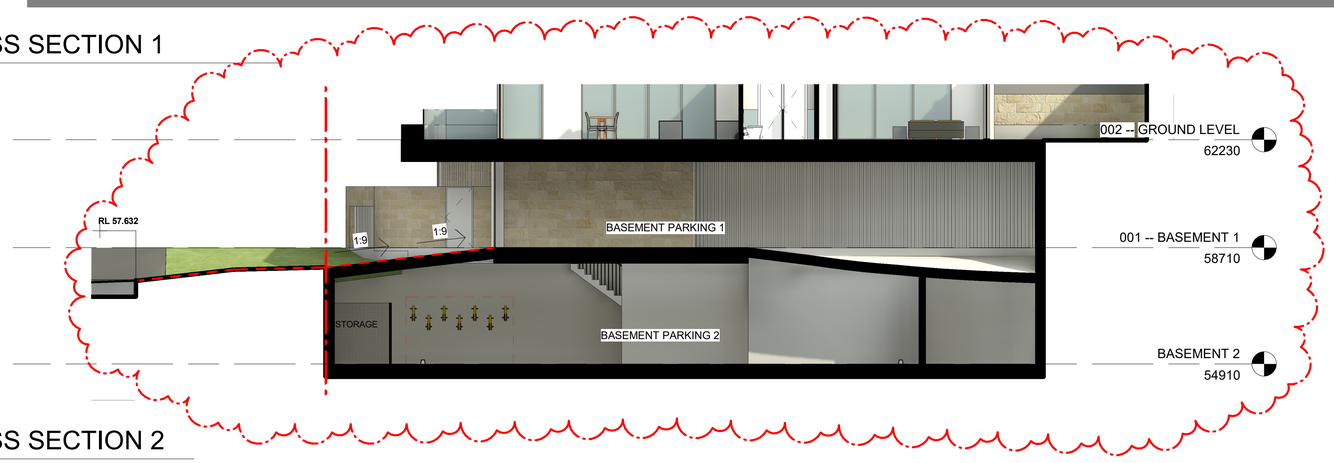

2 CROSS SECTION 2
1 : 100

ORROSI
ARCHITECTURE

NOMINATED ARCHITECT: HAMID SAMAVI
REGISTRATION NUMBER: 11854

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N	COURT HEARING	25/01/2024
O	COURT HEARING - COORDINATION	30/01/2024

Project
3 & 4 LLANFOYST STREET,
RANDWICK

Drawing
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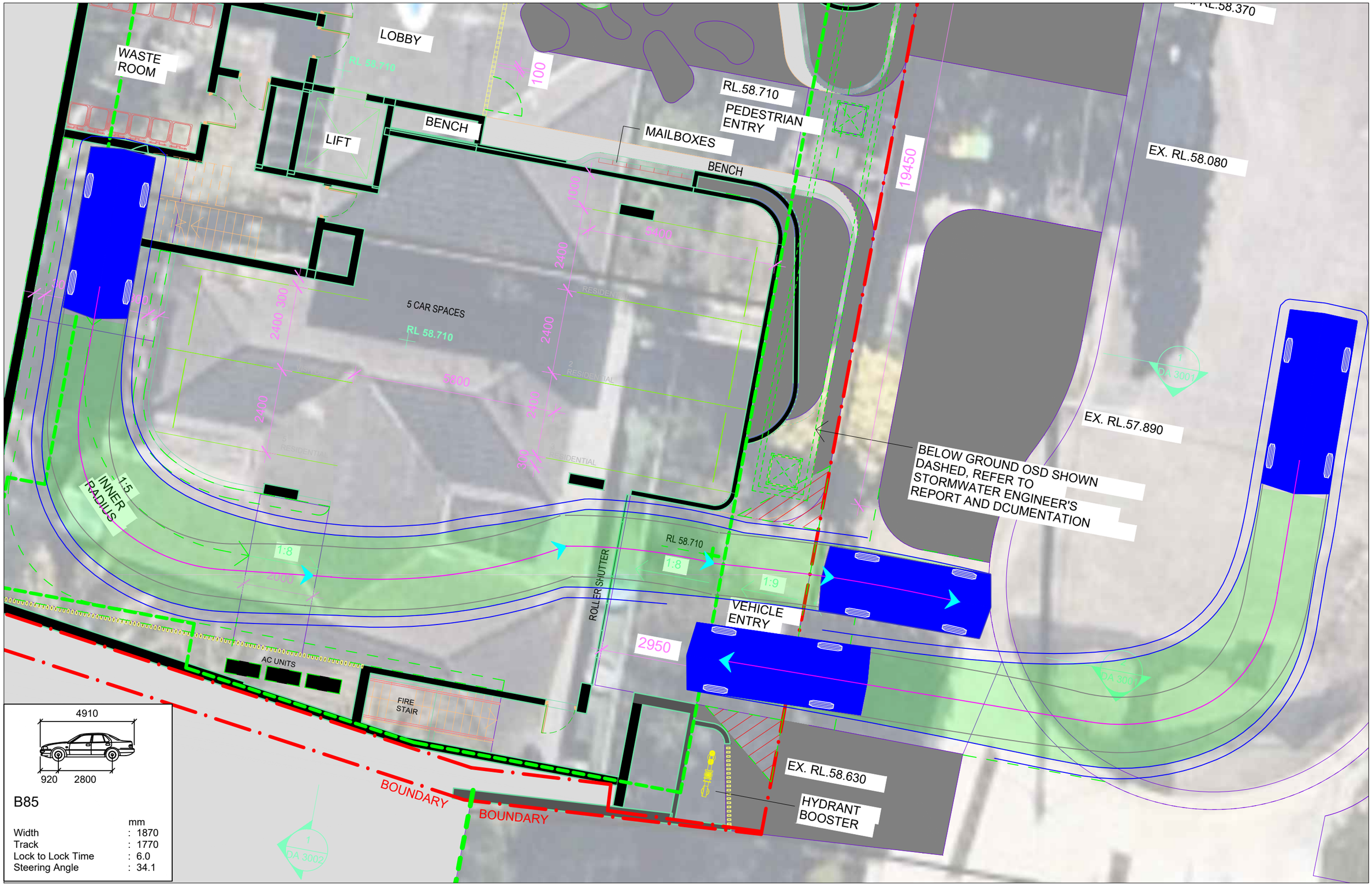
Scale 1 : 100 at A1 Status Drawing no.
DA 3001

Project no 2301 Issue O

Appendix B Vehicle Swept Path Analysis



Swept Paths Assessment - Ground Floor

ONE TRAFFIC

3-4 Illanfoyst Street, Randwick

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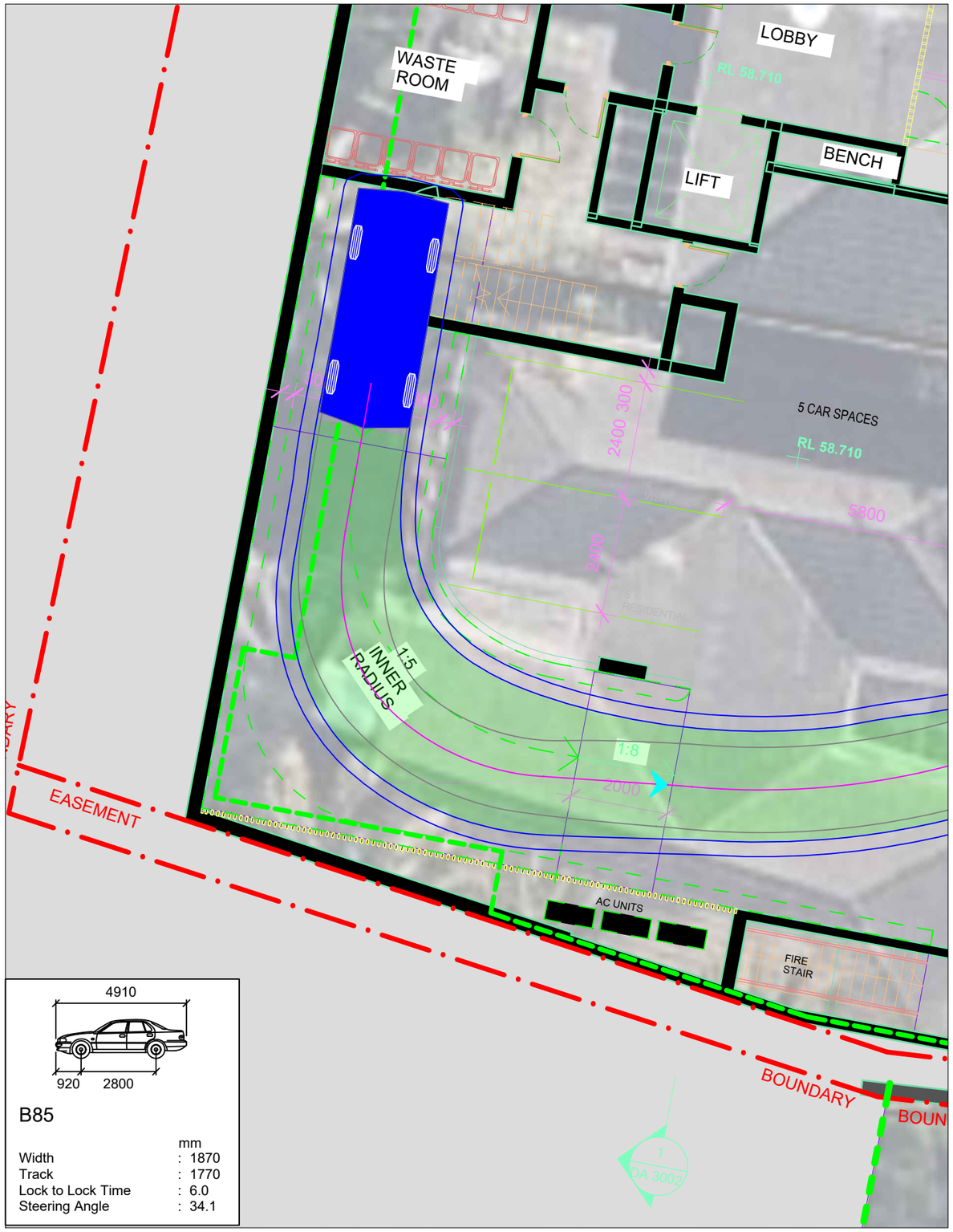
2322 - 240129



B85

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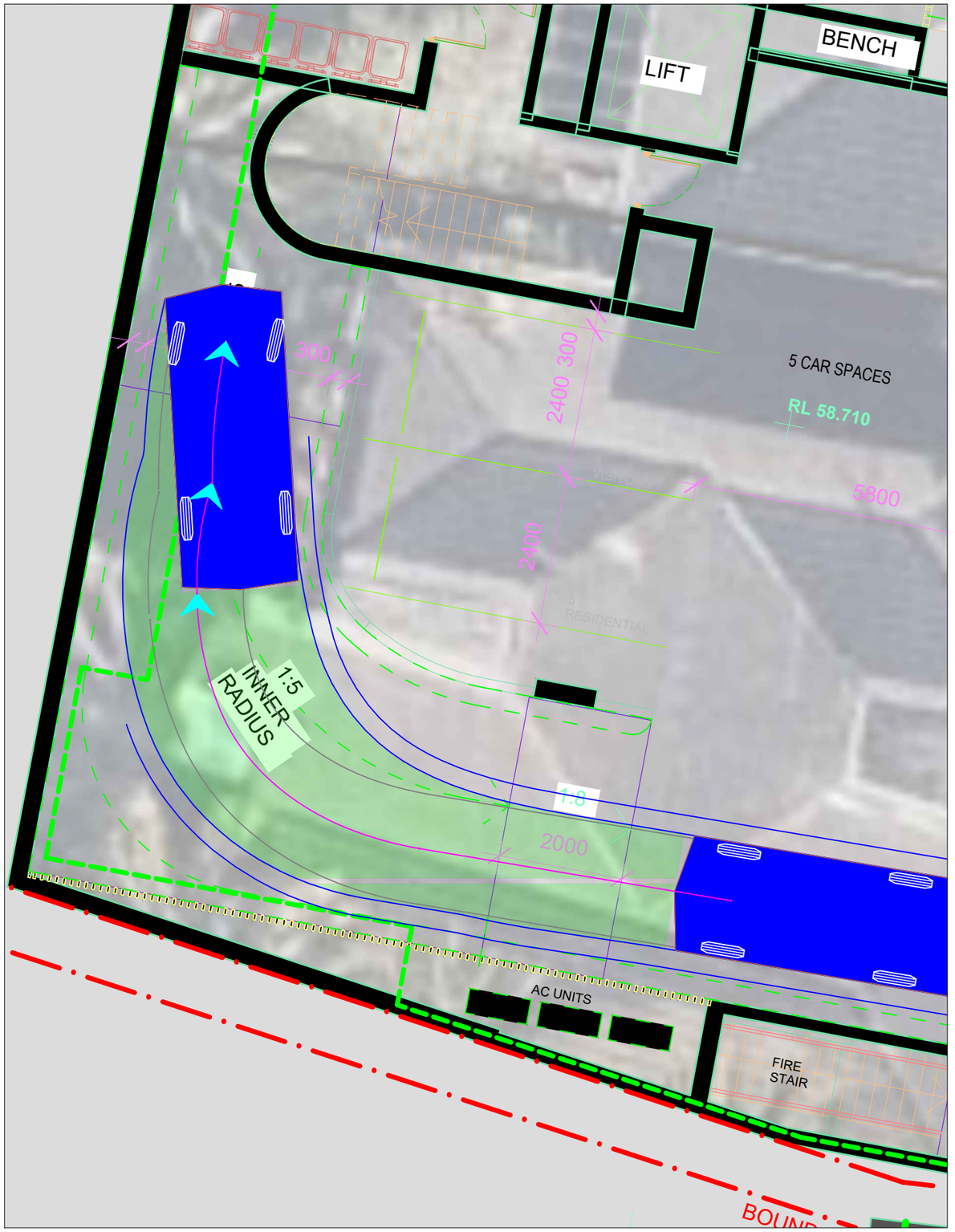

Swept Paths Assessment - Ground Floor

ONE TRAFFIC

3-4 Illanfoyst Street, Randwick

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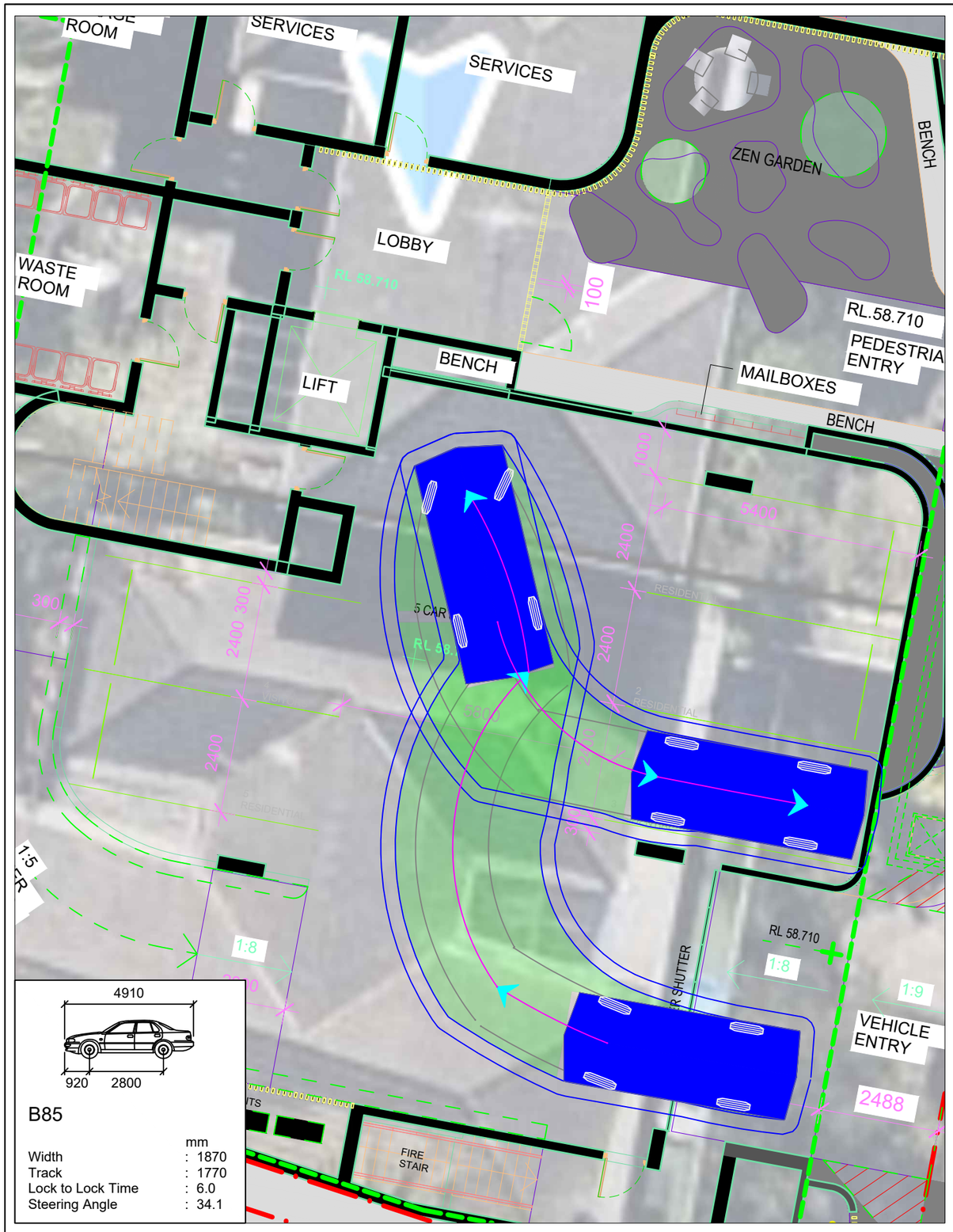

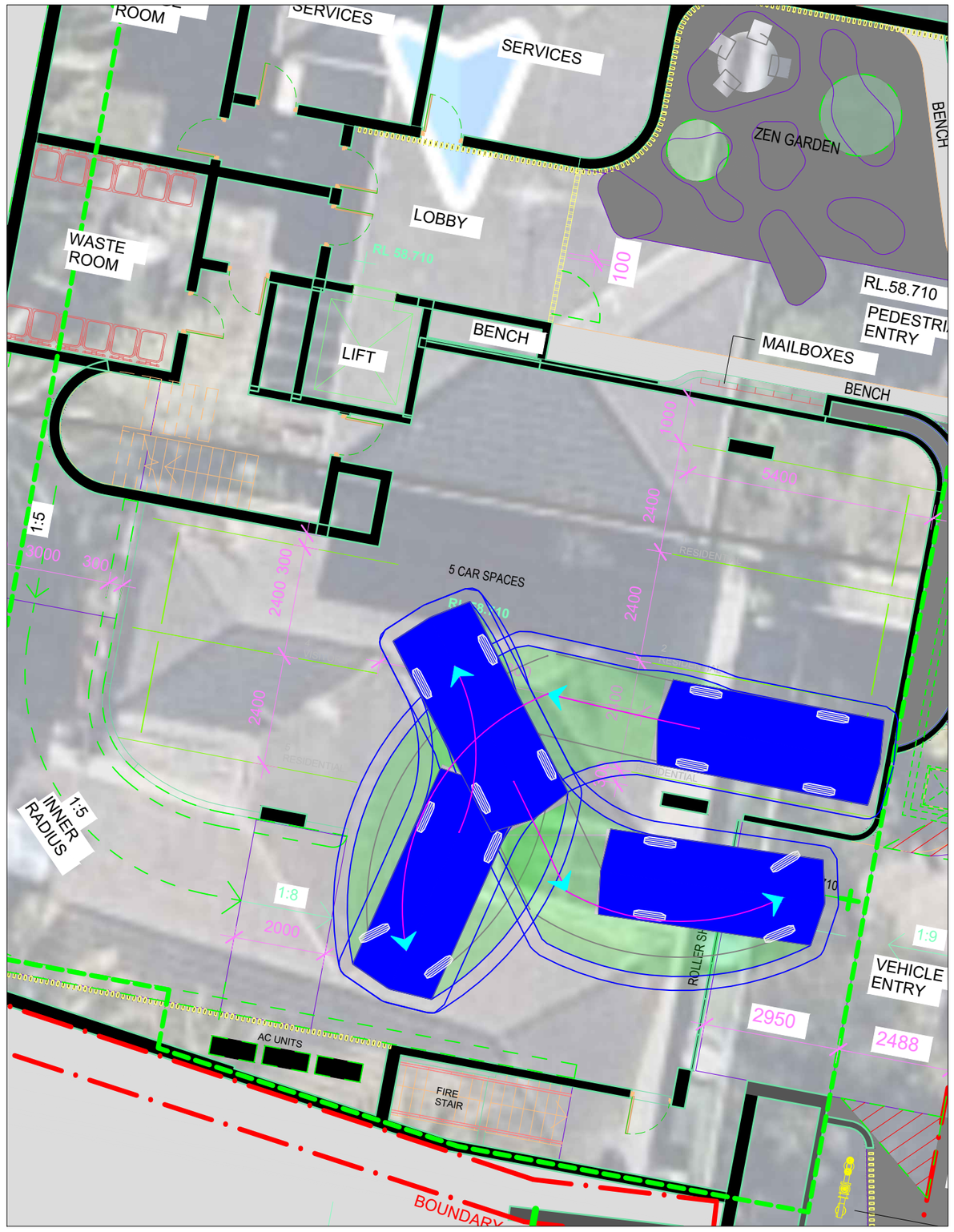

Swept Paths Assessment - Ground Floor

ONE TRAFFIC

3-4 Illanfoyst Street, Randwick

Drawing Reference:
2322 - 240129

Vertical Simulation - Cross Section (Ramp)

ONE TRAFFIC

3-4 Illanfoyst Street, Randwick

Drawing Reference:
2322 - 240129

Appendix C SEPP In-fill affordable housing

(g) affordable housing must consist of dwellings constructed to a standard that, in the opinion of the consent authority, is consistent with other dwellings in the area.

Part 2 Development for affordable housing

Division 1 In-fill affordable housing

16 Development to which Division applies

(1) This Division applies to residential development if—

(a) the development is permitted with consent under another environmental planning instrument, and

(b) at least 20% of the gross floor area of the building resulting from the development will be used for the purposes of affordable housing, and

(c) for development on land in the Greater Sydney region, Newcastle region or Wollongong region—all or part of the development is within an accessible area, and

(d) for development on other land—all or part of the development is within 400m walking distance of land within 1 or more of the following zones or an equivalent land use zone—

(i) Zone B1 Neighbourhood Centre,

(ii) Zone B2 Local Centre,

(iii) Zone B4 Mixed Use.

(2) In this Division, residential development carried out by, or on land owned by, the Land and Housing Corporation is taken to be used for the purposes of affordable housing.

(3) In this section—

Newcastle region means land within the following local government areas—

(a) Cessnock,

(b) Lake Macquarie,

(c) Maitland,

(d) Newcastle,

(e) Port Stephens.

residential development means development for the following purposes—

(a) attached dwellings,

(b) dual occupancies,

(c) dwelling houses,

(d) manor houses,

(e) multi dwelling housing,

(f) multi dwelling housing (terraces),

(g) residential flat buildings,

(h) semi-detached dwellings.

Wollongong region means land within the following local government areas—

(a) Kiama,

(b) Shellharbour,

(c) Wollongong.

17 Floor space ratio

(1) The maximum floor space ratio for development to which this Division applies is the maximum permissible floor space ratio for residential accommodation on the land plus an ***additional floor space ratio*** of—

(a) if the maximum permissible floor space ratio is 2.5:1 or less—

(i) if at least 50% of the gross floor area of the building resulting from the development will be used for affordable housing—0.5:1, or

(ii) if less than 50% of the gross floor area of the building will be used for affordable housing—Y:1,
where—

AH is the percentage of the gross floor area of the building that is used for affordable housing.

$\boldsymbol{Y} = AH \div 100$

or

(b) if the maximum permissible floor space ratio is more than 2.5:1—

(i) if at least 50% of the gross floor area of the building will be used for affordable housing—20% of the maximum permissible floor space ratio, or

(ii) if less than 50% of the gross floor area of the building will be used for affordable housing—Z% of the maximum permissible floor space ratio, where—

AH is the percentage of the gross floor area of the building that is used for affordable housing.

$\boldsymbol{Z} = AH \div 2.5$

(2) The additional floor space ratio must be used for the purposes of affordable housing.

18 Non-discretionary development standards—the Act, s 4.15

(1) The object of this section is to identify development standards for particular matters relating to development for the purposes of in-fill affordable housing that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.

(2) The following are non-discretionary development standards in relation to the carrying out of development to which this Division applies—

(a) a minimum site area of $450m^2$,

(b) for a development application made by a social housing provider—at least $35m^2$ of landscaped area per dwelling,

(c) if paragraph (b) does not apply—at least 30% of the site area is landscaped area,

(d) a deep soil zone on at least 15% of the site area, where—

(i) each deep soil zone has minimum dimensions of 3m, and

(ii) if practicable, at least 65% of the deep soil zone is located at the rear of the site,

(e) living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter,

(f) for a development application made by a social housing provider for development on land in an accessible area—

(i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces, or

(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces, or

(iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,

(g) if paragraph (f) does not apply—

(i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, or

(ii) for each dwelling containing 2 bedrooms—at least 1 parking space, or

(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,

(h) for development for the purposes of residential flat buildings—the minimum internal area specified in the Apartment Design Guide for each type of apartment,

(i) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the minimum floor area specified in the Low Rise Housing Diversity Design Guide,

(j) if paragraphs (h) and (i) do not apply, the following minimum floor areas—

(i) for each dwelling containing 1 bedroom—65m^2, or

(ii) for each dwelling containing 2 bedrooms—90m^2, or

(iii) for each dwelling containing at least 3 bedrooms—115m^2 plus 12m^2 for each bedroom in addition to 3 bedrooms.

19 Design requirements

(1) Development consent must not be granted to development to which this Division applies unless the consent authority has considered the following, to the extent to which they are not inconsistent with this Policy—

(a) the *Seniors Living Policy: Urban Design Guidelines for Infill Development* published by the Department of Infrastructure, Planning and Natural Resources in March 2004,

(b) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the Low Rise Housing Diversity Design Guide.

(2) Subsection (1) does not apply to development to which *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* applies.

(3) Development consent must not be granted to development to which this Division applies unless the consent authority has considered whether the design of the residential development is compatible with—

(a) the desirable elements of the character of the local area, or

(b) for precincts undergoing transition—the desired future character of the precinct.

20 Continued application of SEPP 65

Nothing in this Policy affects the application of *State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development* to residential development to which this Division applies.