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Job Number: **22NL158-T5** **Date:** **03rd February, 2025**

Traffic Management Report for

69 Trafalgar St & 2-6 Gover St, Peakhurst, NSW

Prepared for: Development Application Approval.

Report No.	Issue No.	Issue Date	Details
22NL158-T1	1	18/06/2024	Issued for D.A approval
22NL158-T2	2	05/07/2024	Issued for D.A approval
22NL158-T3	3	30/08/2024	Issued for D.A approval
22NL158-T4	4	29/01/2025	Issued for D.A approval
22NL158-T5	5	03/02/2025	Issued for D.A approval

Prepared by

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Not for construction

1. Introduction

Loka Consulting Engineers Pty Ltd has been engaged by Kennedy Associates Architects to provide a Traffic Management Report for the site at 69 Trafalgar St & 2-6 Gover St, Peakhurst, NSW located within Georges River Council (refer to Figure 1-1 and Figure 1-2) for Development Application Approval.

A Traffic Management Plan and Report is required for the proposed development to identify the impacts of the proposal on the local street network and mitigation measures required to ameliorate any impacts. This includes:

- A description of the site and details of the development proposal;
- A review of the road network in the vicinity of the site, and traffic conditions on that road network;
- A review of the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards; and
- An assessment of the adequacy and suitability of the quantum of off-street car parking provided on site.

Figure 1-1 Subject site (from SIX maps)

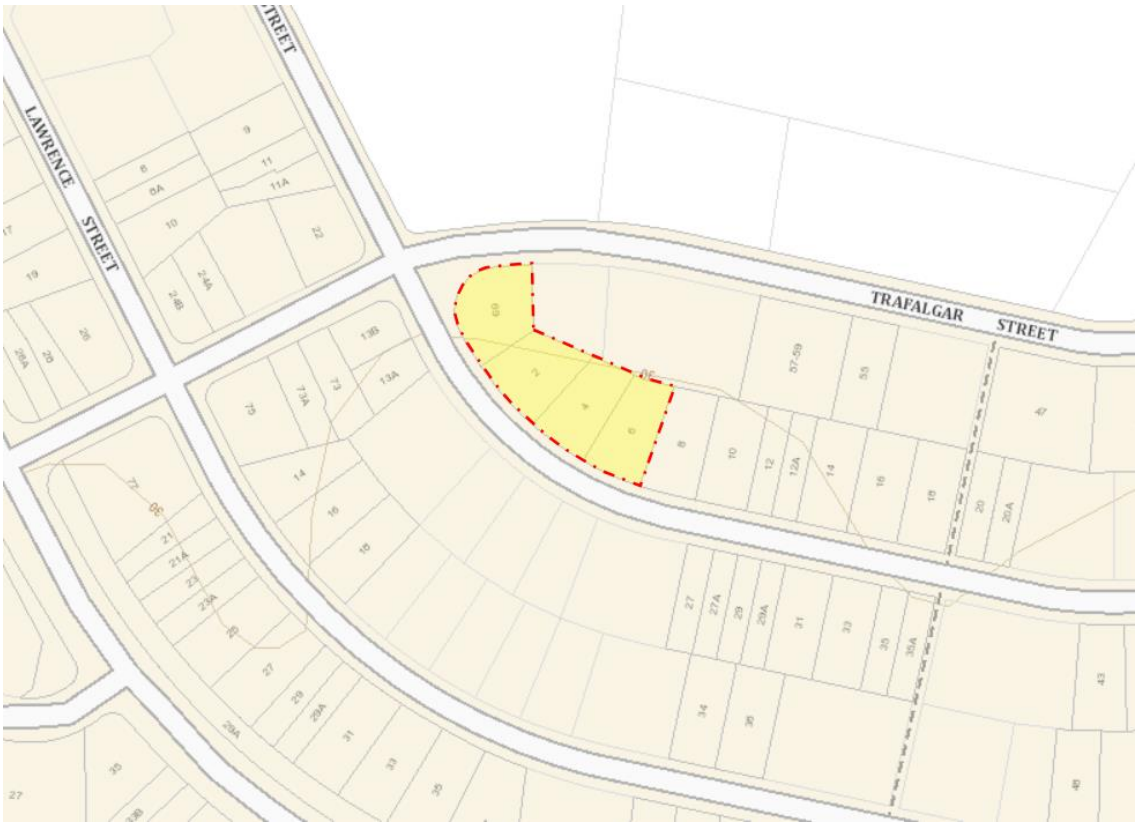

Figure 1-2 Site location (from SIX maps)

2. Proposed Development

The proposed new development will involve the demolition of 4 existing single dwellings and the construction of a residential flat building within a total site area of 2564 m^2.

The proposed development is bounded by

- No. 63-67 Trafalgar Street & No. 8 Gover Street on the East;
- Gover Street on the West & south, and
- Trafalgar Street on the North.

The development consists of one basement level primarily for car parking with entry from Trafalgar Street, ground floor level and 2 upper levels to be residential with a total of 33 units.

2.1.Public Transportations

1. It takes 1 minutes walking (64m) from the site to Trafalgar St at Gover St Rd bus stop (refer to figure 2-1).

Table 2-1 shows the bus line name; routes and the time between two successive trips. Refer to Transport NSW for accurate details.

Table 2-1 Bus line, route, and time

Stop No.	Line Name	Route	Weekday hours	Weekday interval	Weekend hours	Weekend interval
1	944	Bankstown to Mortdale via Peakhurst Heights	05:41 - 21:34	30 min	08:38 – 17:38	60 min

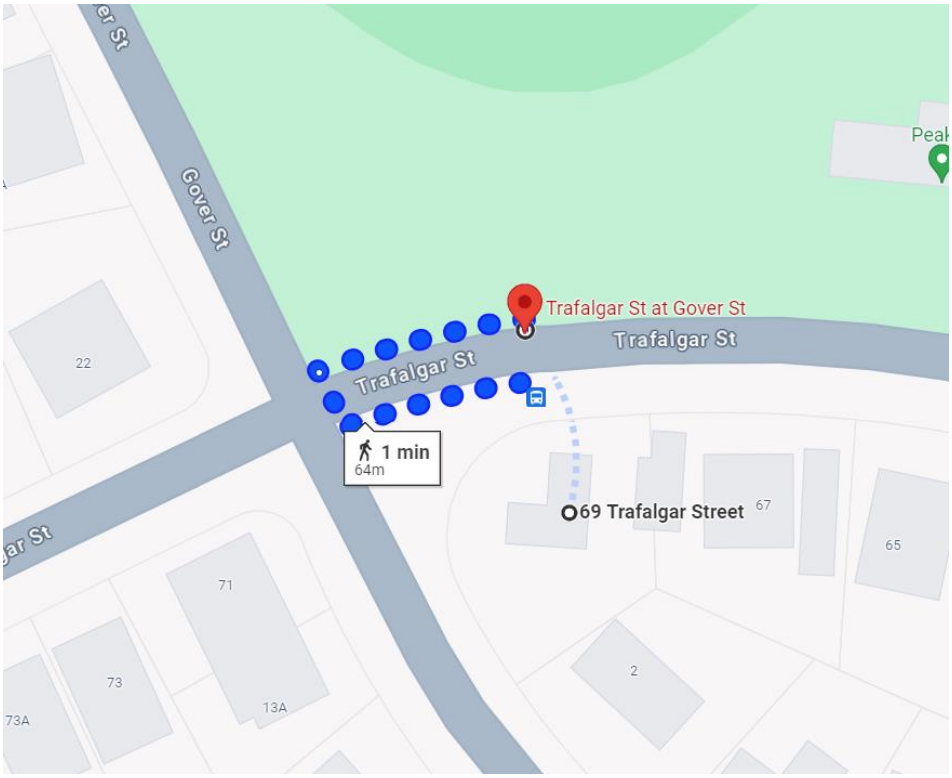

Figure 2-1 Subject Site to Trafalgar St at Gover St bus stop (from Google maps)

3. Off Street Parking Provision

3.1. Car parking

The subject development is proposed to be under Housing SEPP 2021 “State Environmental Planning Policy”. Since the development is proposed by a social housing provider, the car parking requirement and summary are shown in Table 3-1 & 3-2.

Table 3-1 Off-street car parking space provision rate

Parking type	class	Parking rate
Residential flat building	Residential	• for each dwelling containing 1 bedroom—0.4 parking spaces • for each dwelling containing 2 bedrooms—0.5 parking spaces

Not for construction

Accordingly, the car parking spaces required for the proposed development is shown in the below Table 3-2.

Table 3-2 Required minimum car parking spaces

Type	Unit type	No. of unit	Rate	Parking required	Parking proposed
Residential flat building	1 bed	22	0.4	8.8	15 (including 4 accessible)
	2 bed	11	0.5	5.5	
Total				**15**	**15**

According to the table above, Minimum number of off-street parking spaces required is 15 and the site has provided a total of 15 car parking spaces including 4 accessible.

Hence, the total car parking spaces complies with SEPP 2021.

The architectural plans of the proposed development have been prepared by Kennedy Associates Architects and is attached in Appendix A.

3.2.Bicycle parking

According to The Georges River Development Control Plan (GRDCP) 2021, the following bicycle parking shown in Table 3-3 must be provided for a Residential Flat Buildings.

Table 3-3 Off-street bicycle parking space provision rate

Residential Flat Buildings	Minimum bicycle spaces required
Residents	1 space per 3 units
visitors	1 space per 10 units

Required minimum parking spaces for the proposed development is shown in Table 3-4.

Table 3-4 Required minimum bicycle parking spaces

Type	rate	No. of unit	Parking required	Parking proposed
Residents	1/3 units	33	11	16
visitors	1/10 units		3.3	
Total			**15**	**16**

The design complies with the requirement from The Georges River Development Control Plan (GRDCP) 2021.

The bicycle parking spaces are provided on basement.

4. Car Park and Driveway Layout

4.1.Driveway and Ramp Design

The design of the driveway, internal roadways & ramps, and car parking spaces must comply with relevant Australian Standards; details are shown in the architectural plan. Table 4-1 and Table 4-2 assess the compliance of the site to Australian Standard.

Table 4-1 Driveway and ramp design

FEATURE	AS 2890.1:2004	Architectural Plan	Compliance
Driveway width	• 3.0 to 5.5 for Category 1. • 6.0 to 9.0 for Category 2.	5.50m at boundary between two 300mm kerbs on both sides	The design is complied with AS 2890.1
Ramp width	• One-way – 3.0m minimum between kerbs • Two- way – 5.5m minimum between kerbs • Note: 300mm clearance on both side when there is a high kerb or barrier on both sides.	<u>One-way driveway</u> Min 3.50m between two 300mm kerbs on both sides	The design is complied with AS 2890.1
Ramp grade	Longer than 20m – 1:5 maximum. Up to 20m long – 1:4 maximum. Transition grade no more than 1:8. First 6m no more than 1:20. Changes of grade no more than 1:8.	<u>from Boundary to basement</u> • 5% @ 6.00m. • Flat grade @ 2.43m • 4.32% @ 8.824m • Flat grade @ 7.96m • -1.16% @ 10.38m • -2.50% @ 11.73m • -5.00% @ 14.00m	The design is complied with AS 2890.1
Headroom	2.2m min between the floor and an overhead obstruction. Headroom above each dedicated space and adjacent shared area should be a minimum of 2.5m.	Head clearance with slab thickness & mechanical services is shown Basement: 2.70m Ensure min. 2.2m overall & 2.5m at disabled parking at CC stage	The design is complied with AS 2890.1

4.2.Dimensions of Parking Spaces

The design of the car parking spaces should be in compliance with AS 2890.1.

Table 4-2 Dimensions of parking spaces

FEATURE	AS/NZS 2890.1	Architectural Plan	Compliance
Residential parking space	5.4m x 2.4m. Additional 300mm when adjacent a wall	5.4m x 2.45m	The design is complied with AS 2890.1
Accessible parking space	5.4m x 2.4m adjacent a 5.4m x 2.4m shared zone	5.4m x 2.45m adjacent a 5.4m x 2.4m shared zone	The design is complied with AS 2890.6
Aisle Widths	5.8m minimum	5.8m	The design is complied with AS 2890.1
Blind aisle	1m extension beyond the last parking space	Min 1.0m	The design is complied with AS 2890.1
Bicycle parking space	1.8m x 0.5m horizontal 1.2m x 0.5m vertical	1.8m x 0.5m horizontal	The design is complied with AS2890.3

As required in AS 2890.1:2004, a triangular area with 2.5m (face to driveway) by 2.0m (face to street) will be kept clear of obstructions to visibility (Refer to Figure 4-1).

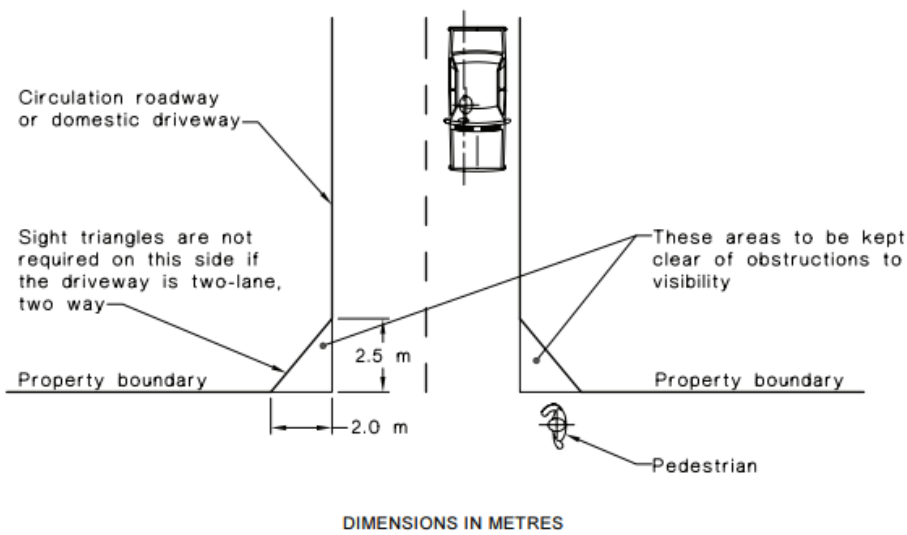

Figure 4-1 AS 2890.1:2004 requirement

In accordance with AS 2890.1:2004, sight triangle is hatched in red and shown in the following Figure 4-2.

Figure 4-2 Sight triangle

The sight triangles are clear of obstruction.

Ensure any object within the sight triangle is max. 1.15m high or 50% transparent above 0.9m if higher than 1.15m.

The design complies with sight triangle requirement.

The proposed driveway location and sight distance at access driveway exit is complying with AS2890.1.

5. Traffic Generation

An indication of the traffic generation potential of the development proposal is provided in accordance with Roads and Maritime Services (RMS) publication 'Guide to Traffic Generating Developments 2002'.

The RMS guidelines are based on extensive survey of a wide range of land uses.

The subject site is residential.

Residential

Weekday peak hour vehicle trips = 0.85 per dwelling
Identified as high-density residential flat building

Rates.

Metropolitan Sub-Regional Centres.
Daily vehicle trips = not available
Peak Hour Vehicle Trips = 0.29 trips per unit.

For the proposed development there are 33 units in total. Therefore, there is a traffic generation potential of approximately 9.57 vehicles per hour during peak periods.

Existing dwellings

Daily vehicle trips = 9.0 per dwelling

Weekday peak hour vehicle trips = 0.85 per dwelling

For the existing site, there are 4 dwellings. Therefore, there is a traffic generation potential of approximately 3.4 vehicles per hour during peak periods.

The future vehicle trips should be discounted by the existing trips to evaluate the net increase in traffic generation due to the proposed development. This is shown in Table 5-1.

Table 5-1 Traffic generation for future and existing development

Traffic Generation Potential	Land use	Rate	Unit	Vehicle Trips
Future	Residential flat building	0.29 per unit	33 proposed	9.57
Existing	Dwelling houses	0.85 per dwelling	4 existing	3.4
Net				+6.17

According to the Table above, it is likely that the proposed development will result in a change in the traffic generation by approximately **7 additional** vehicle trips/hr during weekday peak hour.

Based on knowledge of the site context & local traffic conditions, the impact of the 7 additional vehicle trips on Trafalgar street & the adjacent intersections will be negligible.

6. Swept Path Analysis

To ensure all vehicles enter and exit the site in a forward direction, swept path analysis has been conducted in the Appendix B.

It is our opinion that the proposed car parking and driveway comply with Australia Standard.

APPENDIX A

Architectural Plan

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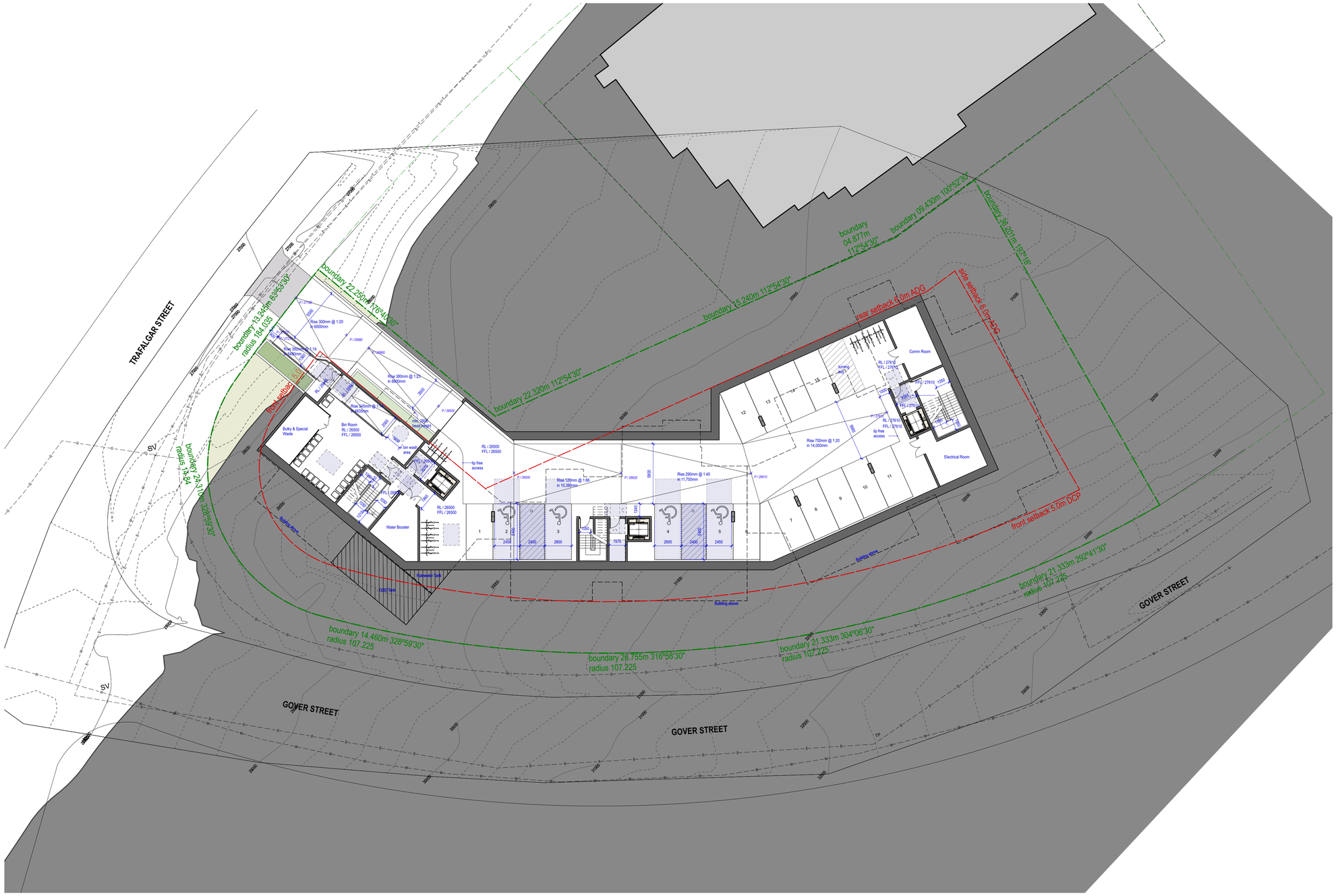

LEGEND

- site boundary
- site setback
- existing sewer line
- driveway / carparking
- private / common paved area
- private landscaped area
- common landscaped area
- footpath / paved outdoor area
- 1 bedroom unit
- 2 bedroom unit
- storage

ABBREVIATION LEGEND

PP	power pole
SMH	sewer manhole
TEL	telstra pit

TREE LEGEND

- T00 arborist report tree number
- high retention value
- medium retention value
- low retention value
- tree protection zone
- existing tree to be removed under tree removal permit

0 10m

1:200 @ A1 / 1:400 @ A3

NSW GOVERNMENT

NOMINATED ARCHITECT:

anthony nolan - 6773
steve kennedy - 5828

REV	DATE	NOTATION/AMENDMENT
P10	28/8/24	ISSUE FOR COORDINATION

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PROJECT:
APARTMENT BUILDING
at
69 Trafalgar St & 2-6 Gover St PEAKHURST

2648.30sq.m by deed

Lots 121, 162,163 & 164 in DP36317

north

TITLE:
SITE PLAN - LEVEL 00

FILE: ^2272 - 01 CD PLANS MASTER.vwx

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TYPE: AR	SHEET: 0103		REV: P10

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SCALE FOR PRINTING PURPOSE ONLY

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FILE: *2272 - 01 CD PLANS MASTER.vwx

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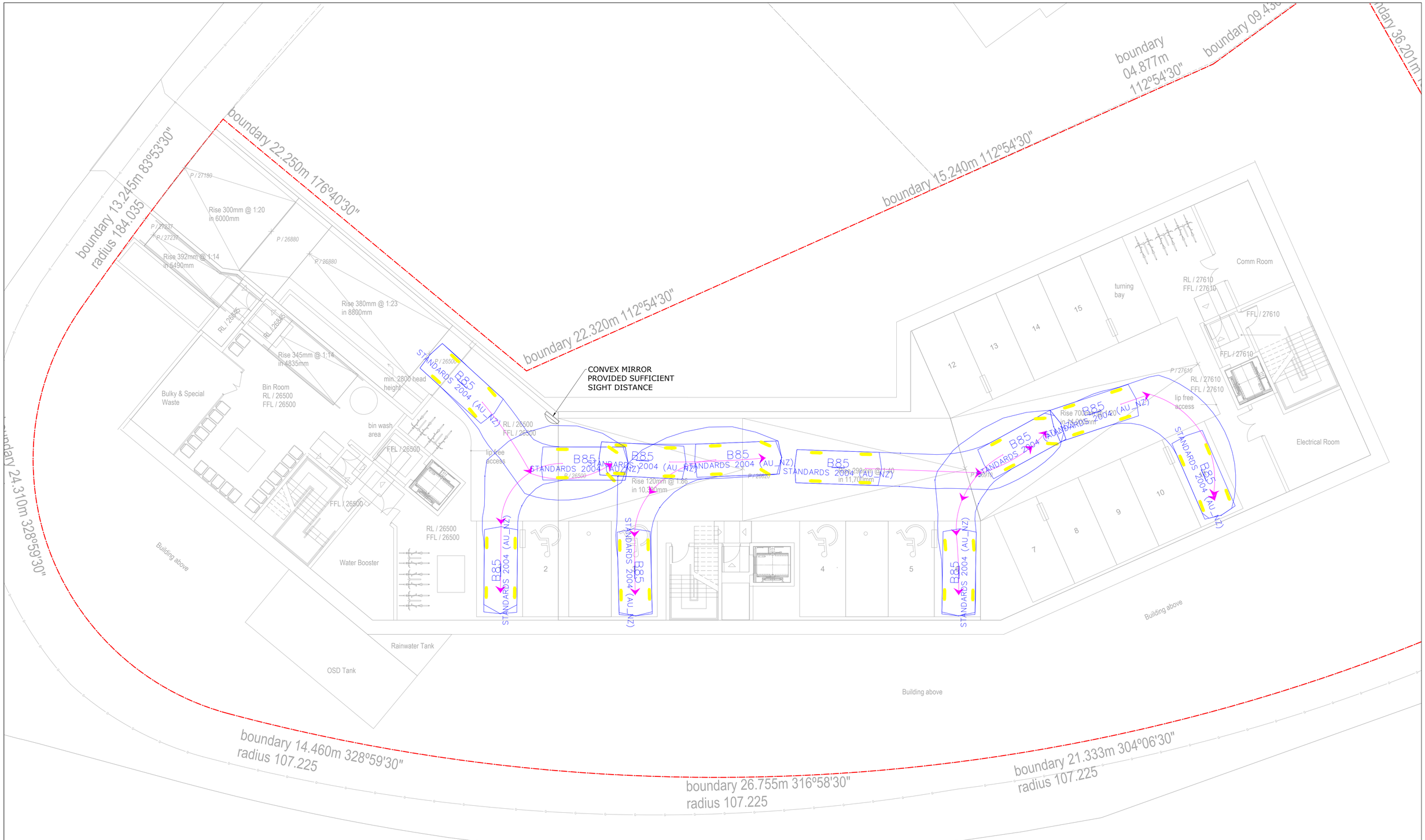
APPENDIX **B**

Swept Path Analysis



SWEPT PATH ANALYSIS FOR BASEMENT ENTRY 1

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PROJECT
PROPOSED APARTMENT BUILDING AT 96 TRAFALGAR ST & 2-6 GOVER ST, PEAKHURST, NSW

CONSENT AUTHORITY:
GEORGES RIVER COUNCIL

N

SHEET SUBJECT
SWEPT PATH ANALYSIS FOR BASEMENT ENTRY 1

PROJECT 6 TRAFALGAR ST & 2-6 GOVER ST, PEAKHURST, NSW

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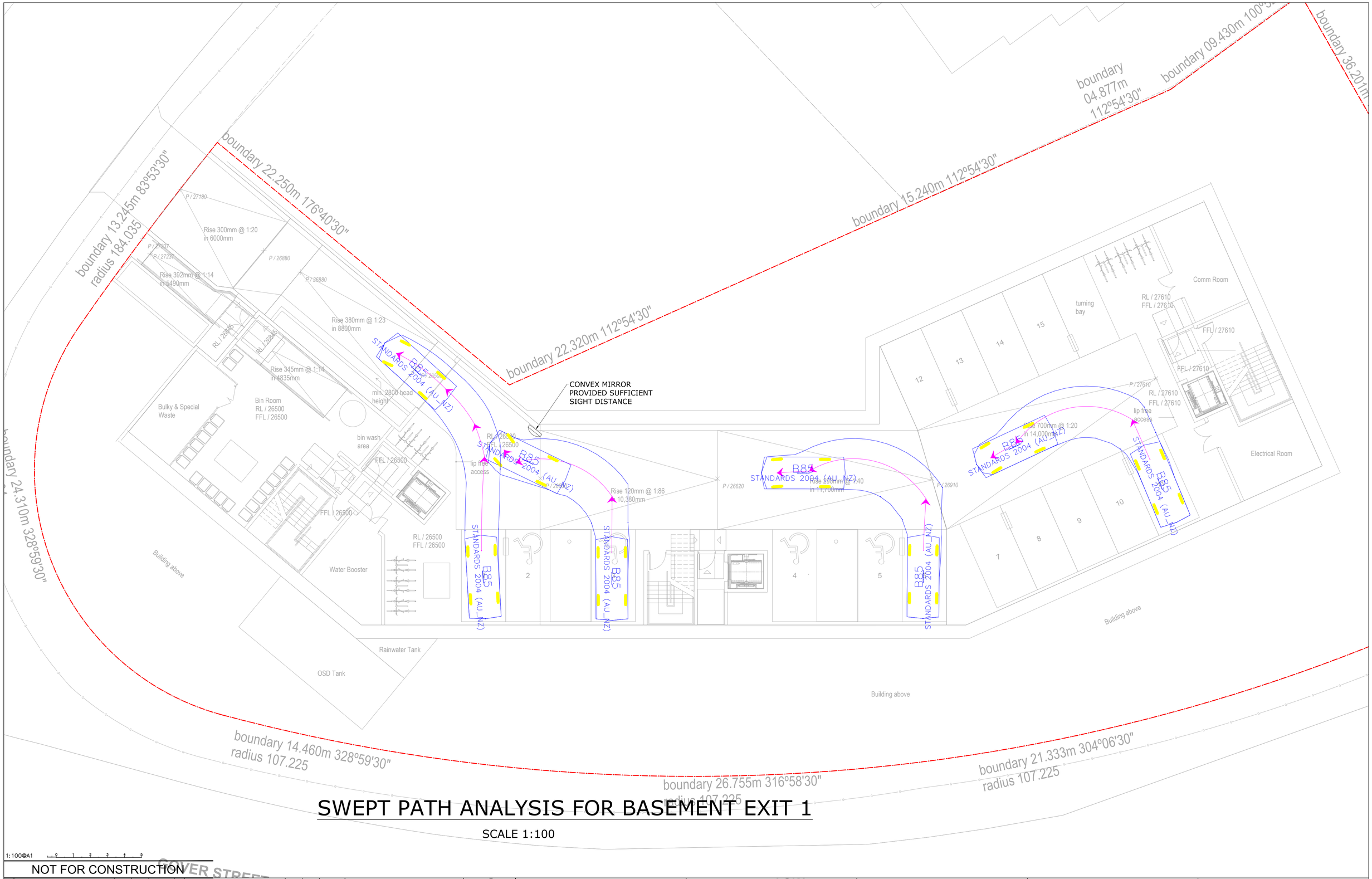

SWEPT PATH ANALYSIS FOR BASEMENT EXIT 1

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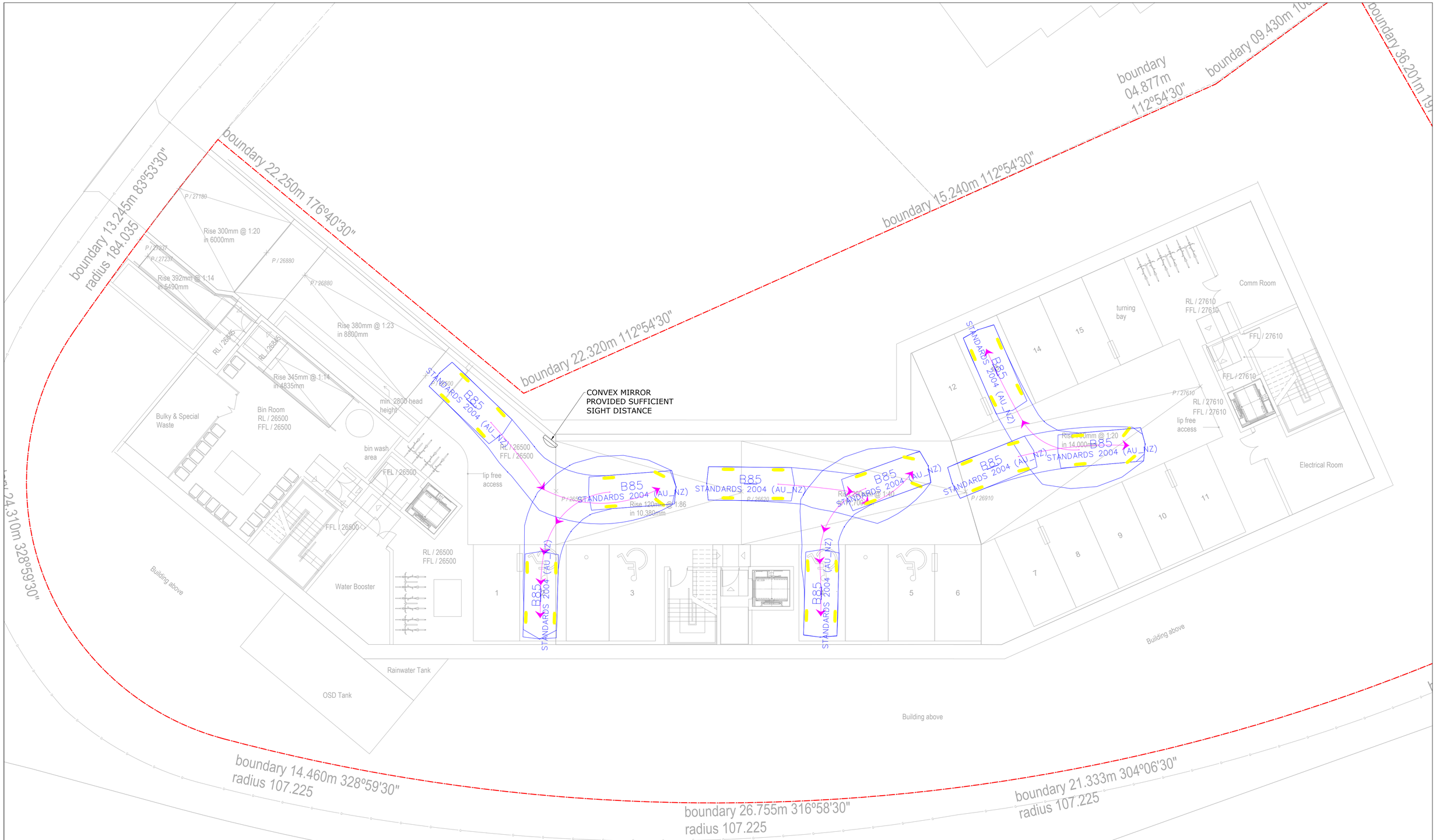

SWEPT PATH ANALYSIS FOR BASEMENT ENTRY 2

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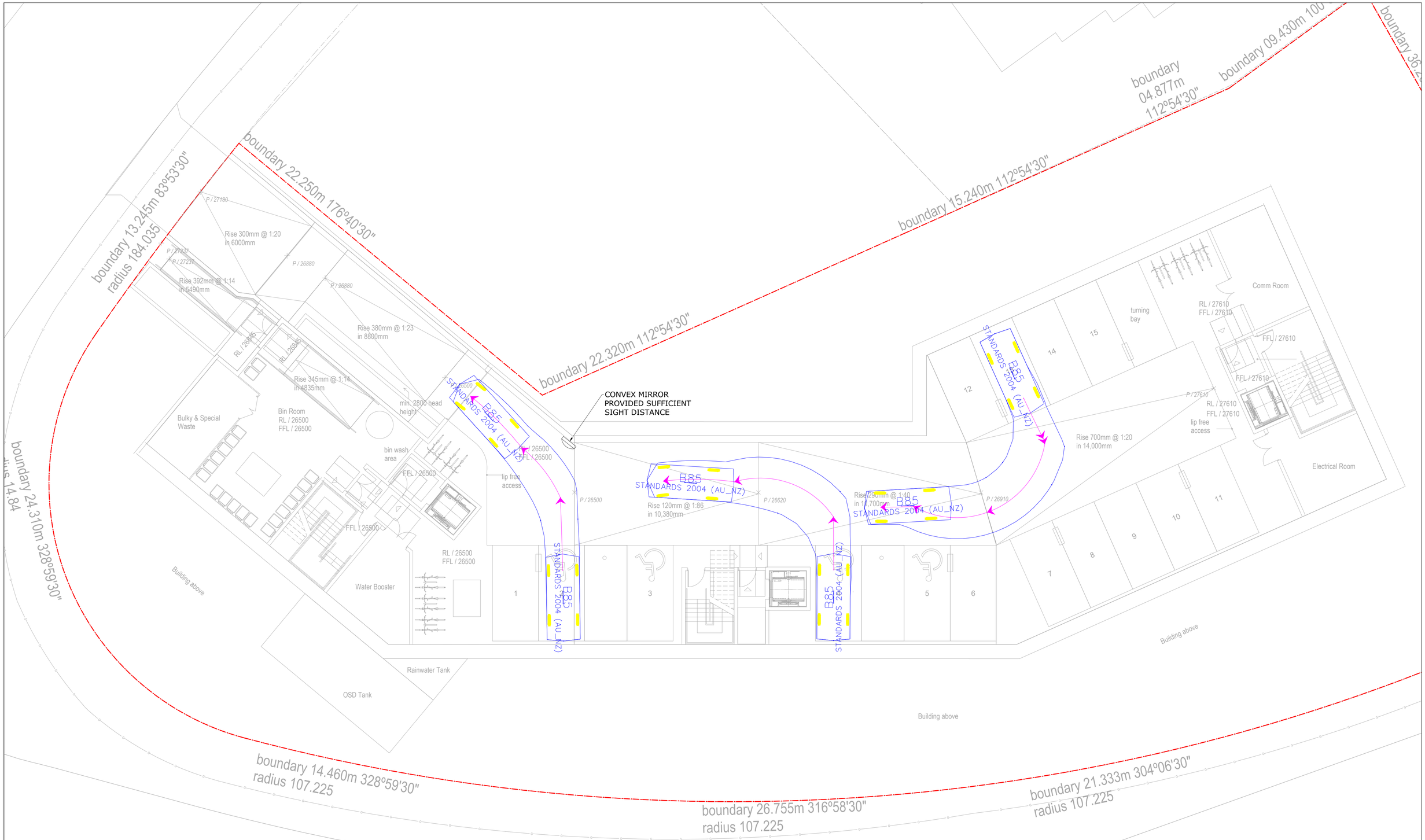

SWEPT PATH ANALYSIS FOR BASEMENT EXIT 2

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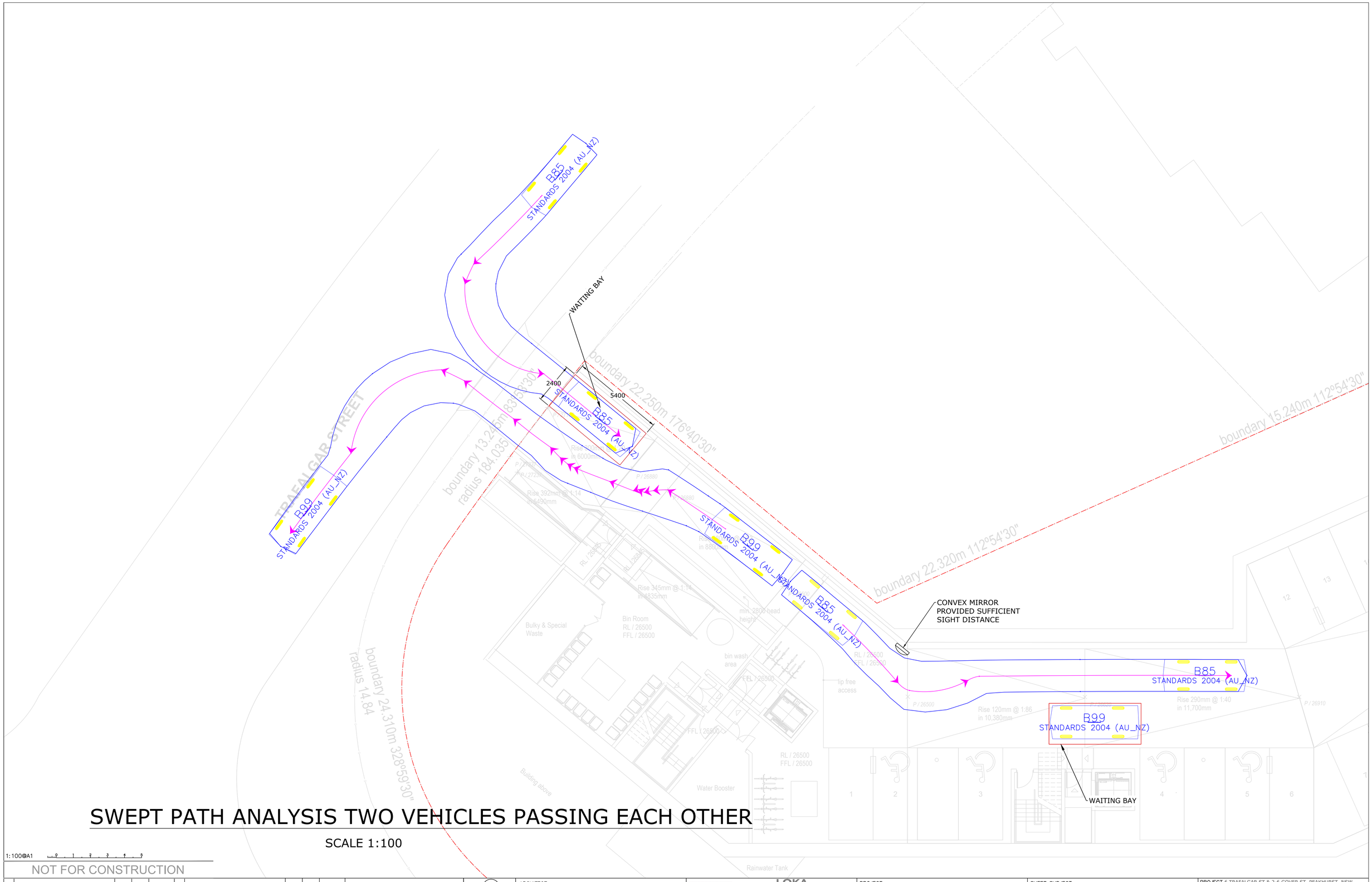

SWEPT PATH ANALYSIS TWO VEHICLES PASSING EACH OTHER

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PROJECT
PROPOSED APARTMENT BUILDING AT 96 TRAFALGAR ST & 2-6 GOVER ST, PEAKHURST, NSW

CONSENT AUTHORITY:
GEORGES RIVER COUNCIL

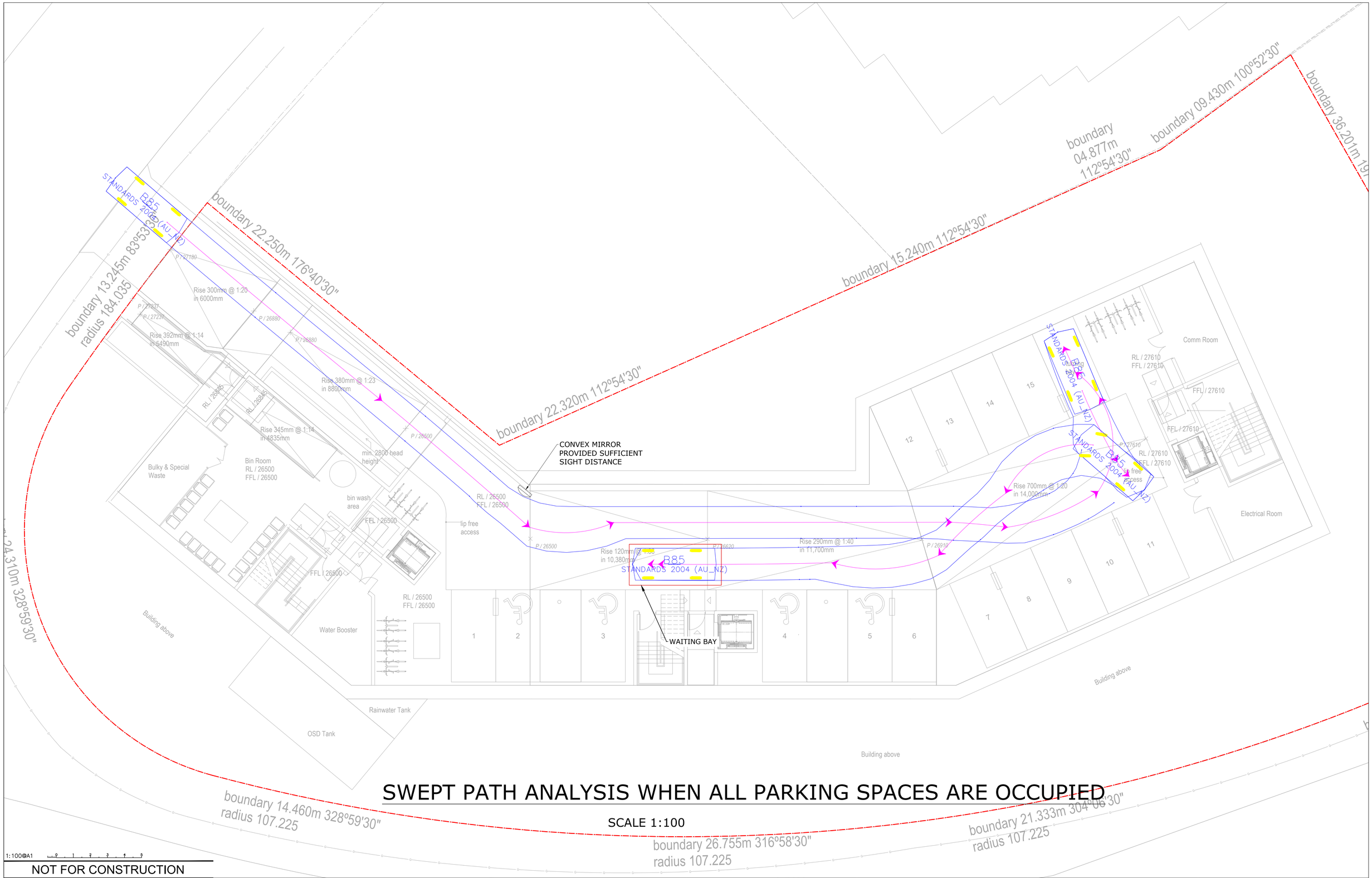
N

SHEET SUBJECT
SWEPT PATH ANALYSIS TWO VEHICLES PASSING EACH OTHER

PROJECT 6 TRAFALGAR ST & 2-6 GOVER ST, PEAKHURST, NSW

DATE	DRAWN	DESIGNED	CHECKED
FEB 24	A.W.	N.L.	N.L.

SCALE @ A1	JOB No	
1 : 100 U.N.O	22NL158	
AUTHORISED	DWG No	REV
NERMEIN LOKA	T05	C



SWEPT PATH ANALYSIS WHEN ALL PARKING SPACES ARE OCCUPIED

SCALE 1:100

1:100@A1

NOT FOR CONSTRUCTION

No	AMENDMENT	ENG	DRAFT	DATE	No	AMENDMENT	ENG	DRAFT	DATE
C	FOR D.A. APPROVAL	N.L.	A.W.	30-08-24					
B	FOR D.A. APPROVAL	N.L.	A.W.	05-07-24					
A	FOR D.A. APPROVAL	N.L.	A.W.	18-06-24					

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