



TRAFFIC IMPACT AND PARKING ASSESSMENT

**RESIDENTIAL DEVELOPMENT AT
71-73 VICLIFFE AVE,
CAMPSIE NSW 2194**

**PREPARED FOR
SIMPSON BUILDING GROUP**

**IN-COORDINATION WITH
STANTON DAHL ARCHITECTS**

DATE: 23RD NOVEMBER 2022

OUR REFERENCE: 220215

BY: ANTHONY OSTE

Author	Anthony Oste	
Approved by	Alistair McKerron	
REVISION	DATE	DESCRIPTION
A	23 rd November 2022	For Approval
This report has been prepared in accordance with the terms and conditions of appointment. Greenview Consulting Pty Ltd (ABN 32600067338) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.		

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1 INTRODUCTION

1.1 GENERAL

Greenview Consulting has been engaged by the client to undertake a review of traffic and parking at the subject site. This report must be read in conjunction with the other Development Application documents and other relevant information, including:

- State Environment Planning Policy (Housing) 2021
- Stanton Dahl design drawings (November 2022)
- RTA (RMS) Guide to Traffic Generating Developments (October 2002)

This purpose of this report is to:

- Describe the site and the proposed development scheme;
- Describe the road network, the prevailing traffic conditions and the public transport options serving the site;
- Assess the social and demographic impacts of the proposed development;
- Assess the adequacy of the proposed parking provision;
- Assess the potential traffic implications and impacts to pedestrians;
- Assess the suitability of the proposed vehicles access, internal circulation and servicing arrangements.

2 EXISTING CONDITIONS

2.1 SITE DESCRIPTION

The subject site is located on the south-western side of Vicliffe Ave, refer **Figure 2.1**. The site is currently occupied by two single-storey residential dwellings.



Figure 2.1 Site Location

The site includes the following lots: Lot 20 DP 35130 and Lot 18 DP 35848. The total area occupied by the subject site is approximately 1200m².



Figure 2.2 Site Frontage from Vicliffe Ave, looking west
Image courtesy of Google Maps (Street View, capture date February 2021)

2.2 EXISTING ROAD CONDITIONS

The Roads & Maritime Services (RMS, formally RTA) broadly classifies all roads into three administrative classes: state, regional and local. A detailed description of each administrative class is provided in “NSW Road Management Arrangements” (December 2008), however in general:

State Roads are the major arterial links throughout NSW and within major urban areas. They are the principal traffic carrying and linking routes for the movement of people and goods within the Sydney, Newcastle, Wollongong and Central Coast urban areas and which connect between these urban centres, the major regional towns, the major regions of the State and the major connections interstate.

Regional Roads are routes of secondary importance between State Roads and Local Roads which together with the State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas.

Local Roads comprise the remaining Council controlled roads which provide for local circulation and access.

Vicliffe Ave is a local road with 2 lanes of traffic in each direction and no marked divider. Parking is generally allowed along most portions of the street. The posted local speed limit is 50 km/hr. The road narrows directly outside the site to allow parallel parking along one side of the road only.

Bexley Rd is a state road with two lanes for each direction of traffic, divided by a single broken line. In the site vicinity, on either side of the road, a clearway operates between the times of 6-10am and 3-7pm Monday to Friday. Outside of these times parking is generally allowed on the western side of the road, but prohibited along the eastern side. The posted speed limit is 60 km/hr.



Figure 2.3 Road Classification

2.3 EXISTING ROAD FEATURES

The existing road features which apply to the road network in the vicinity of the site are illustrated in **Figure 2.5**. These include:

- Bus zones along Bexley Rd
- Parking is generally allowed in the site vicinity in the local roads, but restricted along Bexley Rd;
- The default local speed limit is 50 km/hr;

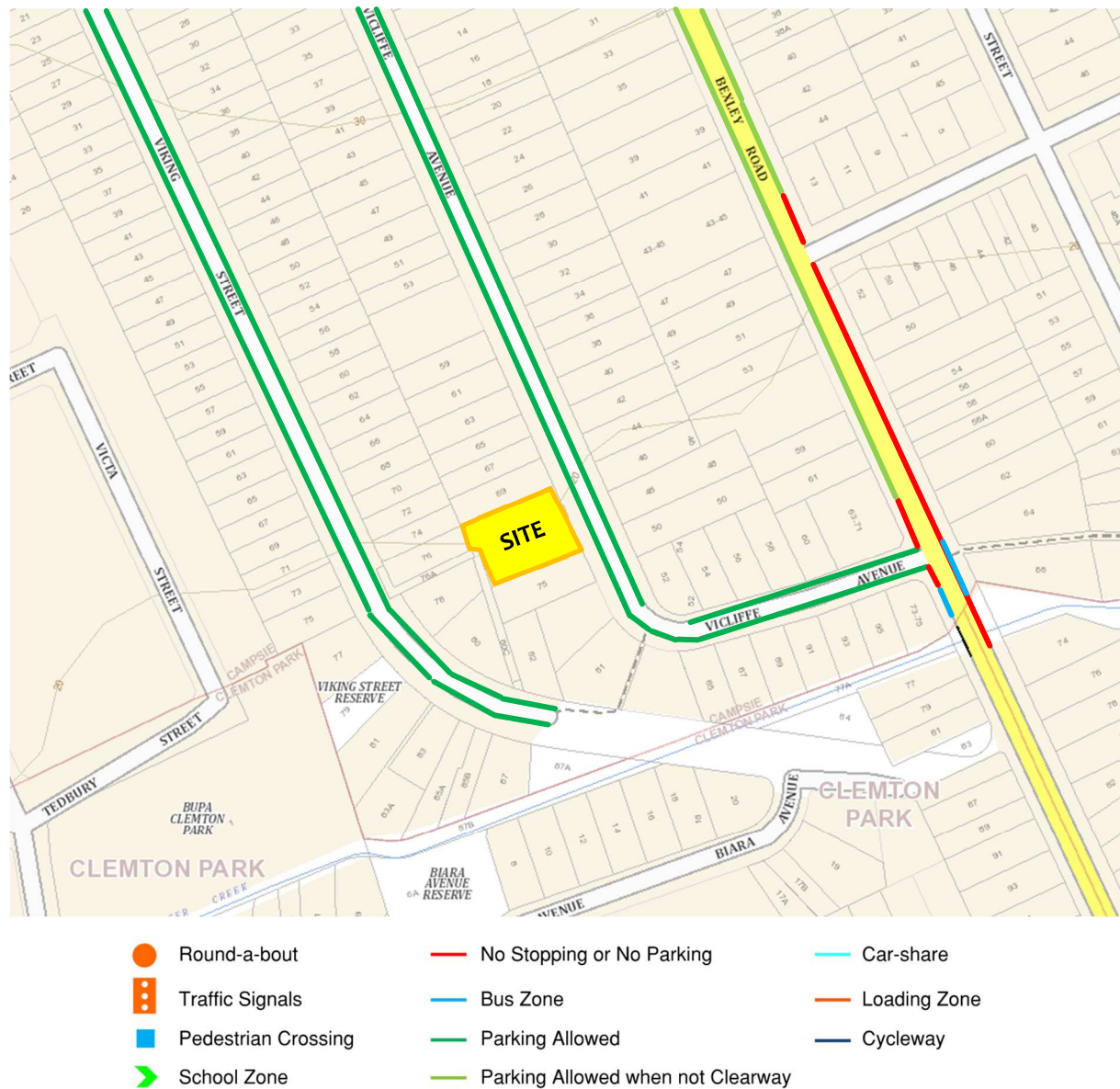


Figure 2.3 Existing Road Features

2.4 TRAFFIC DATA

As far as we are aware, there are no readily available traffic counts in the local vicinity.

2.5 PUBLIC TRANSPORT

The nearest train station to the subject site is Campsie Station (1.4km walking distance to the north) on the T3 Liverpool/Lidcombe Line; this station provides direct access for commuters to the Sydney CBD. The estimated walking time for a commuter from the site to Campsie station is 18 minutes. Other stations nearby are Canterbury Station (2.1km, 26 mins walking time), Belmore Station (2.3km, 28 mins walking time) and Bexley North Station (2.3km, 29 mins walking time).

There is a bus station on Bexley Rd to the east (210m walking distance) which services routes 410 (Macquarie Park to Hurstville) and 412 (Campsie to City Martin Place via Earlwood & Dulwich Hill).

We therefore conclude that the subject site has satisfactory access to public transport.

2.6 SOCIAL & DEMOGRAPHIC INFORMATION

2021 Census Data (refer www.censusdata.abs.gov.au) was used to construct a community profile of the suburb of Campsie. The most relevant census data categories are reproduced in **Table 2.1**; we have also provided values for NSW to allow general comparisons to be made.

Campsie exhibits more single-car ownership but less car-use than NSW as a whole, and has a significant degree of people who travel to work by public transport. We expect these levels of public transport usage and car-use/ownership will carry across to the residents of the proposed development.

Table 2.1 Demographic Information

Category	Campsie %	NSW %
Employment		
Worked Full-time	42.0	55.2
Worked Part-time	28.7	29.7
Unemployed	8.0	4.9
Travel to Work		
By car (as driver or passenger)	34.3	47.2
By public transport	14.7	4.0
Walked only	2.6	2.5
Number of registered motor vehicles per dwelling		
0	19.1	9.0
1	47.8	37.8
2	22.6	34.1
3+	7.4	17.5

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT DESCRIPTION

The development as currently proposed consists of an multi dwelling housing development consisting of 8 2-bed townhouses.

With respect to deliveries to site, it is not expected that any regular deliveries will occur.

3.2 SITE ACCESS & SERVICING

It is currently proposed that the site will be accessed from Vicliffe Ave, refer **Figure 3.1**.

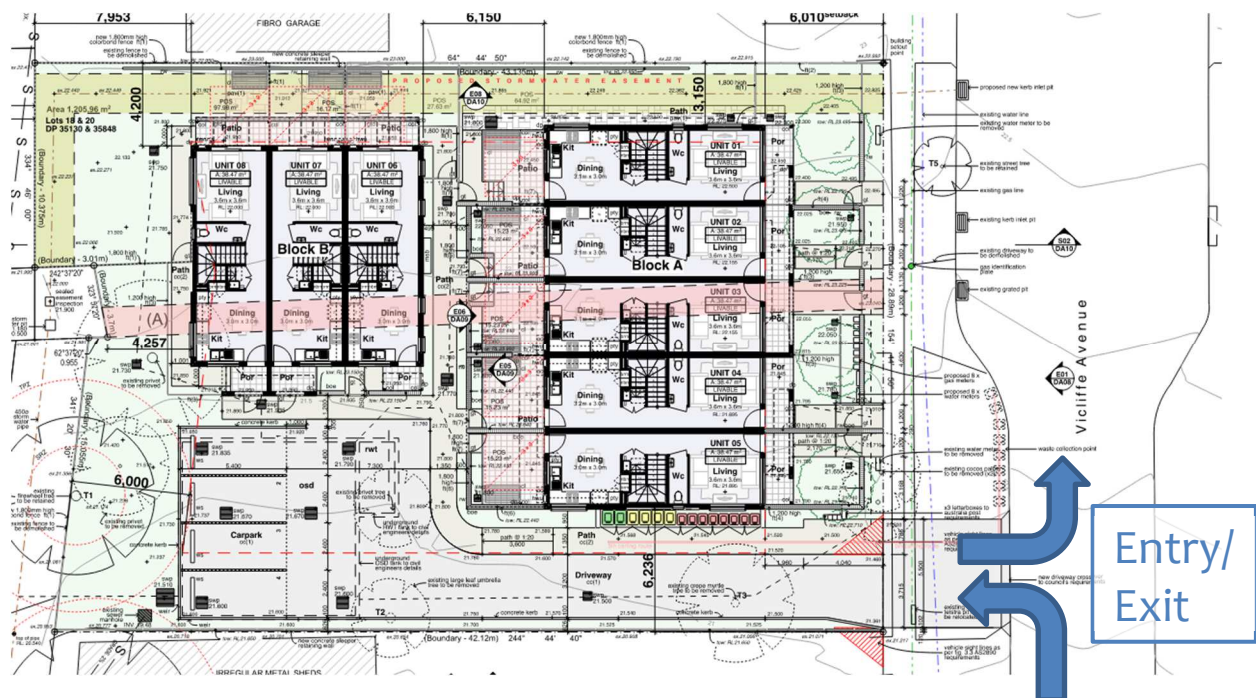


Figure 3.1 Proposed Entry / Exit Point

Swept Paths Analysis

We have undertaken swept-path analysis using Autotrack (refer attached turning plans), this analysis indicates that:

- A B99 and B85 vehicle can pass each other within the 5.5m wide access driveway.
- A B85 vehicle can enter the site in a forwards direction, manouvre into each parking space, and exit the site in a forwards direction.

Garbage Collection

Garbage collection will be via council's typical kerbside collection service. The bins are located on the northern side of the driveway, and will be moved to the kerb for collection.

3.3 ONSITE PARKING PROVISIONS

Parking will be provided in accord with the State Environment Planning Policy (Housing) 2021. Any number greater than the minimum will be compliant with Council controls, as demonstrated following.

- Residential development – Land and Housing Corporation (development in an accessible area):

For each dwelling containing 1 bedroom – 0.4 spaces

For each dwelling containing 2 bedroom – 0.5 spaces

For each dwelling containing 3+ bedroom – 1 space

The calculations are summarised in **Table 3.1** below.

Table 3.1 Car Parking Requirements (Maximum)

Type	Number	Rate	Spaces Required
2-Bedroom Dwellings	8	0.5 sp per dwelling	4
		MINIMUM REQUIRED	4

The proposed development incorporates **four (4) spaces** on the ground floor level, thus parking meets the minimum requirement under the SEPP (Housing) 2021.

Accessible Parking

Accessibility requirements for the proposed development are discussed in the access consultant's report, which forms part of the DA submission.

3.4 PEDESTRIAN ISSUES

There is a formal pedestrian footpath along the Viccliffe Ave site frontage, and this will be maintained under proposed conditions. When any work is to be performed within the frontage area, pedestrian access along the frontage or eastern boundary is to be maintained. Any road frontage works may need to be completed in two stages to ensure a safe path of travel for pedestrians.

4 TRAFFIC GENERATION

4.1 TRAFFIC GENERATION

The RTA *Guide to Traffic Generating Developments*, October 2002, Section 3 - Land Use Generation (Section 3) provides estimated traffic generation rates for various development types, as noted below. The existing site includes 2 residential dwellings. The 'Medium density residential flat building' traffic generation rates have been assessed as the closest match for the nature of the proposed development.

- A. Residential (dwelling houses):
 - 9 daily vehicle trips per dwelling
 - 0.85 weekday peak-hour trips per dwelling
- B. Residential (medium density flat building – up to 2-bedroom flats):
 - 4-5 daily vehicle trips per dwelling
 - 0.4-0.5 weekday peak-hour trips per dwelling

Table 4.1 Traffic Generated Under Proposed Conditions

	Weekday Daily vehicle trips	Weekday Peak hour vehicle trips
Existing	2 Dwelling Houses $2 * 9 = 18 \text{ vt}$	2 Dwelling Houses $2 * 0.85 = 1.7 \text{ vt}$
Proposed	8 Townhouses $8 * 5 = 40 \text{ vt}$	8 Townhouses $8 * 0.5 = 4 \text{ vt}$
Net change	$40 - 18 = +22 \text{ vt}$	$4 - 1.7 = +2.3 \text{ vt}$

vt = vehicle trips

The above calculations indicate a slight increase on the existing traffic network, however as such, we believe the development as proposed will not have detrimental traffic impacts in the locale in terms of the traffic efficiency, amenity, safety, and/or road pavement life.

5 CONCLUSIONS

We conclude that:

- We believe that the proposed development will not have a significant impact on the traffic in the local network.
- We believe the development will not have a significant impact on the locale in terms of the traffic efficiency, amenity, safety, and/or road pavement life.
- The proposed development meets the minimum parking requirement under the SEPP (Housing) 2021, outlined in Table 3.1.

Yours faithfully,

For & on behalf of Greenview,



Anthony Oste
Traffic Designer

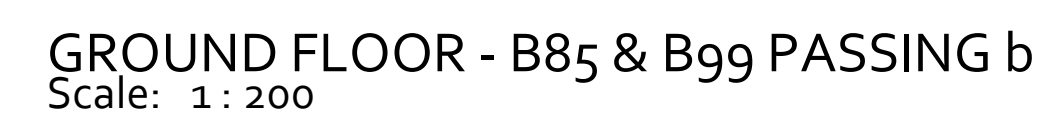
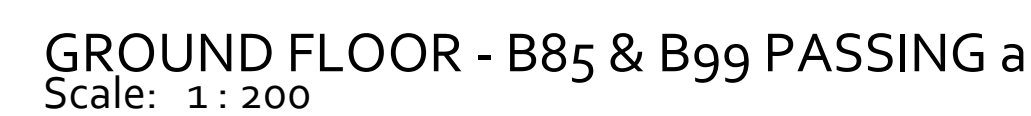


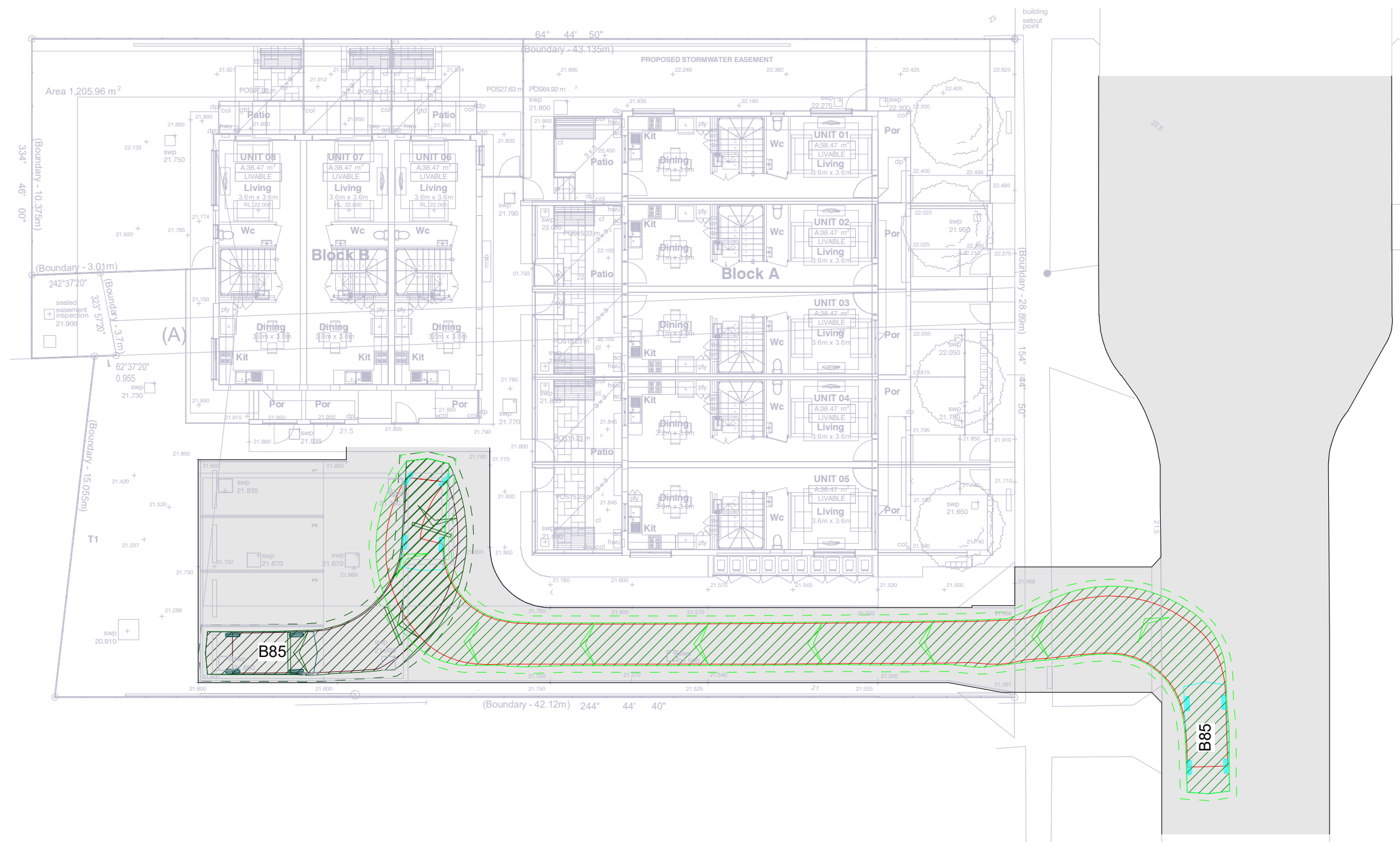
Alistair McKerron B.E., M.I.E.(Aust), CP Eng,
NPER No. 2220277
Senior Project Engineer



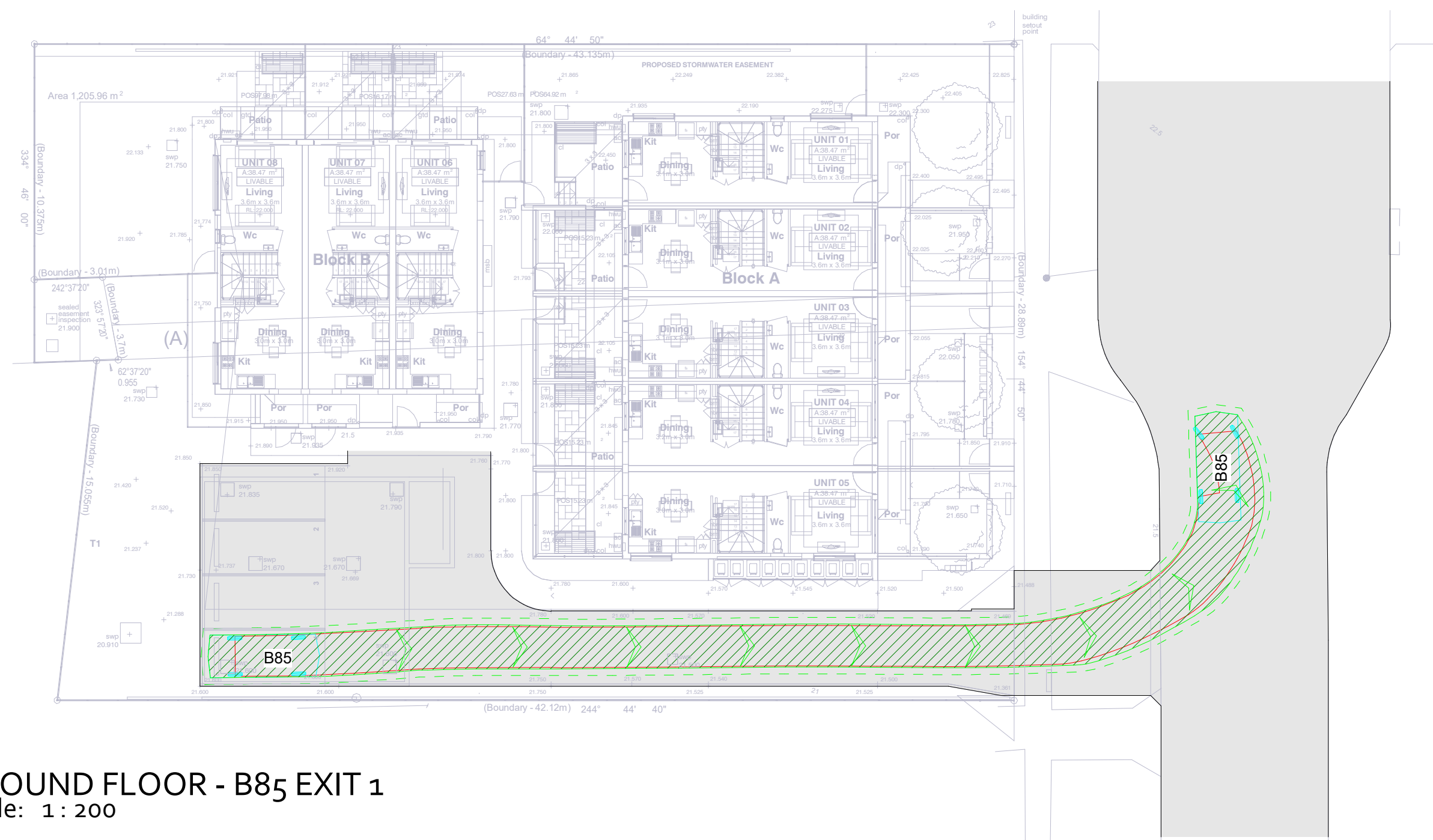
APPENDICES

SWEPT PATH ANALYSIS – GREENVIEW CONSULTING





GROUND FLOOR - B85 ENTRY 1
Scale: 1: 200



GROUND FLOOR - B85 EXIT 1
Scale: 1: 200



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1	23.11.2022	JPS	ISSUED FOR APPROVAL	STANTON DAHL ARCHITECTS
2	13.06.2022	AD	ISSUED FOR APPROVAL	PROJECT MANAGER LAND & HOUSING CORPORATION
3				ELECTRICAL CONSULTANT GREENVIEW CONSULTING Pty Ltd

STRUCTURAL CONSULTANT GREENVIEW CONSULTING Pty Ltd
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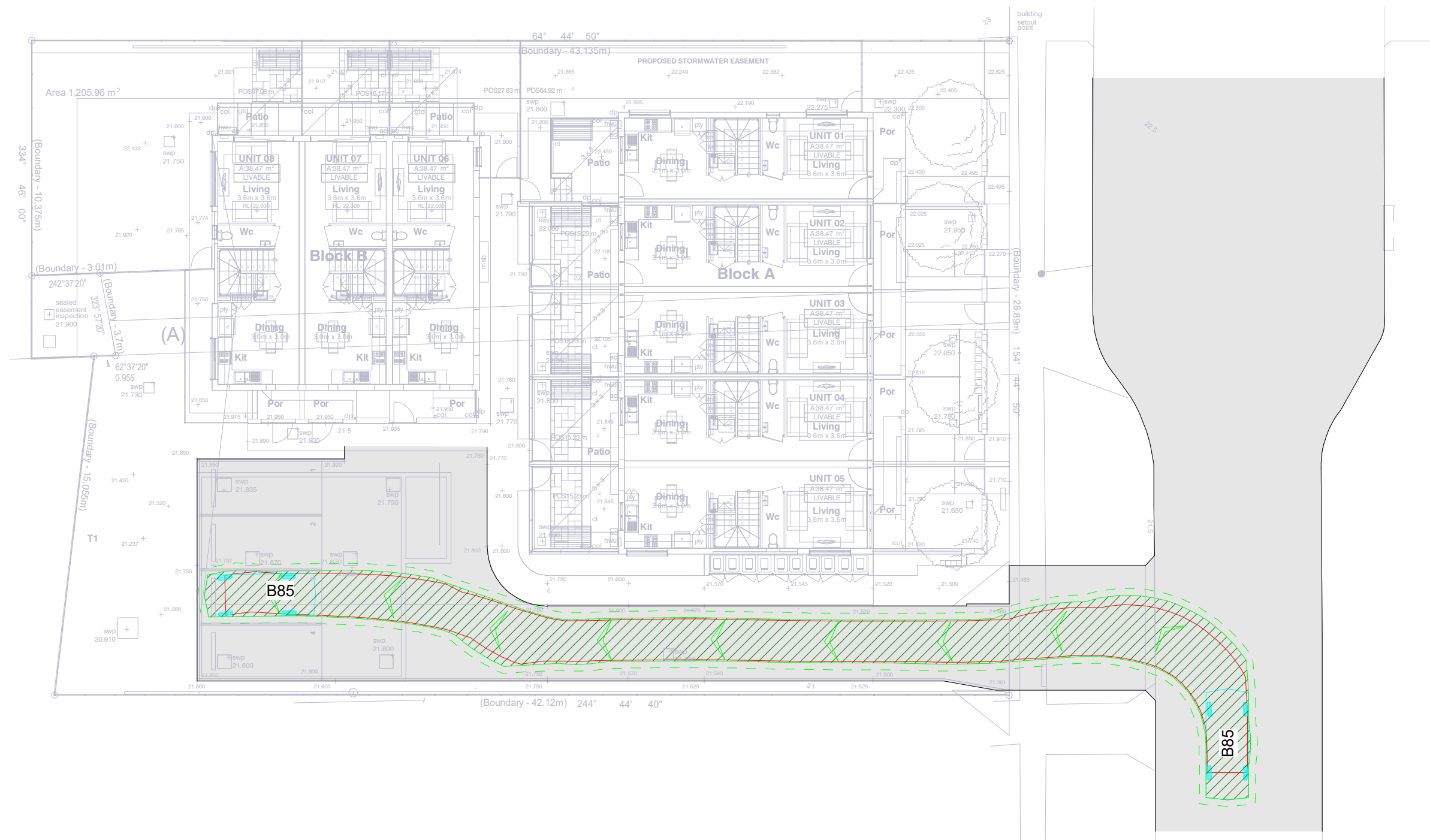


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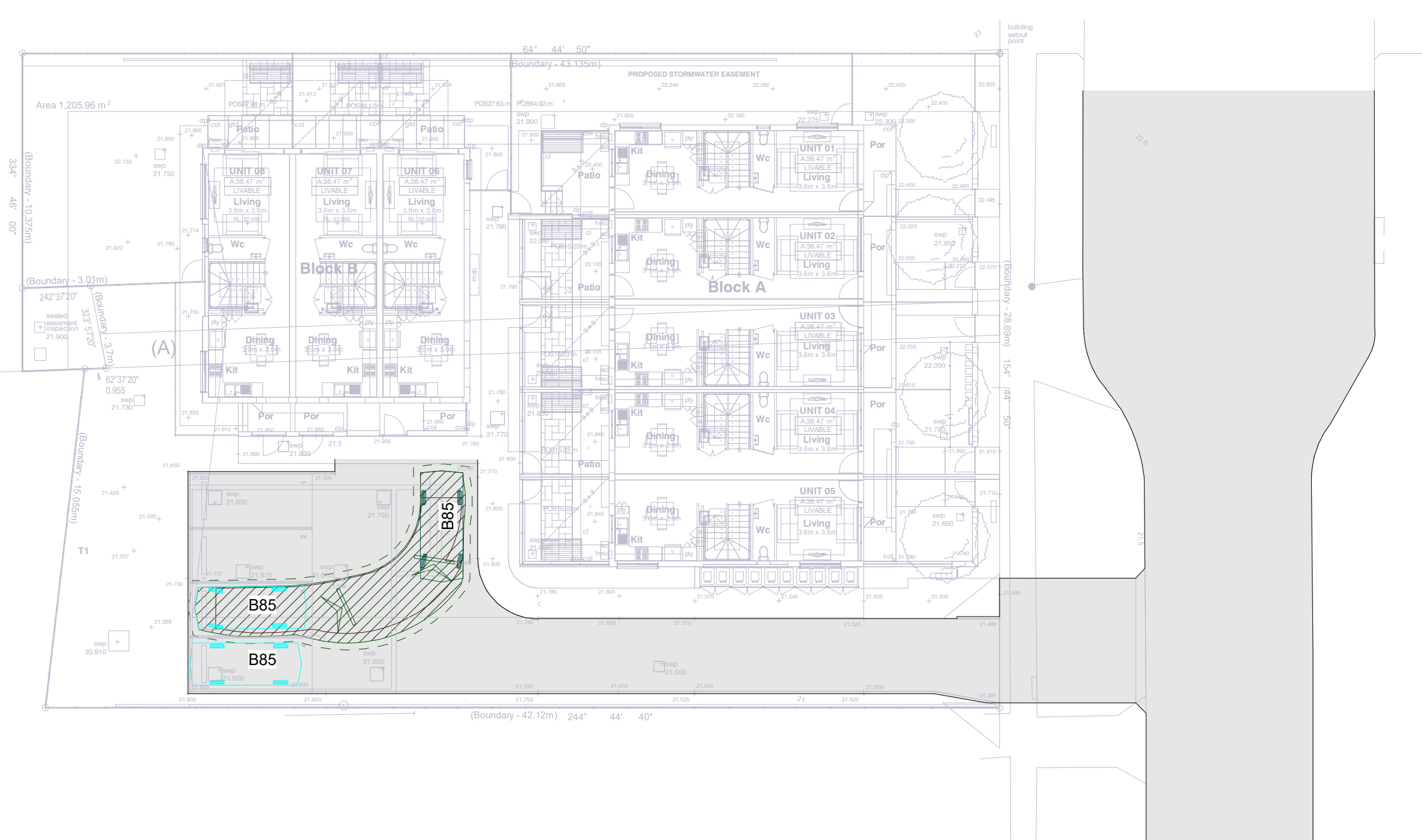
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PROPOSED DEVELOPMENT
AT
71-73 Viccliffe Avenue, Campsie, NSW

TITLE:
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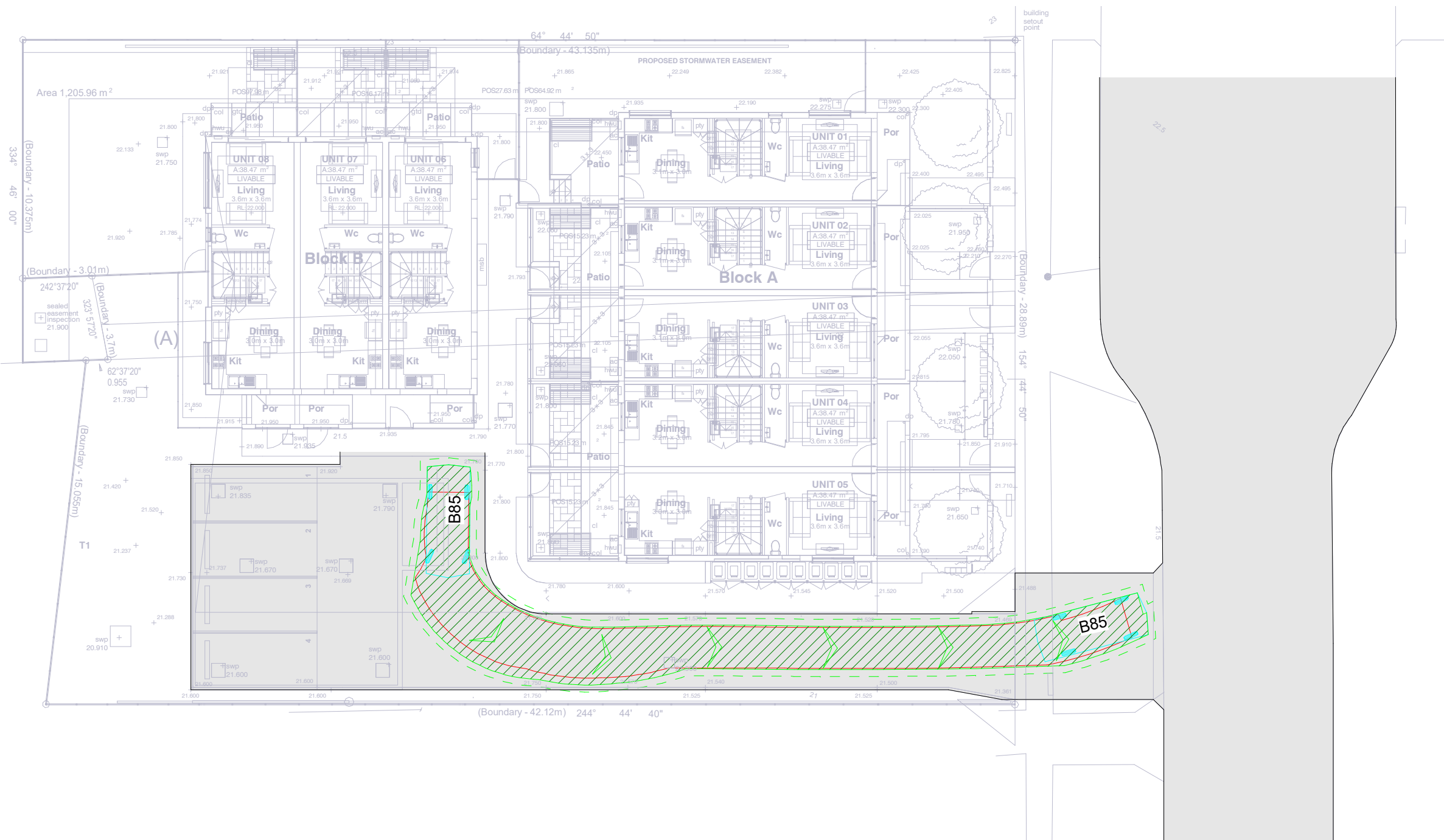
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GROUND FLOOR - B85 ENTRY 2
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GROUND FLOOR - B85 EXIT 2a
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GROUND FLOOR - B85 EXIT 2b
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1	03.08.2022	AO	ISSUED FOR APPROVAL	
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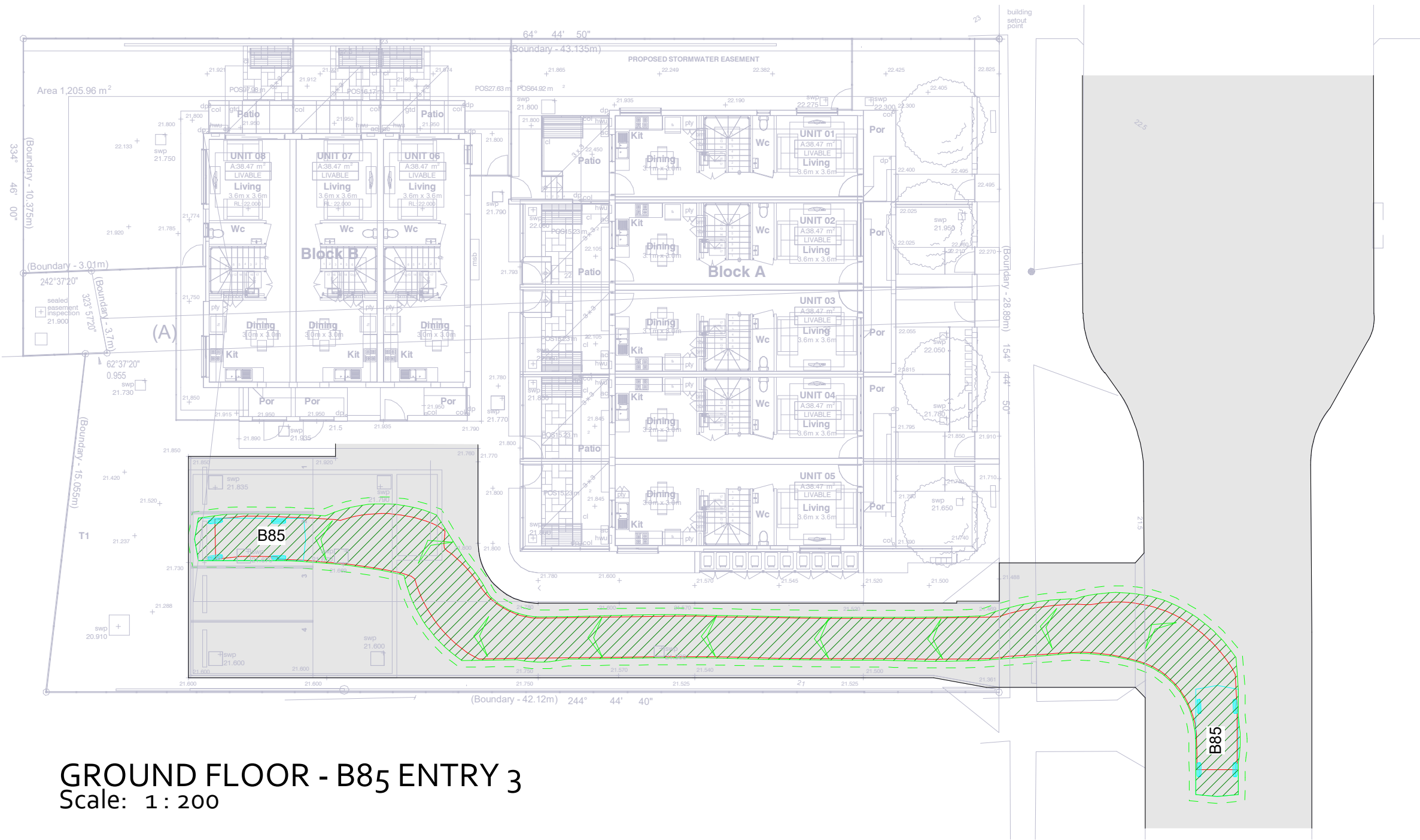
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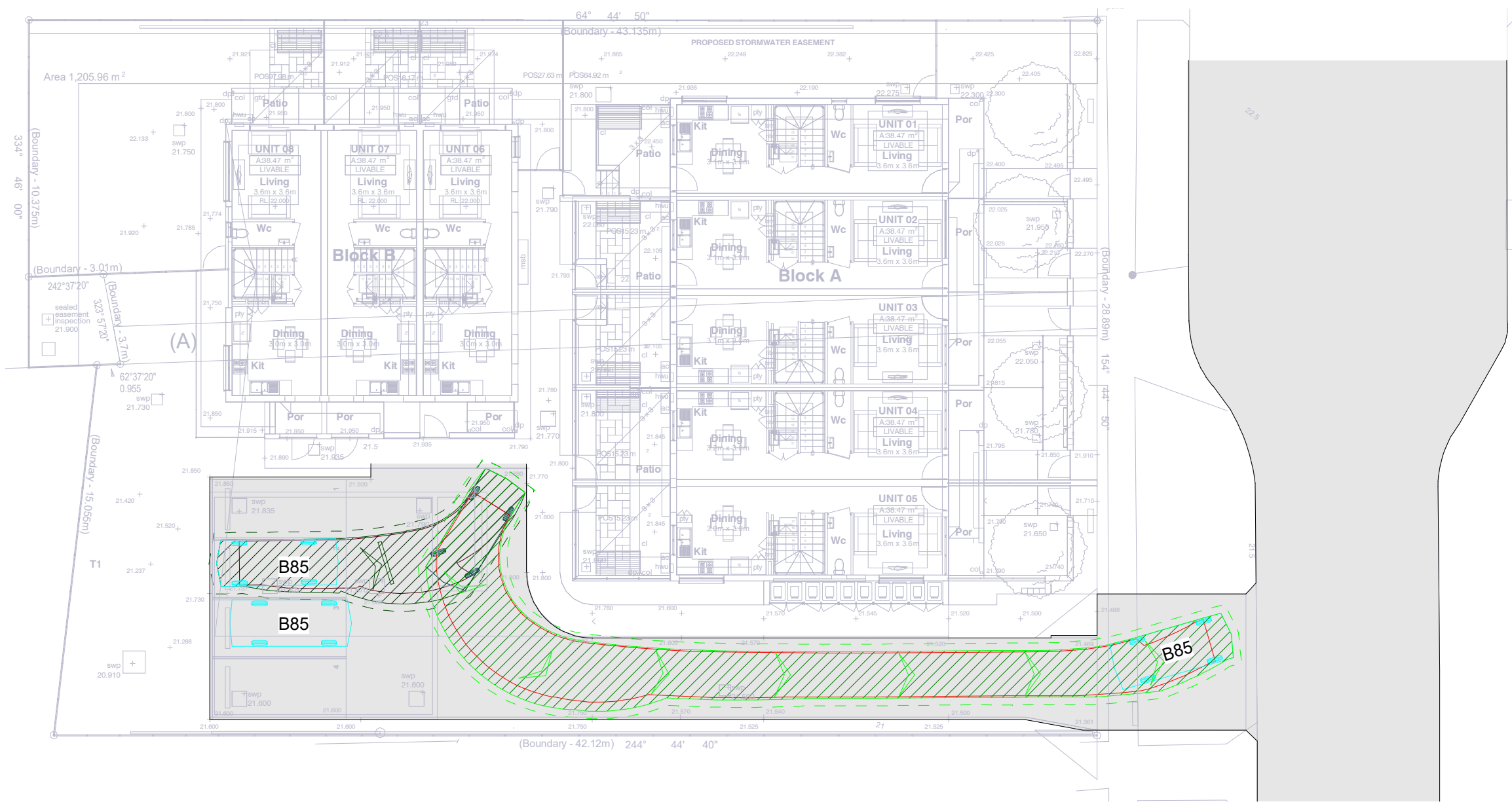
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AT
71-73 Viccliffe Avenue, Campsie, NSW

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PATHS SHEET 4

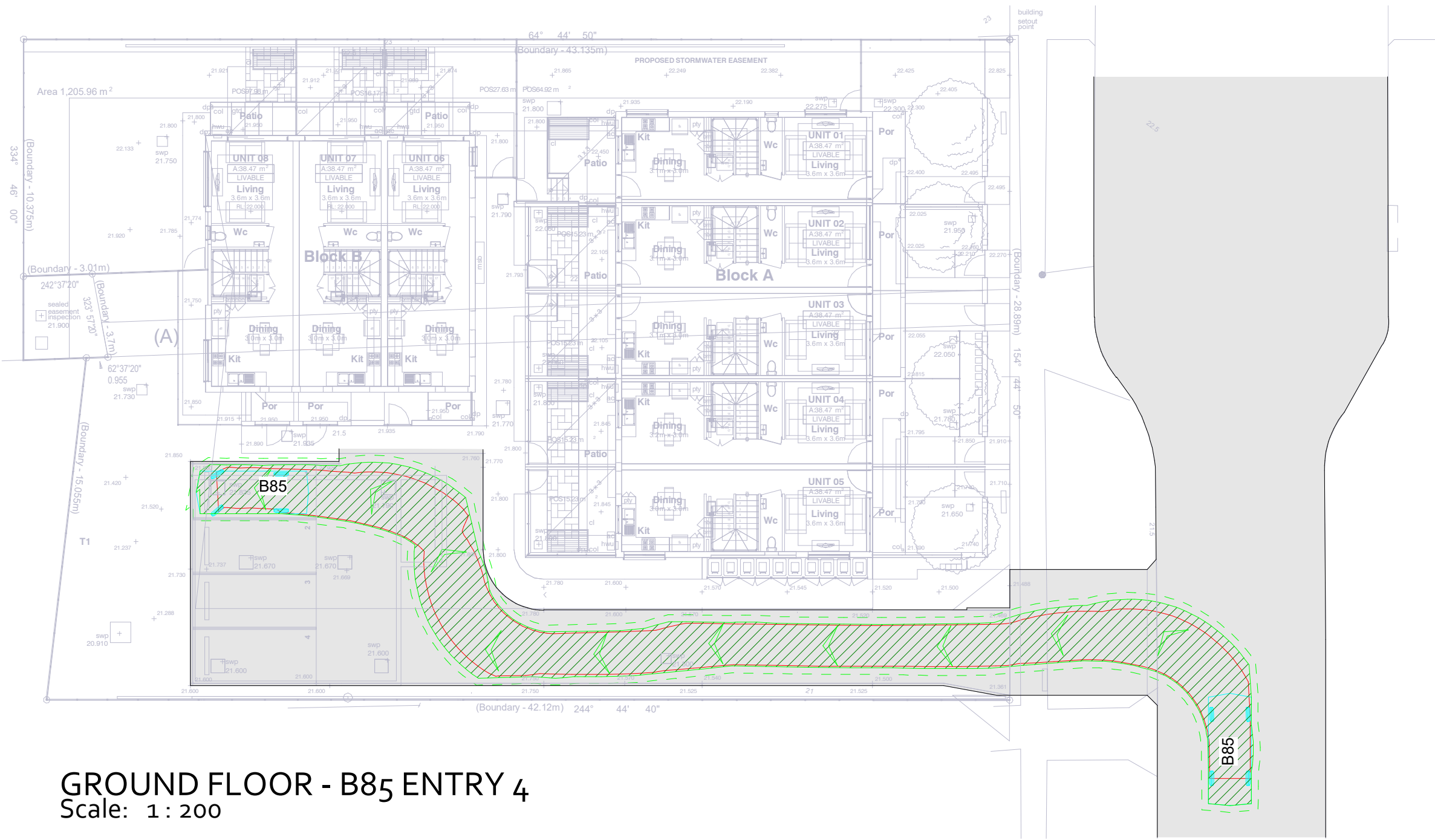
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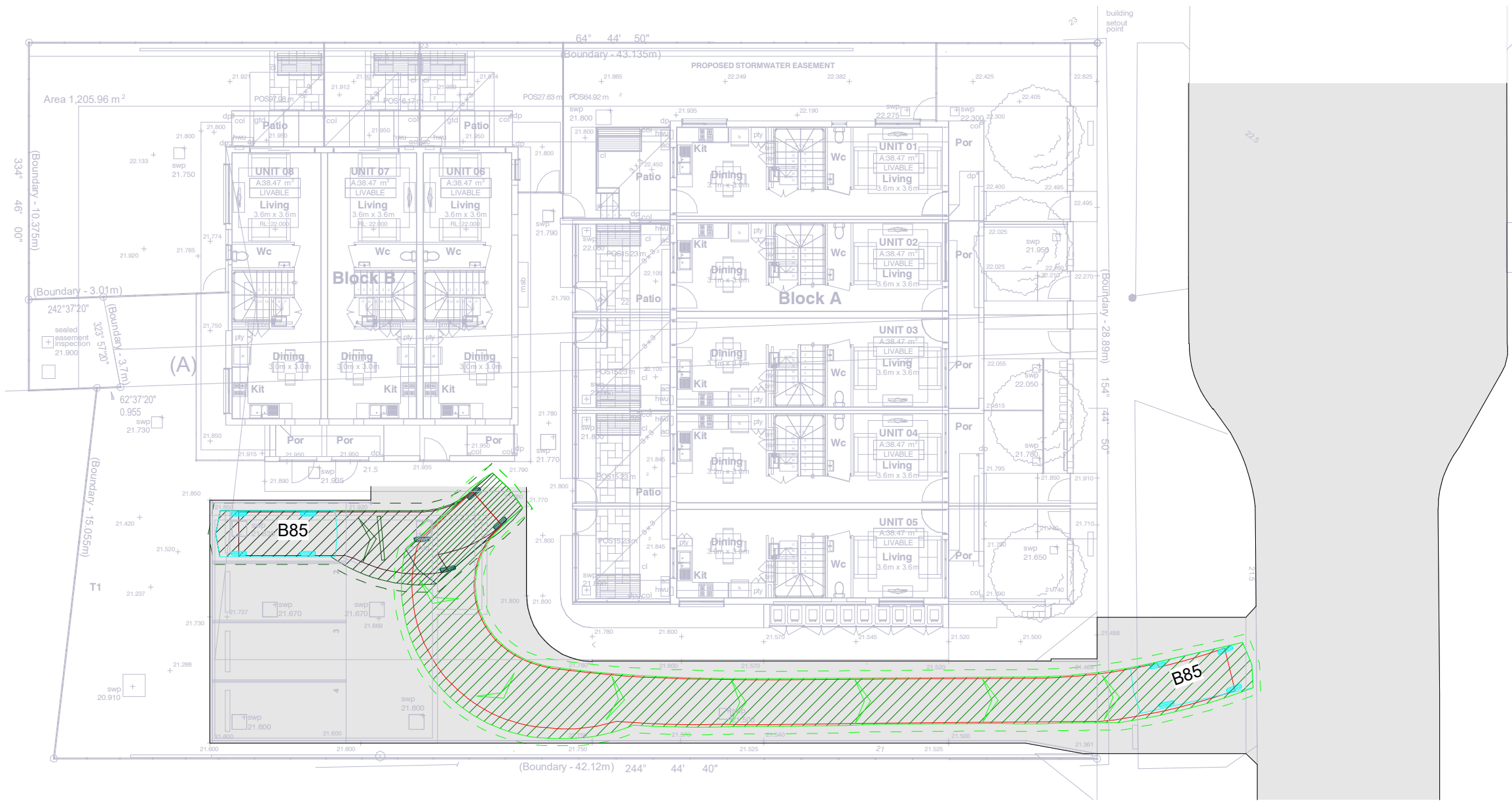
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GROUND FLOOR - B85 EXIT 3
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GROUND FLOOR - B85 ENTRY 4
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GROUND FLOOR - B85 EXIT 4
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PROJECT MANAGER	LAND & HOUSING CORPORATION
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LANDSCAPE CONSULTANT	RFA LANDSCAPE ARCHITECTS
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BUSINESS PARTNER:

 **Family & Community Services**
Land & Housing Corporation
GREATER WESTERN SYDNEY REGION

PROJECT:	PROPOSED DEVELOPMENT
AT	71-73 Viccliffe Avenue, Campsie, NSW

TITLE:	GROUND FLOOR TURNING PATHS SHEET 5
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STAGE:	DA
DRAWN:	JPS
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CHECKED:	JW
TYPE:	C
SHEET:	C14
REV:	2

VEHICULAR ACCESS DESIGN STATEMENT

PROJECT: Proposed Residential Development

DATE: 16th November 2022

CLIENT: Simpson Building Group

REFERENCE: 220215

ADDRESS: 71-73 Viccliffe Ave, Campsie NSW 2194

REVIEW DRAWINGS: Stanton Dahl Architects, Job No. 2789.22, Drawing No. DA04

ELEMENTS:

- Driveway Grades
- Carparking Compliance
- Parking Manoeuvrability

We hereby confirm that we have reviewed the above design elements and found them to in accordance with the relevant Australian standards and relevant conditions of the development consent. In particular, the design is in accordance with the following:

REFERENCE	TITLE
AS2890.1:2004	Parking facilities - Off-street Parking
AS/NZS 2890.6:2009	Parking facilities - Off-street parking for people with disabilities

We note that the driveway grades and the ingress/egress from the car spaces are compliant.

Note: this report is specifically related to the items referred to and is not to be construed to represent a comment on any other areas of the property.

Yours faithfully,

For & on behalf of Greenview Consulting,

Prepared by:



Anthony Oste

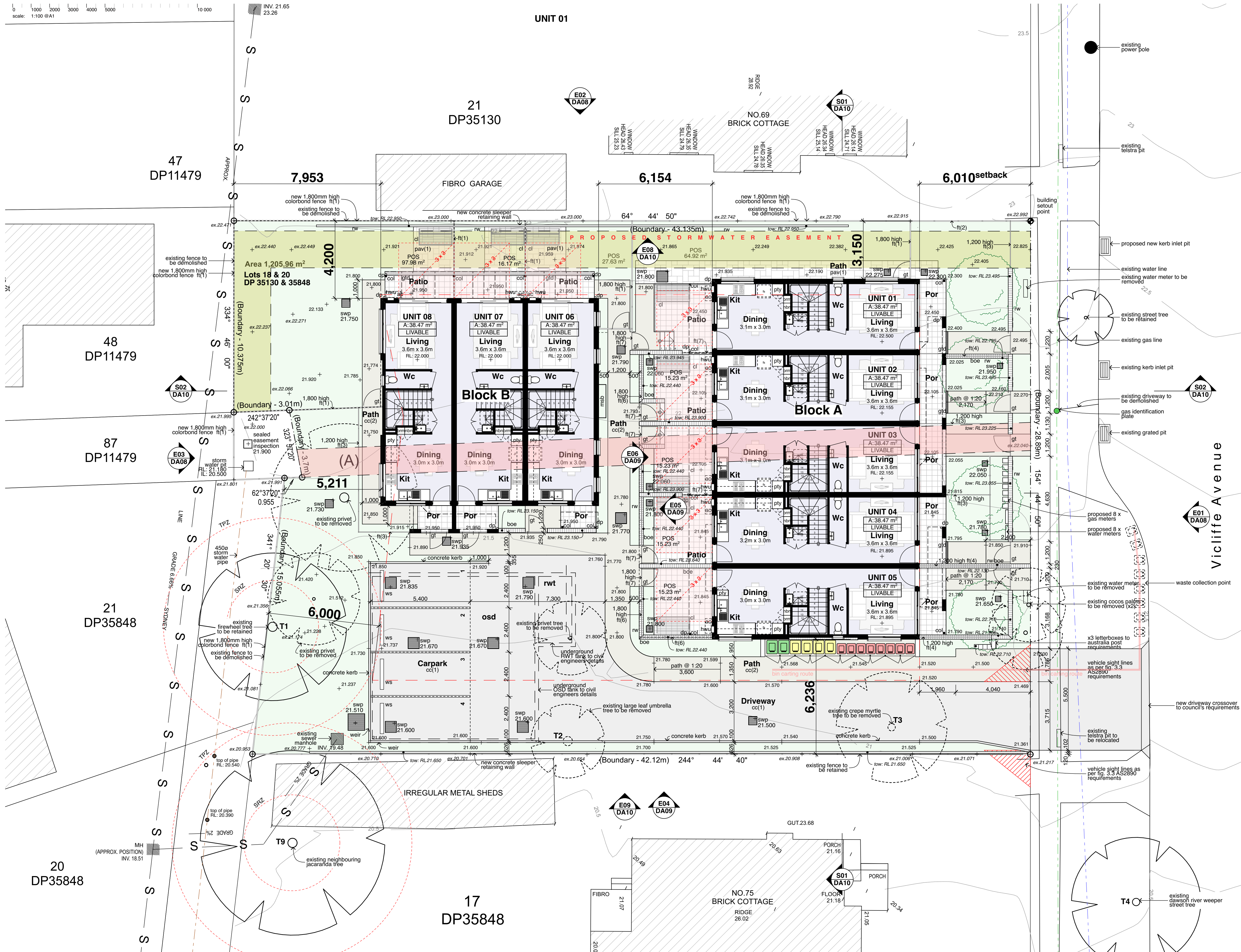
Traffic Designer

Reviewed by:



Alistair McKerron B.E., M.I.E.(Aust.), CP Eng., NPER no 2220277

Project Engineer



- Legend** (external work / site plan)
note: drawing may not contain all items listed below
- ex contours & banking line
 - existing trees to be retained
 - existing trees to be removed
 - proposed new trees
 - existing stormwater easement
 - proposed stormwater easement
 - existing ground levels
 - proposed levels
 - proposed spot levels (ft)
 - air conditioner condenser
 - accessible
 - ageing, disability & home care
 - access panel
 - access panel
 - balustrade (type)
 - brick on edge
 - bollard
 - coloured concrete (type)
 - ceramic floor tile (type)
 - clothes line
 - column
 - downpipe
 - doorpost
 - existing
 - facebrick work (type)
 - finished floor level
 - fence (type)
 - garbage bin
 - gate
 - grated drain
 - handrail (type)
 - hose tap
 - hot water unit
 - hydrant
 - kerb ramp
 - letter box
 - off form concrete
 - pavers (type)
 - private open space
 - permeable paving
 - power pole
 - retaining wall (type)
 - rainwater outlet
 - rainwater tank
 - steel float concrete
 - structural floor level
 - storm water pit
 - trowel finished concrete
 - tactile ground surface indicator
 - top of wall
 - wood float concrete
 - wheel stop



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Stanton Dahl Architects

Date
20th January 2023

Job Number
220215

**Traffic for proposed multi-dwelling housing development
71-73 Viccliffe Ave, Campsie NSW**

Dear Sir/Madam,

Please find following our response to Council's issues raised in their 20th December 2022 email "FW: Council comments on Multi Unit Housing - 71-73 Viccliffe Ave Campsie - NB-2-2022 - SUB22-225676", point 4e) "Areas to address with the bin storage area".

4e) Areas to address with the bin storage area: Architect to review and advise. Noted.

5. The area must be no more than 10m from kerbside collection point, where the vehicle will park;
6. Bin-carting route cannot be via the driveway or carpark; and

Greenview confirms that the "bin carting route", as identified on Stanton Dahl Architects design drawing DA04, will have no notable impact on the functionality of the internal driveway or the crossing within council's road reserve. Although the "bin carting route" is approximately 13m from the kerbside collection point, it occurs only along the pedestrian pathway within the site, and due to the very low frequency of vehicles entering the site, the movement of the bins across the waiting bay will have no notable impact on any vehicle traffic flow, and thus Greenview deems this arrangement as acceptable.

Please do not hesitate to contact us if you require clarification or further information on any of the above issues.

Yours faithfully,

For & on behalf of Greenview Consulting,

Prepared by:

Anthony Oste

Traffic Designer

Reviewed by:

Alistair McKerron B.E., M.I.E.(Aust.), CP Eng., NPER no 2220277

Senior Project Engineer



