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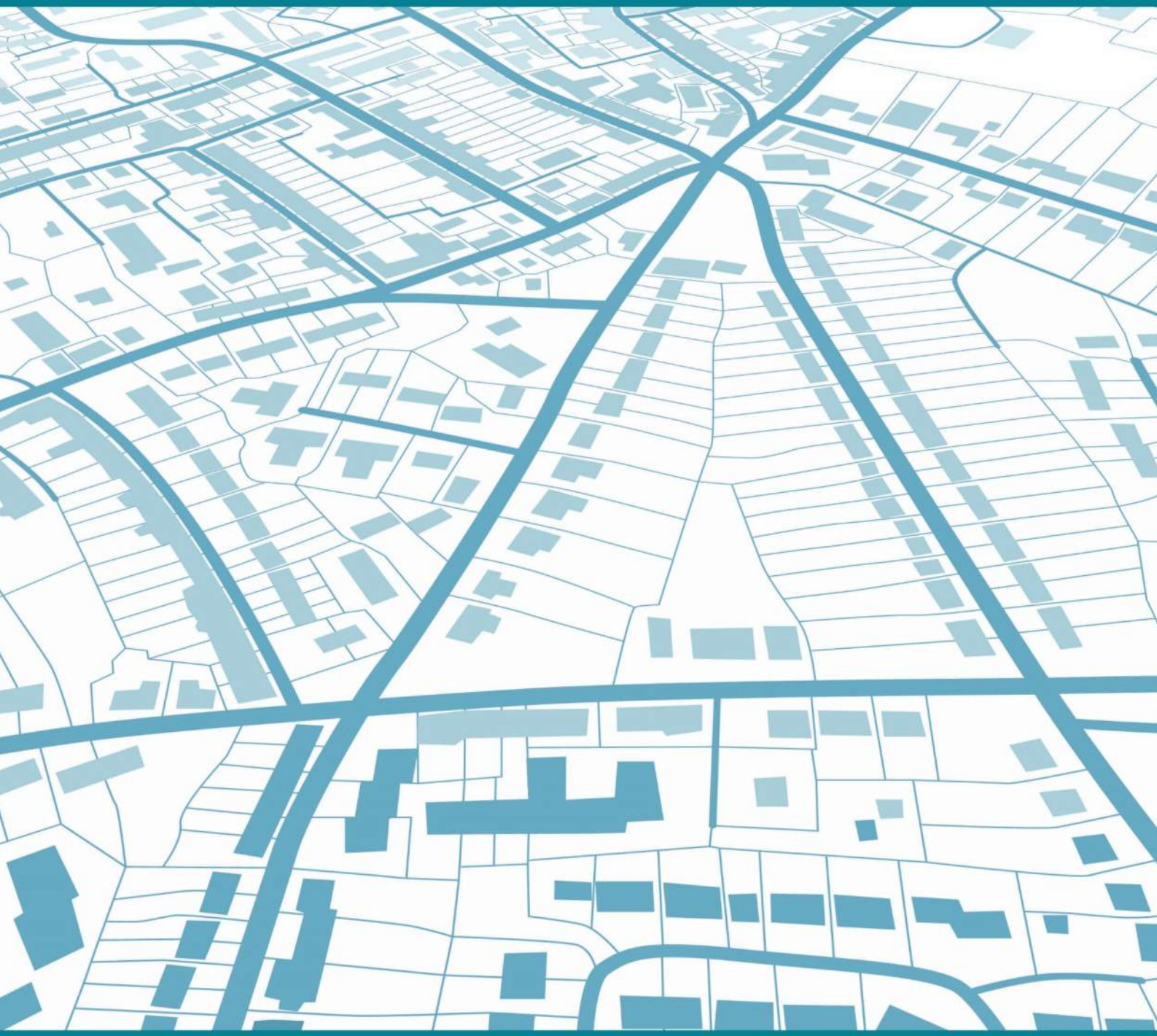

Proposed Residential Development

680, 682, 684, & 688 East Street & 165 Alexandra Street, East Albury

Traffic and Parking Assessment

Ref: 21043
Date: April 2022
Issue: B

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1.0 Introduction

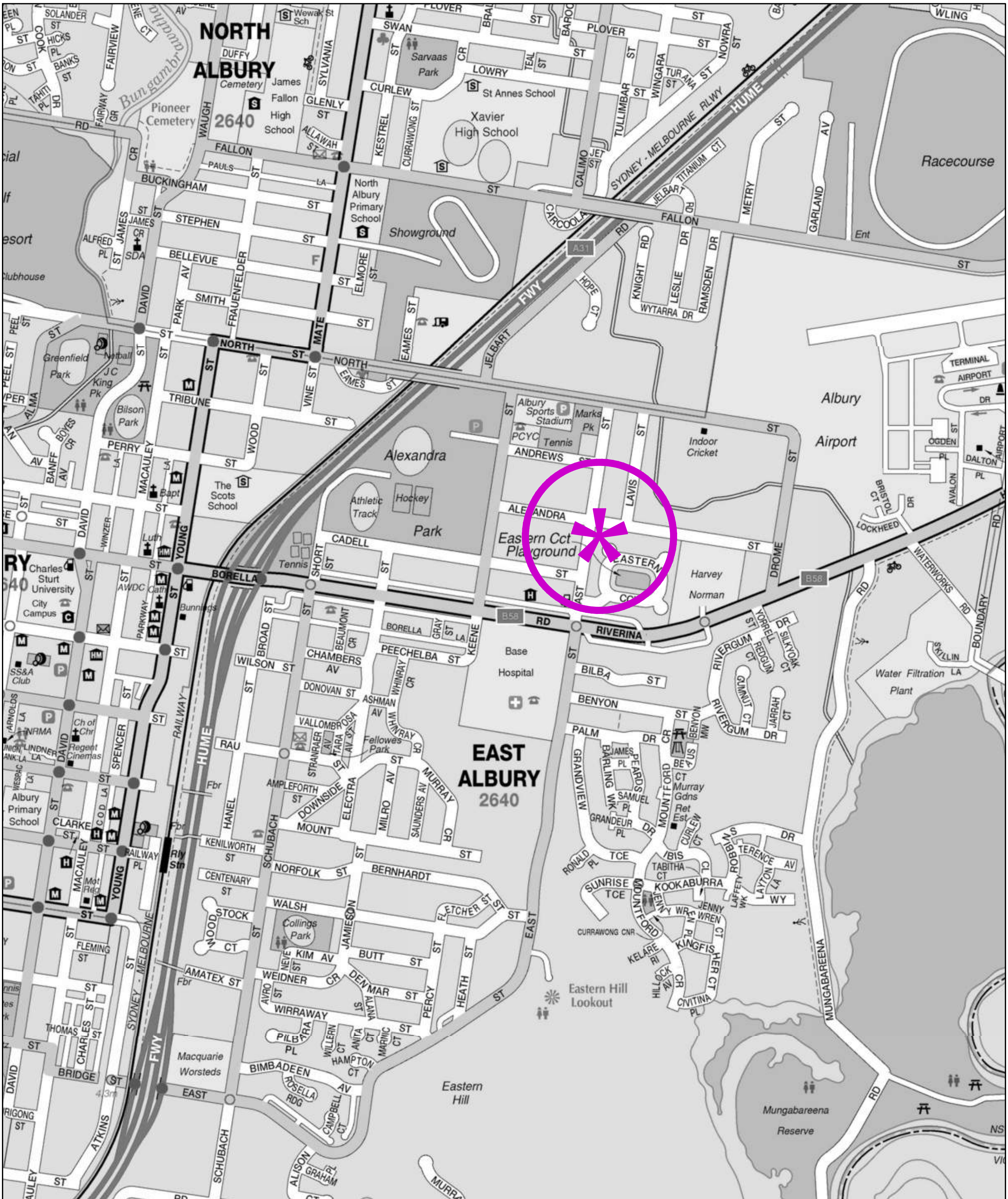
This report has been prepared for Land and Housing Corporation (LAHC) to accompany a submission concerning a proposed development scheme of 24 dwellings on a consolidated site at 680, 682, 684, & 688 East Street & 165 Alexandra Street, East Albury.

The purpose of this report is to:

- describe the site, its context, and the proposed development scheme
- describe the road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation, and servicing arrangements.

The assessment has regard to and refers to the following technical guides:

- Housing State Environmental Planning Policy (2021)
- RMS Guide to Traffic Generating Developments (2002)
- AS2890.1:2004 - Off Street Parking Facilities



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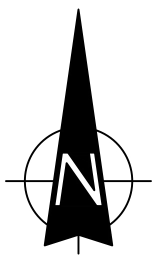


LOCATION

FIG 1

2.0 Proposed Development

2.1 Site and Existing Circumstances

The site (Figure 2) is a consolidation of Lots 11, 12, 13, 14, and 15 in DP 243192, located at 680, 682, 684, & 688 East Street & 165 Alexandra Street, East Albury. It occupies a rectangular shape area of some 3,388 m^2 and is bounded by East Street to the west and Alexandra Street to the north.

The site is currently occupied by five individual residential dwellings and is surrounded by broadly similar residential developments. Other notable land uses in the vicinity include the Albury Base Hospital to the southwest, Albury Airport to the northeast, Albury North Public School and Xavier High School to the northwest.

2.2 Proposed Development

It is proposed to demolish the existing buildings on the site, undertake minor earthworks to provide a level building platform, and construct a two-storey residential complex comprising 24 dwellings in the following makeup:

- 10 x two-bedroom dwellings
- 14 x one-bedroom dwellings

Vehicle accesses are to be provided at Alexandra Street to an at-grade car park accommodating 16 parking spaces, including 2 accessible spaces, plus one adaptable car space accessed via East Street.

Architectural details of the proposed development are provided on the plans prepared by Brewster Murray Architects and are reproduced in part in Appendix A.

LEGEND

N

SITE

FIG 2

3.0 Existing Road Network and Traffic Circumstances

3.1 Road Network

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

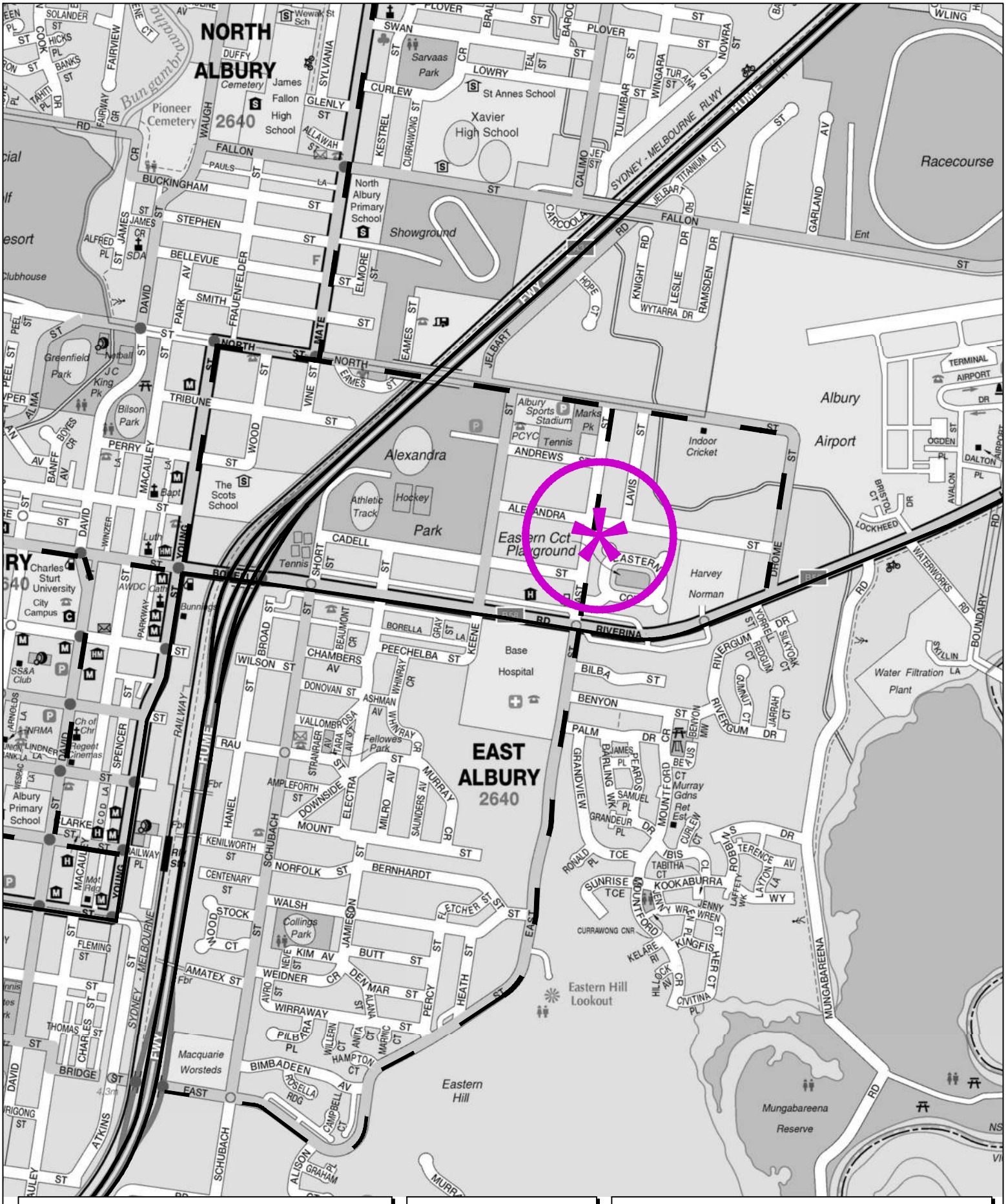
- *Hume Highway* – a State Road and arterial route running to the east of the Albury Centre
- *Riverina Highway* – a State Road and arterial route running along Bethanga Bridge via Albury, Howlong to Deniliquin
- *Young Street, North Street, Mate Street* – part of a collector road route through Albury linking to suburbs to the north
- *East Street* – a collector road feeding traffic into Riverina Highway and Hume Highway
- *Alexandra Street* – a local access road

3.2 Traffic & Parking Conditions

It is not practical to collect traffic data at the time of this assessment as present traffic circumstances are not reflective of the typical road network operation due to the pandemic lockdown/proximity to the pandemic lockdown effect.

However, a desktop research[1] indicates local commuters' peak periods occur later in the morning, between 9am and 10am. Extracts collected from the Google Typical Traffic Profile for the morning period (7am to 10am) are provided below.

[1] *Google Typical Traffic Profile*



LEGEND

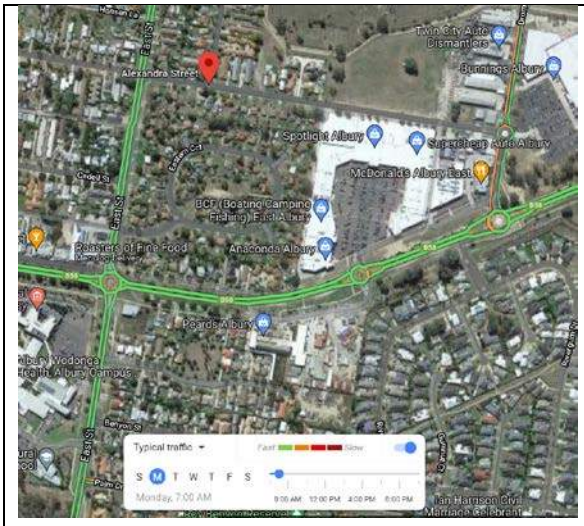
ARTERIAL

COLLECTOR

N

ROAD NETWORK

FIG 3



7am

8am

9am

10am

This is consistent with typical regional centres' travel characteristics – where due to a less congested road network affords residents shorter commuting times between home and workplaces.

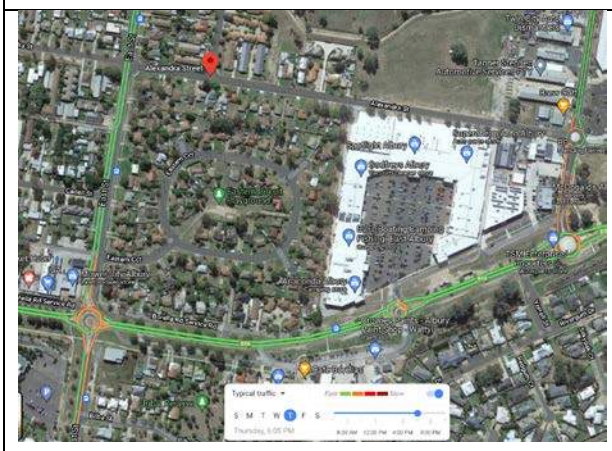
In the afternoon, peak traffic movements generally occur between 5pm and 6pm as indicated in the following extracts (which cover an extensive period between 2pm to 7pm). It is also recorded in the Google Traffic profile that East Street is subject to some delays between 2pm and 3pm. The period coincides with typical school pick up period and it can be reasonably expected that these are as a result of local traffic movements between the local residential areas and schools.

2pm

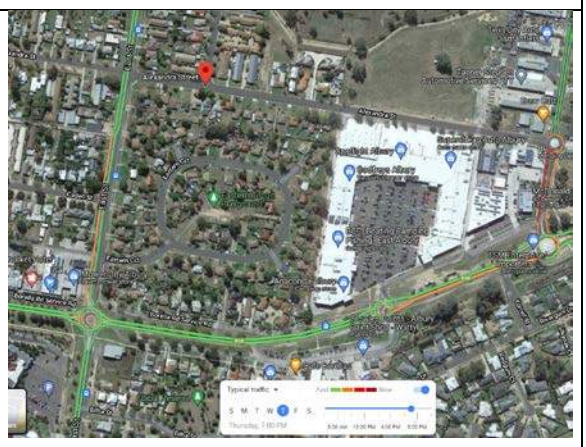
3pm

4pm

5pm

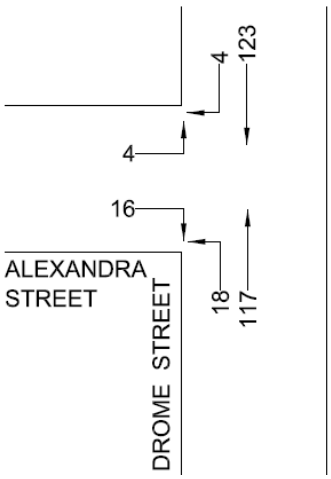


6pm

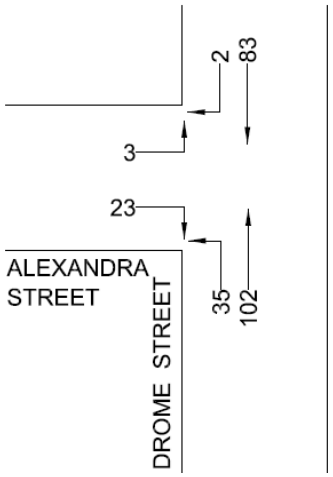


7pm

There are no notable delays on Alexandria Street. A pre-pandemic survey (2018) undertaken at the intersection of Alexandria Street/Drome Street indicated low AM and PM peak traffic movements at Alexandria Street. The associated traffic volumes are indicated below:



AM Peak (8.15am to 9.15am)



PM Peak (5.00-6.00pm)

It is apparent that Alexandria Street were only subject to 42 and 63 two-way traffic movements in the AM and PM peaks in the pre-COVID period. If it is assumed conservatively that the background traffic has grown at a rate of 3% per annum since that time, then the traffic flows on Alexandria Street would be 46 and 69 movements in the AM and PM peaks, respectively. Traffic movements of this order of magnitude are well within the RMS-defined environmental capacity of 300 vehicle movements per hour.

There is ample on-street parking available in the site's vicinity. A desktop assessment[2] indicates that these spaces are unrestricted, and there is no apparent 'supply & demand' issue as the fronting residences have ample off-street parking.

3.3 Transport Services

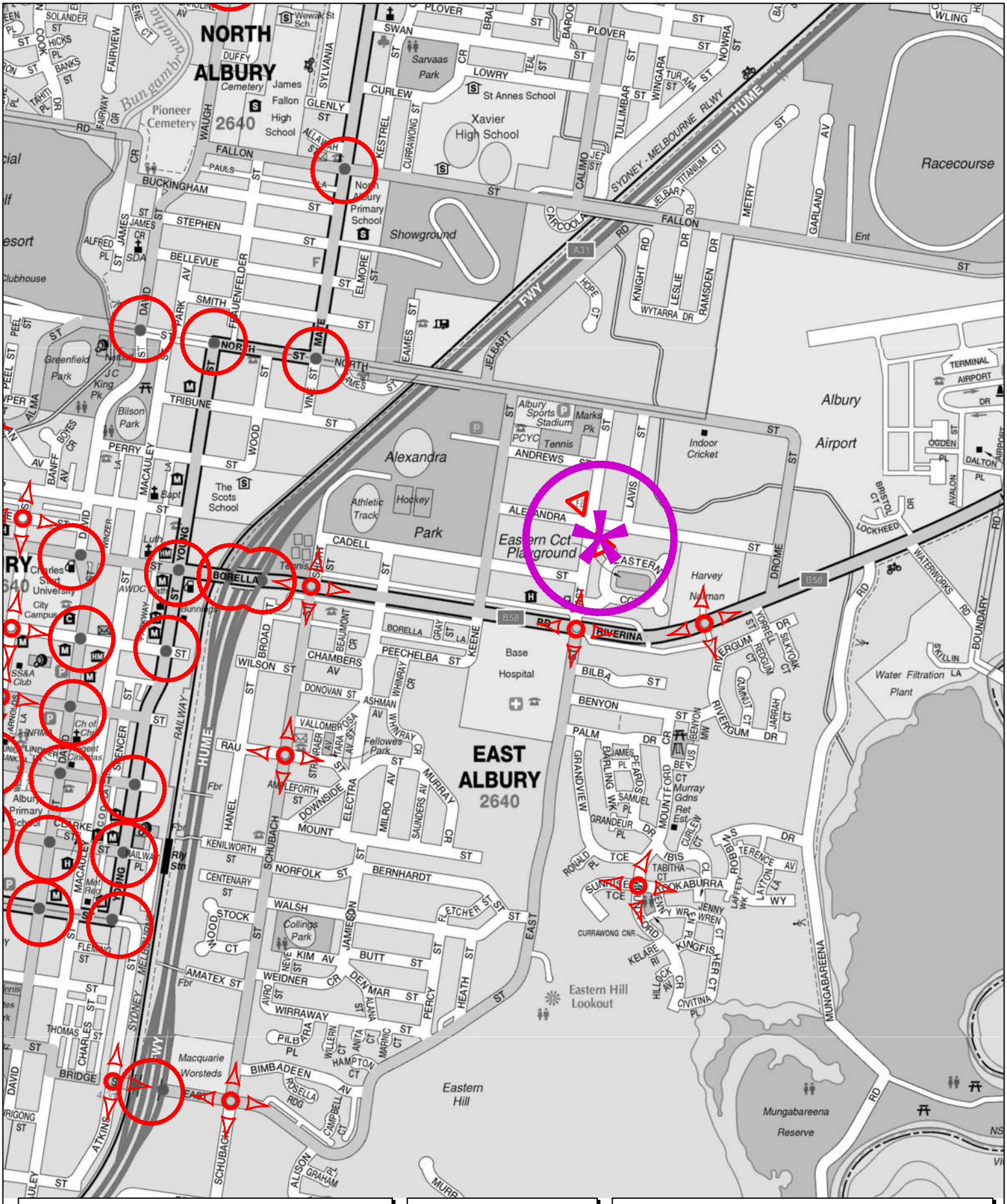
The Albury Railway Station some 2km to the southeast provides a connection between Sydney and Melbourne. The nearest bus stop is located on East Street (Stop ID: 264055 - East St opp Cadell St) some 60m south of the site. One bus route (no. 902) connects the site to Albury and East Albury via this bus stop.

[2] Google and Nearmap Imageries

3.4 Traffic Controls

The existing traffic controls on the road system (Figure 4) include:

- the 110kmph speed limit on Hume Highway
- the 60kmph speed limit on Riverina Highway
- the traffic signals along Young Street at the intersections of :
  - Wilson Street
  - Dean Street
  - Smollett Street.
- the roundabout controls at the intersections of
  - East Street and Riverina Highway / Borella Road
  - Alexandra Street and Drome Street
  - Drome Street and Riverina Highway.
- the GIVEWAY control at Alexandra Street and East Street Intersection.



LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT

TRAFFIC CONTROLS

FIG 4

4.0 Parking

The relevant parking criteria are specified in the Housing SEPP (2021), which indicates the following 'non-refusal basis' parking rate for non-accessible areas (i.e., an area with limited access to high-frequency public transport services):

0.5 spaces per one-bedroom dwelling
1 space per two-bedroom dwelling

Application of the above criteria to the proposed development of 14 units would indicate a requirement of:

14 x one-bedroom	7 spaces
10 x two-bedroom	10 spaces
Total	**17 spaces**

Accordingly, it is proposed to provide 17 car spaces in the carpark. The proposal satisfies the SEPP's minimum requirement. These spaces are designed to the geometrical requirements of User Class 1 (residential) in the AS2890.1:2004.

5.0 Traffic

The RMS Guide to Traffic Generating Developments specifies peak traffic generation rates of 0.85 vtph per dwelling and 0.4-0.5 vtph per unit for smaller, medium-density residential apartments.

Application of the above criteria to the five existing dwellings on the site and the proposed development would indicate the following peak traffic generation outcome:

	Peak Traffic
Existing (5)	- 5 vtph
Proposed (24)	+ 12 vtph
Net addition	**+ 7 vtph**

The assessed development traffic 'impact' being the addition of 7 vtph to the road network will not be significant in this context. The currently projected peak hours traffic 'load' on Alexandria Street is well below 100 vtph and the development will only add to it the order of less than 10%. As a result, it is apparent that the local traffic movements will continue to remain within the threshold of 300 vtph post development. On this basis, the assessment reveals the proposal will not impose an undue traffic impact on the local road network.

6.0 Access, Internal Circulation, and Servicing

6.1 Access

Two new accesses are proposed to serve the development:

- *Alexandria Street* - a 5.8m wide combined driveway (Category 1) with provision for opposing vehicles to pass as per the requirements of AS2890.1 Part 3.2.2

- *East Street* - a 3m wide driveway (Category 1 - domestic) serving one dwelling (Unit 12) consistent with a domestic driveway design (passing bay not required for a domestic driveway)

Both the driveways will be located with suitable sightlines (i.e., no fencing/structure/landscape obstructions) and comply with the relevant AS2890.1 design requirements.

6.2 Internal Circulation

Provisions made in the car park in relation to the car space geometry, aisle widths, and circulation aisle have regard to the AS2890.1 design criteria. All vehicles requiring access to the car park will be able to enter and exit the site in a forward manner. The single dwelling's driveway will involve one reverse manoeuvre when entering/exiting the garaged car park. This is an acceptable arrangement that is commonplace with low order usage driveway i.e., domestic dwellings (developments of four dwellings or less). Details of a swept path assessment that confirms an appropriate internal circulation arrangement are provided in Appendix B.

There will be three accessible/adaptable spaces provided as part of this proposal. These spaces are not designed to AS2890.6:2009, and their suitability is subject to the assessment of a suitably qualified Access Consultant.

6.2 Site Servicing

The refuse bins will be ‘wheeled out’ to the kerb frontage on the nominated collection days. Council’s refuse vehicles will undertake its waste collection via East Street, as is normal for residential developments in the local area.

7.0 Conclusion

This assessment of the proposed LAHC Housing Development on a site at 680, 682, 684, & 688 East Street & 165 Alexandra Street, East Albury has established that:

- the proposed parking provision will be adequate, appropriate, and comply with the Housing SEPP 2021 provisions;
- the design of vehicle access, car park, and internal circulation arrangement will accord with the Australian Standards AS2890.1:2004; and
- the projected development's traffic generation will be minor and has no adverse effect on the existing road network.

Appendix A

Development Plans

LEGEND:

- COMMON STAIRS
- 1 BEDROOM UNIT
- 2 BEDROOM UNIT
- LANDSCAPE AREA
- DEEP SOIL AREA
- CONCRETE / PATHWAY
- DRIVEWAY
- PAVED COURTYARD / BALCONY
- BALCONY OVER
- EXISTING BUILDING TO BE DEMOLISHED
- CIRCULATION CLEARANCE

LB	LETTERBOX
G	GARBAGE AREA
P.O.S	PRIVATE OPEN SPACE
H/L	HIGHLIGHT WINDOW
DP	DOWNPIPE
CL	CLOTHES LINE
HWH	GAS HOT WATER HEATER
PP	POWER POLE (EXISTING)
TEL	TELSTRA PIT (EXISTING)
	POWER CONDUIT
	TELECOM LINE
	SEWER LINE
	SETBACK LINE
	STORMWATER PIT (REFER TO CIVIL LAYOUT PLAN)
RL 00.000	PROPOSED RL TO AHD
00.000	EXISTING GROUND RL FROM SURVEY TO AHD

- EXISTING TREES: TREE No. FROM ARBORIST REPORT
- STRUCTURAL ROOT ZONE
- TREE PROTECTION ZONE
- LINETYPE INDICATES RETENTION VALUE:
- EXISTING TREE TO BE DEMOLISHED
- EXISTING TREE: LOW RETENTION VALUE
- EXISTING TREE: MEDIUM RETENTION VALUE
- EXISTING TREE: HIGH RETENTION VALUE
- PROPOSED NEW TREES - REFER TO LANDSCAPE PLAN
- PROPOSED NEW PLANTING - REFER TO LANDSCAPE PLAN
- INDICATES HOURS OF DIRECT SOLAR ACCESS ON 21ST JUNE

GENERAL NOTES:
- REFER TO ENGINEERS DOCUMENTATION FOR ALL PROPOSED SERVICES.
- REFER SURVEY DOCUMENTATION FOR ALL EXISTING SERVICES.
- ALL SLOPE ARROWS SHOW SLOPE UP UNLESS ANNOTATED 'FALL'
- FEN-1 TYPICAL HEIGHT 1.8m
- FEN-2 TYPICAL HEIGHT 1.2m
- FEN-3 TYPICAL HEIGHT 1.2m

DEEP SOIL ZONES CALCULATION:
DSZ1 - 344m² (AT REAR, 10% OF SITE AREA)
DSZ2 - 33m²
DSZ3 - 51m²
DSZ3 - 185m²
DSZ5 - 58m²
TOTAL = 671m²

TREE SPECIES NAMES:

TREE 1	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 2	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 3	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 4	CALLISTEMON SPECIES (BOTTLE BRUSH)
TREE 5	EUCALYPTUS MANNIFERA (BRITTLE GUM)
TREE 6	LIGUSTRUM LUCIDUM (PRIVET)
TREE 7	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 8	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 9	LIGUSTRUM LUCIDUM (PRIVET)
TREE 10	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 11	ACER NEGUNDO (BOX ELDER)
TREE 12	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 13	EUCALYPTUS BLAKELYI REDGUM
TREE 14	CUPRESSUS ARIZONICA (ARIZONA CYPRESS)
TREE 15	FRAXINUS RAYWOOD CLARET ASH
TREE 16	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)
TREE 17	FRAXINUS EXCELSIOR (DESERT/ EUROPEAN ASH)

1 SITE PLAN
SCALE 1 : 200 MM

NSW GOVERNMENT
LOCKED BAG 5022
PARRAMATTA NSW 2124
Ph 1800 738 718
www.dpie.nsw.gov.au/land-and-housing-corporation

NOMINATED ARCHITECT: MICHAEL BULLEN
SIGNATURE:

REV	DATE	NOTATION/AMENDMENT
10	07-03-22	REVISED FOR HOUSING SEPP
9	05-11-21	REVISED FOR PART 5
8	29-10-21	REVISED FOR PART 5
7	15-09-21	ISSUE FOR PART 5
6	03-09-21	FOR CO-ORDINATION

DO NOT SCALE DRAWINGS, CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.

ARCHITECT: BREWSTER MURRAY PTY LTD
CONSULTING ENGINEERS: GREENVIEW CONSULTING PTY LTD
BCA CONSULTANT: CODE CONDUIT
LANDSCAPE CONSULTANT: PRECINCT LANDSCAPES
CLIENT: NSW PLANNING & ENVIRONMENT LAND & HOUSING CORPORATION
PROJECT: DEVELOPMENT OF 24 UNITS UNDER SEPP HOUSING 2021
680, 682, 684 & 688 East Street & 165 Alexandra Street, East Albury, NSW
LOTS 11, 12, 13,14 & 15 in DP 243192
TITLE: SITE PLAN
STATUS: SKETCH DESIGN

DATE	SCALE	PROJ	PROJECT No
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STAGE	SHEET SIZE	DESIGNER	CHECKED
SK	A1	AG	MB
FILE	PLOTTED	TYPE	SHEET / REV
			DA04 / 10

LEGEND:

- COMMON STAIRS
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- BALCONY OVER
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- EXISTING TREE: MEDIUM RETENTION VALUE
- EXISTING TREE: HIGH RETENTION VALUE

INDICATES HOURS OF DIRECT SOLAR ACCESS ON 21ST JUNE

NOTES:
1. FULL BRICK CONSTRUCTION TO GROUND FLOOR + FIRST FLOOR INCLUDING FULL HT OF PARTY WALLS. ALL INTERNAL WALLS TO BE LINED WITH PLASTERBOARD EXCEPT STAIRWAYS & BATH/ LAUNDRIES TO BE RENDERED.

FIRE SAFETY MEASURES:
EXISTING SERVICES
- STREET HYDRANTS PROVIDE COVERAGE IN ACCORDANCE WITH NCC(2019) E1.3

PROPOSED SERVICES
- PORTABLE FIRE EXTINGUISHERS TO BE IN ACCORDANCE WITH NCC(2019) E1.6
- EMERGENCY LIGHTING TO BE IN ACCORDANCE WITH NCC(2019) E4.2
- EXIT SIGNS TO BE IN ACCORDANCE WITH NCC (2019) E4.5
- DIRECTIONAL SIGNS TO BE IN ACCORDANCE WITH NCC(2019) E4.6
- SMOKE DETECTOR TO BE IN ACCORDANCE WITH NCC(2019) E2.2
- LIFT-OFF HINGES TO BE PROVIDED TO ADAPTABLE UNIT BATHROOM DOORS

LB	LETTERBOX
G	GARBAGE AREA
P.O.S	PRIVATE OPEN SPACE
H/L	HIGHLIGHT WINDOW
DP	DOWNPIPE
CL	CLOTHES LINE
B	BROOM CUPBOARD
KS	KITCHEN SINK
CT	COOKTOP
P	PANTRY
F	FRIDGE
WO	WALL OVEN
HWH	GAS HOT WATER HEATER

1 GROUND FLOOR PLAN
SCALE 1 : 200 MM

NSW GOVERNMENT
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PARRAMATTA NSW 2124
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NOMINATED ARCHITECT:	SIGNATURE:
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LOTS 11, 12, 13,14 & 15 in DP 243192

TITLE: GROUND FLOOR PLAN

STATUS: SKETCH DESIGN

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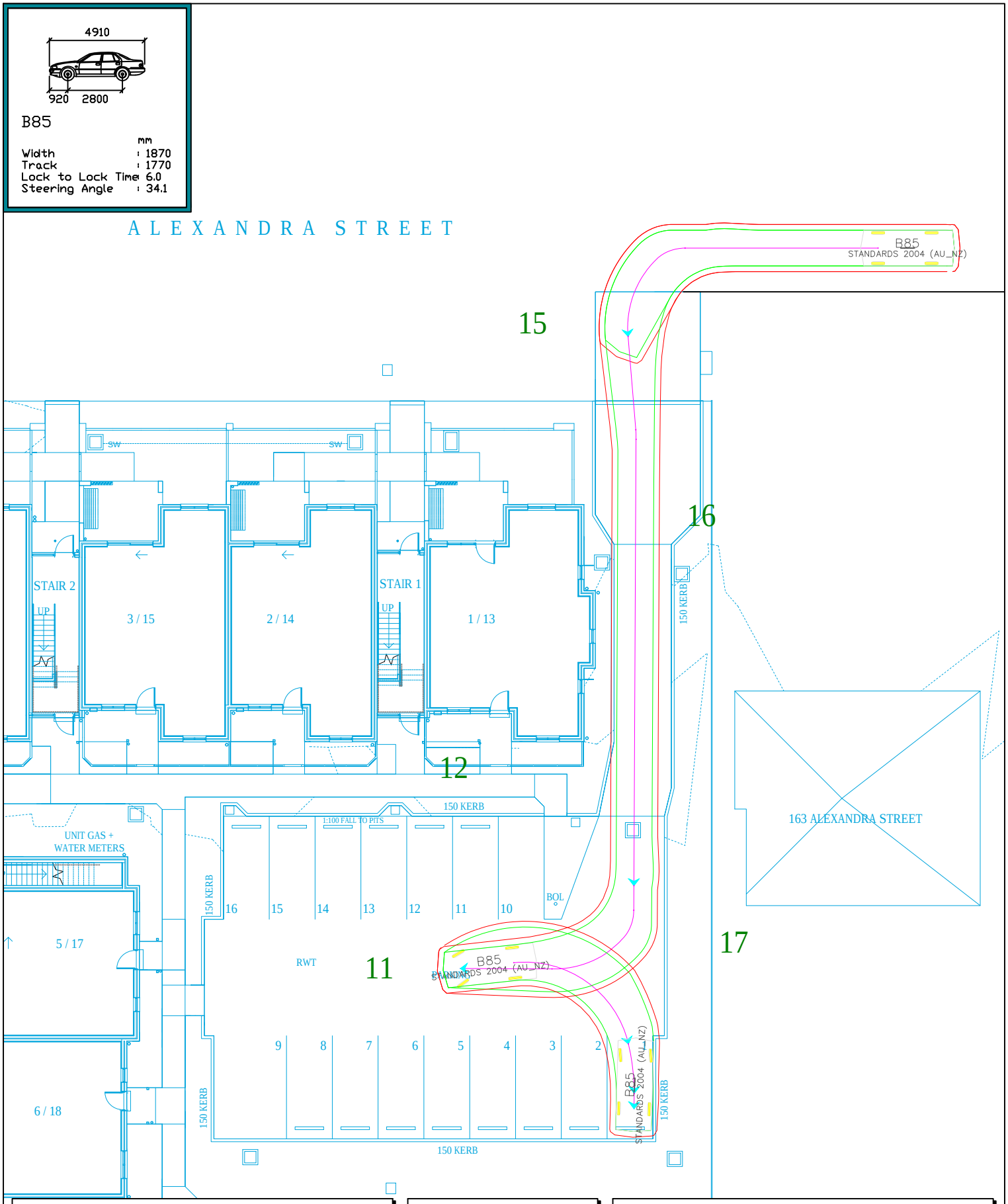
FILE	PLOTTED	TYPE	SHEET / REV
			DA05 / 8

Appendix B

Turning Path Assessment



LEGEND

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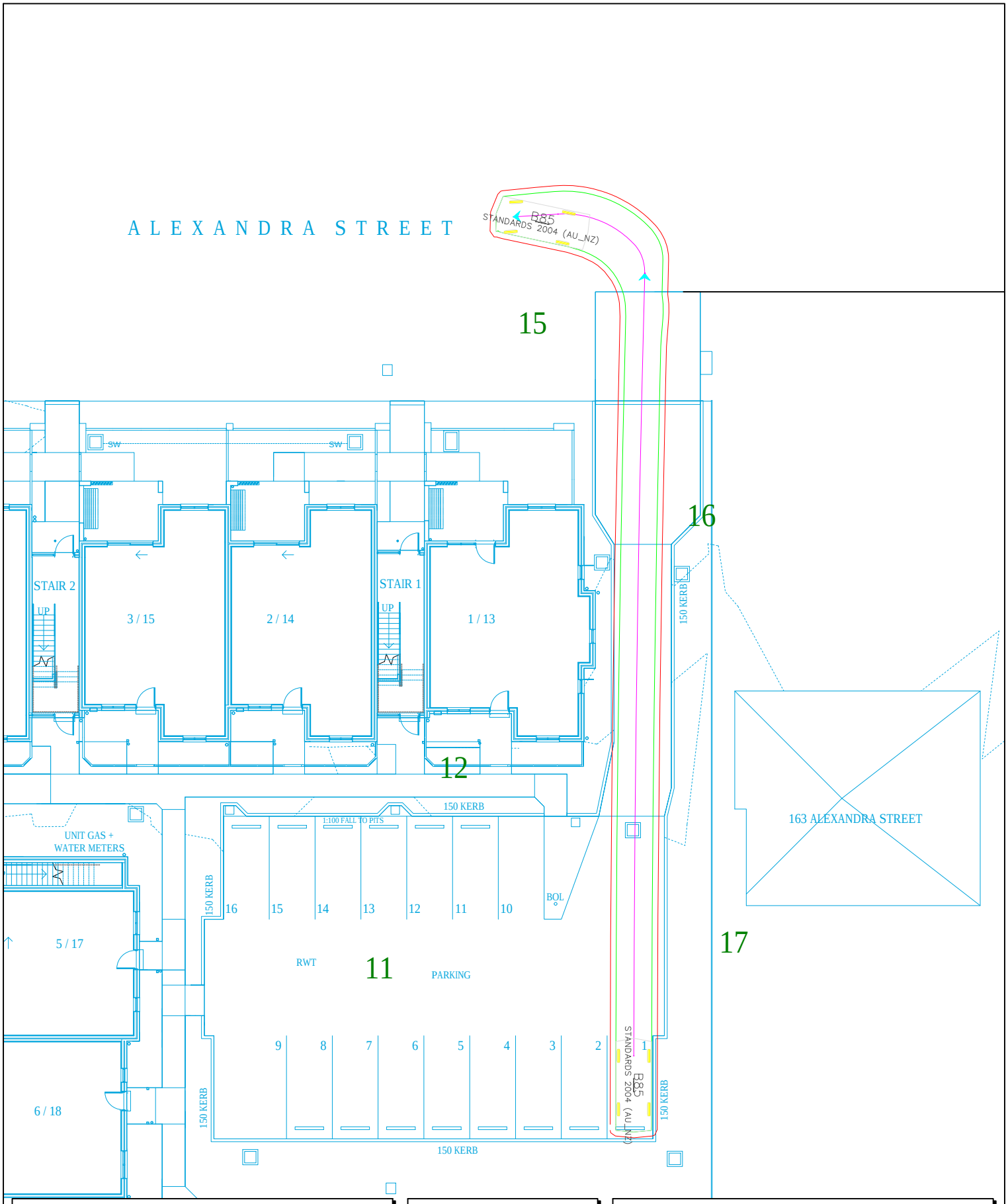
N

SWEPT PATH ANALYSIS OF A B85 VEHICLE ENTERING THE CAR PARK

SP 1



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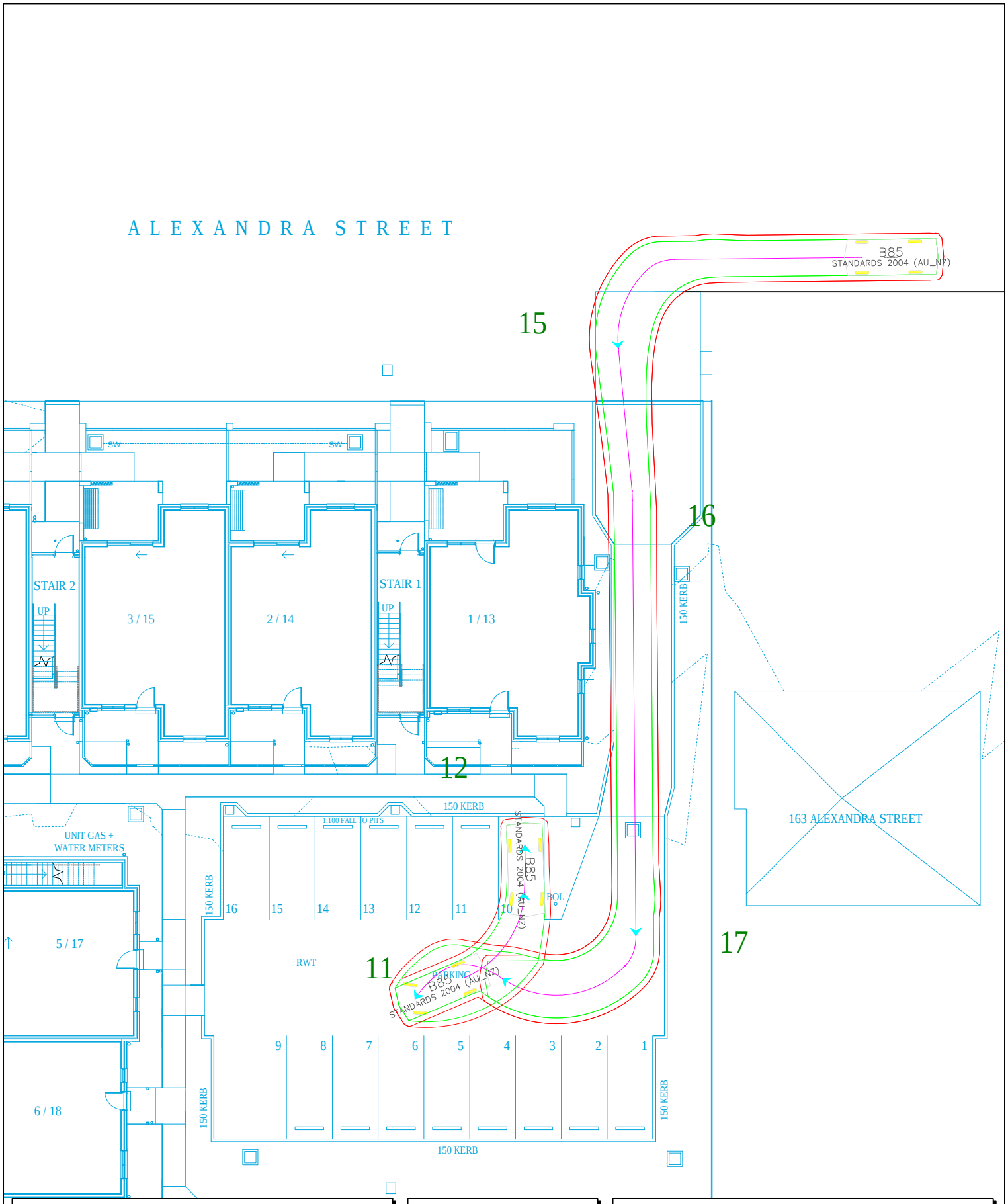
SWEPT PATH ANALYSIS OF A B85 VEHICLE EXITING THE CAR PARK

SP 2



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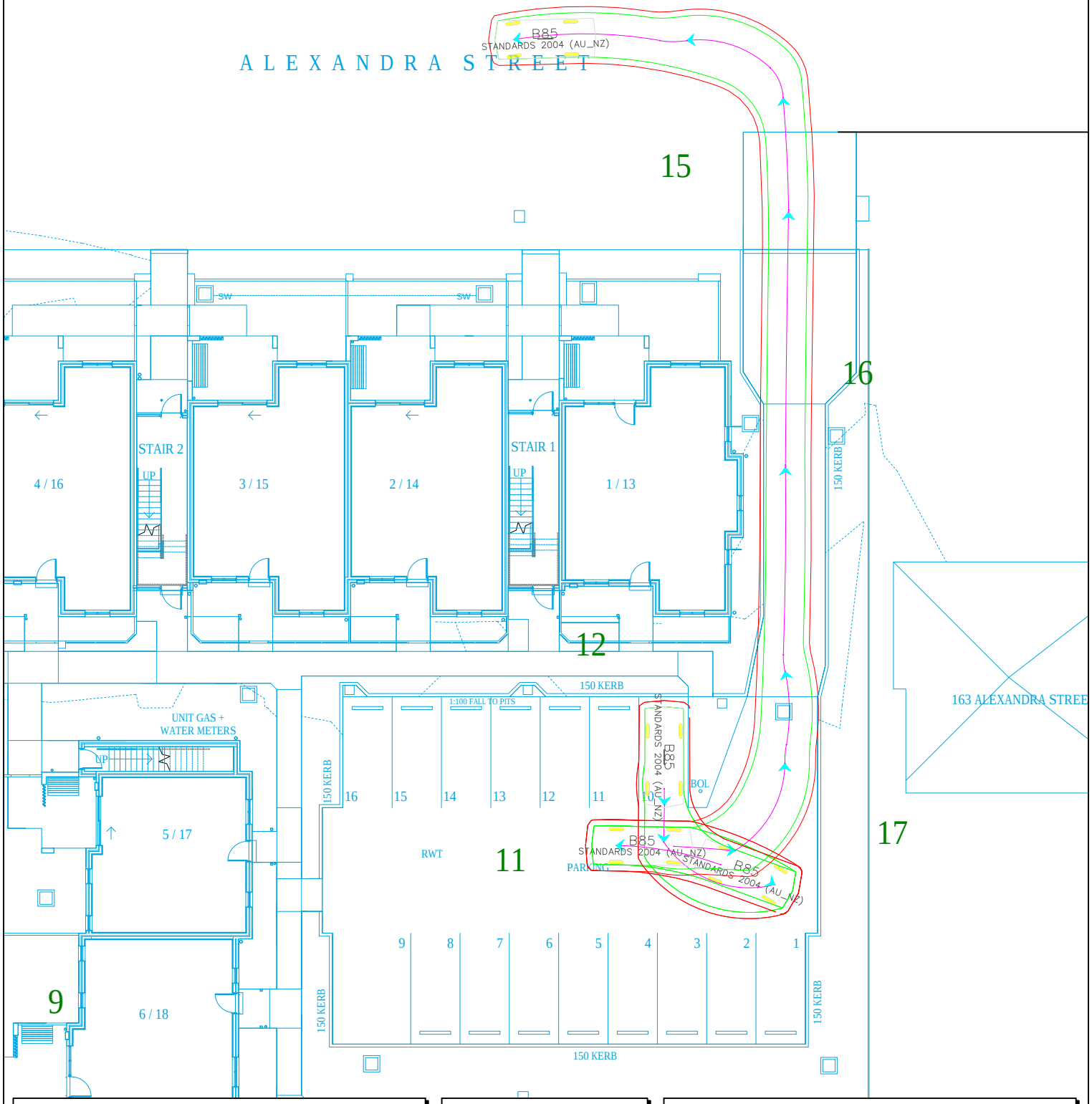
SP 3



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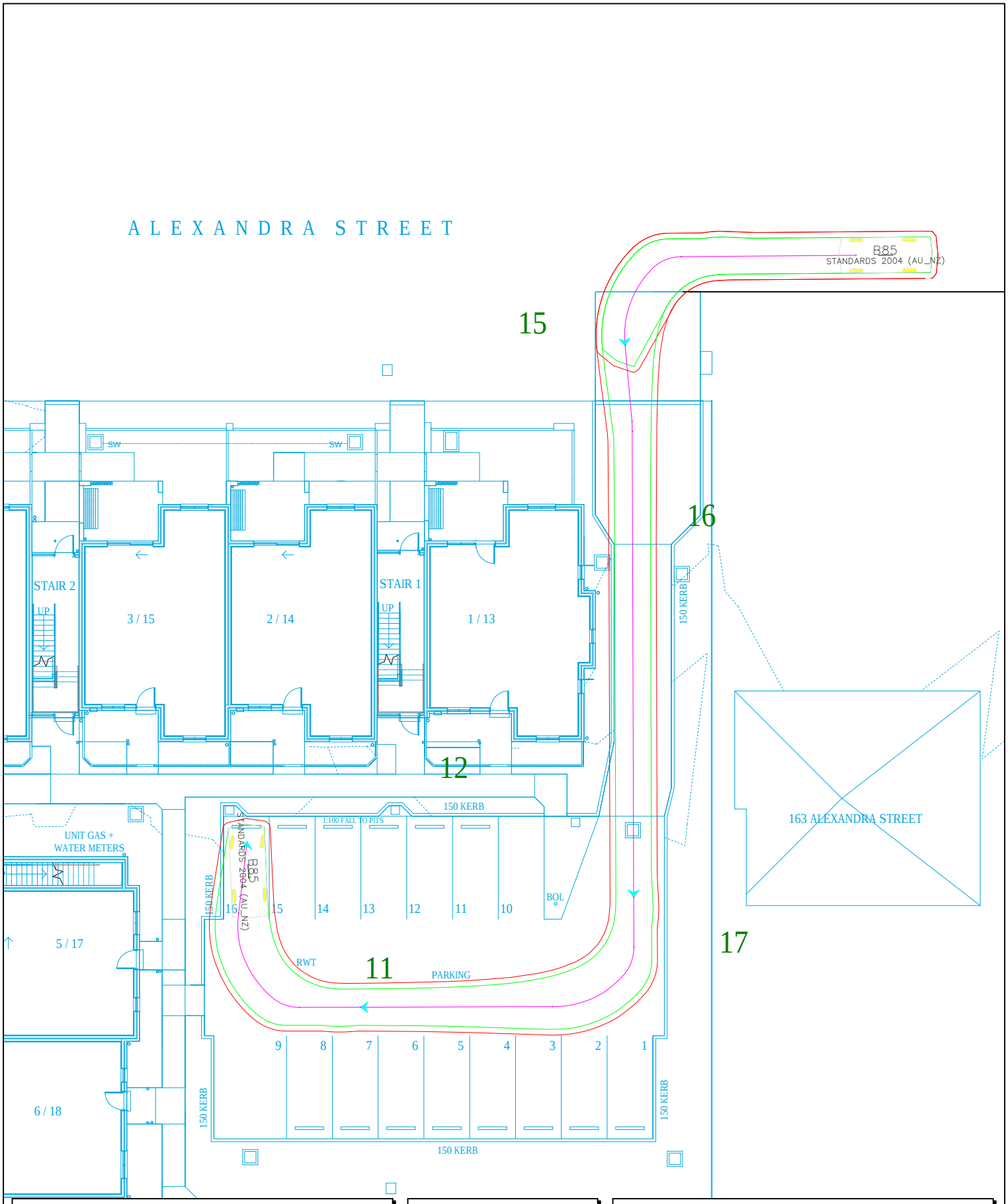

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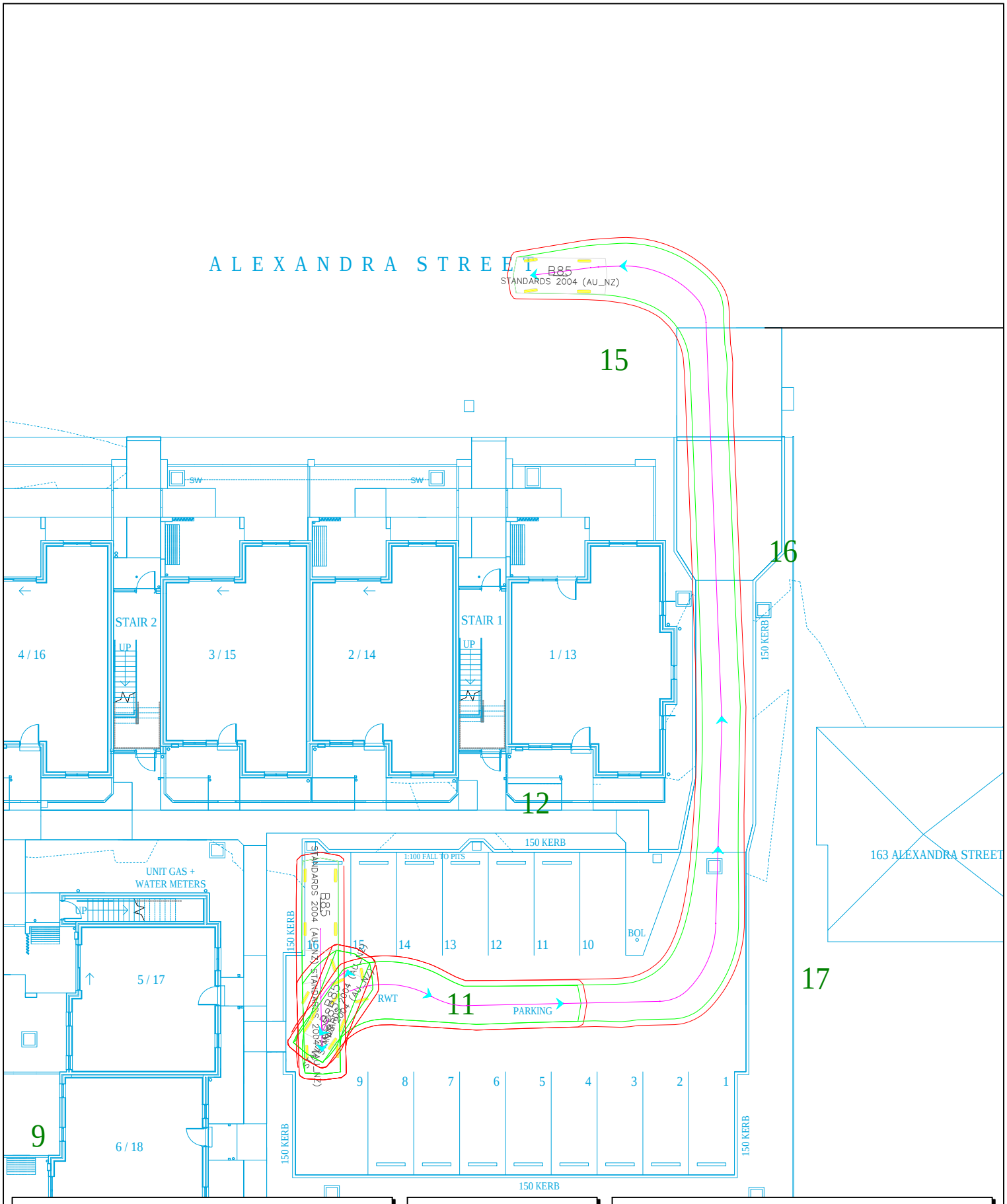
SWEPT PATH ANALYSIS OF A B85 VEHICLE ENTERING THE CAR PARK

SP 5



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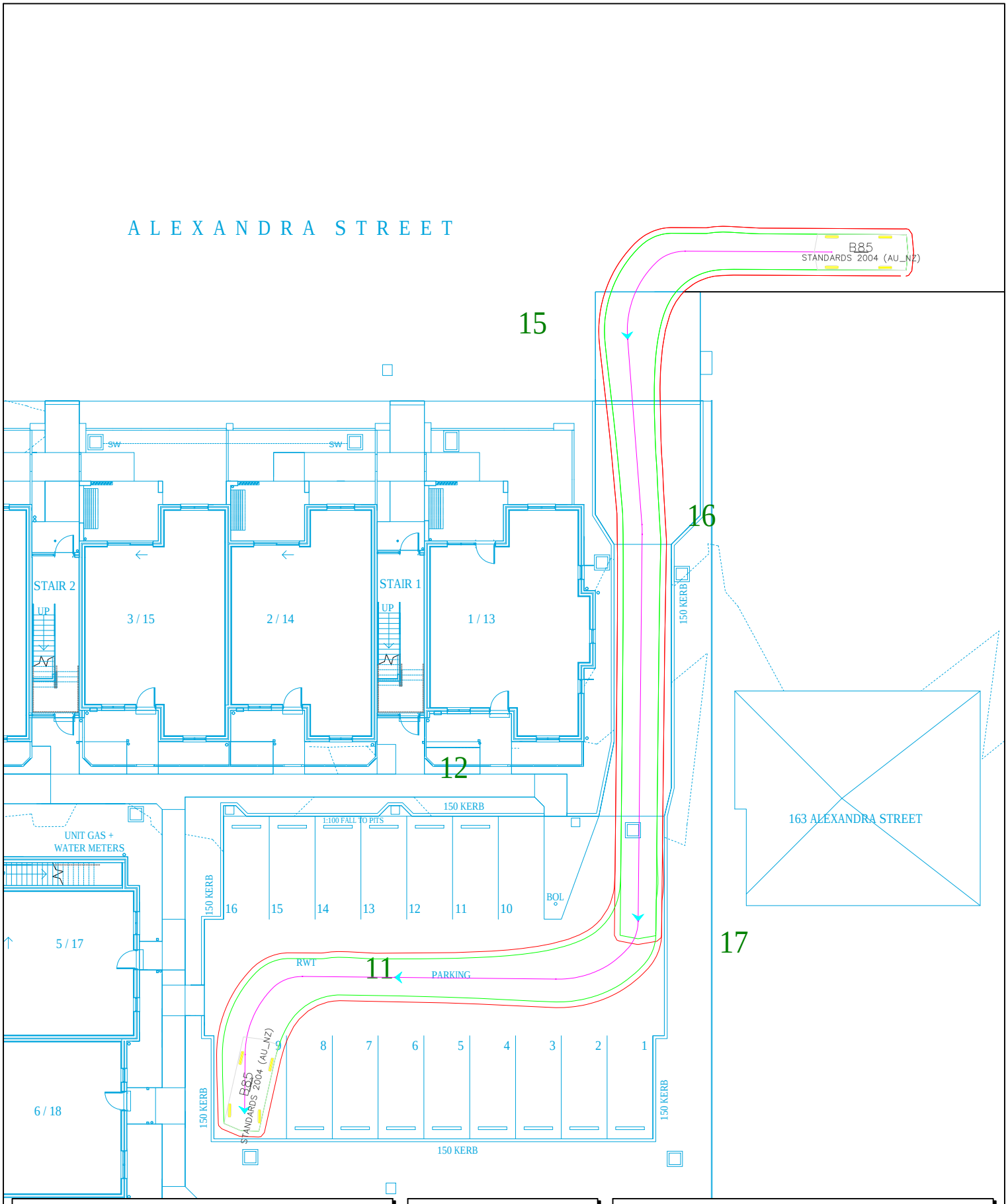
SWEPT PATH ANALYSIS OF A B85 VEHICLE EXITING THE CAR PARK

SP 6



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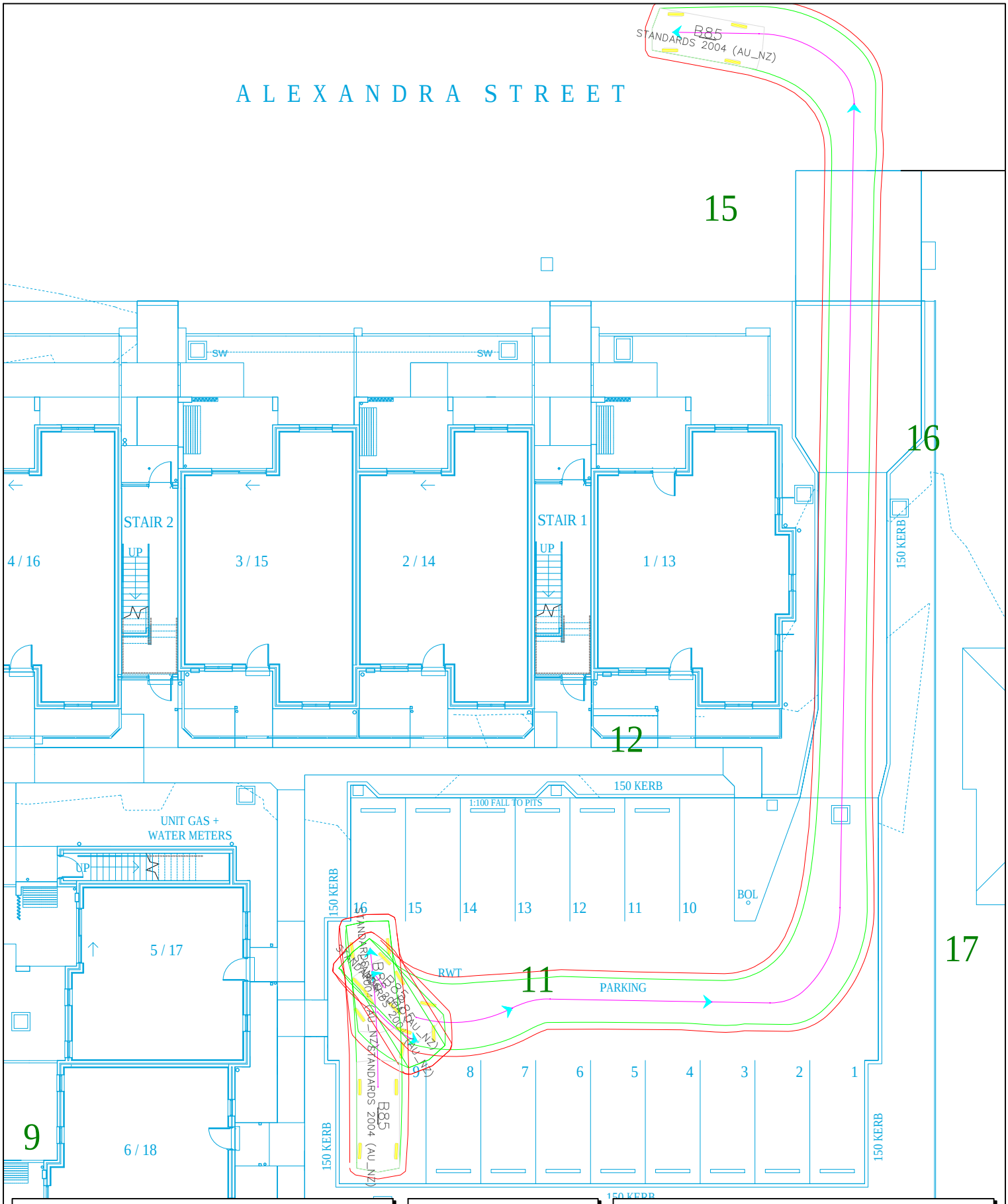
SWEPT PATH ANALYSIS OF A B85 VEHICLE ENTERING THE CAR PARK

SP 7



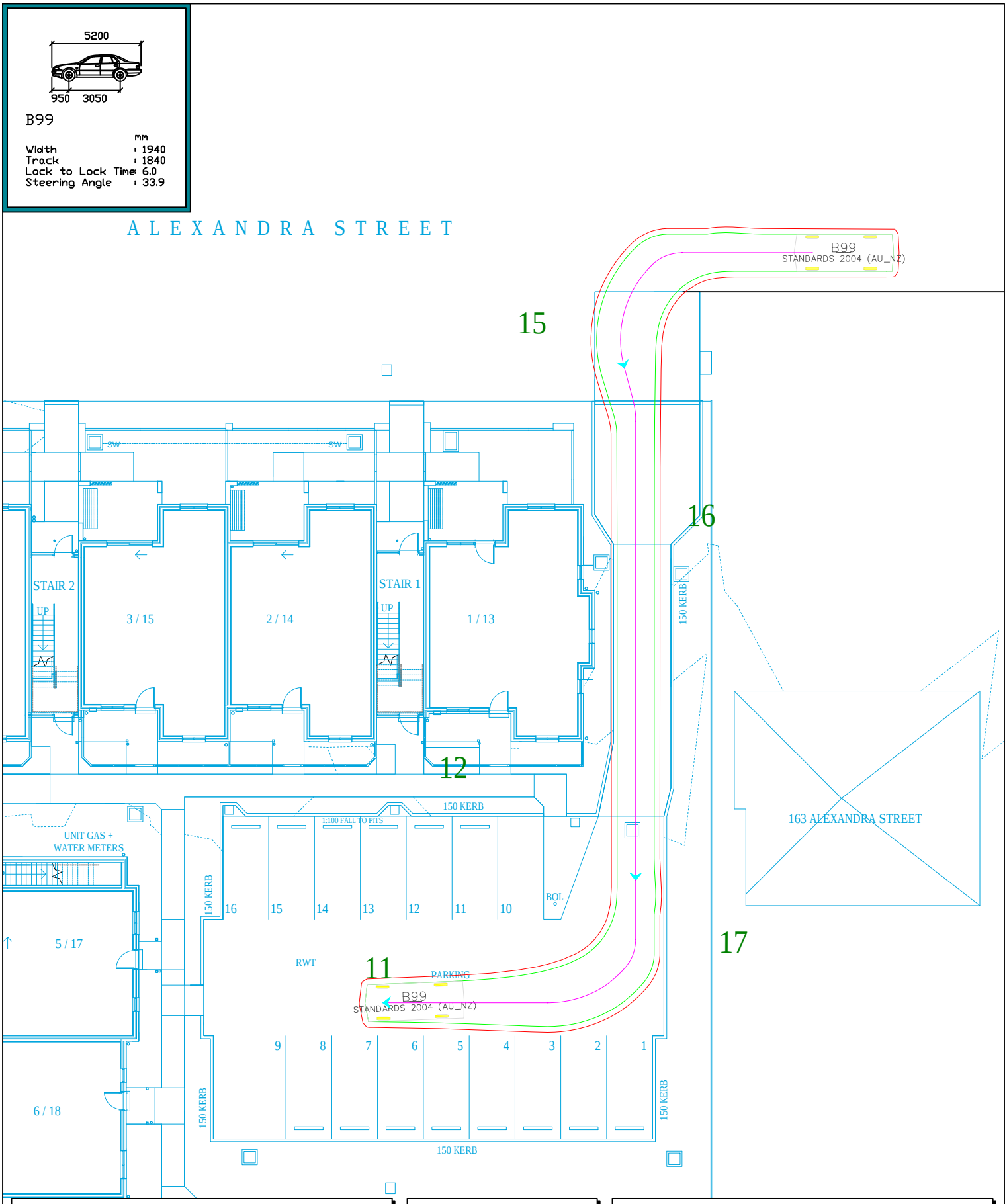
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability

N

SWEPT PATH ANALYSIS OF A B85 VEHICLE EXITING THE CAR PARK

SP 8



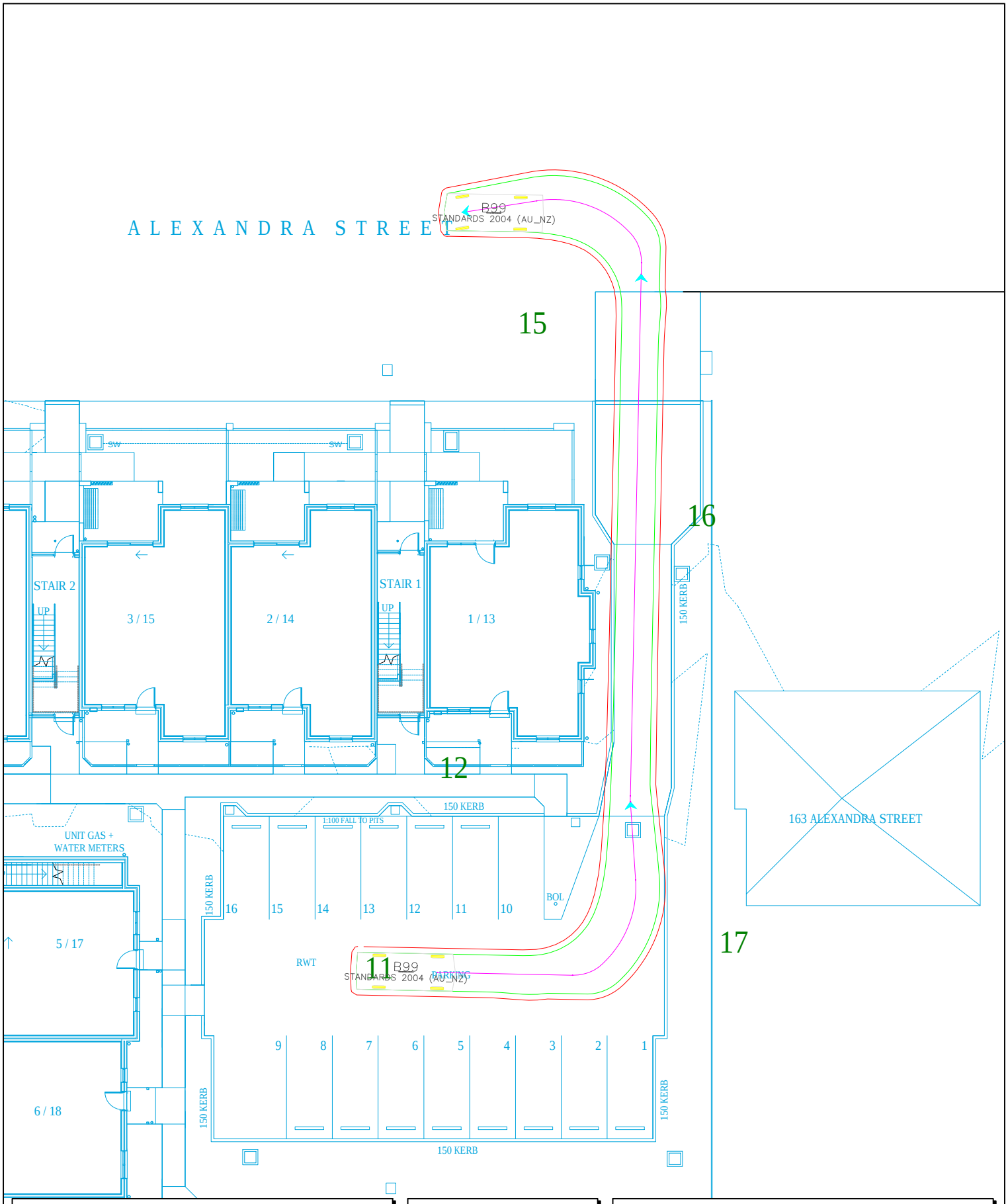
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability

N

SWEPT PATH ANALYSIS OF A B99 VEHICLE ENTERING THE CAR PARK

SP 9

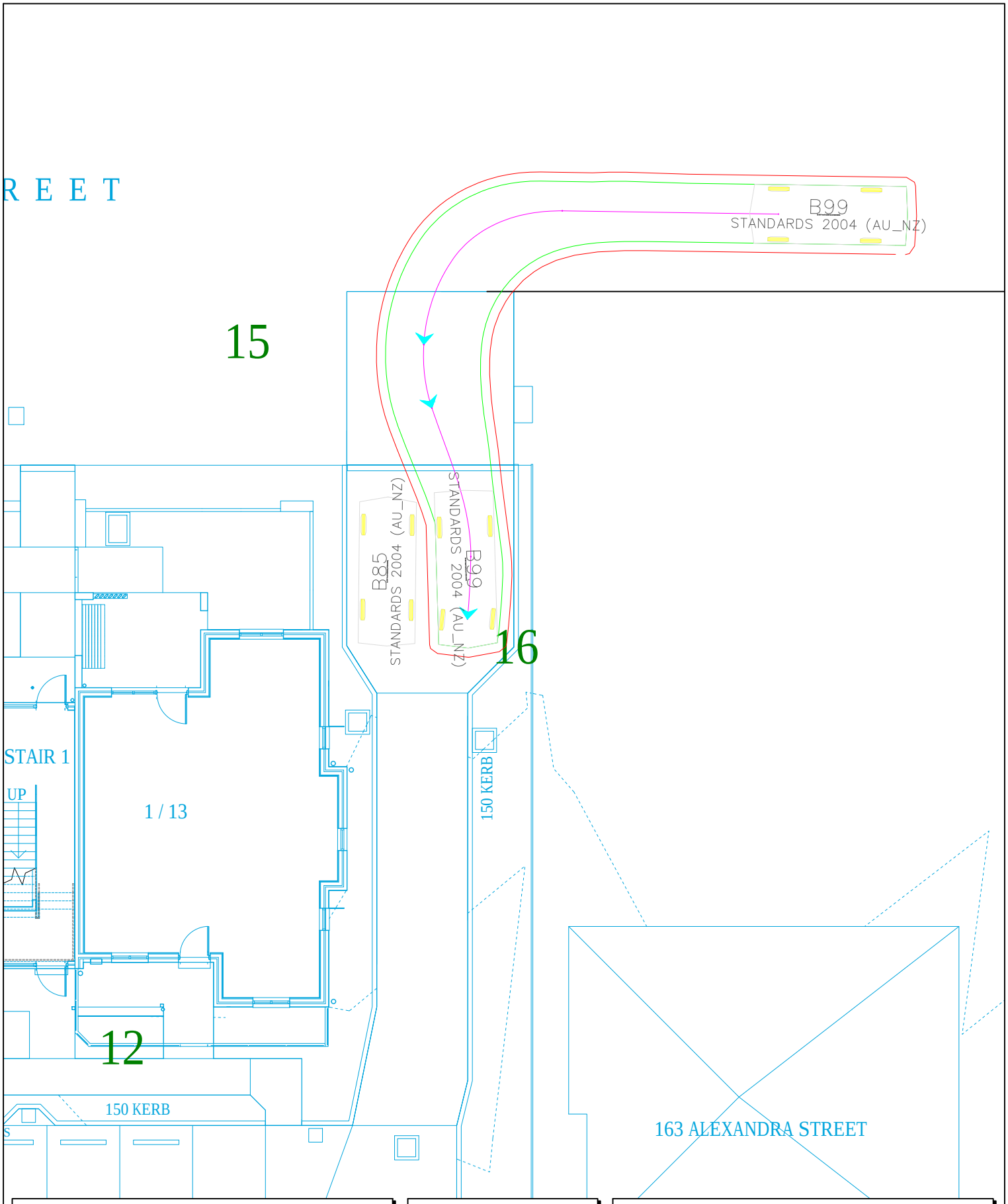


LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability

SWEPT PATH ANALYSIS OF A B99 VEHICLE EXITING THE CAR PARK

SP 10



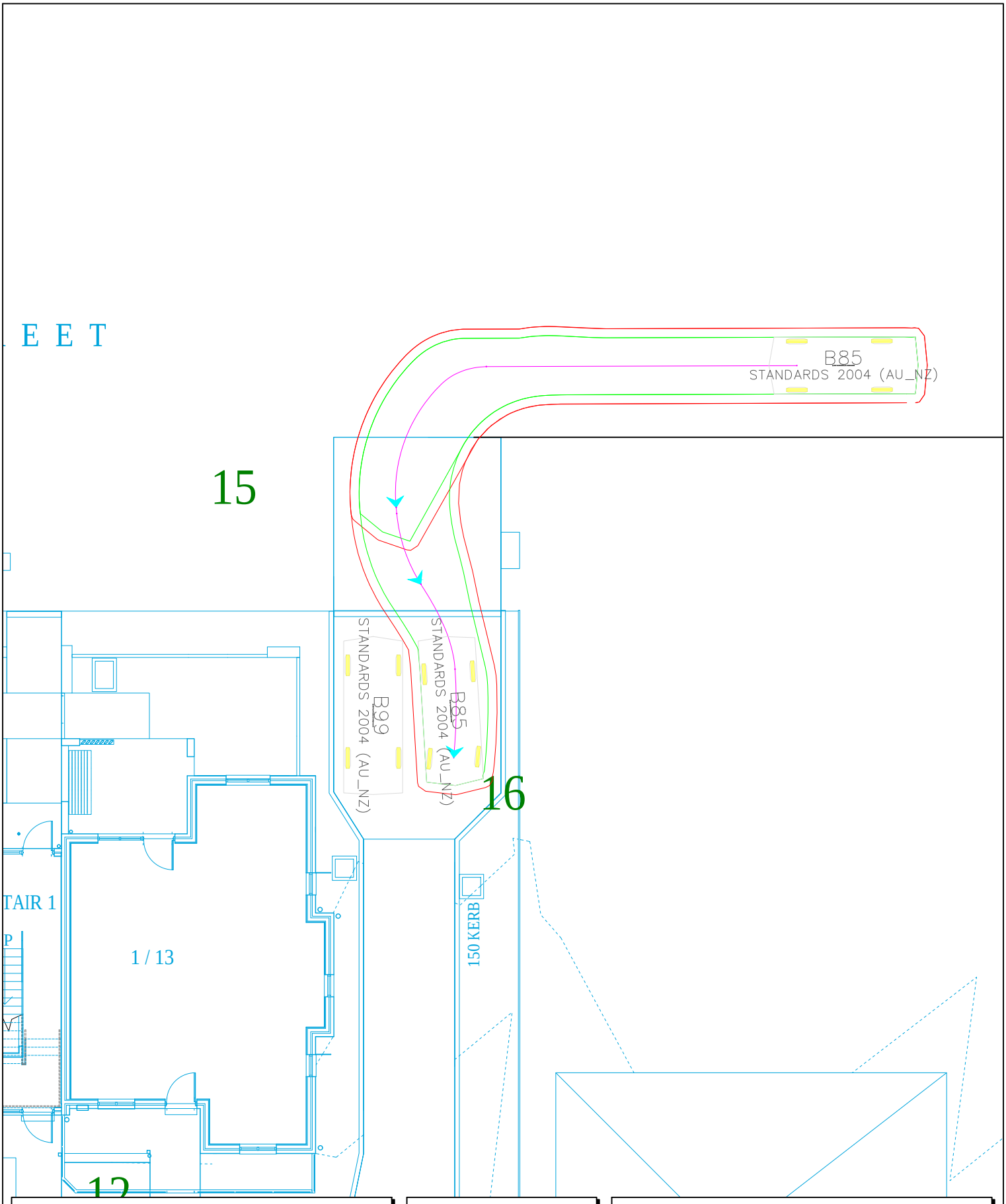
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability

N

SWEPT PATH ANALYSIS OF B99 AND B85 VEHICLES PASSING ONE ANOTHER

SP 11



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability

N

SWEPT PATH ANALYSIS OF B85 AND B99 VEHICLES PASSING ONE ANOTHER

SP 12