

Proposed LAHC Multi Dwelling Housing Development

289 – 293 Beauchamp Road, Matraville

Traffic and Parking Assessment

Ref: 092/2021
Date: November 2022
Issue: F

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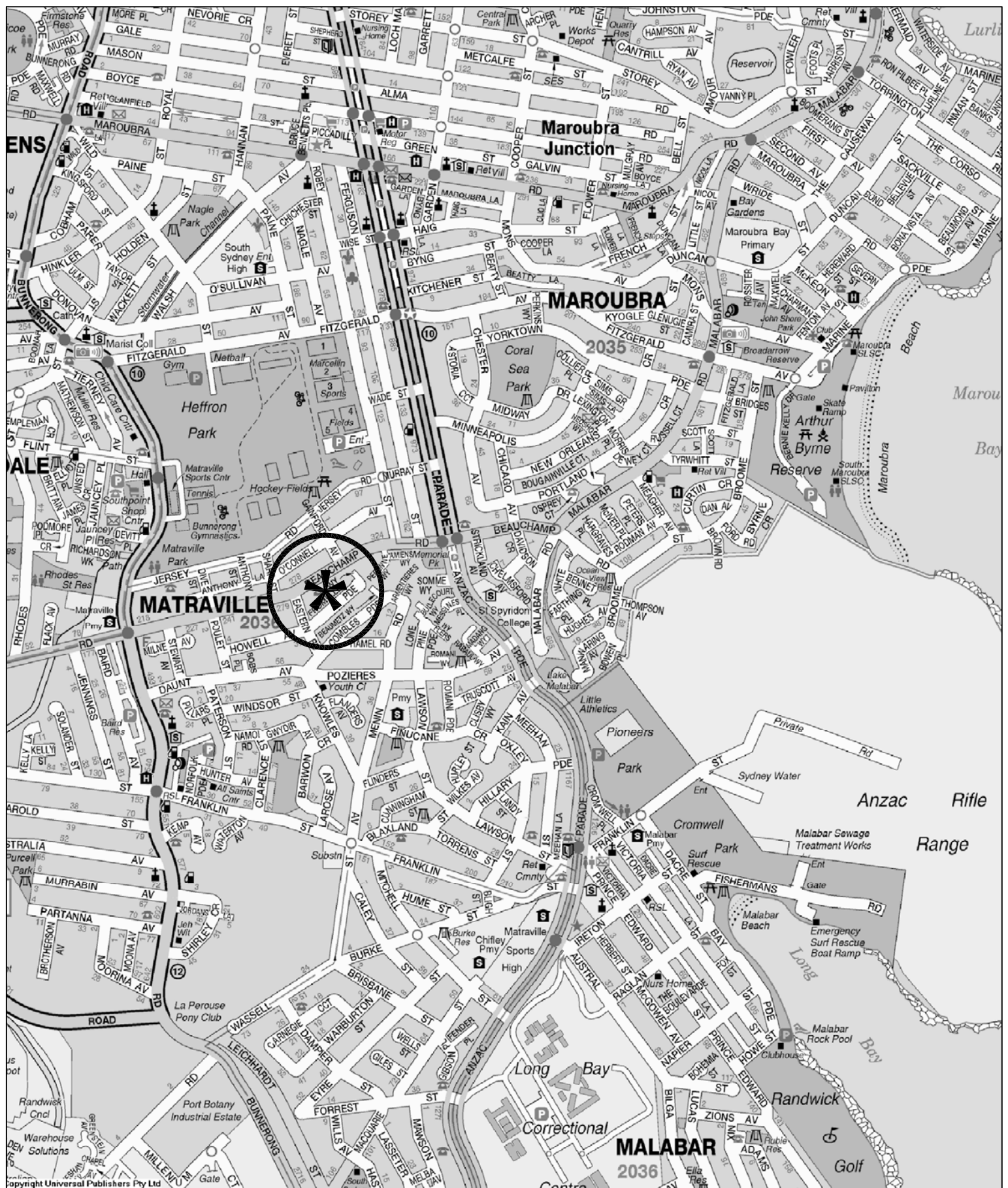
1.0 Introduction

This report has been prepared to accompany a Development Application to Randwick Council for a proposed Multi Housing development in Beauchamp Road, Matraville (Figure 1).

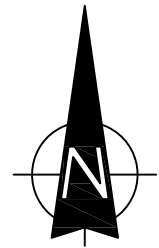
Provision of Low Cost housing is an important element of the urban consolidation process and the Matraville area is a very suitable location due to the accessibility to public transport services as well as retail, entertainment and other facilities.

The proposed development involves 10 multi-unit dwellings and the purpose of this report is to:

- ❖ describe the site, its context and the proposed development scheme
- ❖ describe the existing road, traffic and transport circumstances
- ❖ assess the proposed parking provision
- ❖ assess the potential traffic implications
- ❖ assess the proposed vehicle access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of Lots 8 & 9 in DP36253 which occupies a rectangular shaped total area of some 1330m² with a frontage to the southern side of Beauchamp Road situated just to the west of Anzac Parade. TfNSW proposes to provide a Route 375 service in December to run along Beauchamp Road with 20 and 30 minute services 7 days meaning that the site will have an “accessible status”.

The other surrounding land uses comprise:

- ❖ the mixture of residential uses along Beauchamp Road
- ❖ the large Heffon Park and playing fields just to the north
- ❖ the Maroubra Junction Centre to the north on Anzac Parade

The site, which comprises 2 single “cottage” dwellings, is adjoined to the east and west by 2 level residential dwellings and to the south by single dwellings.

2.2 Proposed Development

It is proposed to demolish the existing buildings and undertake minor earthworks to provide a level building platform. A new 2-level building will be constructed centrally on the site comprising:

6 x One-bed apartments

4 x Two-bed apartments

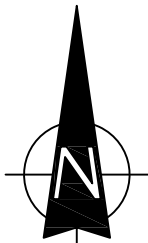
Total 10 units

Parking for 5 cars will be provided at-grade with vehicle access provided on Beauchamp Road located at the eastern site boundary.



SITE

LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

Details of the development scheme are provided on the plans prepared by Collard Maxwell Architects which accompany the Development Application and are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

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

- ❖ *Anzac Parade - a State Road and arterial route providing a major link between the City and La Perouse Peninsula*
- ❖ *Bunnerong Road - a State Road and arterial route running parallel with Anzac Parade south of Kingsford Junction*
- ❖ *Maroubra Road / Heffron Road – a Regional Road and sub-arterial route connecting between Maroubra and Botany*
- ❖ *Malabar Road / Beauchamp Road – a collector road which connects between Matraville and Coogee*
- ❖ *Fitzgerald Avenue - a local collector road which connects between Bunnerong Road and Maroubra Beach*

Beauchamp Road is straight and level being some 12 meters with one traffic lane in each direction.

3.2 Traffic Controls

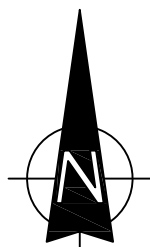
The existing traffic controls in the vicinity of the site (Figure 4) include:

- ❖ traffic control signals at the Anzac Parade/Beauchamp Road intersections which provide for all turning movements and pedestrian crossings across all 'arms'
- ❖ traffic control signals at the intersection of Bunnerong Road and Beauchamp Road
- ❖ the 60 kmph restriction on Anzac Parade and 50 kmph speed restriction on the local collector road system



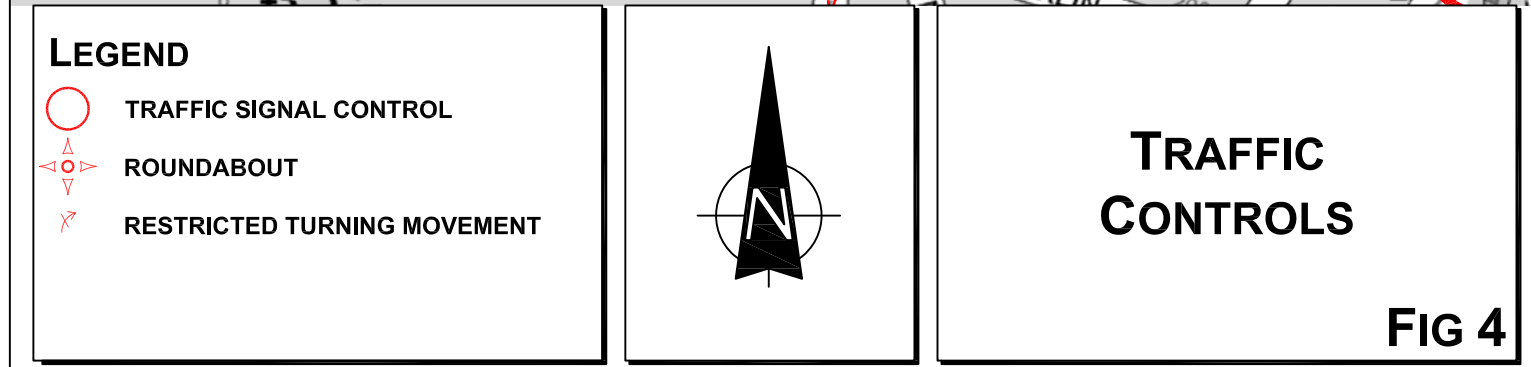
LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



ROAD NETWORK

FIG 3



3.3 Traffic Conditions

An indication of traffic conditions on the road system serving the site is provided by data published by TfNSW which is expressed in terms of average annual daily traffic (AADT) and indicates a total flow on Bunnerong Road of some 25,000 vpd while the flow along Beauchamp Road west of Anzac Parade is some 9800 vpd.

Observations of traffic activity in the vicinity of the development site during morning, business and afternoon peak periods reveal relatively free flowing conditions except for minor stoppages in Bunnerong Road due to traffic signal operation and turning/parking manoeuvres.

3.4 Transport Services

Sydney Buses operate high frequency local and 'line haul' services along Bunnerong Road and Anzac Parade with secondary services along Beauchamp Road and Malabar Road. Further, as from 5 December 2021, a Route 375 service will be added running along Beauchamp Road with 20 – 30 minute frequency 7 days. Accordingly, the site will become "accessible" and very suitable for affordable housing. Details of the existing services are provided overleaf.



4.0 Parking

The SEPP criteria for parking provision for a Social Housing Provider in an “accessible area” is as follows:

One Bed	- 0.4 space per dwelling
Two Bed	- 0.5 space per dwelling

Application of this criteria to the proposed development scheme would indicate the following minimum provision:

6 x One Bed	- 2.4 spaces
4 x Two Bed	- 2.0 spaces
Total	- 4.4 spaces (5)

It is proposed to provide a total of 5 spaces including 2 accessible spaces in compliance with the SEPP criteria.

5.0 Traffic

The TfNSW Development Guidelines specify a peak traffic generation rate for Medium Density Residential development as follows:

One – Two Bed	0.4 - 0.5 vtpd per dwelling
---------------	-----------------------------

However, “low cost housing” has a lower car ownership characteristic reflected in the limited parking provision. On this basis the proposed development with 10 units will only generate some 2 – 3 vtpd in the morning and afternoon peak periods. This generation outcome will be slightly more than the existing single dwellings on the site however it is apparent that the proposed development will not result in any unsatisfactory traffic implications.

6.0 Access, Internal Circulation and Servicing

Access

The proposed vehicle access arrangement involves a 3.0m wide driveway located on the Beauchamp Road frontage at the eastern boundary.

The location of this access driveway will comply with the design requirements of AS2890.1 (Section 3.2.2) and good sight distances will be available on the straight and level section of roadway.

Internal Circulation

The design of the carpark area complies with the requirements of AS2890.1 and details of the turning path assessment undertaken are provided in Appendix B. The long single lane driveway will not present any difficulties due to the relative infrequency of access movements, the familiarity of drivers with the circumstance and the good sight distances available.

Servicing

Refuse will be removed from the street by Council's collection service. Other delivery and service vehicles (e.g. furniture vans) will be accommodated by the available on-street parking as is normal for small residential developments of this nature.

7.0 Conclusion

The assessment undertaken in relation to the proposed Multi Dwelling Housing development on a site at Matraville has concluded that:

- ❖ there will be no adverse traffic implications
- ❖ the parking provision will be suitable and appropriate
- ❖ the vehicle access, internal circulation and servicing arrangements will be suitable and appropriate.

Appendix A

Development Plans

KEY:

- 1-BEDROOM UNIT
- 2-BEDROOM UNIT
- PRIVATE TERRACE
- COMMON AREA
- PRIVATE LANDSCAPE
- COMMON LANDSCAPE
- DEEP SOIL LANDSCAPE
- PATH
- EXISTING TREE
- TREE TO BE REMOVED
- TREE PROTECTION ZONE
- EXISTING CONTOUR LINES
- BOUNDARY
- SETBACK

DEMOLITION (BUILDING)

DEMOLITION (SITE FEATURES)

CLEARANCES

CLOTHES LINE

HOT WATER HEATER

DOWNPIPES

0006910400 11 Nov 2022

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7.1
Average
star rating

www.nsw.gov.au

CM+A
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Rev	Description	Date
A	Design Development Issue	2021-11-04
B	Issue for Construction	2021-11-04
C	Issue for Development Application	2021-12-10
D	Revised DA Issue	2022-01-21
E	Revised DA Issue - Garbage Enclosure at Rear	2022-02-28
F	Revised DA Issue - Garbage Enclosure at Rear - extended site	2022-02-28
G	Revised DA Issue - Landscaping & Fencing	2022-02-28
H	Approved Development Issue - Issue	2022-02-28
I	Revised DA Issue	2022-11-01

NSW GOVERNMENT

Planning and Environment

Locked Bag 5022 Parramatta NSW 2124

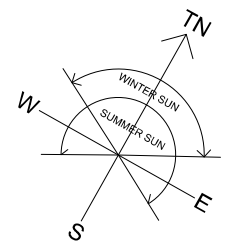
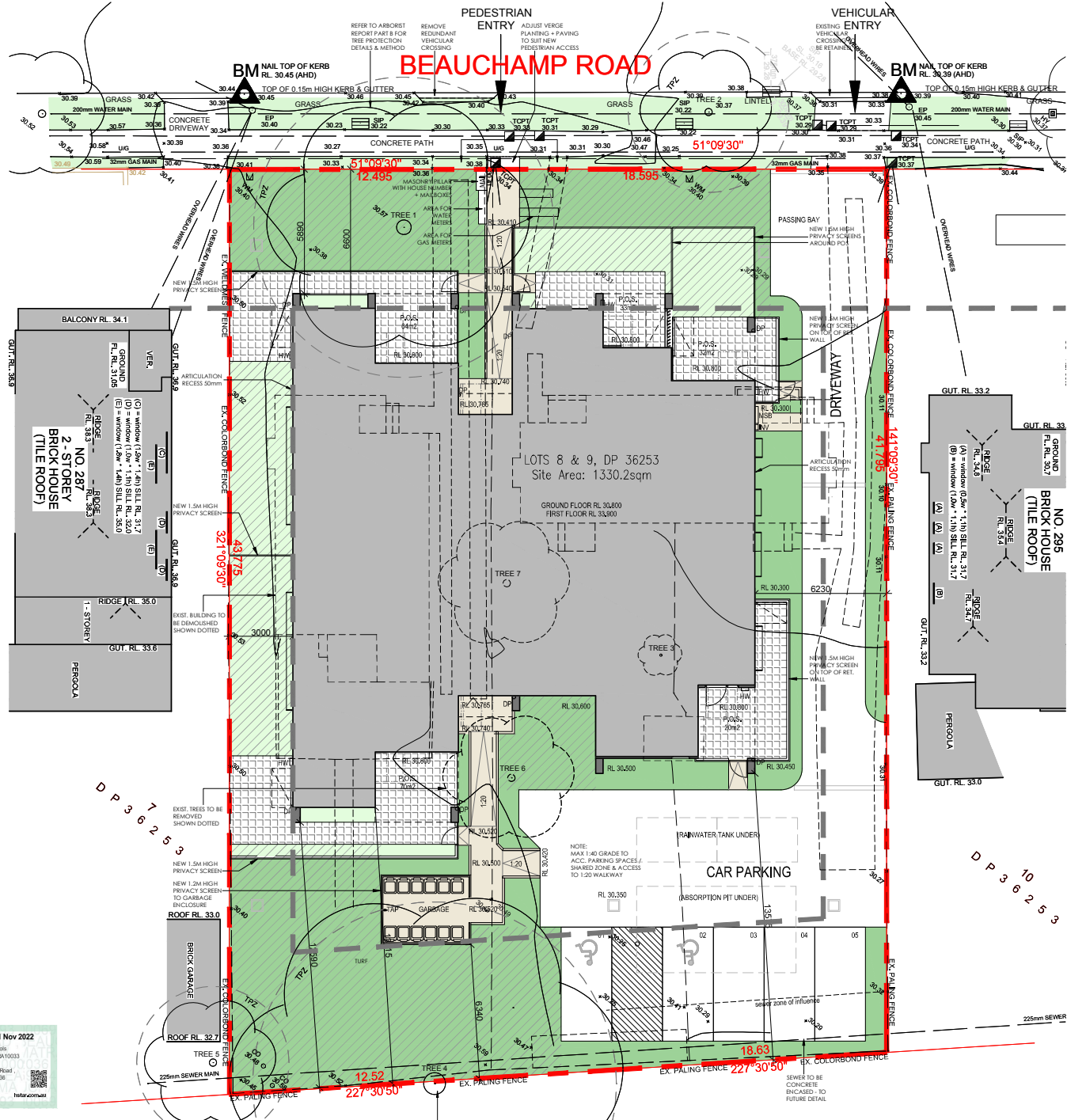
Senior Housing Development

289-293 Beauchamp Road
Matraville NSW 2036
Lots 8 & 9, DP 36253



SITE PLAN

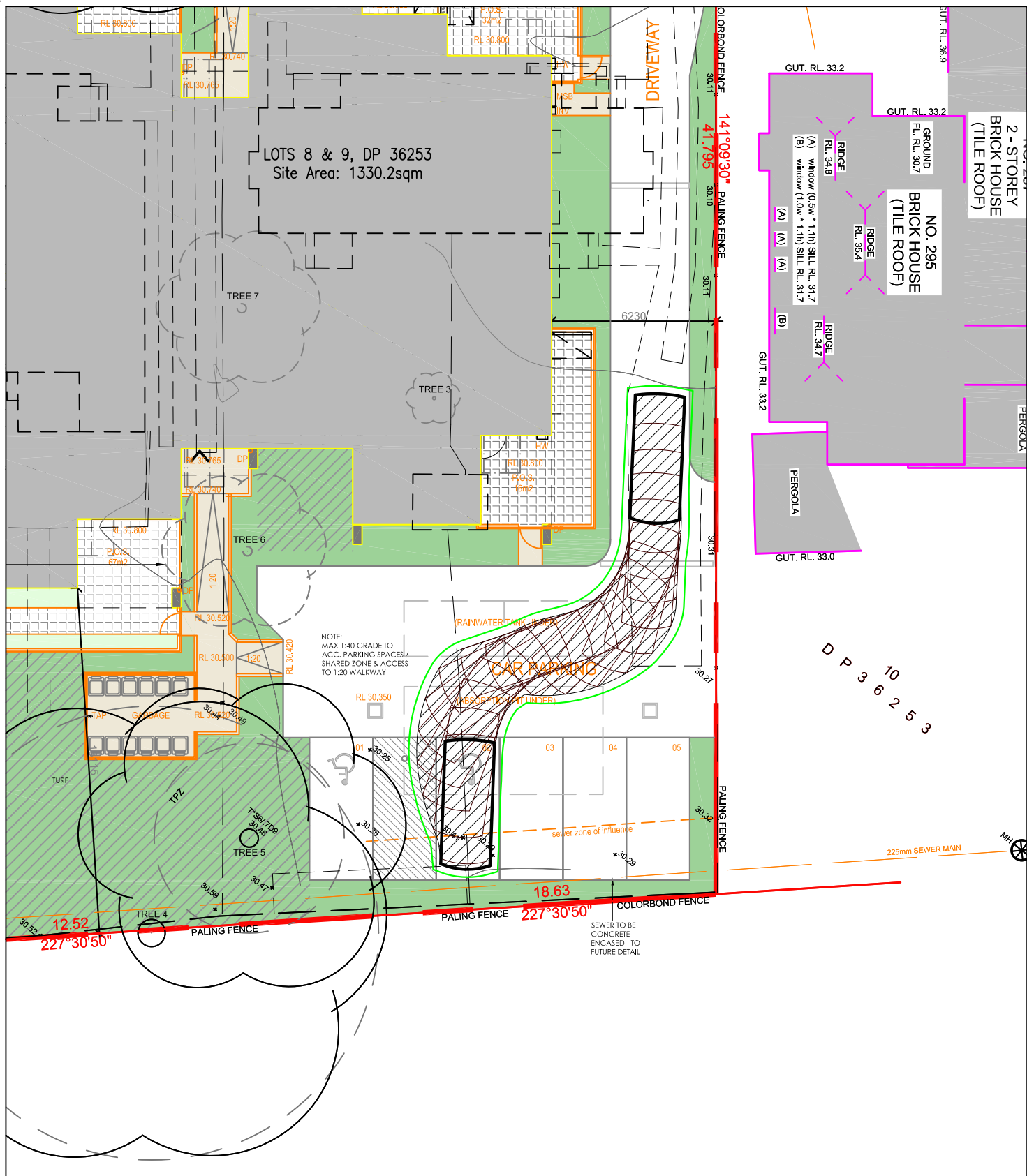
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DEVELOPMENT DATA TABLE				
SITE INFORMATION				
ADDRESS	289 - 293 BEAUCHAMP ROAD			
DP / LOT	LOTS 8 & 9, DP 36253			
SITE AREA	1330,2 m²			
NO. OF UNITS: 10 UNITS				
BEDROOM MIX: 4x 2-Beds, 6x 1-Beds				
UNITS	# BEDS	LEVEL	INT. AREA	P.O.S.
Unit 01	2 Bed	GF	72 m²	64 m²
Unit 02	2 Bed	GF	72 m²	70 m²
Unit 03	1 Bed	GF	53 m²	33 m²
Unit 04	1 Bed	GF	62 m²	32 m²
Unit 05	1 Bed	GF	55 m²	20 m²
Unit 06	2 Bed	L1	72 m²	13 m²
Unit 07	2 Bed	L1	72 m²	13 m²
Unit 08	1 Bed	L1	53 m²	8 m²
Unit 09	1 Bed	L1	62 m²	12 m²
Unit 10	1 Bed	L1	55 m²	11 m²
GFA (LEP)		FSR (LEP)	GFA (SEPP)	FSR (SEPP)
730 m²		0.55:1	741 m²	0.56:1
OTHER CONTROLS				
CAR PARKING	CONTROL	REQUIREMENT	PROPOSED	
	H SEPP	1 space per 5 dwellings	5 spaces (incl. 2 accessible) + turning bay	
FRONT SETBACKS	LAHC	1-bed: 0.4 space 2-bed: 0.5 space		
	H SEPP / DCP	exist. building line, min. 3m	6.600 m	
SIDE SETBACKS	DCP	min. 4m	3.000 West / 6.230 East	
REAR SETBACK	DCP	15% of site depth / min. 5m	min. 13.115 m	
LAND-SCAPING	H SEPP	min. 35m² / dwelling (350m²)	445 m² (33% of site)	
DEEP SOIL	H SEPP	min. 15% of site (199.3m²)	341 m² (26% of site)	
		min. 65% at rear of site (129.7m²)	160 m²	
SOLAR ACCESS	H SEPP	min 2h to 70% of dwellings	80 % (8/10 units)	
PRIVATE OPEN SPACE	H SEPP	GF: 15m² per dwelling, min 3m FF: 1-bed: 6m² (LAHC: 8m²) 2-bed: 10m², min 2m	GF: 20-70m² per dwelling, min 3m FF: 1-bed: 8-12 m², min 2m 2-bed: 13 m², min 2m	

Appendix B

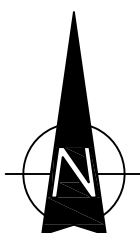
Turning Path Assessment



GROUND FLOOR

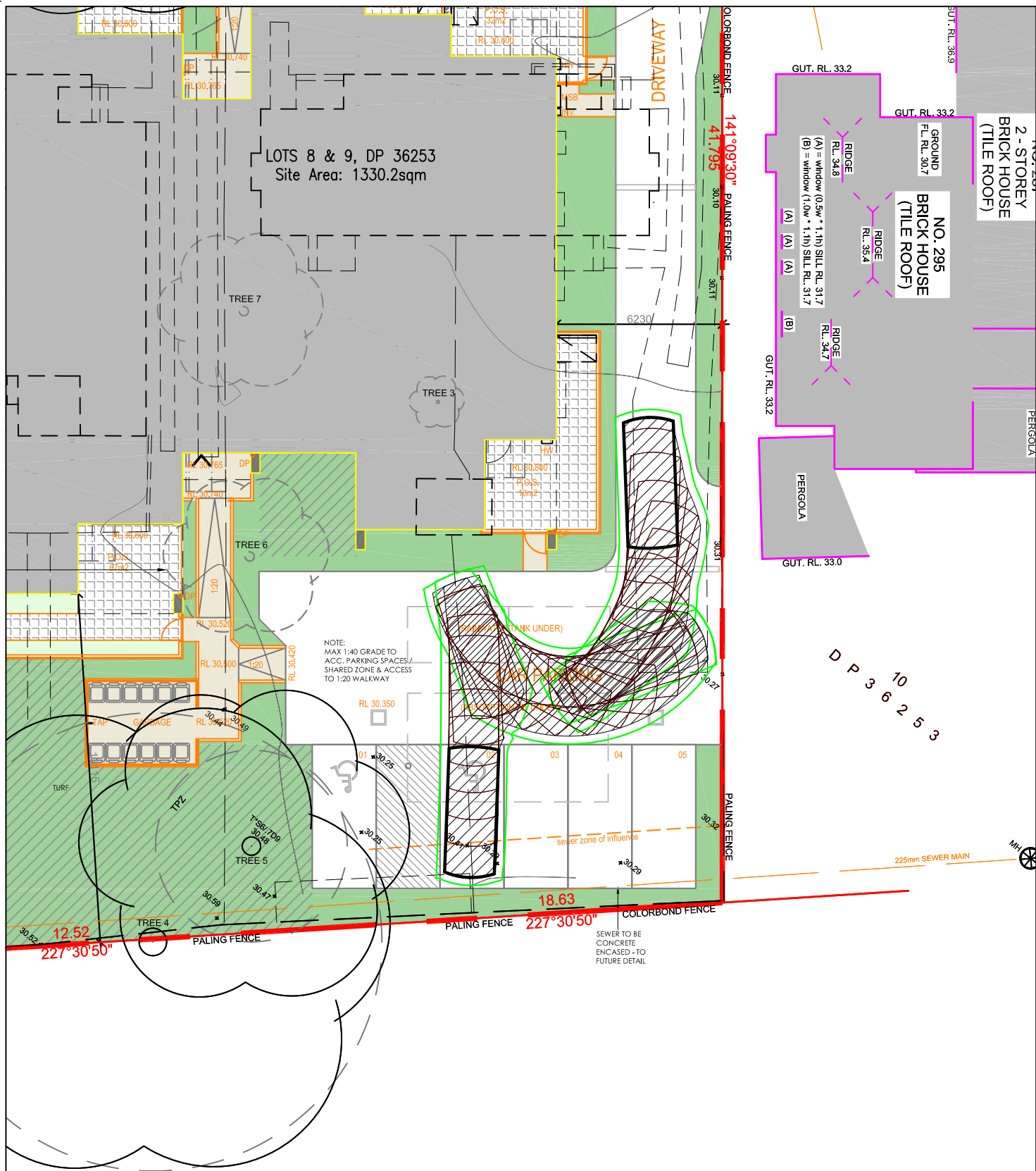
NOTE

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 AN 85th PERCENTILE
VEHICLE ENTERING THE SITE**

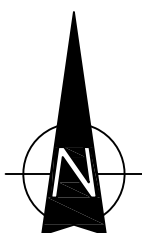
SP 1



GROUND FLOOR

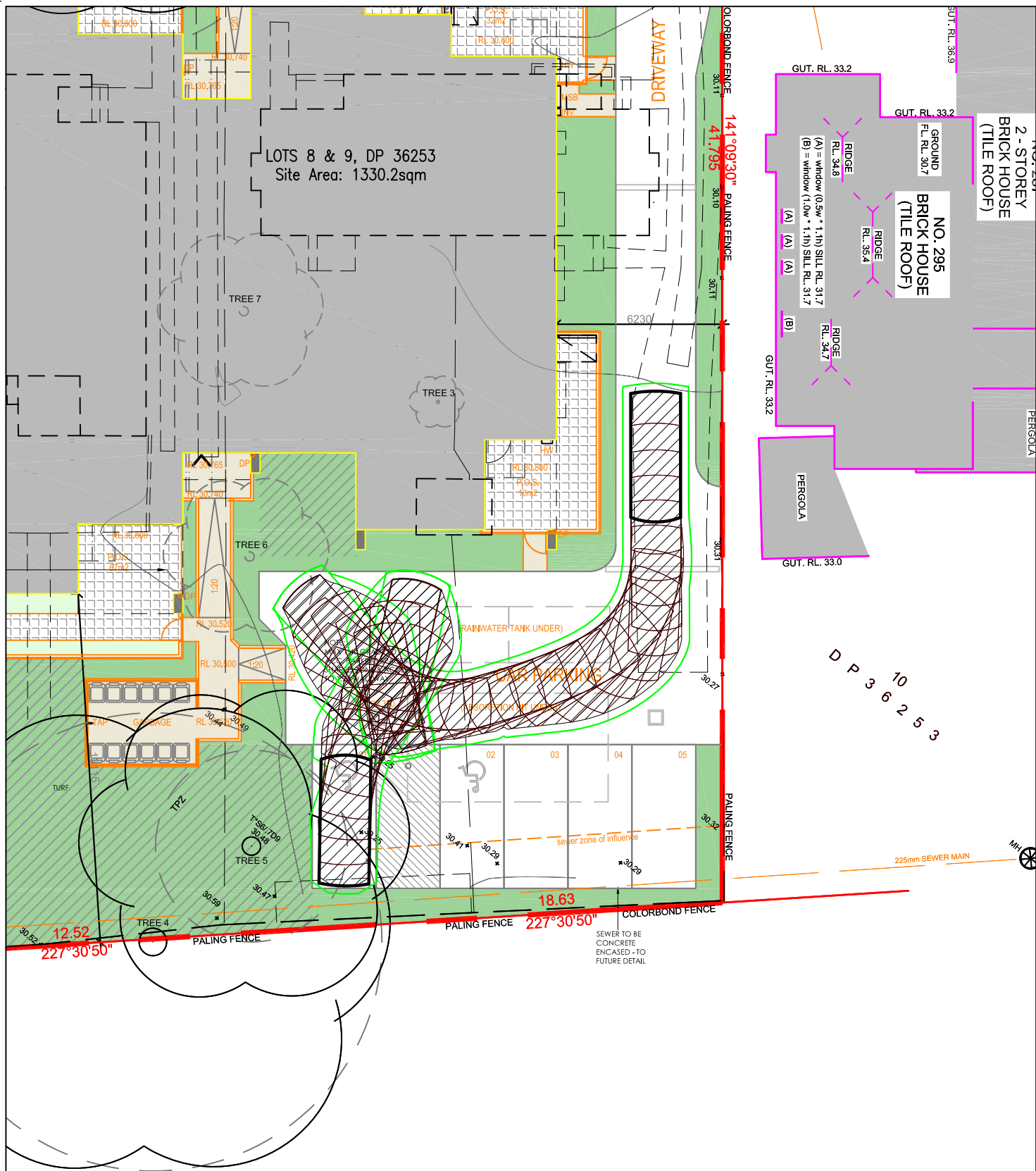
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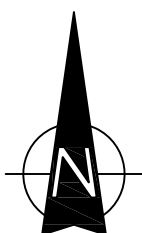
SP 2



GROUND FLOOR

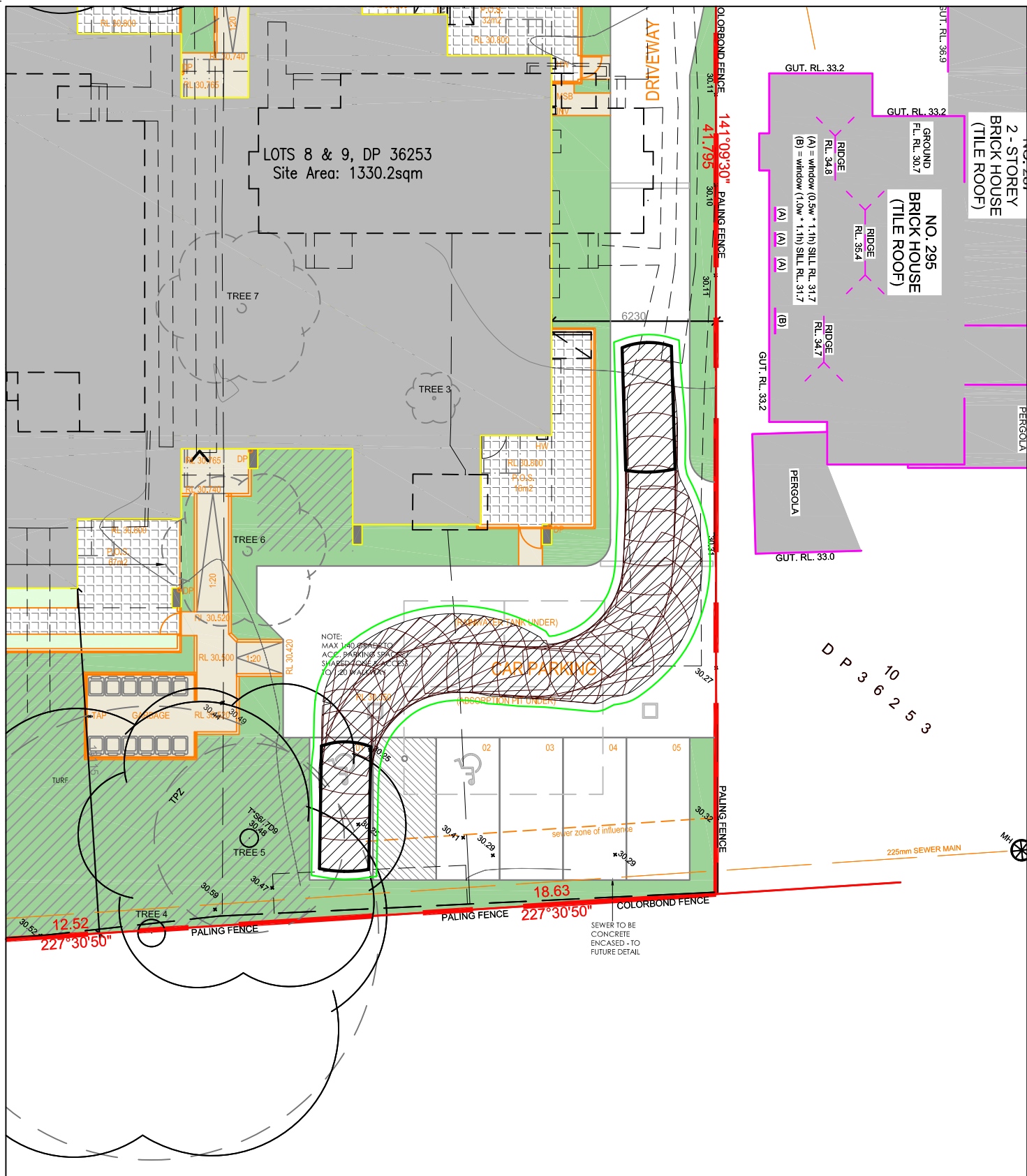
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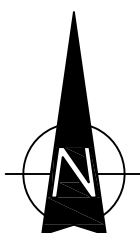
SP 3



GROUND FLOOR

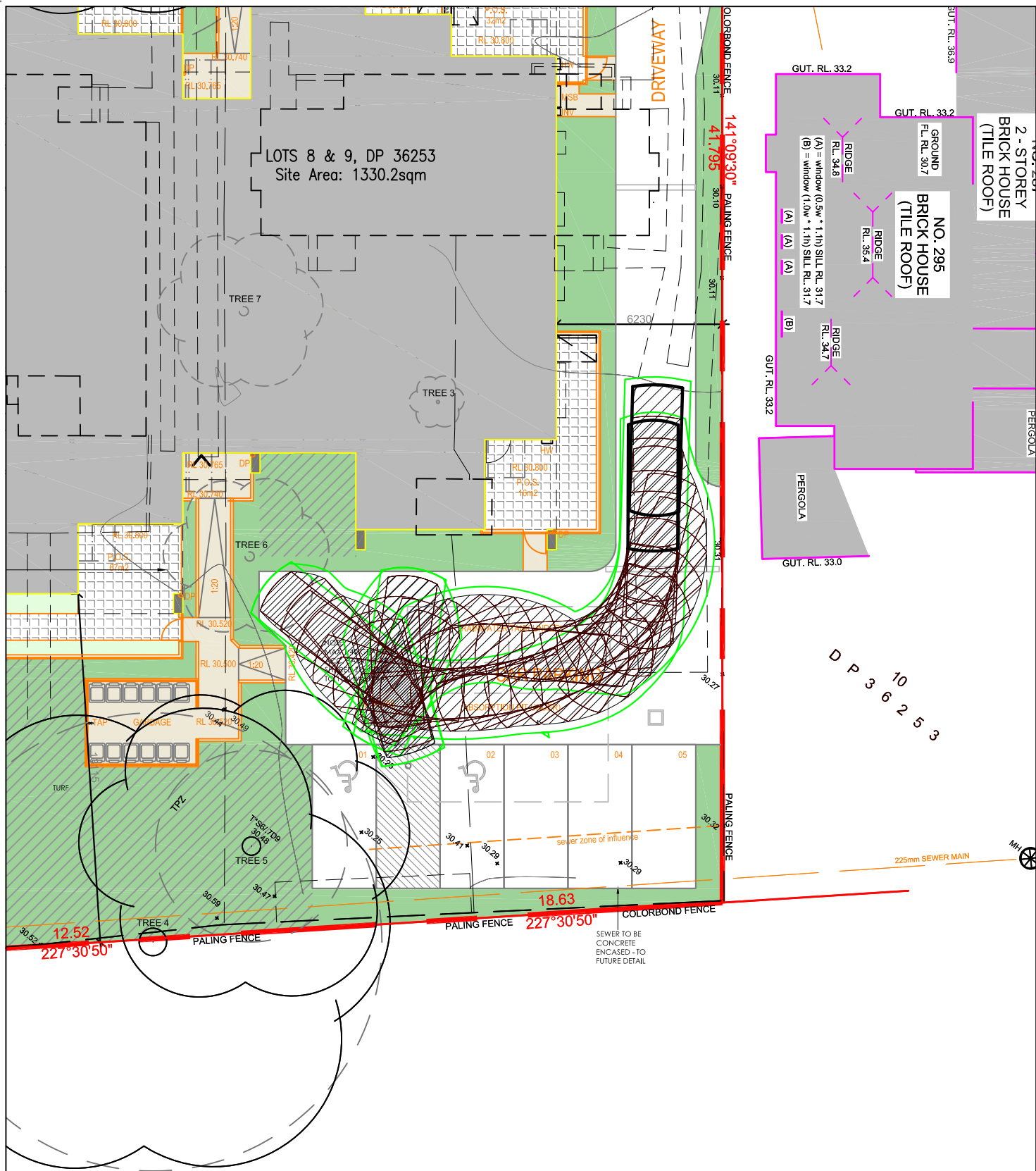
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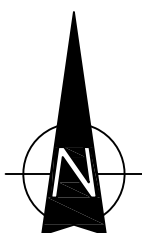
SP 4



GROUND FLOOR

NOTE

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SWEPT PATH ANALYSIS OF A 85th PERCENTILE VEHICLE TURNING

SP 5

SP 6

