



TRAFFIC IMPACT AND PARKING ASSESSMENT

**RESIDENTIAL DEVELOPMENT AT
13 LATTY ST, FAIRFIELD NSW 2165**

**PREPARED FOR
STUDIO JOHNSTON**

DATE: 27TH OCTOBER 2022

OUR REFERENCE: 210825

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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:

- Fairfield City Council DCP 2013 (Amdt 22)
- State Environment Planning Policy (Housing) 2021
- Architectural Drawings by Studio Johnston (October 2022)
- AAA Traffic Control Plan (December 2021)
- 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 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 vehicles access, internal circulation and servicing arrangements.
- Demonstrate construction vehicles can manoeuvre within the site as intended;
- Provide construction vehicle routes;
- Provide traffic control plans (TCPs).

2 EXISTING CONDITIONS

2.1 SITE DESCRIPTION

The subject site is located mid-way along Latty Street, refer Figure 2.1. The site is currently occupied by a single-story residential dwelling.



Figure 2-1 Site Location

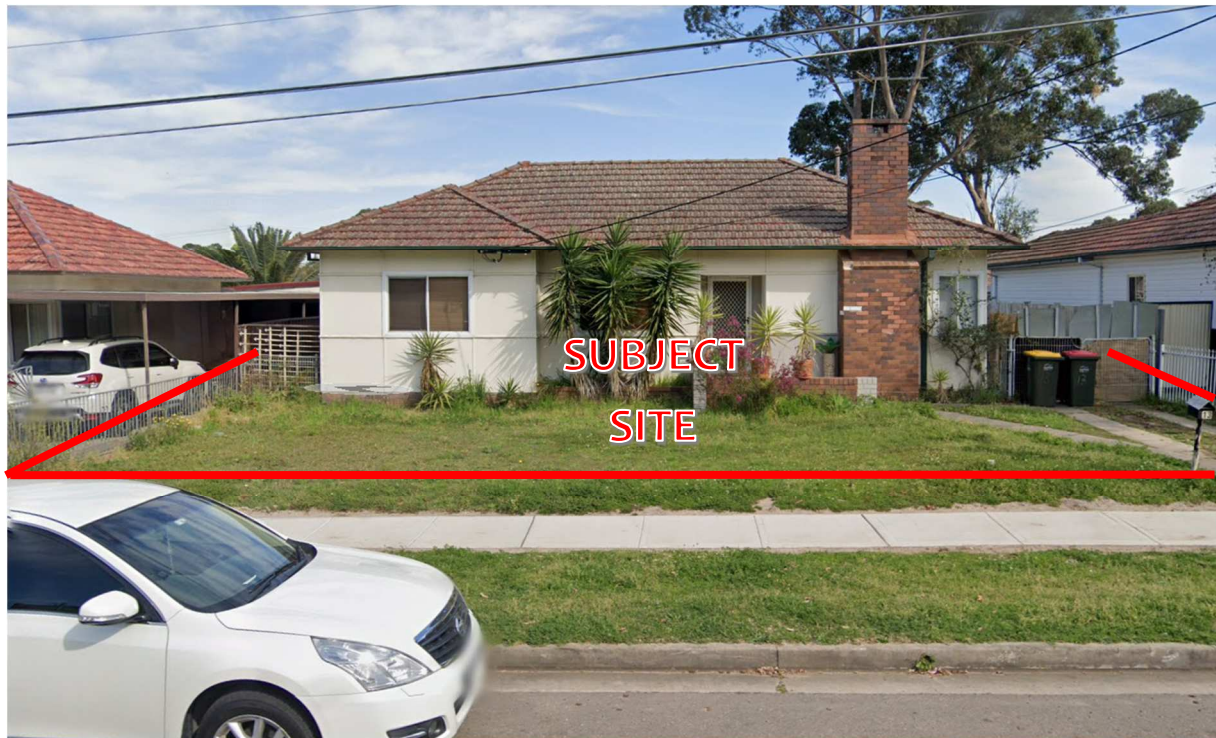


Figure 2-2 Site Frontage from Latty St (image courtesy of Google Maps captured Sep 2020)

2.2 EXISTING ROAD CONDITIONS

The Roads & Maritime Services (RMS, formally the RTA) classifies all roads into three administrative classes as follows: state, regional and local. Greater details of each administrative class is provided in “NSW Road Management Arrangements” (December 2008), however in summary:

State Roads (black in figure 2-2) 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 (purple in figure 2-2) 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 (white in figure 2-2) comprise the remaining Council controlled roads which provide for local circulation and access.

Latty Street is a local road with 1 lane of traffic in each direction and no line-marked divider. Parking is allowed along most of the street. The posted local speed limit is 50 km/hr.

Lawson Street is the nearest regional road, consisting of 2 lanes of traffic in each direction divided by a concrete barrier. No parking is allowed along the street. The posted speed limit is 60 km/hr.

The Horsley Drive is the nearest state road, consisting of 2 lanes of traffic in each direction. Nearby to the site it is divided by a concrete median strip, and in other parts double unbroken lines. The posted speed limit is 60 km/hr.

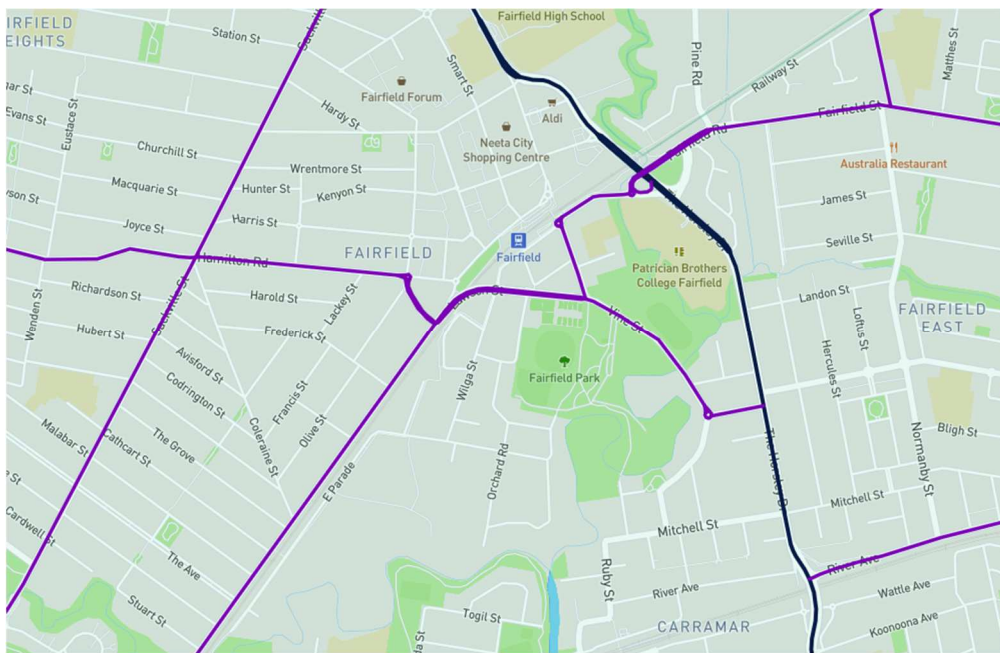


Figure 2-3 Fairfield NSW Road Classifications

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:

- Parking is generally allowed in the site vicinity on all local roads
- The default local speed limit is 50 km/hr;



Figure 2-4 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 Fairfield Station (600m walking distance to the north) on the T2 and T5 Leppington Lines; the T2 Line provides direct access for commuters to the Sydney CBD. The estimated walking time for a commuter from the site to Fairfield Station is 7 minutes.

The nearest bus station is located on The Crescent next to Fairfield Station to the North (600m walking distance) which services Routes 800, 808, 812, 813, 814 and 817.

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 Fairfield. The most relevant census data categories are reproduced in **Table 2.2**; we have also provided values for NSW to allow general comparisons to be made.

Fairfield exhibits reasonably similar numbers compared to NSW as a whole, although specifically demonstrating slightly less car ownership. We expect therefore this similarity to carry across to the residents of the proposed development. Although it is also expected that the public transport options nearby will be utilised.

Table 2.1 Demographic Information

Category	Fairfield %	NSW %
Employment		
Worked Full-time	46.7	55.2
Worked Part-time	26.5	29.7
Unemployed	8.7	4.9
Travel to Work		
By car (as driver or passenger)	53.3	47.2
By public transport	4.2	4.0
Number of registered motor vehicles per dwelling		
0	10.4	9.0
1	33.8	37.8
2	31.4	34.1
3+	22.4	17.5

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT DESCRIPTION

The development as currently proposed consists of two attached double storey residential dwellings, as well as their corresponding external works such as driveways and paved outdoor areas.

3.2 SITE ACCESS & SERVICING

It is currently proposed that the two driveways will be accessed from the Latty St, refer **Figure 3.1**.

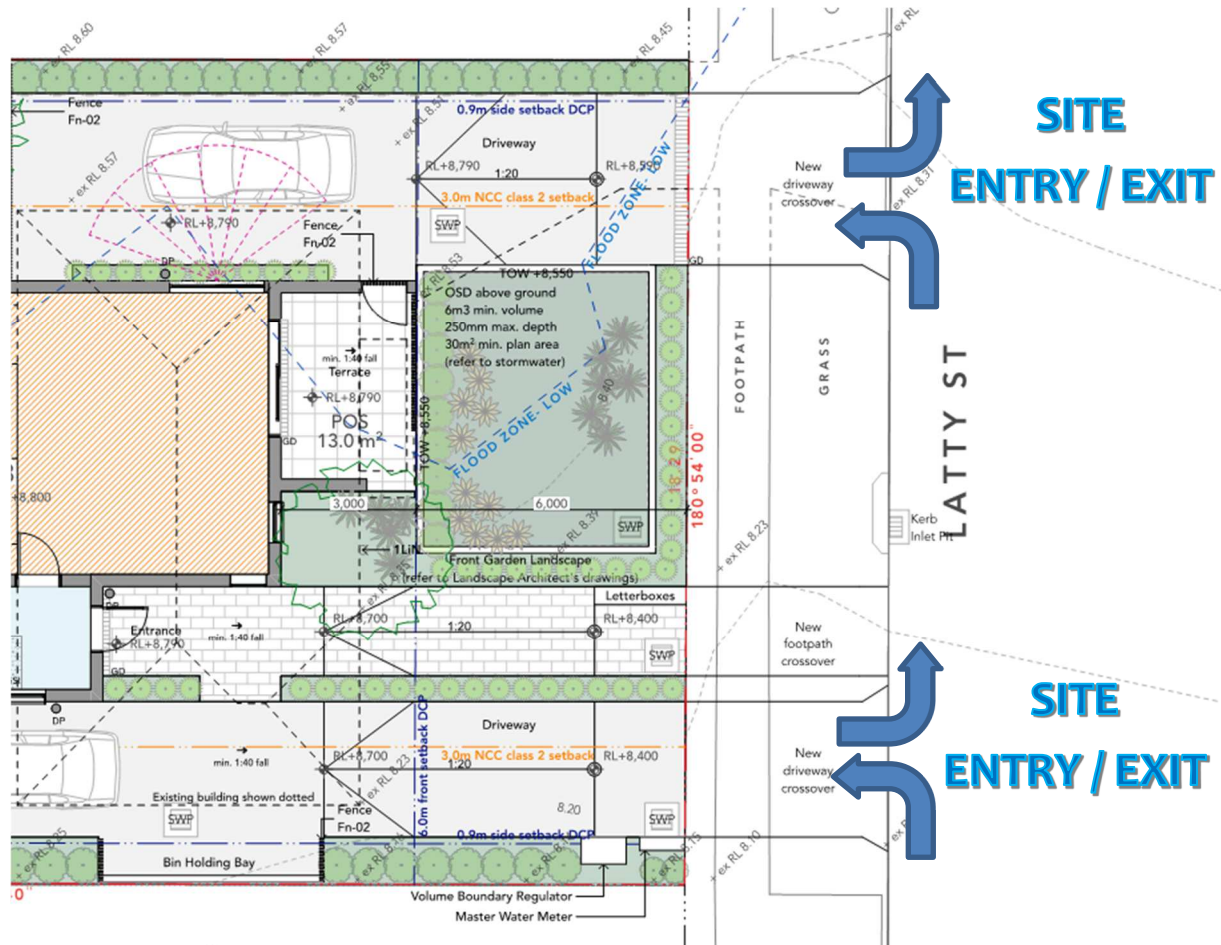


Figure 3-1 Proposed Entry / Exit Points

Swept Paths Analysis

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

- A B85 vehicle can enter, be parked, and exit each driveway in a compliant manner.

Garbage Collection

Garbage collection will be a typical kerb-side collection. Garbage (Red/Green) will be collected every Monday and recycling (yellow) every second Monday.

3.3 ONSITE PARKING PROVISIONS

Parking will be provided in accordance with the State Environment Planning Policy (Housing) 2021 Part 2 Division 1 Point 18. Any number greater than the minimum will be compliant with Council controls.

- Development by Social Housing Provider in an Accessible Area:

0.4 space per 1 bedroom dwelling

0.5 space per 2 bed dwelling

1.0 space per 3+ bed dwelling

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

Table 3.1 Car Parking Requirements (Minimum)

Type	No. Dwellings	Rate	Spaces Required
SEPP (Housing) 2021			
2-Bedroom Dwelling	4	0.5 sp per dwelling	2
		MINIMUM REQUIRED	2

The proposed development incorporates **two (2)** car parking spaces, one at the end of each driveway, thus meeting 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 currently a formal pedestrian footway along Latty St. This pedestrian access along the site frontage should be maintained during all stages of the work. When any work is to be performed in the road frontage area, pedestrian access along Latty Street is to be maintained. The road frontage works may need to be completed in two stages to ensure a safe path of travel for pedestrians.

We also note that a construction fence / hoarding around the site must be installed in order to protect the pedestrians from the internal site works and no trip hazards should be present on the footway. The footway should be DDA compliant regarding both footway width and ramps of prams.

4 TRAFFIC GENERATION

4.1 TRAFFIC GENERATION

The RTA *Guide to Traffic Generating Developments*, October 2002, Section 3 - Land Use Generation (Section 3.3.1) provides estimated traffic generation rates for various development types, as noted below. The existing site includes 1 residential dwelling.

- | | |
|--|---|
| A. Dwelling Houses: | 9 daily trips per dwelling
0.85 weekday peak hour trips per dwelling |
| B. Medium Density Residential Flat Building: | 5 daily trips per dwelling
0.5 weekday peak hour trips per dwelling |

We note that the site is currently occupied by 1 residential dwelling, and we have calculated the net impact accordingly.

Table 4.1 Traffic Generated Under Proposed Conditions

	Weekday Daily vehicle trips	Weekday Peak hour vehicle trips
Existing	1 Dwelling $1 \times 9 = +9 \text{ vt}$	1 Dwelling $1 \times 0.85 = 0.85 = +1 \text{ vt}$
Proposed	4 Dwelling Flat Building $4 \times 5 = +20 \text{ vt}$	4 Dwelling Flat Building $4 \times 0.5 = +2 \text{ vt}$
Net change	$20 - 9 = +11 \text{ vt}$	$2 - 1 = +1 \text{ vt}$

vt = vehicle trips

The above calculations indicate a very slight increase on the existing traffic network, and 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 provides the minimum number of parking spaces as per the parking requirements outlined in Table 3.1.

Yours faithfully,

For & on behalf of Greenview,



Anthony Oste
Traffic Designer

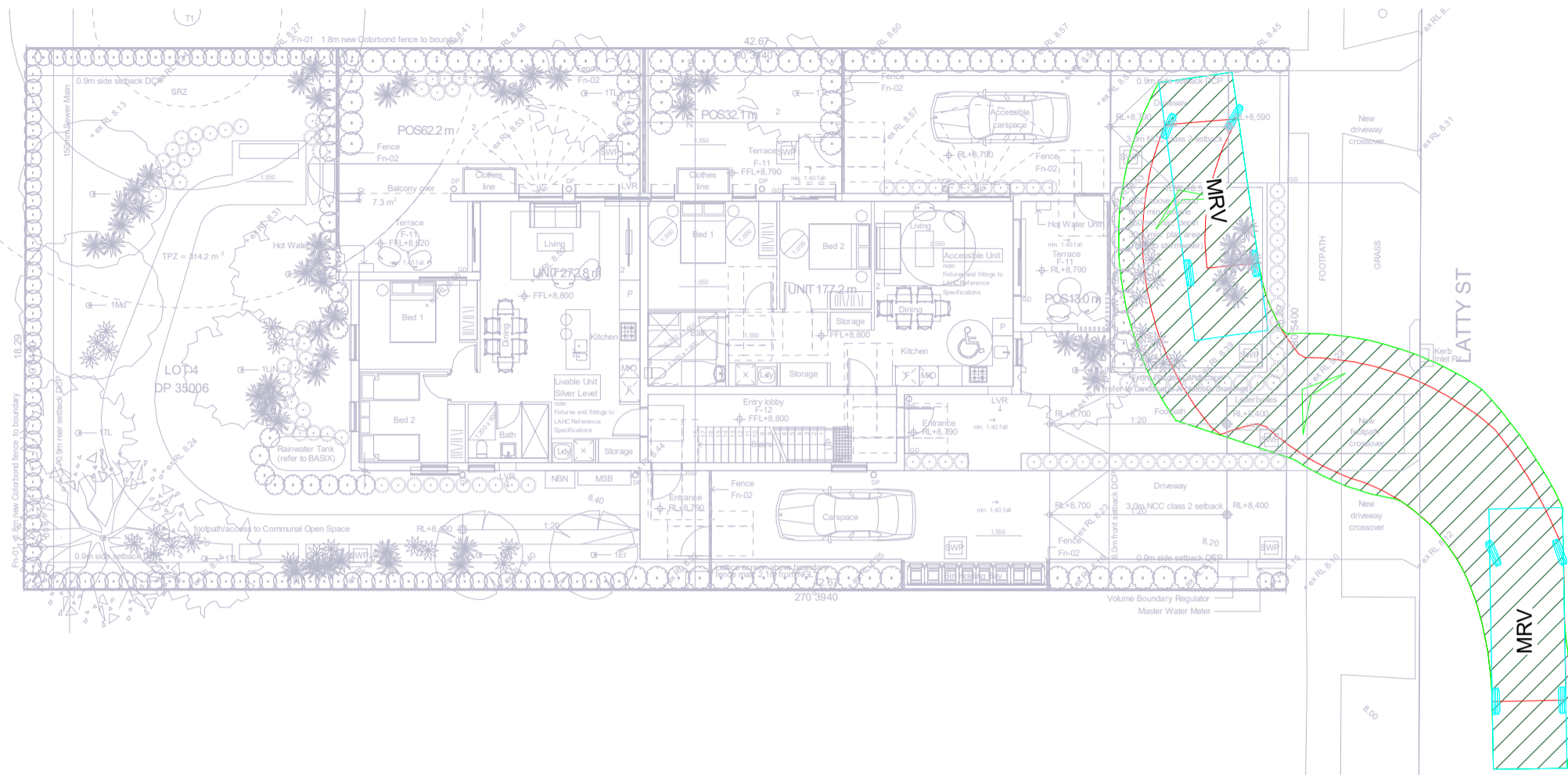


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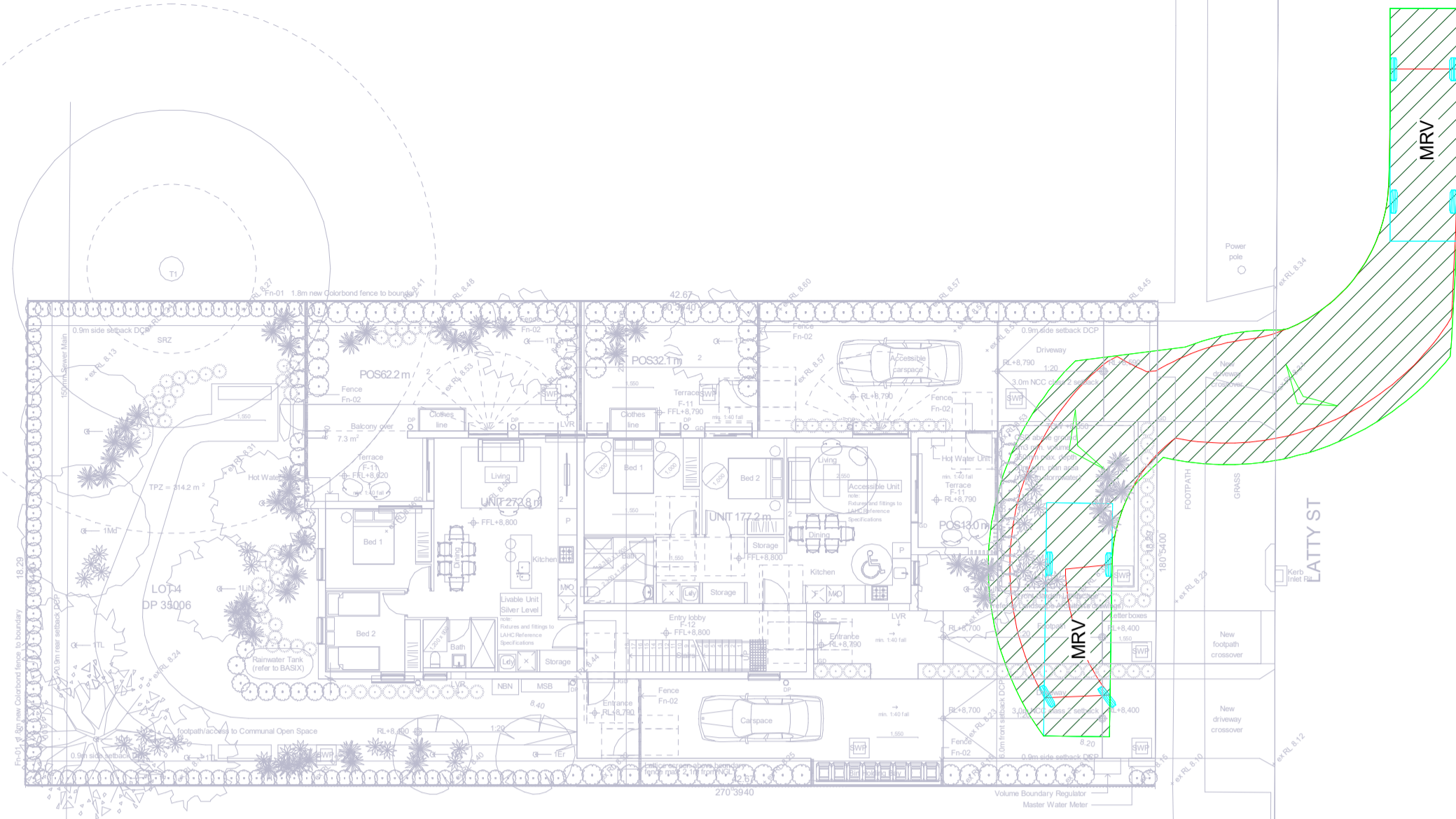


APPENDICES

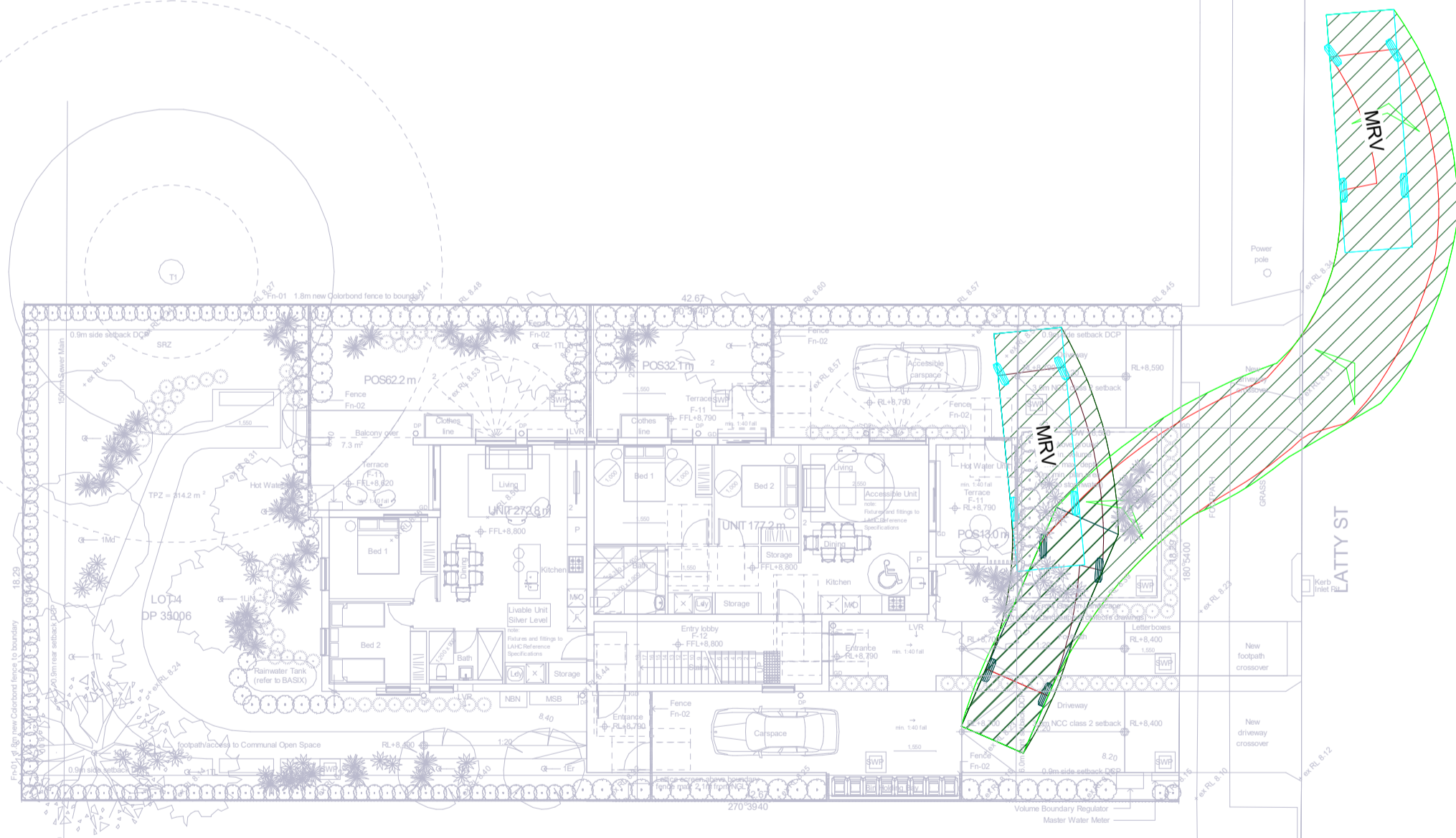
SWEPT PATH ANALYSIS – GREENVIEW CONSULTING



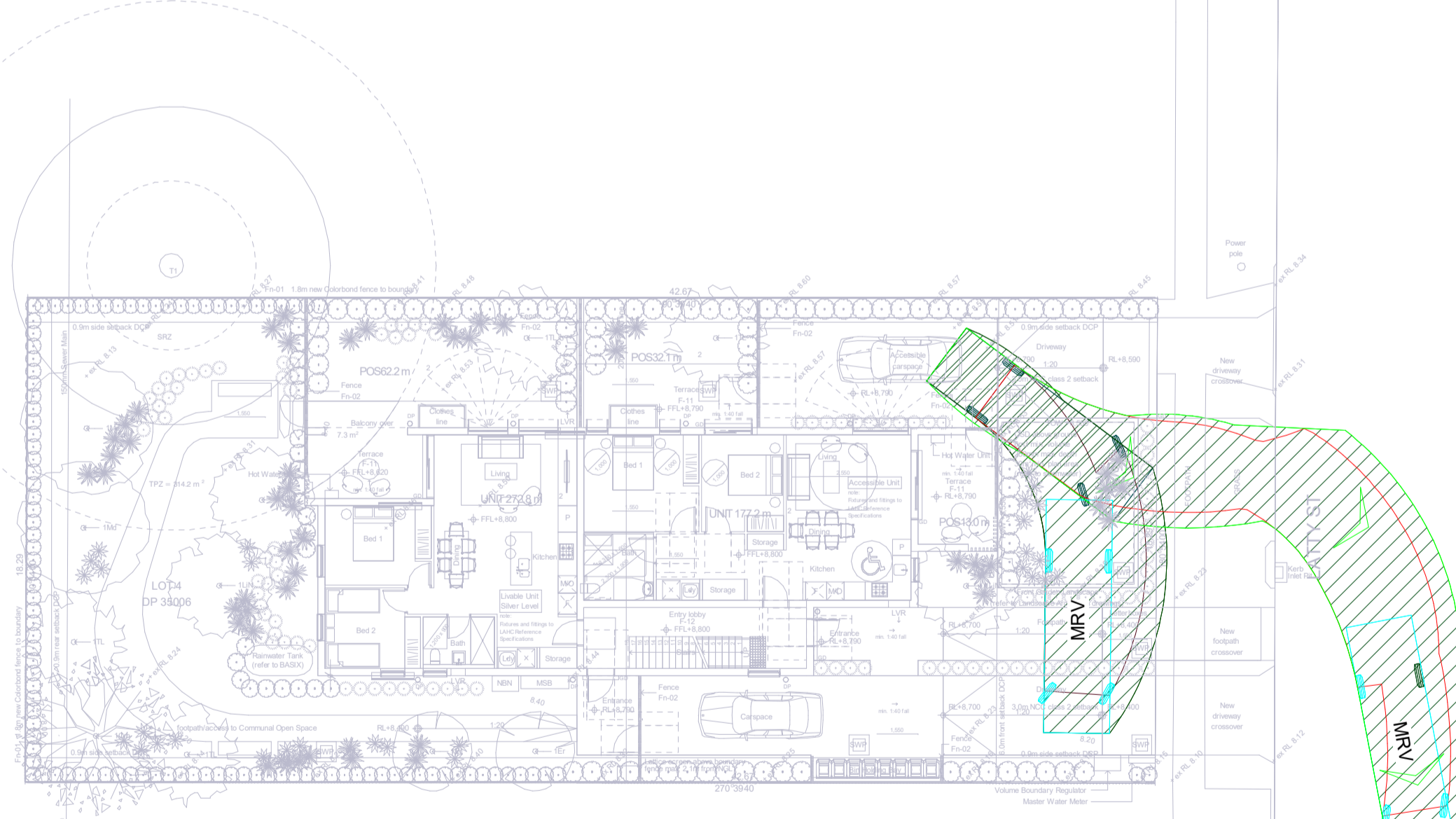
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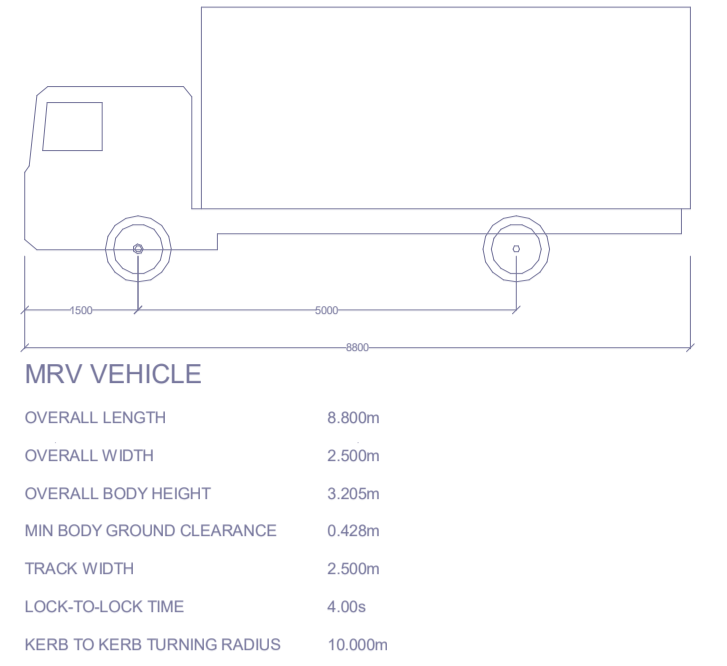
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GROUND FLOOR - MRV EXIT 1
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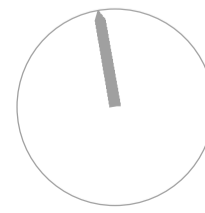


GROUND FLOOR - MRV EXIT 2
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2	13.05.2022	AO	ISSUED FOR APPROVAL
1	08.02.2022	AO	ISSUED FOR APPROVAL

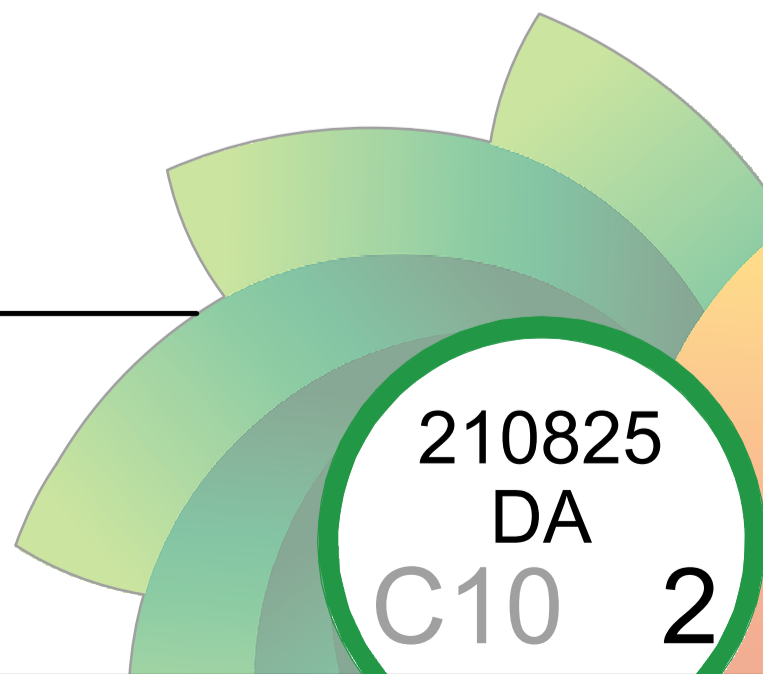
PROPOSED DEVELOPMENT
13 Latty Street, Fairfield, NSW
STUDIO JOHNSTON

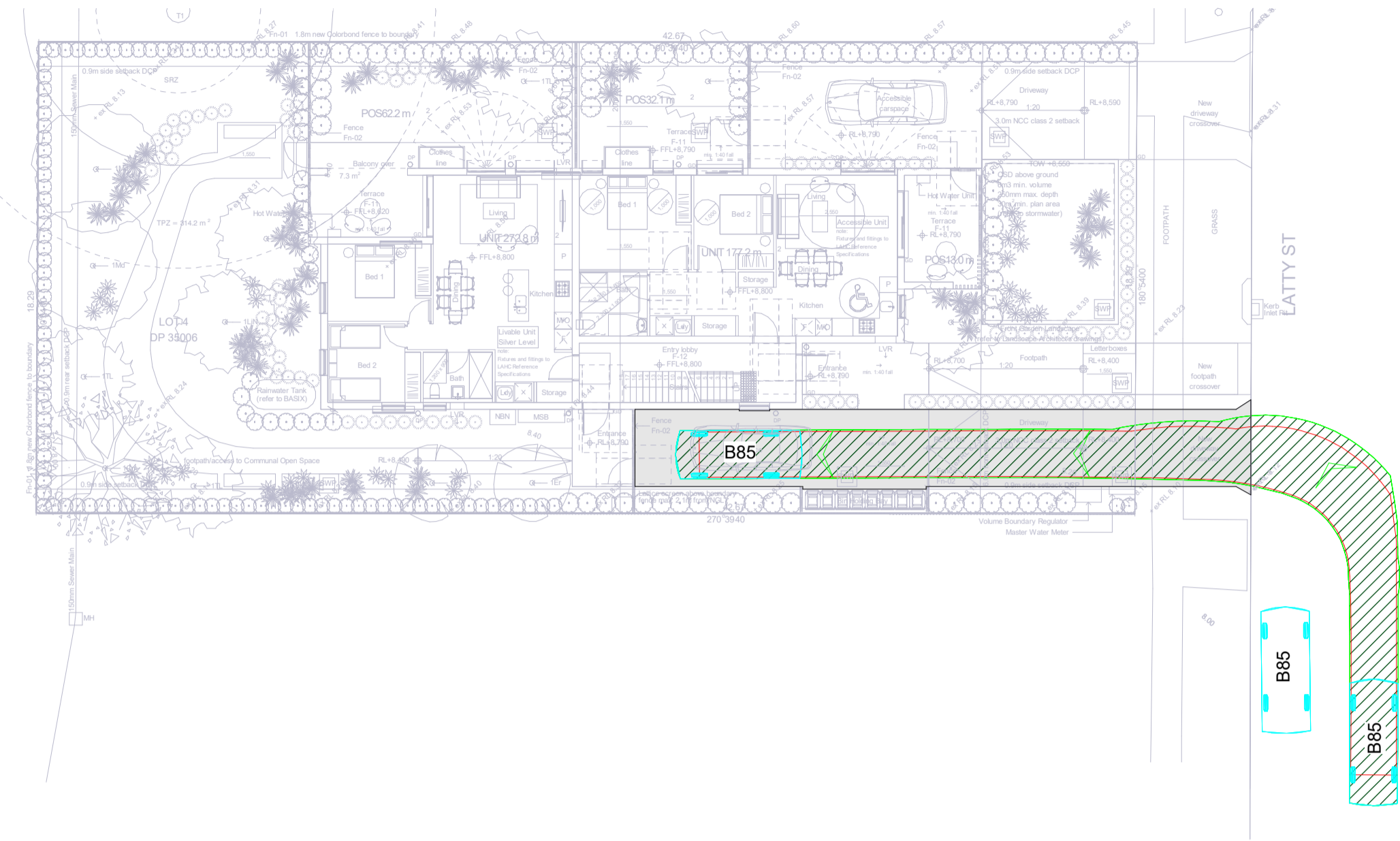


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CIVIL DESIGN

GROUND FLOOR TURNING PATHS SHEET 1

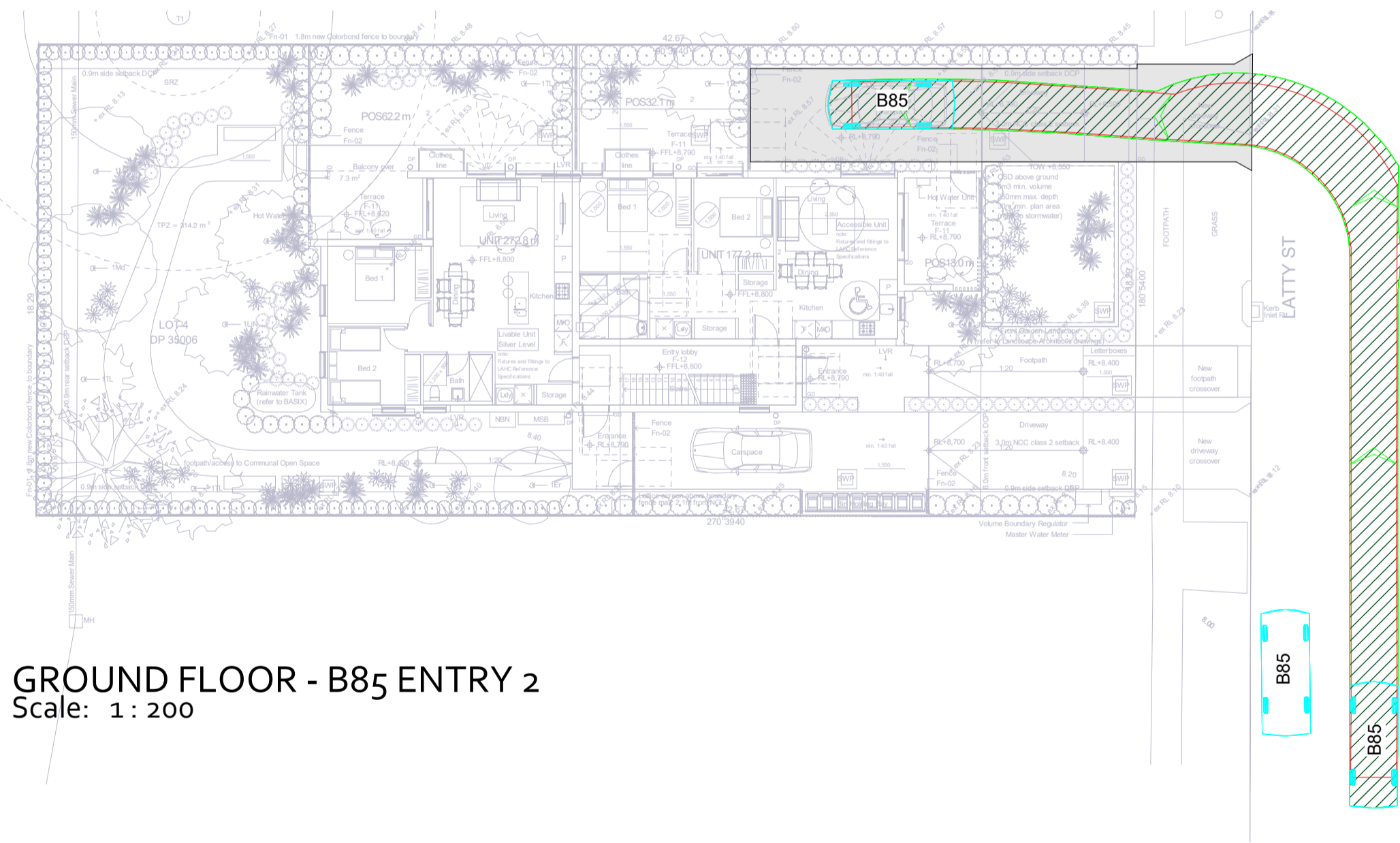




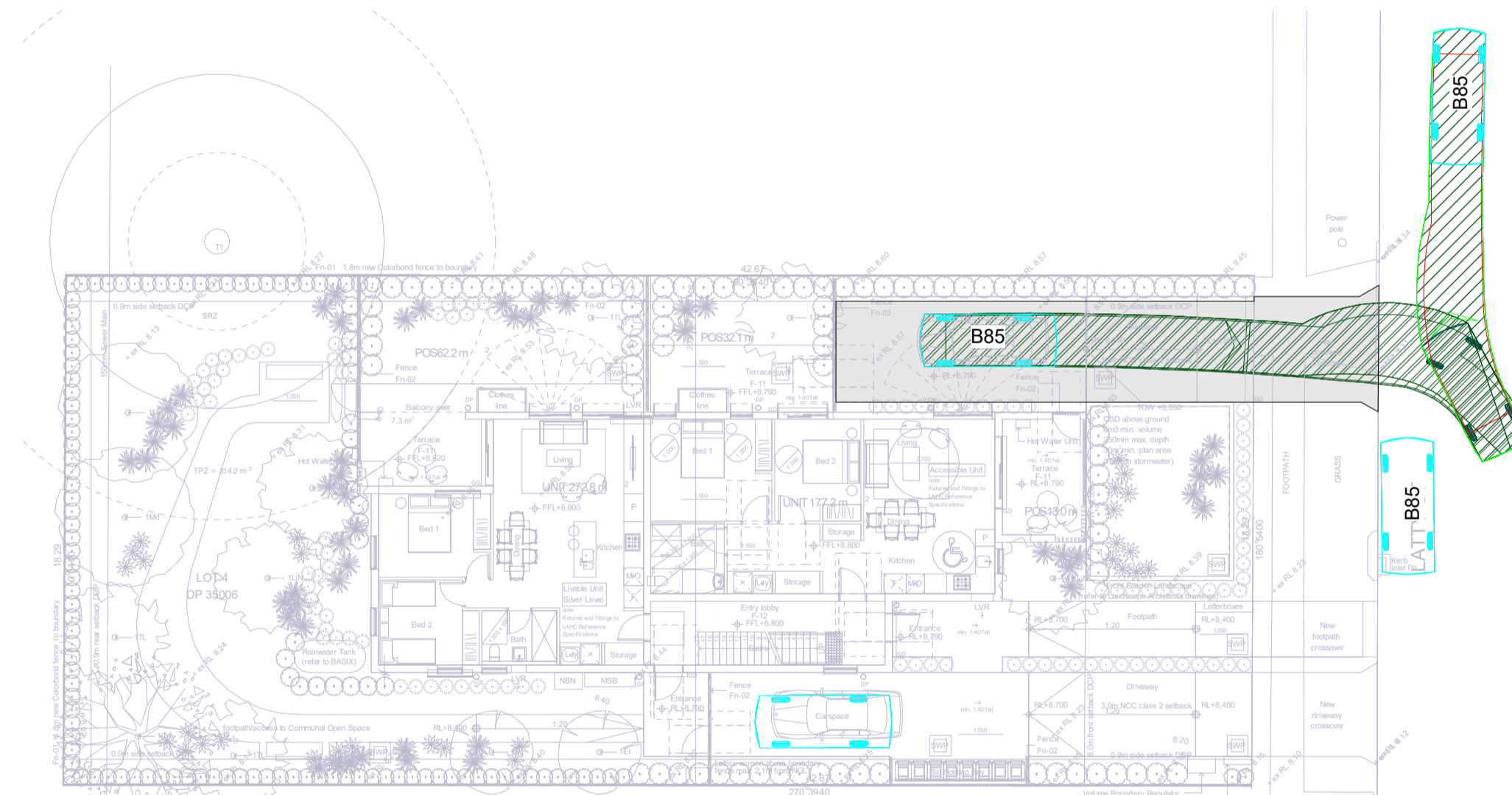
GROUND FLOOR - B85 ENTRY 1
Scale: 1 : 200



GROUND FLOOR - B85 EXIT 1
Scale: 1 : 200



GROUND FLOOR - B85 ENTRY 2
Scale: 1 : 200




GROUND FLOOR - B85 EXIT 2
Scale: 1 : 200

B85 VEHICLE	
OVERALL LENGTH	4.50m
OVERALL WIDTH	1.80m
OVERALL BODY HEIGHT	1.50m
MIN BODY GROUND CLEARANCE	0.15m
TRACK WIDTH	1.77m
LOCK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.75m

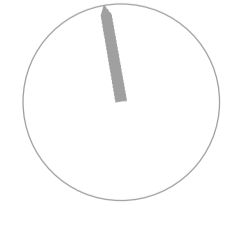
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PROPOSED DEVELOPMENT
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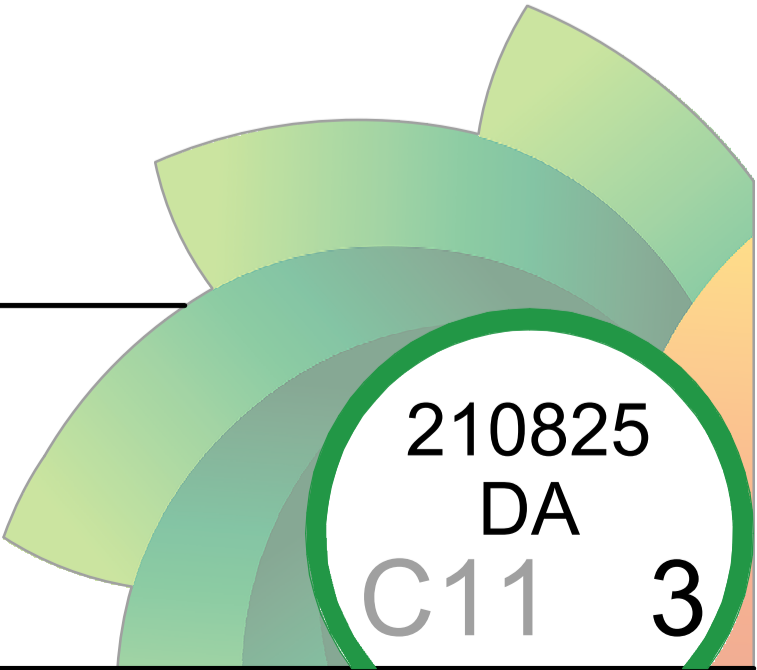
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CIVIL DESIGN
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