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**Job Number:** **23NL216-T3** **Date:** **8th May,2024**

# Traffic Management Report for

# 24 Thurralilly Street, Queanbeyan East, NSW

**Prepared for:** DA Stage

| Report No. | Issue No. | Issue Date | Details |
|---|---|---|---|
| 23NL216-T1 | 1 | 11/12/2023 | Issued for Coordination |
| 23NL216-T2 | 2 | 12/12/2023 | Issued for D.A. Approval |
| 23NL216-T3 | 3 | 08/05/2024 | Issued for D.A. Approval |

Prepared by

**LOKA CONSULTING ENGINEERS PTY LTD**

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Senior Civil Engineer

Director

# Table of Contents

# 1. Introduction

Loka Consulting Engineers Pty Ltd has been engaged by Kennedy Associates Architects to provide a Traffic Management Report for the site at 24 Thurralilly Street, Queanbeyan East, NSW (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 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 (Source: Google Maps)


Figure 1-2 Site location (Source: SIX Maps)

## 2. Proposed Development

The proposed development will facilitate the construction of manor house development consisting of 3 dwellings within a site area of 689 $m^2$.

The proposed development is bounded by

- Pound Street on the East,
- No. 22 Thurralilly Street on the West,
- Thurralilly Street on the North, and
- No. 31 Pound Street on the South.

The proposed development consists of single garage for each dwelling with driveway entry for dwelling A & C from Thurralilly Street and driveway entry for dwelling B from Pound Street.

## 2.1.Public Transportations

The area is connected to public transport, with bus stations located in close proximity to the site.

1. It takes 1 minute walking (12m) from the site to Thurralilly St opp Carrington St bus stop (refer to Figure 2-1).
2. It takes 14 minutes walking (1.1km) from the site to Queanbeyan Interchange, Stand 1 bus stop (refer to Figure 2-2).

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

| Bus stop | Line Name | Route | Weekday hours | Weekday interval | Weekend hours | Weekend interval |
|---|---|---|---|---|---|---|
| 1 | 832 | Queanbeyan to East Queanbeyan (Loop Service) | 07:29 - 18:29 | 2 hrs | 08:28 - 18:28 | 2 hrs |
| 2 | 830 | Googong to Canberra CBD via Queanbeyan & Karabar | 05:49 - 20:32 | 30 min | 07:54 - 20:54 | 60 min |
| | 831 | Karabar to Woden via Queanbeyan & Fyshwick | 06:19 - 18:54 | 30 min | 07:54 - 17:54 | 60 min |
| | 834 | Queanbeyan to Brindabela Business Park, Majura Park and Canberra Airport | 06:50 - 17:10 | 60 min | 08:58 - 16:58 | 2 hrs |
| | 835 | Tralee to Queanbeyan via South Jerrabomberra & Queanbeyan West (Loop Service) | 07:36 - 19:25 | 2 hrs | 09:02 - 17:02 | 2 hrs |
| | 836 | Jerrambomberra to Queanbeyan (Loop Service) | 07:51 - 19:24 | 2 hrs | 08:04 - 18:04 | 2 hrs |
| | 838 | Queanbeyan to Queanbeyan West via Oaks Estate & Queanbeyan Station (Loop Service) | 06:51 - 18:02 | 2 hrs | 08:01 - 18:01 | 2 hrs |
| | 844 | Bungendore to Queanbeyan | 09:15 - 17:00 | 3 hrs ~ 4 hrs | No Service | |
| | 844X | Bungendore to Canberra CBD via Queanbeyan & Russell (Express Service) | 07:09 - 08:29 | 30 min | No Service | |

Table 2-1 Bus line, route, and time

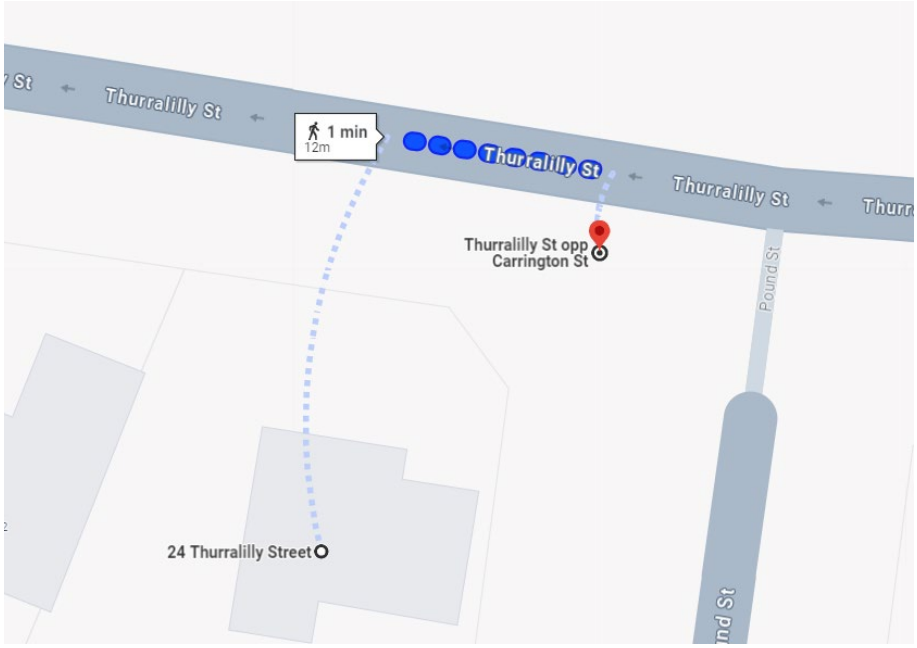



Figure 2-1 Subject Site to Thurralilly St opp Carrington St bus stop (Source: Google Maps)

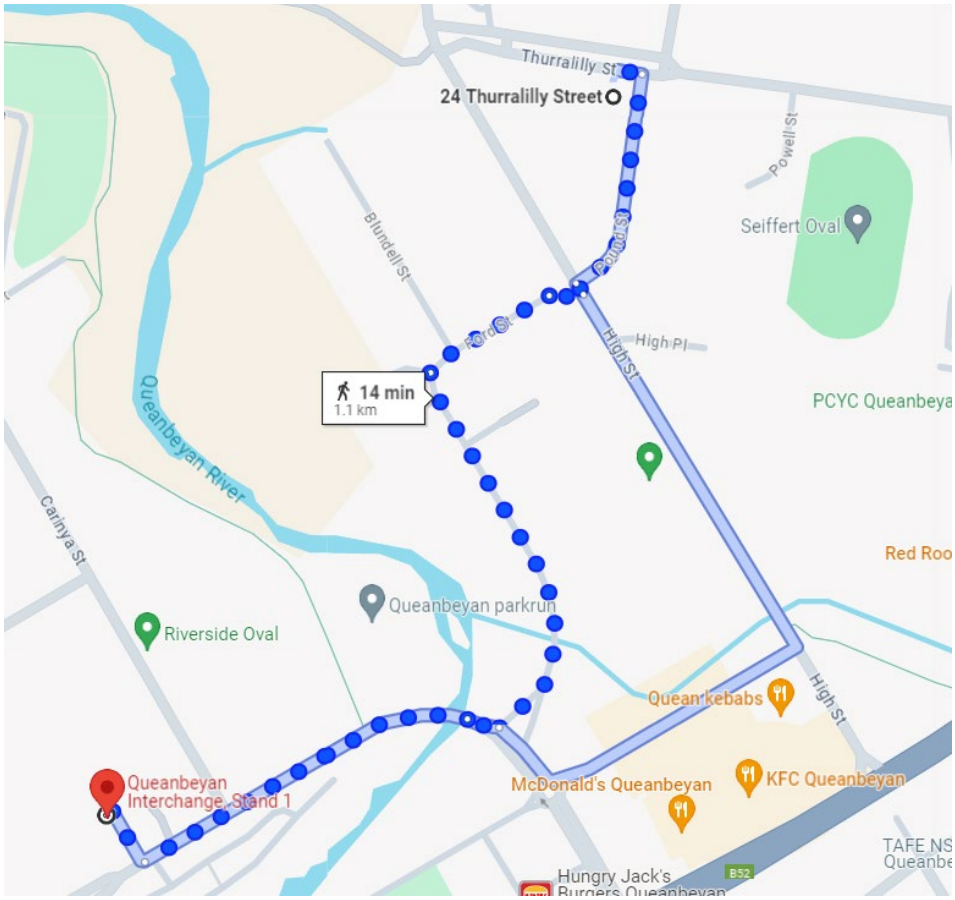



Figure 2-2 Subject Site to Queanbeyan Interchange, Stand 1 St bus stop (Source: Google Maps)

# 3. Off Street Parking Provision

## 3.1. Car parking

The subject development is proposed to be under Affordable Rental Housing SEPP 2021. Since the development is not proposed by a social housing provider, the car parking requirement and summary are shown in Table 3-1 to 3-3.

| Land use | Minimum number of car parking spaces |
|---|---|
| Dwelling Houses | (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, or<br>(ii) for each dwelling containing 2 bedrooms—at least 1 parking space, or<br>(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces. |

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

Units and bedrooms provided are summarized in Table 3-2.

| Bedroom | Number of units |
|---|---|
| 1-bed | 2 |
| 2-bed | 1 |
| 3-bed | 0 |
| **Total** | 3 |

Table 3-2 Bedroom summary

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

| Parking type | Unit type | Amount | Parking rate | Required spaces | Required | Proposed |
|---|---|---|---|---|---|---|
| Dwelling Houses | 1-bed | 2 | 0.5 | 1 | **2** | **3** |
| | 2-bed | 1 | 1 | 1 | | |
| | 3-bed | 0 | 1.5 | 0 | | |

Table 3-3 Required minimum car parking spaces

The proposed development provides a single garage for each dwelling. There is a total of 3 off-street car parking spaces in the whole development.

The design complies with the requirement from SEPP (2021).

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

## 3.2.Bicycle parking

There is no Bicycle parking requirement for dwelling houses according to council DCP.

# 4. Car Park and Driveway Layout

## 4.1.Driveway, Ramp Design and Dimensions of Parking Spaces

The design of the driveway, internal roadways & ramps, and car parking spaces must comply with Australian Standards; details are shown in the ground floor architectural plan. Table 4-1 assesses the compliance of the site to Australian Standards and Queanbeyan Comprehensive Development Control Plan 2012 (DCP).

**Table 4-1 Driveway, ramp design and Dimensions of parking spaces**

| FEATURE | AS/NZS 2890.1&2, 2890.6 | Queanbeyan Comprehensive DCP | Architectural Plan | Compliance |
|---|---|---|---|---|
| Driveway width | 3.0 to 5.5 for Category 1. | Min. 3m | Thurralilly Street: 3.88m<br>Pound Street: 3m | The design is complied with AS 2890.1 & Council DCP. |
| Single garage parking | 5.4m x 3.0m | To comply with AS 2890.1 | Dwelling A (LHA Gold): 5.5m x 3.25m<br>Dwelling B & C: 5.5m x 3.12m | The design is complied with AS 2890.1 & Council DCP. |
| Garage door dimension | Width: minimum 2.4m<br>Garage door height: 2.2m | Max. 2.7m wide<br><br>To comply with AS2890.1 | Garage door width: 2.57m<br>Garage door height: 2.4m | The design is complied with AS 2890.1 & Council DCP. |
| Headroom | 2.2m min between the floor and an overhead obstruction. | To comply with AS2890.1 | 2.7m<br><br>Ensure min. 2.2m clear headroom at CC stage | The design is complied with AS 2890.1& Council DCP. |
| Ramp grade | Longer than 20m – 1:5 maximum.<br>Up to 20m long – 1:4 maximum.<br><br>Transition grade no more than 1:8.<br><br>First 6m no more than 1:20.<br><br>Changes of grade no more than 1:8. | To comply with AS2890.1 | Thurralilly Street:<br><br>2.66%@ 9.26m<br><br>Pound Street:<br><br>2%@ 3.817m<br><br>1.3%@ 2.362m | The design is complied with AS 2890.1 & Council DCP. |

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).

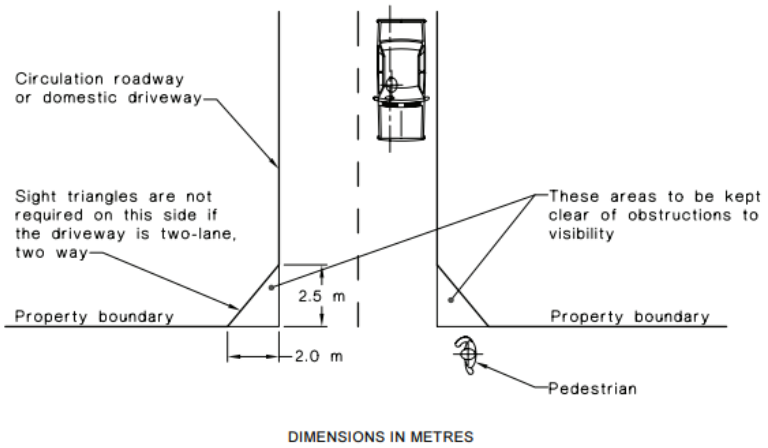



**Figure 4-1 AS 2890.1:2004 requirement**

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

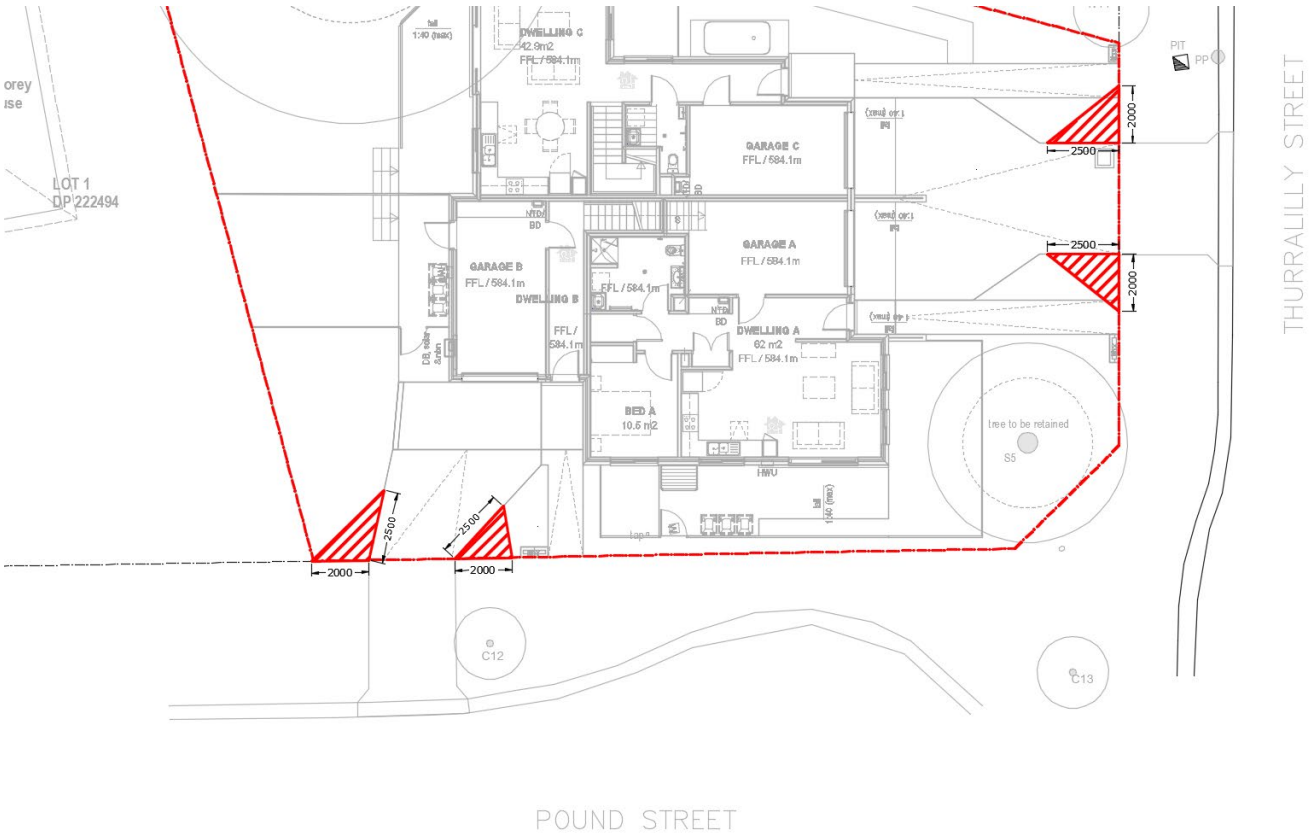



**Figure 4-2 Sight triangle**

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

## 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 existing site consists of single dwelling.

The subject site will involve construction of manor house development consisting of 3 dwellings.

Dwelling houses

Daily vehicle trips = 9.0 per dwelling

Weekday peak hour vehicle trips = 0.85 per dwelling. This is shown in Table 5-1.

| Time | Land use | Rate | Unit | Weekday peak hour vehicle trips |
|---|---|---|---|---|
| Future | Dwelling houses | 0.85 per dwelling | 3 proposed | 2.55 |
| Existing | Single dwelling | 0.85 per dwelling | 1 existing | 0.85 |

Table 5-1 Traffic generation for future and existing development

| Traffic generation potential | Weekday peak hour vehicle trips |
|---|---|
| Future | 2.55 |
| Existing | 0.85 |
| Net | +2 |

Table 5-2 Project net Increase in peak hour traffic generation potential

According to the Table above, it is likely that the proposed development will result in a change in the traffic generation by approximately 2 additional vehicle trips/hr during weekday peak hour from Monday to Friday.

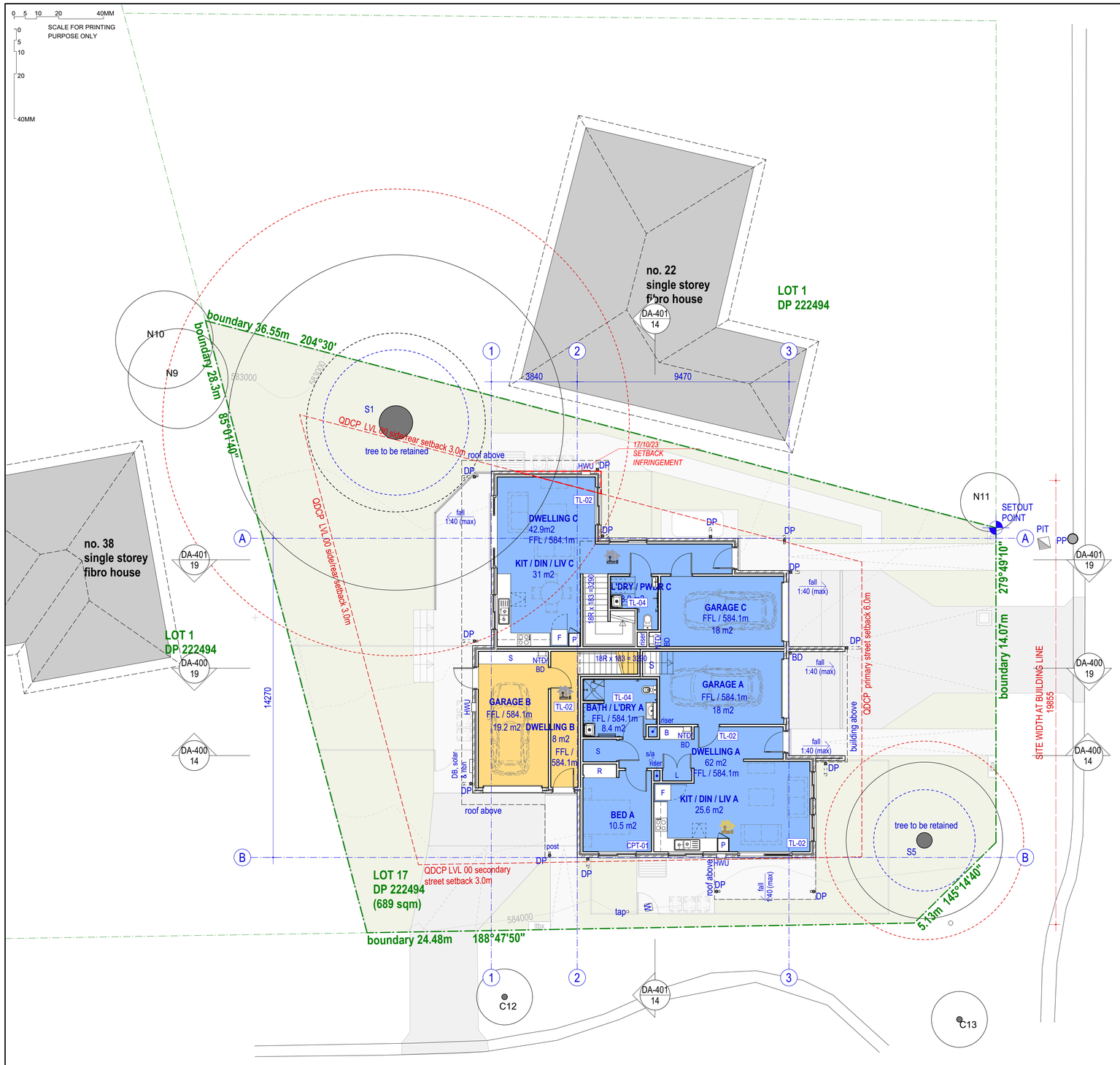
## 6. Swept Path Analysis

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 Standards.

# APPENDIX A

## Architectural Plan




## LEGEND

- Site boundary
- Setback
- grid lines
- denotes structural dimension
- driveway / carparking
- private / common paved area
- common landscaped area
- 1 Bed dwelling
- 2 Bed dwelling

## ABBREVIATION LEGEND

| | |
|---|---|
| PP | power pole |
| LTBX | letter box |
| PIT | comms pit |
| W | water meter |

## TREE LEGEND

- S1 — arborist report tree number
- existing tree to be retained
- tree protection zone
- structural root zone

## LEVELS LEGEND

- FFL / 10000 — finished floor level (mm)

## LHA LEGEND

- LHA GOLD

## NOTES

1. do not scale off drawings.
2. these drawings are to be read in conjunction with specifications, schedules and other consultants' documentation.
3. refer to landscape architect's documentation for all external works details including planting, hard paving, fences, screens + gates.
4. refer to civil engineer's drawings for all levels to be provided. any discrepencies to be referred to the architect for clarification.

NSW GOVERNMENT — Homes NSW

NOMINATED ARCHITECT:
anthony nolan 6773

| REV | DATE | NOTATION/AMENDMENT |
|---|---|---|
| A | 24/4/2024 | PART 5 APPLICATION |

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

PROJECT ARCHITECT: KENNEDY ASSOCIATES ARCHITECTS, PH (02) 9557 6466
PROJECT MANAGER: HOMES NSW
ACCESS CONSULTANT: VISTA ACCESS ARCHITECTS
ARBORIST: TREE WORKS, 1800 873 343
BASIX CONSULTANT: 10 STAR BUILDING ASSESSMENTS, 0481 010 999
SERVICES CONSULTANTS: MARLINE BUILDING SERVICES ENGINEERS, 02 4925 9300

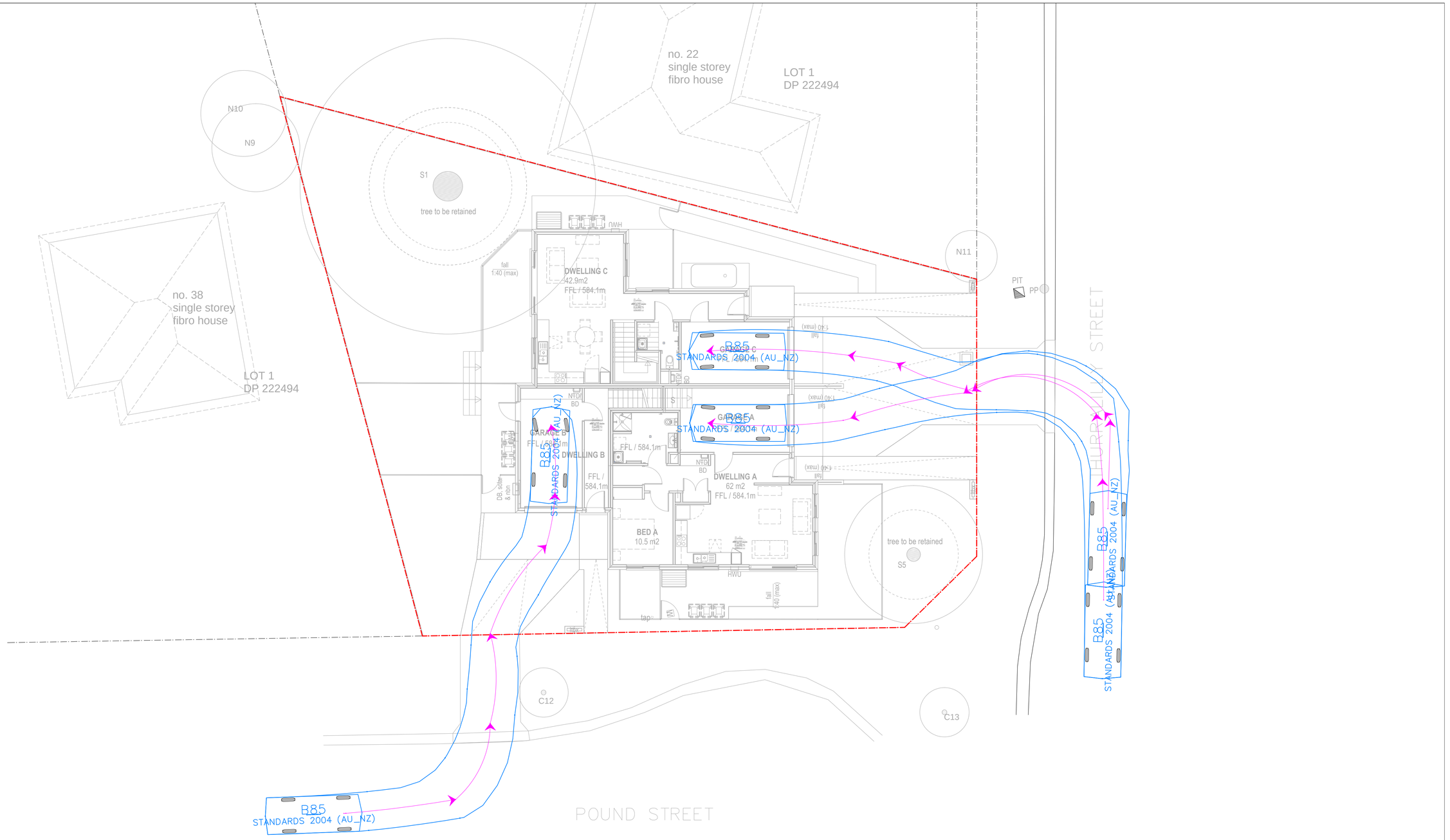
PROJECT: **MANOR HOUSE** at 24 Thurralilly Street QUEANBEYAN EAST
689m2
17/-/DP222494

TITLE: **GENERAL ARRANGEMENT - LEVEL 00**
FILE: 2071 - DA 01 PLANS MASTER.vwx

| STATUS: | SCALE: | PROJ: | PROJECT No. |
|---|---|---|---|
| PART 5 APPLICATION | 1:100 @A1 | BGWQ3 | 2071 |
| STAGE: DA | DRAWN: LP | CHECKED: AN | APPROVED: AN |
| TYPE: AR | SHEET: DA-202 | | REV: A |

# APPENDIX **B**

## Swept Path Analysis




# SWEPT PATH ANALYSIS ENTRY

SCALE 1:100

A1 0 1 2 3 4 5 6 7 8 9 10

NOT FOR CONSTRUCTION

| No | AMENDMENT | ENG | DRAFT | DATE | No | AMENDMENT | ENG | DRAFT | DATE |
|---|---|---|---|---|---|---|---|---|---|
| C | FOR D.A. APPROVAL | B.V. | B.V. | 08-05-24 | | | | | |
| B | FOR D.A. APPROVAL | R.E. | R.E. | 12-12-23 | | | | | |
| A | FOR COORDINATION | B.V. | B.V. | 11-12-23 | | | | | |



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PROJECT

PROPOSED MANOR HOUSE AT
24 THURRALILLY STREET,
QUEANBEYAN EAST, NSW

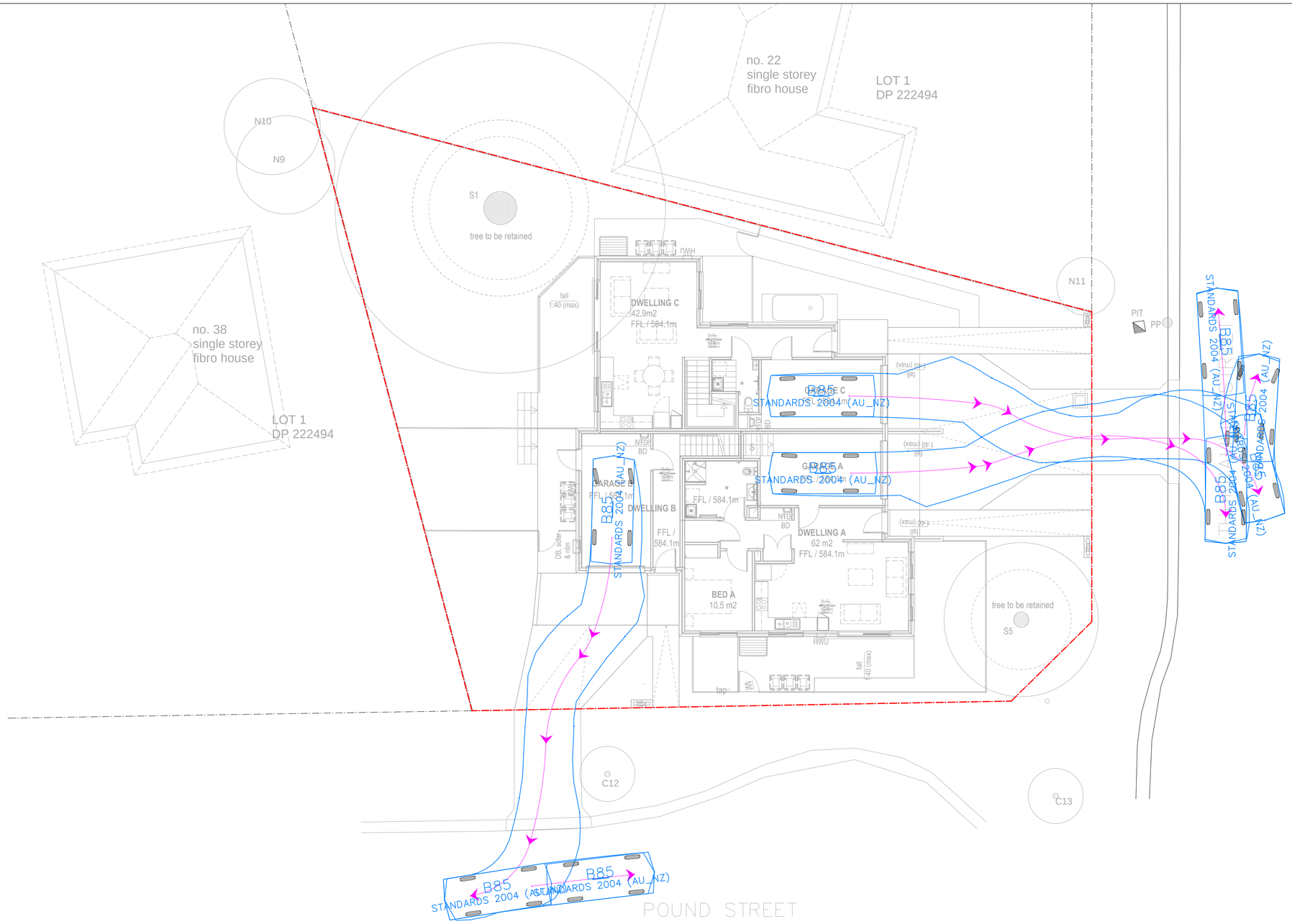
CONSENT AUTHORITY:
QUEANBEYAN-PALERANG REGIONAL COUNCIL

N

SHEET SUBJECT

SWEPT PATH ANALYSIS ENTRY

| | | | |
|---|---|---|---|
| PROJECT 24 THURRALILLY STREET, QUEANBEYAN EAST, NSW | | | |
| DATE DEC 23 | DRAWN B.V. | DESIGNED N.L. | CHECKED N.L. |
| SCALE @ A1 1 : 100 U.N.O | | JOB No 23NL216 | |
| AUTHORISED NERMEIN LOKA | | DWG No T01 | REV C |




# SWEPT PATH ANALYSIS EXIT

SCALE 1:100

A1 0 1 2 3 4 5 6 7 8 9 10

NOT FOR CONSTRUCTION

| No | AMENDMENT | ENG | DRAFT | DATE | No | AMENDMENT | ENG | DRAFT | DATE |
|---|---|---|---|---|---|---|---|---|---|
| C | FOR D.A. APPROVAL | B.V. | B.V. | 08-05-24 | | | | | |
| B | FOR D.A. APPROVAL | R.E. | R.E. | 12-12-23 | | | | | |
| A | FOR COORDINATION | B.V. | B.V. | 11-12-23 | | | | | |



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PROJECT
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| DATE | DRAWN | DESIGNED | CHECKED |
|---|---|---|---|
| DEC 23 | B.V. | N.L. | N.L. |

| SCALE @ A1 | JOB No |
|---|---|
| 1 : 100 U.N.O | 23NL216 |

| AUTHORISED | DWG No | REV |
|---|---|---|
| NERMEIN LOKA | T02 | C |