



TRAFFIC IMPACT AND PARKING ASSESSMENT

**PROPOSED RESIDENTIAL DEVELOPMENT
15-17 COMBLES PDE & 2-4 HAMEL RD
MATRAVILLE**

**PREPARED FOR
NSW DEPARTMENT OF PLANNING & ENVIRONMENT**

**IN-COORDINATION WITH
STANTON DAHL ARCHITECTS**

DATE: 18TH SEPTEMBER 2023

OUR REFERENCE: 210280

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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:

- Stanton Dahl Architects design drawings (September 2023)
- Randwick City Council DCP 2023 (else, 2013)
- RTA Guide to Traffic Generating Developments Version 2.2 (October 2002) and more recent supplements, as adopted by Transport for New South Wales (TfNSW)
- State Environmental Planning Policy (Housing) 2021

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.

2 EXISTING CONDITIONS

2.1 SITE DESCRIPTION

The subject site is located on the southern side of Combles Parade and northern side of Hamel Road, refer **Figure 2.1**. The site is comprised of three lots, with the block of 15-17 Combles Parade consists of a single building containing two dwellings and the block of 2-4 Hamel Road containing a single residential dwelling.

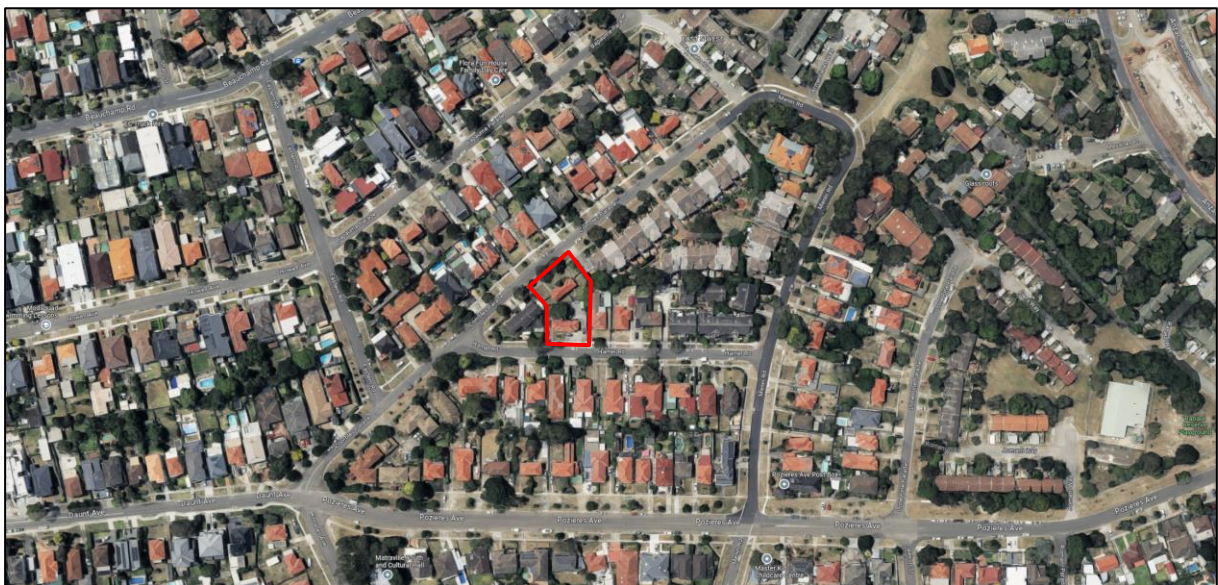


Figure 2.1 Site Location

The area occupied by the subject site is approximately 1220m² and is currently zoned R2 – Low Density Residential under the Randwick City Council LEP 2012. The development as proposed consists of two standalone two storey residential buildings containing four units each and an at-grade car parking area on the ground floor.

2.2 EXISTING ROAD CONDITIONS

The Roads & Maritime Services (RMS, now TfNSW) 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 principle 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.

Combles Parade is a local road of approximately 7m width, accommodating two way traffic flow and kerbside parking on both sides of the road. No line divider is present, and the default speed limit is 50km/hr. Kerbside parking is generally unrestricted.

Hamel Road is a local road of approximately 7m width, accommodating two way traffic flow and kerbside parking on both sides of the road. No line divider is present, and the default speed limit is 50km/hr. Kerbside parking is generally unrestricted.

Daunt Avenue / Pozieres Avenue is a local collector road of approximately 7-13m in width, accommodating two way traffic flow and kerbside parking on both sides of the road. The roads meet at the intersection of Combles Parade and Knowles Avenue. Kerbside parking is generally unrestricted and the default speed limit is 50km/hr.

The closest state road to the subject site is Bunnerong Road (No 171) located approximately 700m to the west of the subject site. Beauchamp Road is a classified regional road (No. 7340) and is located approximately 250m to the north, with the classified regional road of Anzac Parade (No. 2074) located approximately 450m to the east.

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**.

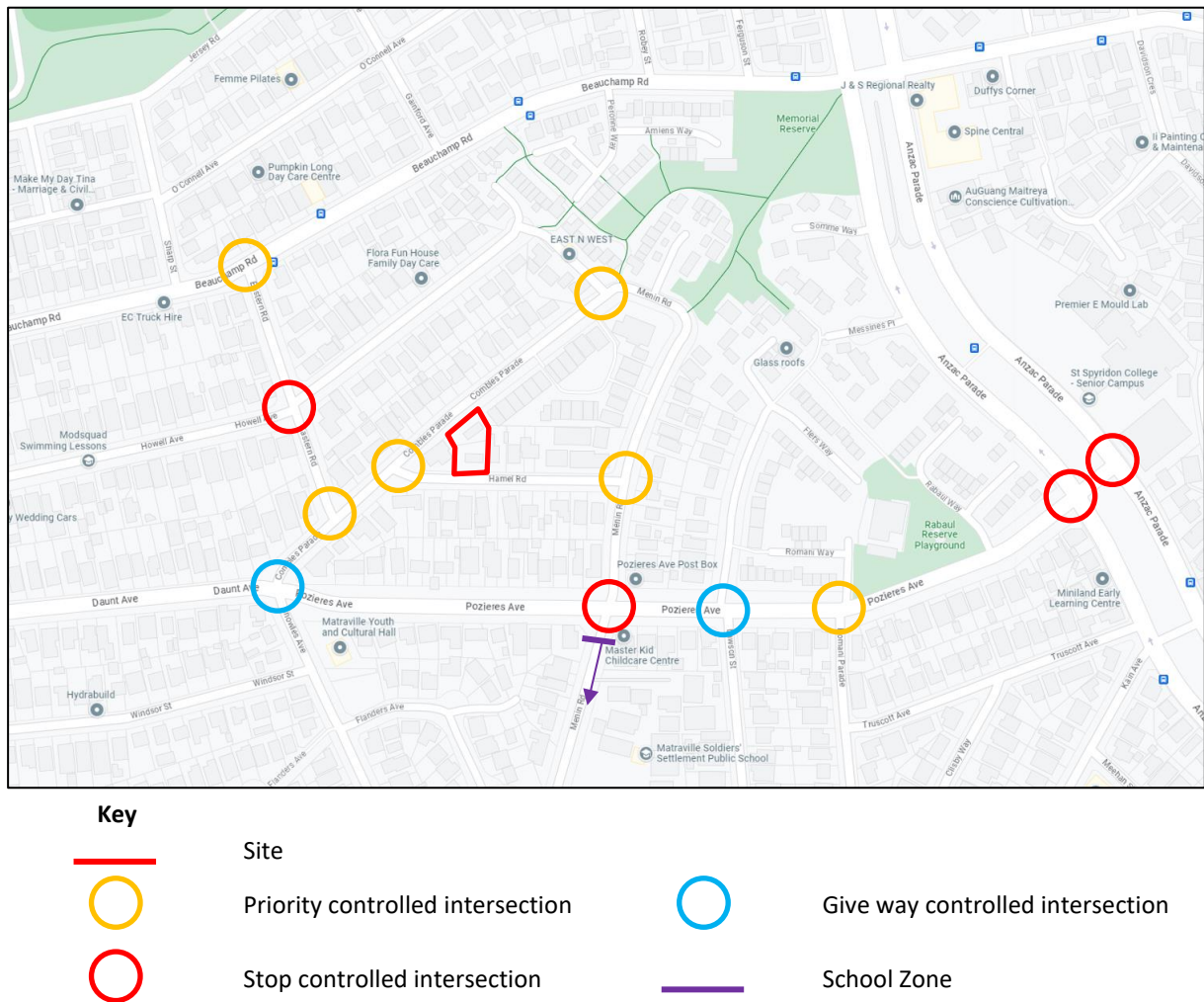


Figure 2.2 Existing Road Features

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 closest bus stop to the subject site is located on Beauchamp Road, approximately 350m walking distance to the north. This bus stop services Route 375 between East Gardens and Randwick.

The subject site is not within walking distance of a train station.

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT DESCRIPTION

The proposed development comprises of two residential buildings accommodating a total of eight units and an at grade car parking area for the purposes of seniors living. The scale of the proposed relevant to traffic and parking impacts is as follows:

- Eight (8) one-bedroom residential units;
- Four (4) car parking spaces with:
 - Three (3) car parking spaces within an at-grade car parking area with access from Combles Parade;
 - A single car parking space adjacent to unit 2, with access via a driveway from Hamel Road.

3.2 ONSITE PARKING PROVISIONS

The section released of the Randwick DCP 2023 (Stage 1) do not apply to the proposed development. Therefore, reference is made to the *Randwick City Council Development Control Plan 2013* which stipulates the following parking requirements relevant to the proposed development:

B General Controls

B7 Transport, Traffic, Parking and Access

Table 1 Vehicle Parking Rates

Seniors housing

Refer to the SEPP for parking provisions for seniors housing.

As such, reference is made to the *State Environmental Planning Policy (Housing) 2021* which stipulates the following parking requirements relevant to the proposed development:

Part 5 Housing for seniors and people with a disability

Division 7 Non-discretionary development standards

- (2) *The following are non-discretionary development standards in relation to development for the purposes of independent living units—*
- (j) *for a development application made by, or made by a person jointly with, a social housing provider—at least 1 parking space for every 5 dwellings,*
- (k) *if paragraph (j) does not apply—at least 0.5 parking spaces for each bedroom.*

The parking requirements of the proposal are summarised in **Table 3.1**, noting that the development is being made by a social housing provider (NSW Department of Planning & Environment).

Table 3.1 Car Parking Requirements

Land Use	Scale	Rate	Spaces Required
Seniors Housing	8 x one-bed units	1 space per 5 dwellings	2 (1.6)

The proposal requires the provision of two (2) car parking spaces to satisfy the requirements of the Seniors Housing SEPP. The proposed car parking layout includes the provision of four (4) car parking spaces, satisfying and exceeding the requirements of the Seniors Housing SEPP.

Accessibility requirements for the proposed development are discussed in the access consultant's report, which forms part of the DA submission. It is noted however that two (2) parking spaces for people with disabilities are provided, representing half of the proposed parking provision.

It is currently proposed that the at-grade car parking area will be access via the road frontage of Combles Parade, with the carport to be access via Hamel Road, refer **Figure 3.1**.



Swept Paths Analysis

- A B99 vehicle can access and egress from the proposed driveway to Combles Parade
- A B85 vehicle can access and egress from all proposed car parking spaces in an adequate number of manoeuvres.

It is expected that the garbage will be conducted by Council kerbside waste collection service, as the surrounding dwellings.

There is a formal pedestrian footpath along both the Combles Parade and Hamel Road frontages, which will be maintained under proposed conditions. When any work is to be performed in the frontage area, pedestrian access along the road frontage 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.

3.5 DESIGN COMPLIANCE

The proposed car parking and vehicular access design has been assessed to achieve the relevant requirements of AS2890.1:2004 and AS2890.6:2009, including:

- Adequate dimensions of car parking spaces of minimum 2.4m by 5.4m;
- Adequate dimensions of car parking spaces for people with disabilities of minimum 2.4m by 5.4m with adjacent shared space of 2.4m by 5.4m;
- Adequate circulation roadway widths;
- Vehicular access driveway of 3.8m width at the property boundary allow for access and egress for vehicles sized up to an Australian Standard B99 vehicle.
- Adequate clearance of at least 300mm to high objects from trafficable areas.

The locations of wheel stops, bollards and other traffic furniture are to be confirmed during the Construction Certificate stage of the development and are to satisfy the relevant Australian Standard requirements. It is also recommended during the Construction Certificate stage that wayfinding signage be placed within the proposed car parking area to assist visitors circulate the site.

4 TRAFFIC GENERATION

4.1 TRAFFIC GENERATION

The *RTA Guide to Traffic Generating Developments October 2002* as adopted by TfNSW and more recent supplements provide estimated traffic generation rates for various development types, which have been applied accordingly to the proposal.

RMS TDT 2013/04a

Low density residential dwellings

Weekday average evening peak hour vehicle trips = 0.99 per dwelling in Sydney

Weekday average morning peak hour vehicle trips = 0.95 per dwelling in Sydney

Housing for seniors

Weekday peak hour vehicle trips = 0.4 per dwelling

The expected traffic generation as a result of the scale of the proposed development is calculated in **Table 4.1**.

Table 4.1 Traffic Generated Under Proposed Conditions

Land Use	Scale	Peak Period	Rate	Trips	Split ⁽¹⁾
Existing Development					
Low density residential	3 dwellings	AM	0.95 per dwelling	3	1 in, 2 out
		PM	0.99 per dwelling	3	2 in, 1 out
Proposed Development					
Housing for Seniors	8 units	AM	0.4 per unit	3	1 in, 2 out
		PM	0.4 per unit	3	2 in, 1 out
NET CHANGE	-	AM	-	+0	No change
		PM	-	+0	No change

Note (1) Assumes 20% inbound, 80% outbound in the AM peak and 80% inbound, 20% outbound in the PM peak.

The proposed development is expected to generate in the order of three (3) vehicle trips in both the AM peak hour period (1 in, 2 out) and PM peak hour period (2 in, 1 out). This scale of traffic generation is equivalent to the traffic generation expected to be generated from the existing land uses on the subject site. As such, no noticeable impacts to the surrounding traffic environment are expected as a result of the proposed.

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 achieves the minimum required number of parking spaces as per the parking requirements outlined in **Table 3.1**.

Yours faithfully,

For & on behalf of Greenview,



Jesse Wilson
Traffic Engineer

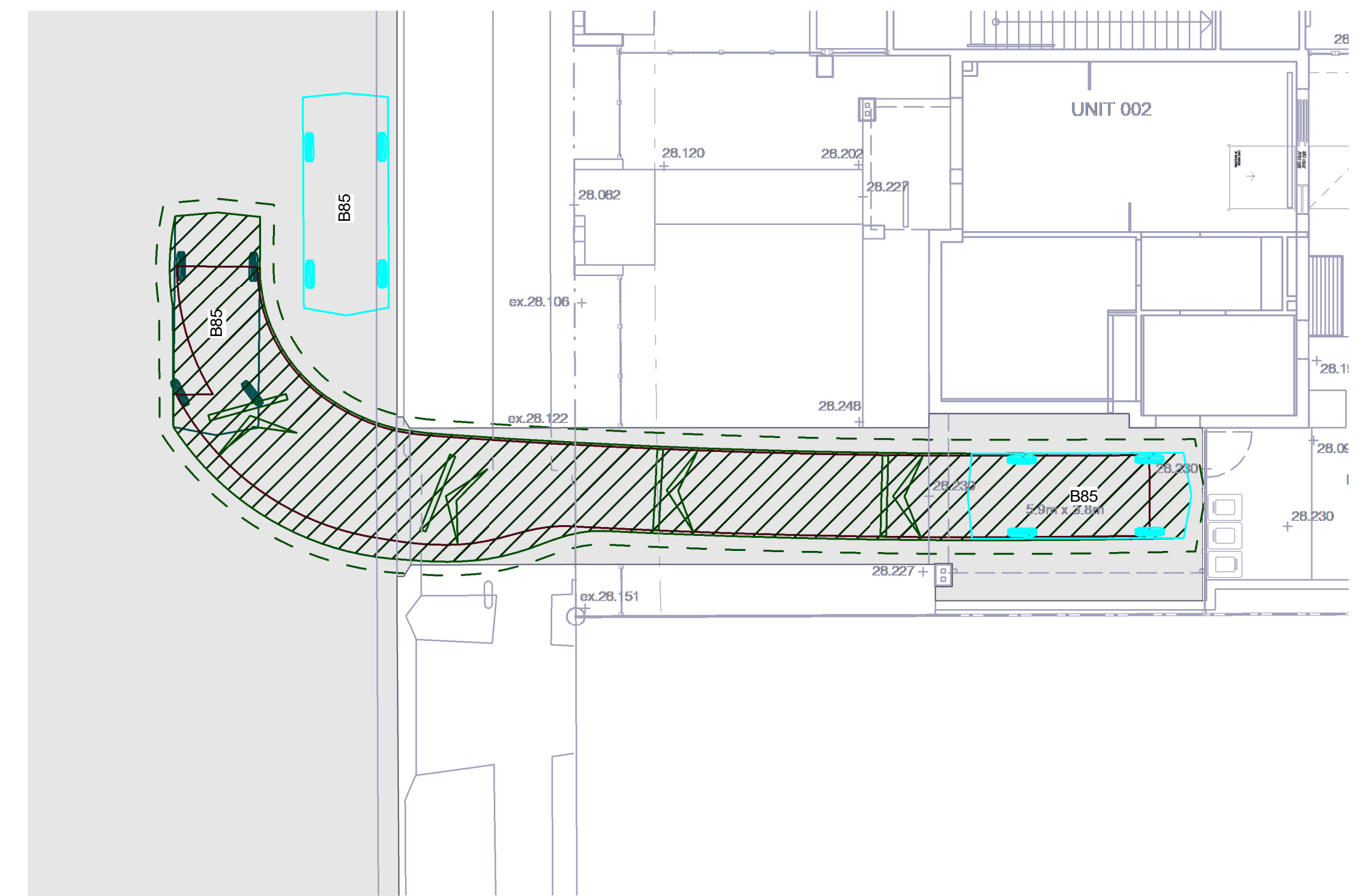
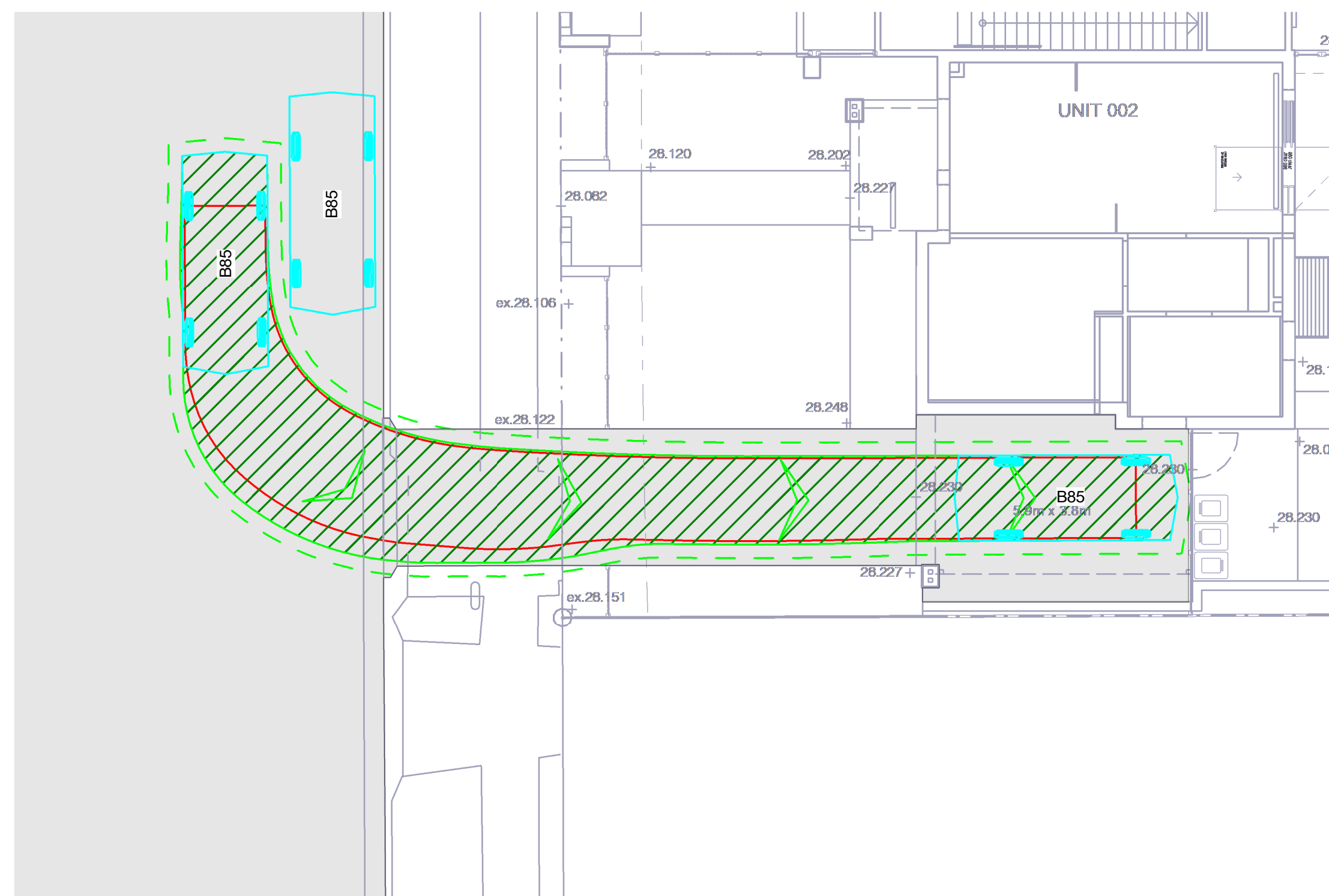
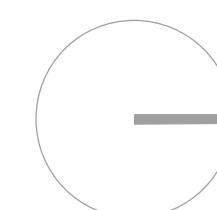


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APPENDICES

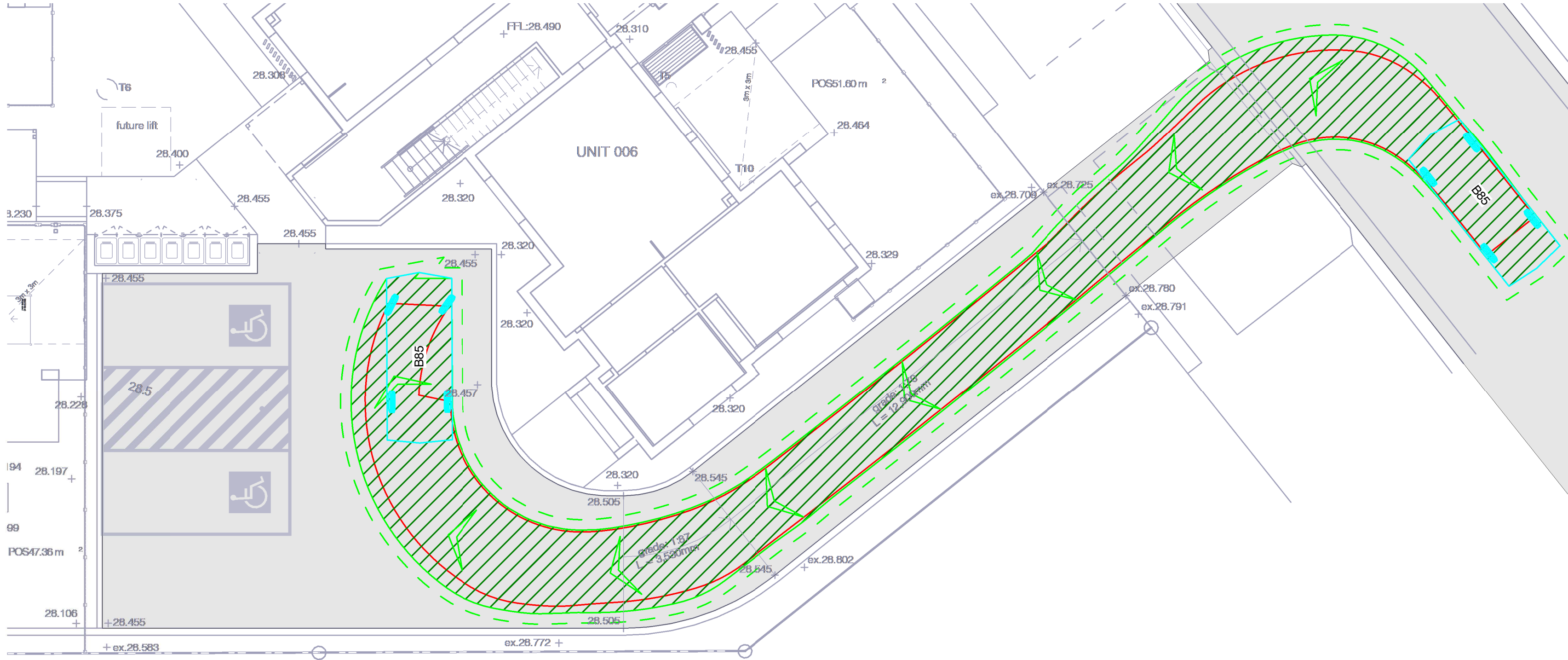
SWEPT PATH ANALYSIS – GREENVIEW CONSULTING

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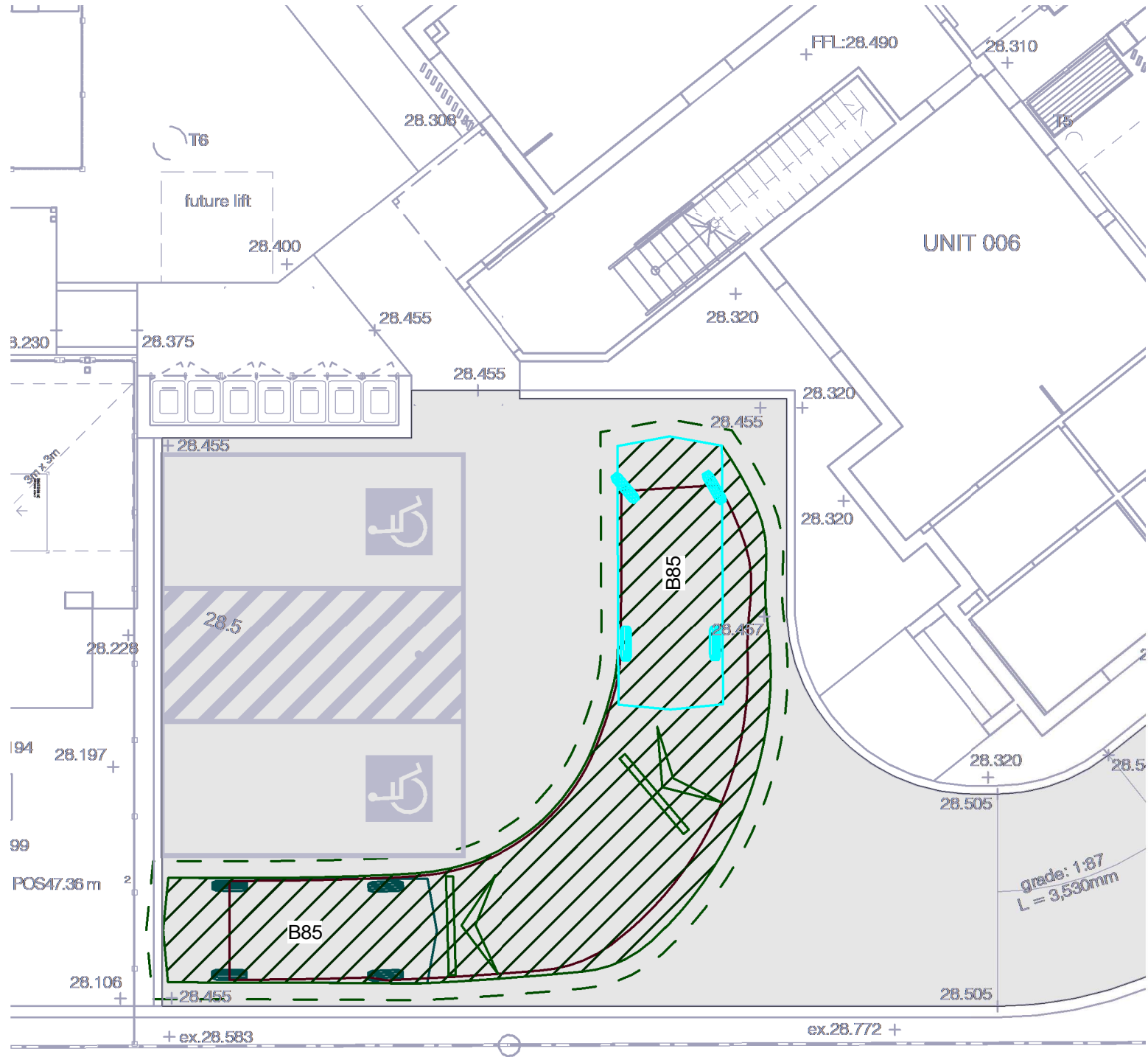
CIVIL DESIGN

TURNING PATHS SHEET 1

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GROUND FLOOR ENTRY 2a
Scale: 1 : 100



GROUND FLOOR ENTRY 2b
Scale: 1 : 100



GROUND FLOOR EXIT 2
Scale: 1 : 100

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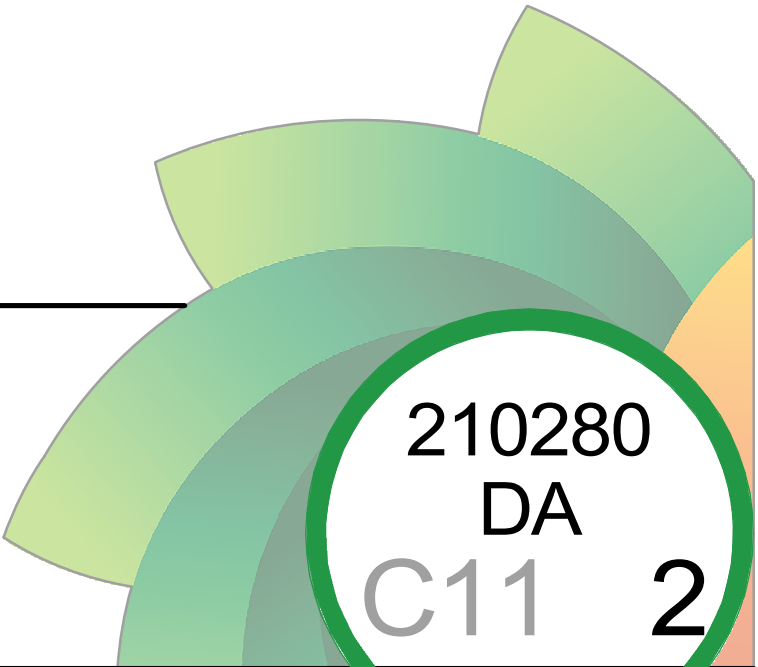
PROPOSED DEVELOPMENT
15-17 Combles Pde & 2-4 Hamel Rd, Matraville
Stanton Dahl

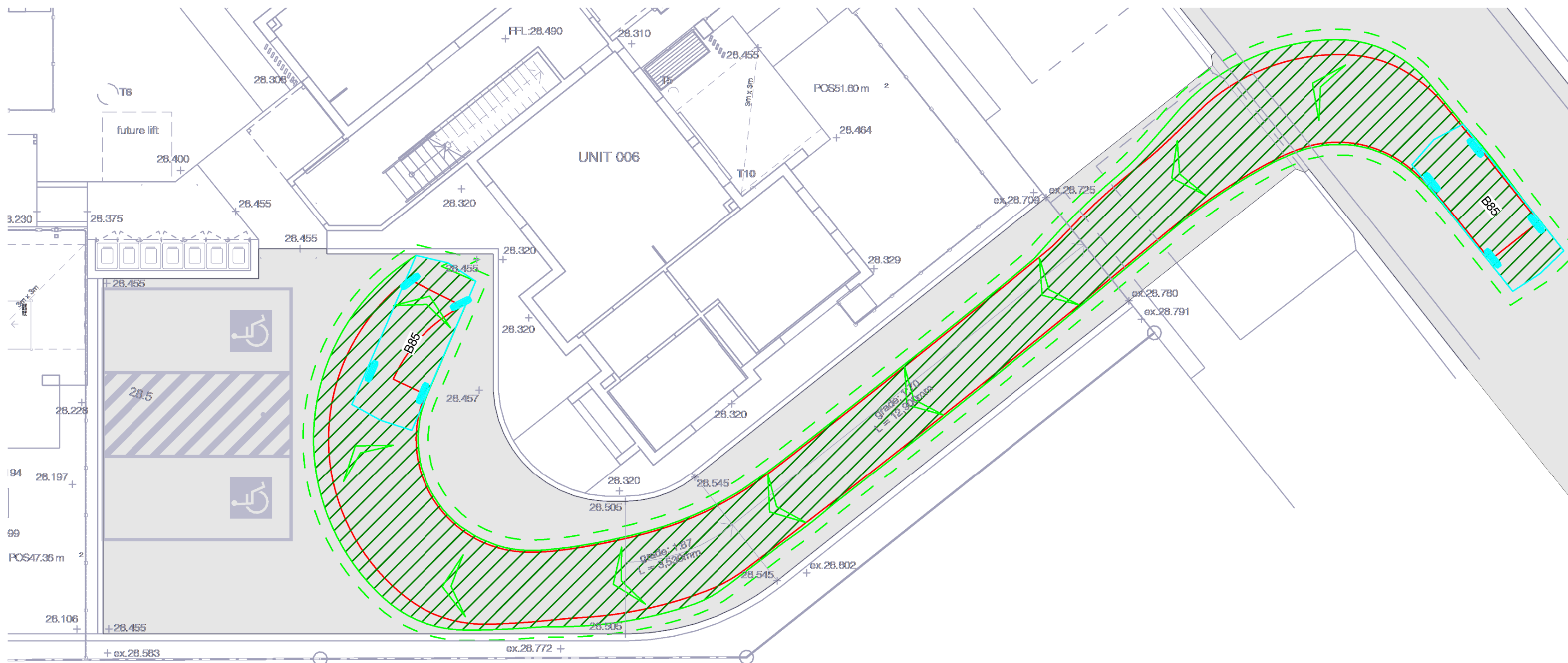


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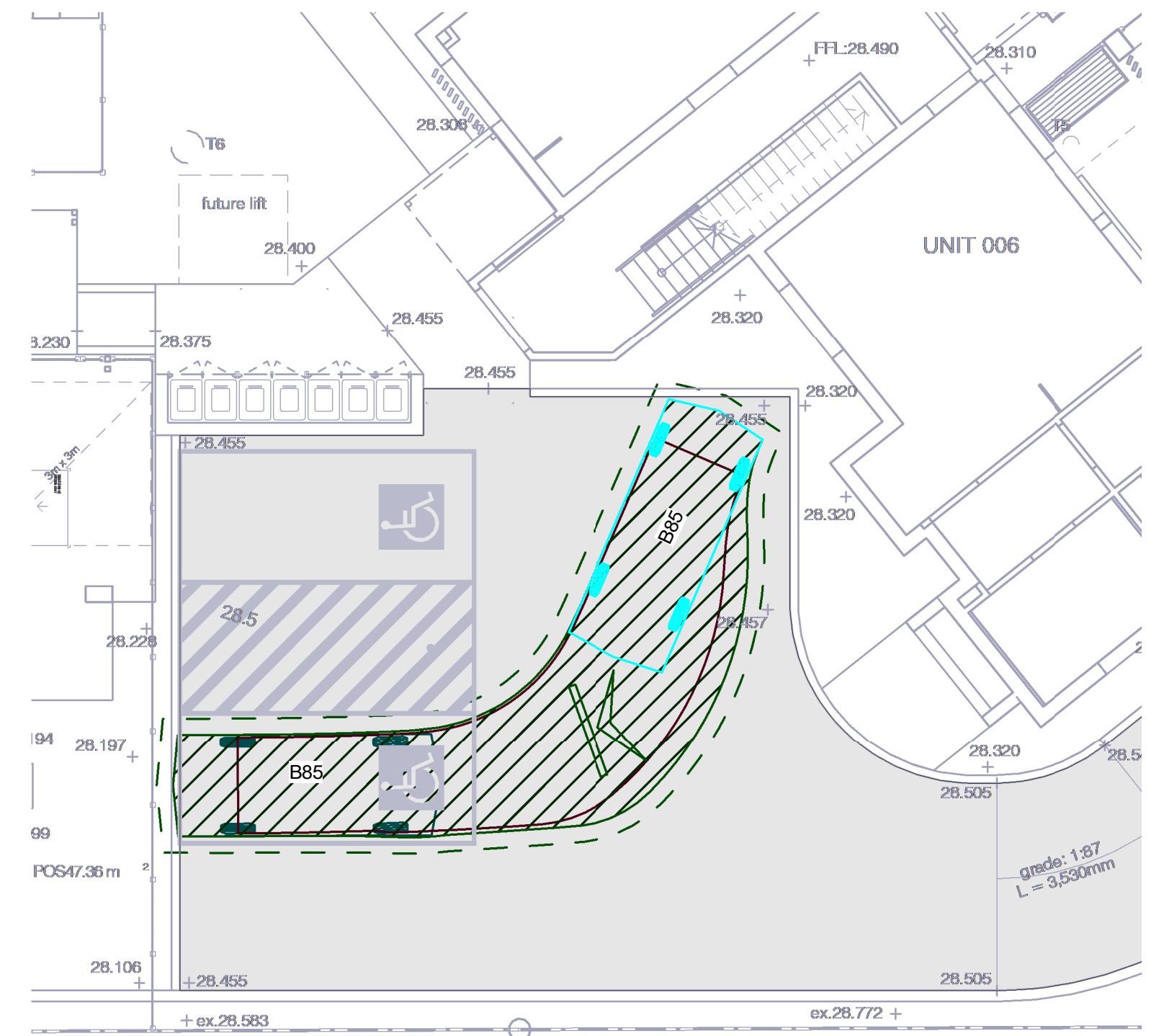
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TURNING PATHS SHEET 2

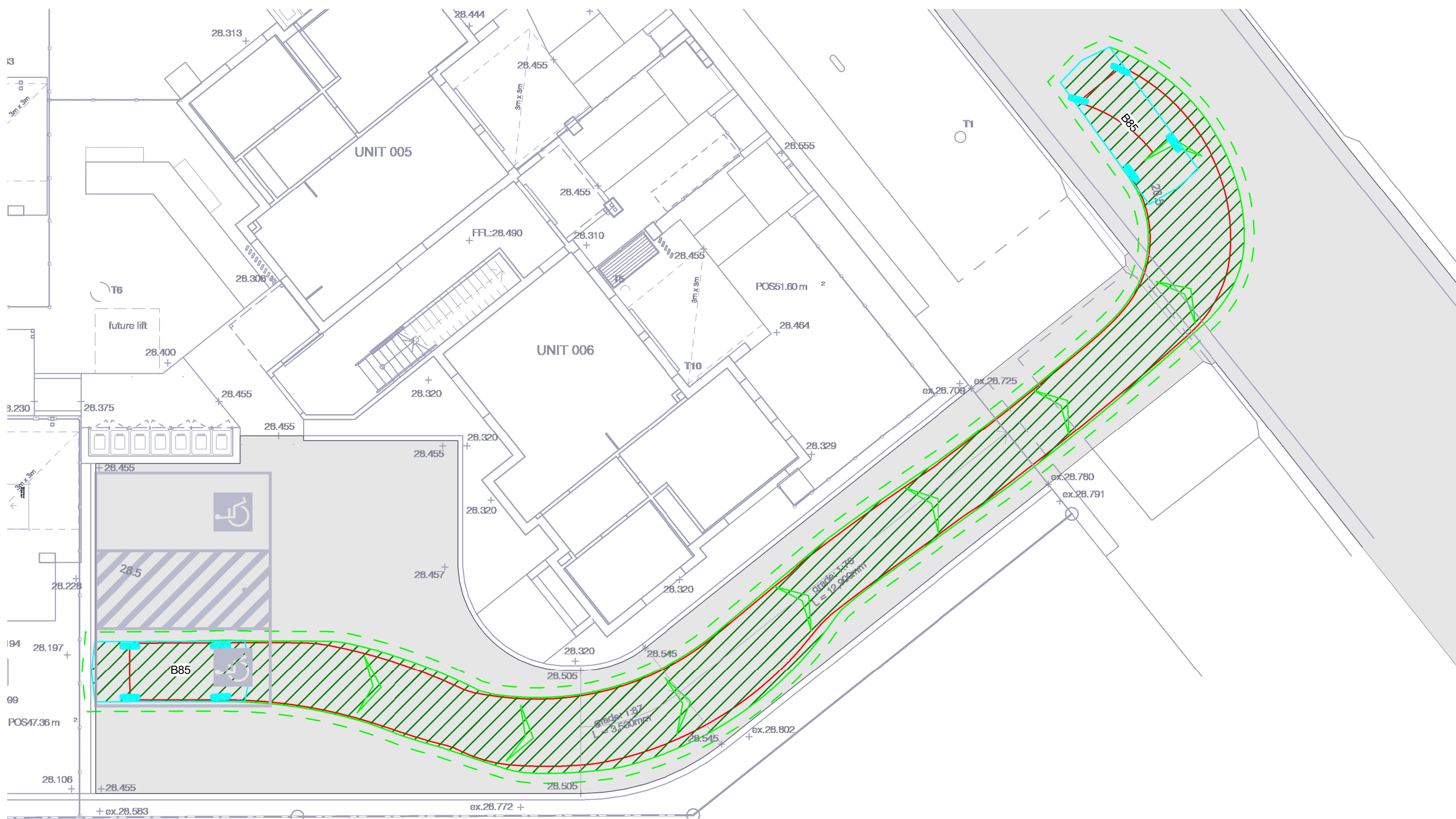




GROUND FLOOR ENTRY 3a
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GROUND FLOOR ENTRY 3b
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GROUND FLOOR EXIT 3
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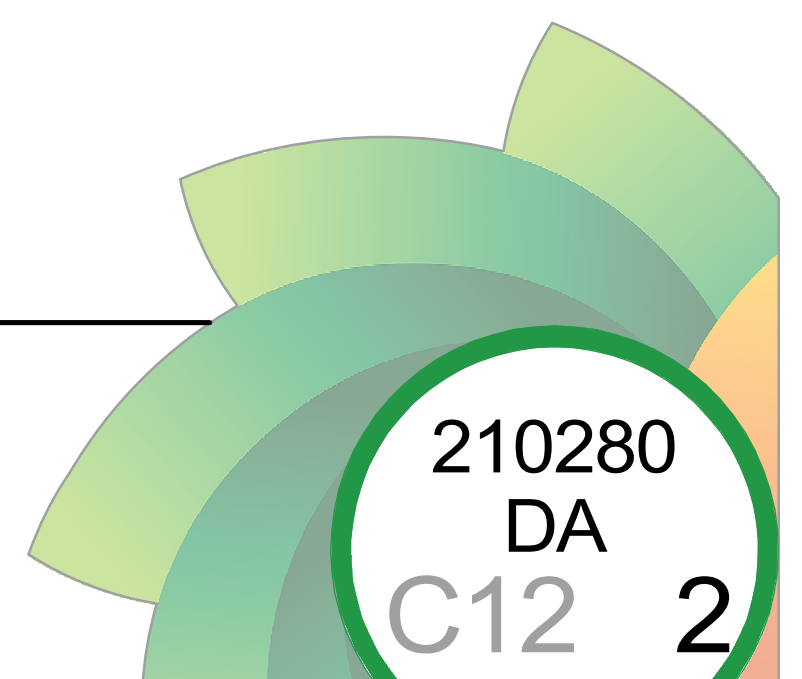
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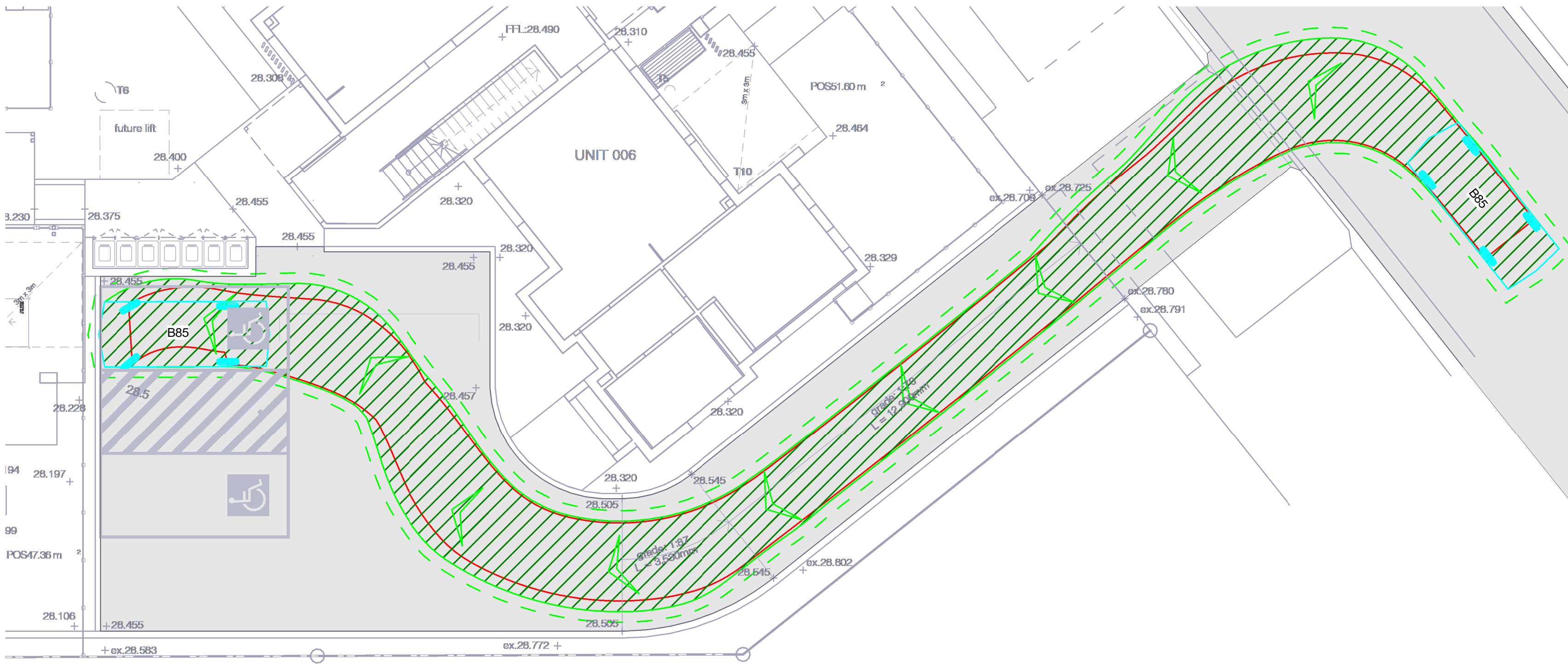
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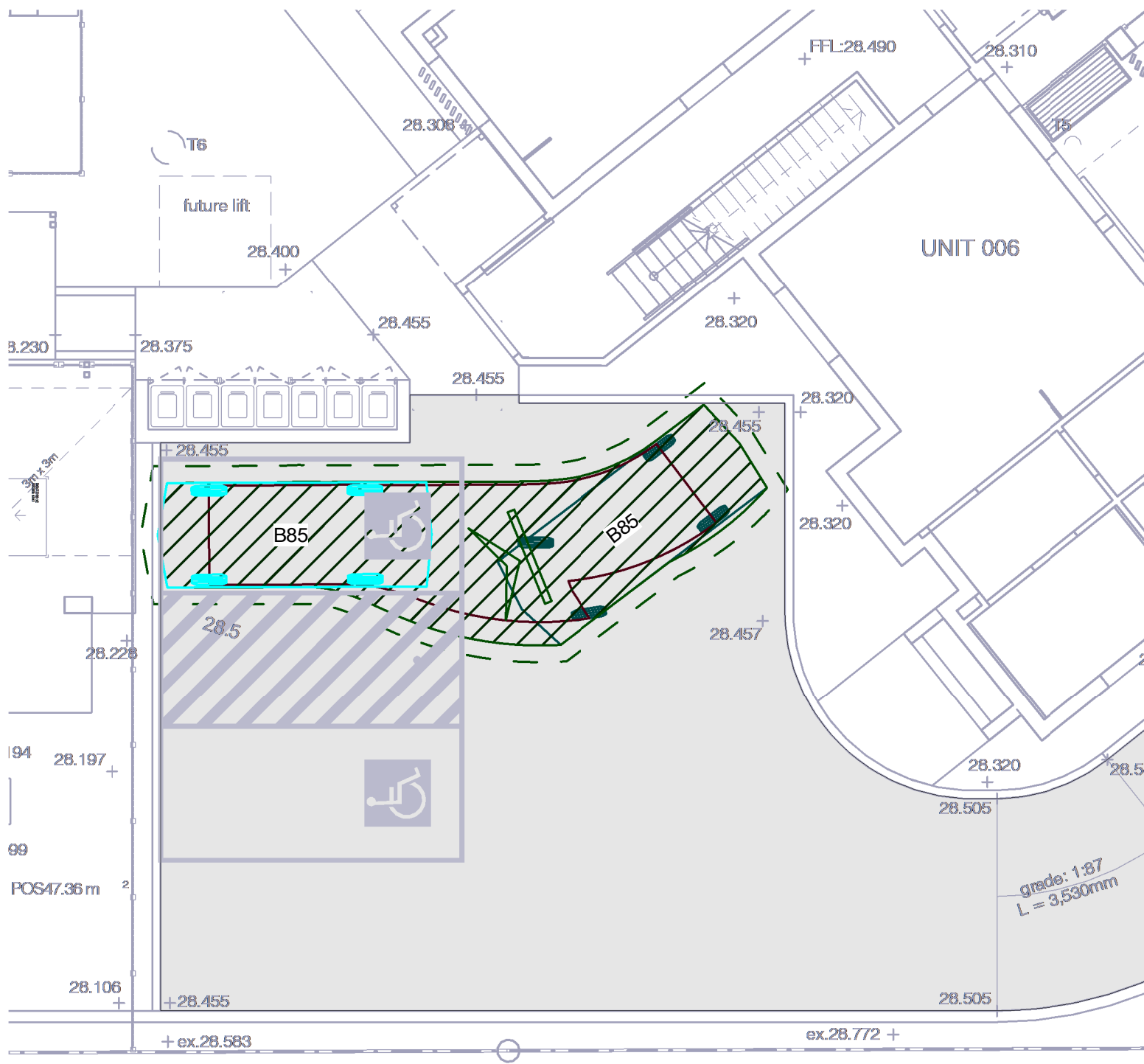
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CIVIL DESIGN
TURNING PATHS SHEET 3

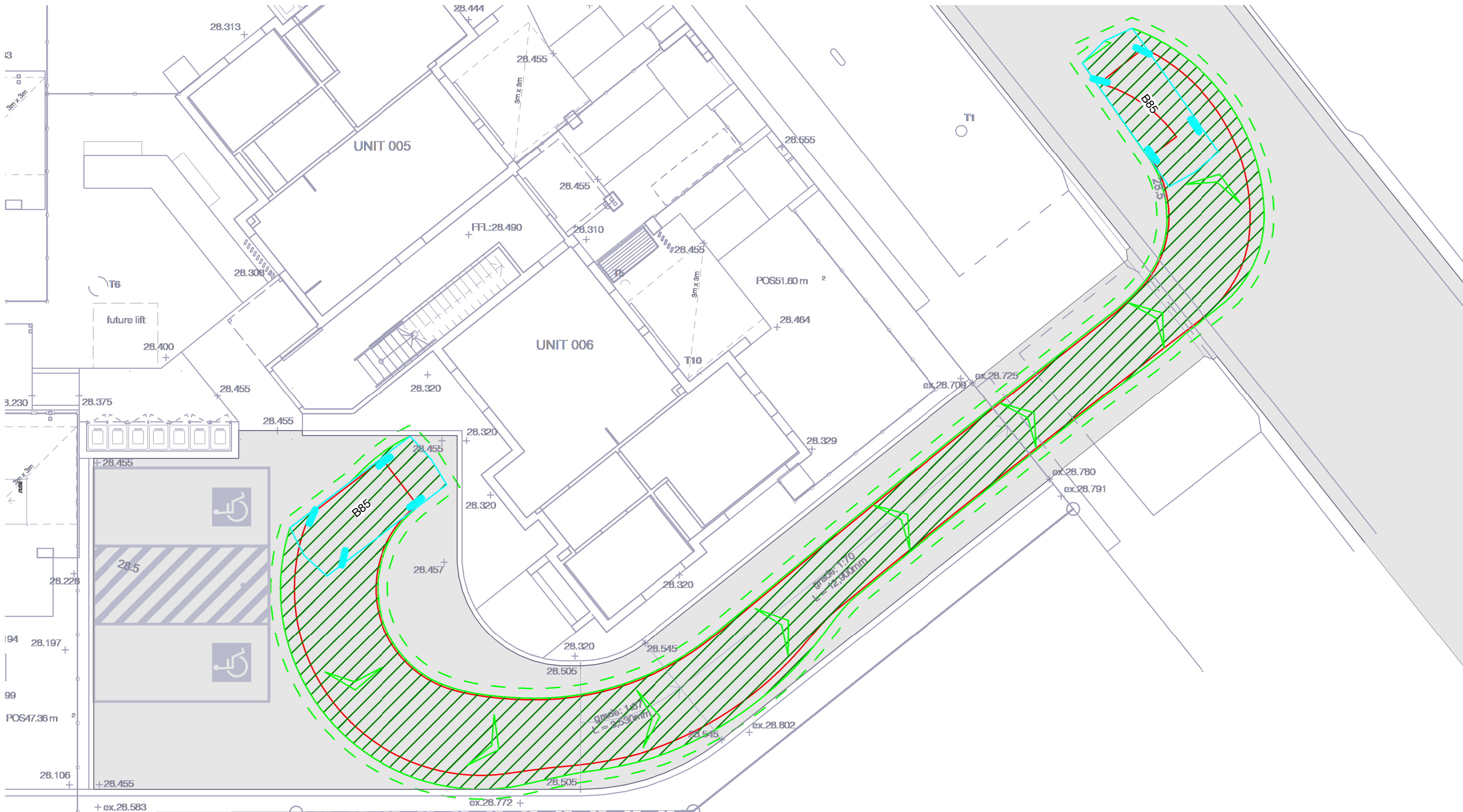




GROUND FLOOR ENTRY 4
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GROUND FLOOR EXIT 4a
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GROUND FLOOR EXIT 4b
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CIVIL DESIGN

TURNING PATHS SHEET 4

