

Traffic Impact Assessment

310-314 Swan Street & 984-988 Corella Street, North
Albury

Proposed Residential Development

24223

Prepared for
Brewster Murray

13 February 2025



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Document Information

Report	Traffic Impact Assessment
Client	Brewster Murray
Proposal	Proposed Residential Development
Architect	Brewster Murray
Project Location	310-314 Swan Street & 984-988 Corella Street, North Albury
Council	Albury City Council
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1 Introduction

1.1 Background

This report has been prepared on behalf of Homes NSW in respect to a Proposed Residential Development under Chapter 2, Part 2, Division 6 of the Housing SEPP at 310-314 Swan Street & 984-988 Corella Street, North Albury (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, 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 vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Guide to Transport Impact Assessment, NSW Government, 2024
- State Environmental Planning Policy (Housing) 2021, NSW Government



2 Proposed Development

The proposal seeks consent for a development outcome that involves:

- 27 units (including 3 adaptable units) in the following composition:
 - 17 x one-bedroom units
 - 10 x two-bedroom units
- 19 car spaces: 17 at-grade spaces in the car park (including 1 accessible space located at the rear) and 2 individual accessible spaces

Three (3) vehicle access points will be provided at Corella Street and Swan Street.

Details of the proposal are indicated in the architectural plans prepared by Brewster Murray which accompany the submission and are reproduced in part in **Attachment 1**.



3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lots 90, 91, 92 and 93 in DP 36535, located at 310-314 Swan Street & 984-988 Corella Street, North Albury. The site has frontages to Swan Street and Corella Street.

Figure 3-1 Site Context



Source: Metromap and Google Map (Modified by Genesis Traffic)

The site is occupied by 4 residential dwellings at present, with vehicle access points located at Swan Street and Corella Street.

The adjoining and surrounding land uses include:

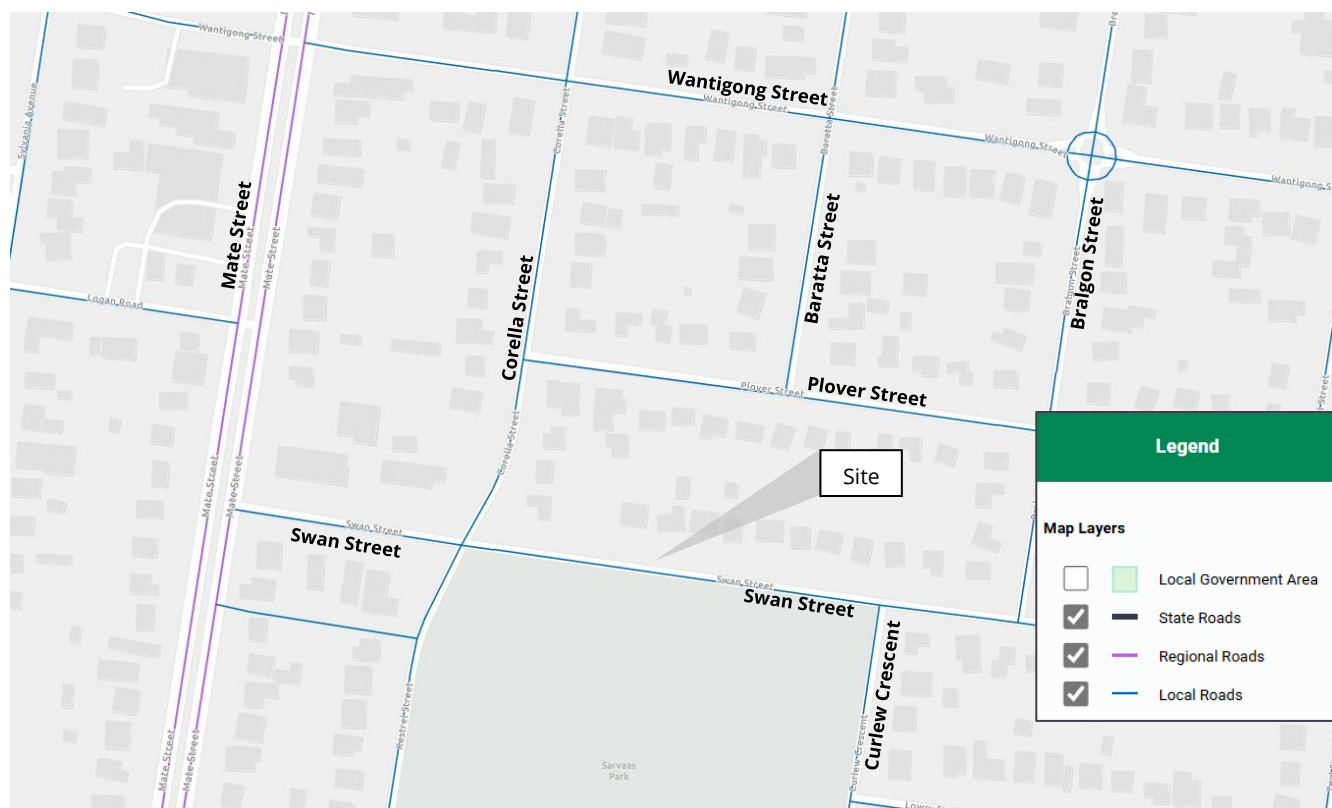
- Residential dwellings along Swan Street and Corella Street
- Sarvaas Park opposite the site
- Sacred Heart Church located to the west



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Mate Street	- Regional Road - Speed limit 60 km/h 2 lanes in each direction - Unrestricted on-street parking along both sides of the street
Swan Street	- Local Road - Speed limit 50 km/h 1 lane in each direction - Unrestricted on-street parking along both sides of the street
Corella Street	- Local Road - Speed limit 50 km/h



	· 1 lane in each direction · Unrestricted on-street parking along both sides of the street
Plover Street	· Local Road · Speed limit 50 km/h · 1 lane in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

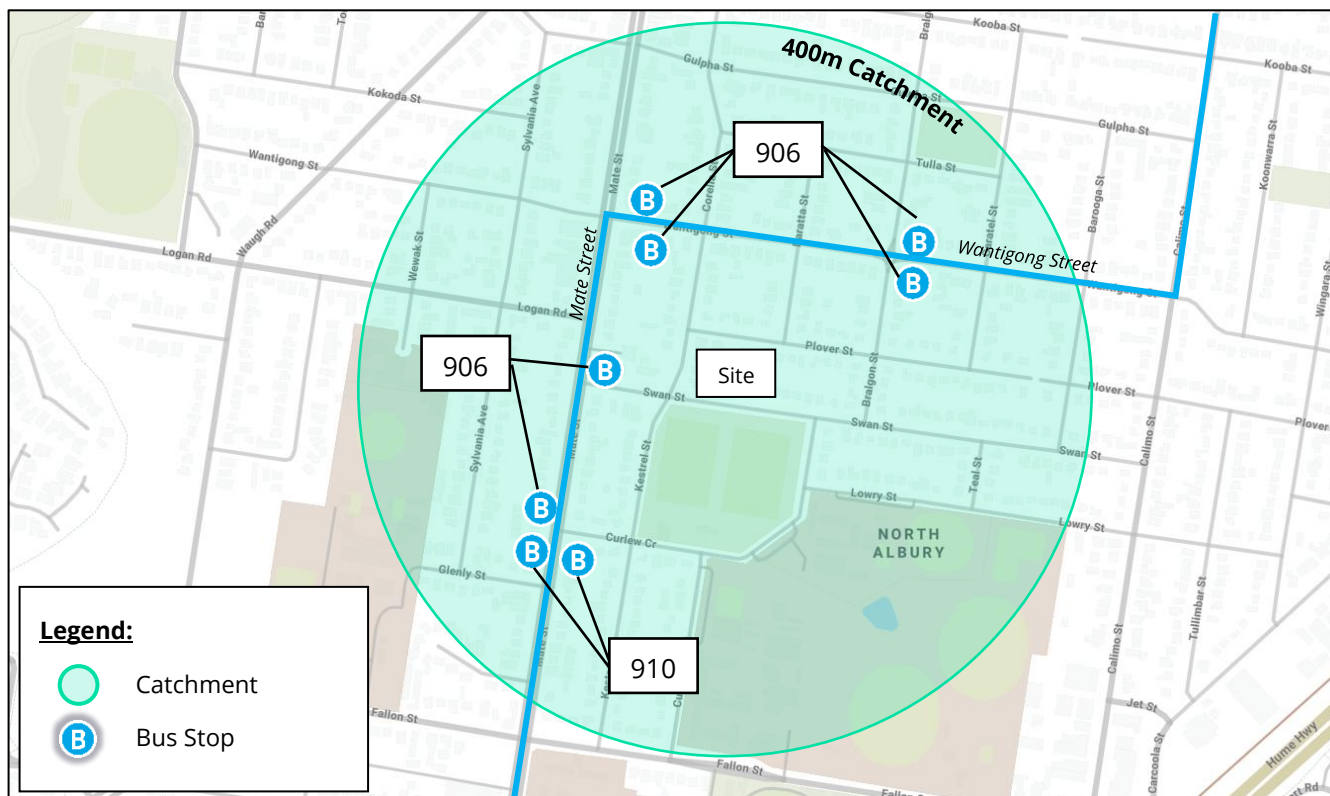
Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Roundabout	· Intersection of Wantigong Street and Bralgon Street
Give-way / Stop Control	· Intersections of: ○ Swan Street and Corella Street ○ Mate Street and Wantigong Street ○ Wantigong Street and Corella Street ○ Wantigong Street and Baratta Street ○ Plover Street and Bralgon Street
No Right Turn	· Intersection of Mate Street and Swan Street
School Zone	· Along parts of Curlew Crescent

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Bus

Local bus services are within walking distance (200m to the nearest bus stop on Mate Street) of the site, as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
906	Lavington to Albury via North Albury	1 trip every hour
910	Albury to Aware Programs Wodonga via Lavington	5 trips per day

Train/Metro

No train station is available within the vicinity of the site. Nevertheless, Route 906 provides bus services to the surrounding nearest train services, Albury Train Station. This train station provides 2 train services: Southern NSW line and Melbourne – Albury via Seymour line.



4 Parking Assessment

4.1 Car Parking Requirement

Reference is made to the following development standards from SEPP 2021:

- Section 42(1) in Chapter 2, Part 2, Division 6

(f) for development on land that is not in an accessible area—the development will result in the following number of parking spaces—

(i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,

(ii) for each dwelling containing 2 bedrooms—at least 1 parking space,

(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces

Application of the proposal using the above criteria would indicate the following requirements in Table 3-1.

Table 4-1 Required Car Parking Spaces

Reference	Element	Unit	Requirement	Provision
Section 42	1-Bed	17 units	9	19
	2-Bed	10 units	10	
	3-Bed	-	-	

It is proposed to provide 19 parking spaces (including 3 accessible spaces) for residents to comply with the above criteria.

4.2 Loading and Servicing Requirement & Arrangement

The development waste will be collected on-street along the Swan Street frontage by Council's waste team. Other infrequent loading and servicing needs will also be satisfied by the ample on-street parking, as is normal for developments of this nature and scale.



5 Access and Circulation Design

5.1 Access

Three (3) access driveways will be provided via Swan Street and Corella Street for car park access: 1 serving the at-grade carpark and 2 for accessible units, as shown in Figure 5-1.

Figure 5-1 Site Plan



Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the carpark has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.



Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	6m clear from intersection	Yes	
Access Width	(Category 1) 3m – 5.5m	3.0m-5.5m	Yes	
Passing Provision	1 per 30m	Carpark: Provided	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down	1:21	Yes	
Straight Ramp / Driveway				
Ramp Grade	Max 25% (1:4)	1:21	Yes	
Transitions	Min 2.0m	>2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	1:21	Yes	
Vertical Obstruction Clearance	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m	Open	Yes	
Parking Modules				
Car Space Dimension	User Class 1A 5.4m long x 2.4m wide	5.4m long x 2.4m wide	Yes	
Aisle Width	5.8m	6.1m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	1.0m	Yes	
Headroom Clearance	Min 2.2m	Open	Yes	
Gradient	Max 5% (1:20)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890.1 design criteria.

5.3 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality reveal to be generally free-flowing on Swan Street and Corella Street during peak periods. It has no apparent capacity constraint on both streets.

6.2 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average weekday peak hour traffic generation rates for low-density residential dwellings in regional areas, as follows:

Regional Area (Weekday)

- 0.83 vehicle trips per hour (vtpH) per unit during the morning peak hour
- 0.84 vehicle trips per hour (vtpH) per unit during the evening peak hour

Applying this rate to the existing 4 residential dwellings would result in a traffic generation outcome of 3 vtpH during peak periods.

6.3 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) specifies average peak hour traffic generation rates for medium-density residential development in regional areas, as follows:

Regional Area

- 0.41 vehicle trips per hour (vtpH) per unit during the morning peak hour
- 0.60 vehicle trips per hour (vtpH) per unit during the evening peak hour

Based on the above, the proposed 27 residential units would generate 11 vtpH and 16 vtpH during AM and PM peak periods respectively.

6.4 Overall Traffic Generation and Distribution

Having regard to the above, the additional traffic generation outcome is calculated as follows:

$$\begin{aligned}\text{Additional Traffic Generation} &= \text{Development Traffic Generation} - \text{Existing Traffic Generation} \\ &= 16 \text{ vtpH} - 3 \text{ vtpH} \\ &= 13 \text{ vtpH}\end{aligned}$$

Based on the above, the proposal will likely result in the addition of 13 vehicle movements per hour during the peak periods, which equates to an average traffic load of 1 movement every 4 to 5 minutes. Traffic generation of this order of magnitude is considered minor in this context of the existing road network.



Based on this evaluation, the assessment deems the proposal acceptable in terms of traffic generation and will not cause undue strain on the existing local road network.





7 Conclusion

The traffic and parking assessment undertaken for the Proposed Residential Development at 310-314 Swan Street & 984-988 Corella Street, North Albury has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the SEPP Housing criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be consistent with the name of the development and are appropriate to the relevant AS design criteria





Attachment 1

Architectural Plans





GROUND FLOOR PLAN

SCALE 1:100



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NOMINATED ARCHITECT:
MICHAEL BULLEN

SIGNATURE:

F 07-02-25 ISSUE FOR PART 5
E 13-12-24 AM2 PACKAGE
D 25-10-24 90% Part 5 PACKAGE
C 16-09-24 ISSUE FOR REVIEW
B 25-07-24 ISSUE FOR REVIEW
REV DATE NOTATION/AMENDMENT
DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE.
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ARCHITECT
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HOMES NSW



PROJECT
310-314 SWAN STREET & 984-988 CORELLA STREET, NORTH ALBURY, NSW

Lots 90, 91, 92, 93 in DP 36535

TITLE
GROUND FLOOR PLAN

FILE

STATUS
PART 5

DATE
07-02-25

SCALE
1:100

SHEET
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TYPE
SHEET

PROJECT NO
BH2CY

DESIGNER
AG

CHECKED

REV

DA05

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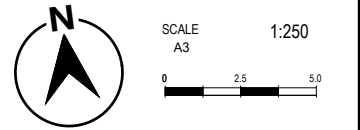
Attachment 2

Turning Path Assessment



PROJECT
SWAN STREET & CORELLA STREET, NORTH ALBURY

TITLE
SWEPT PATH ASSESSMENT
COMPLIANCE CHECK



DESIGNED BY
R.MIURA / E.LI

REVIEWED BY
B.LO

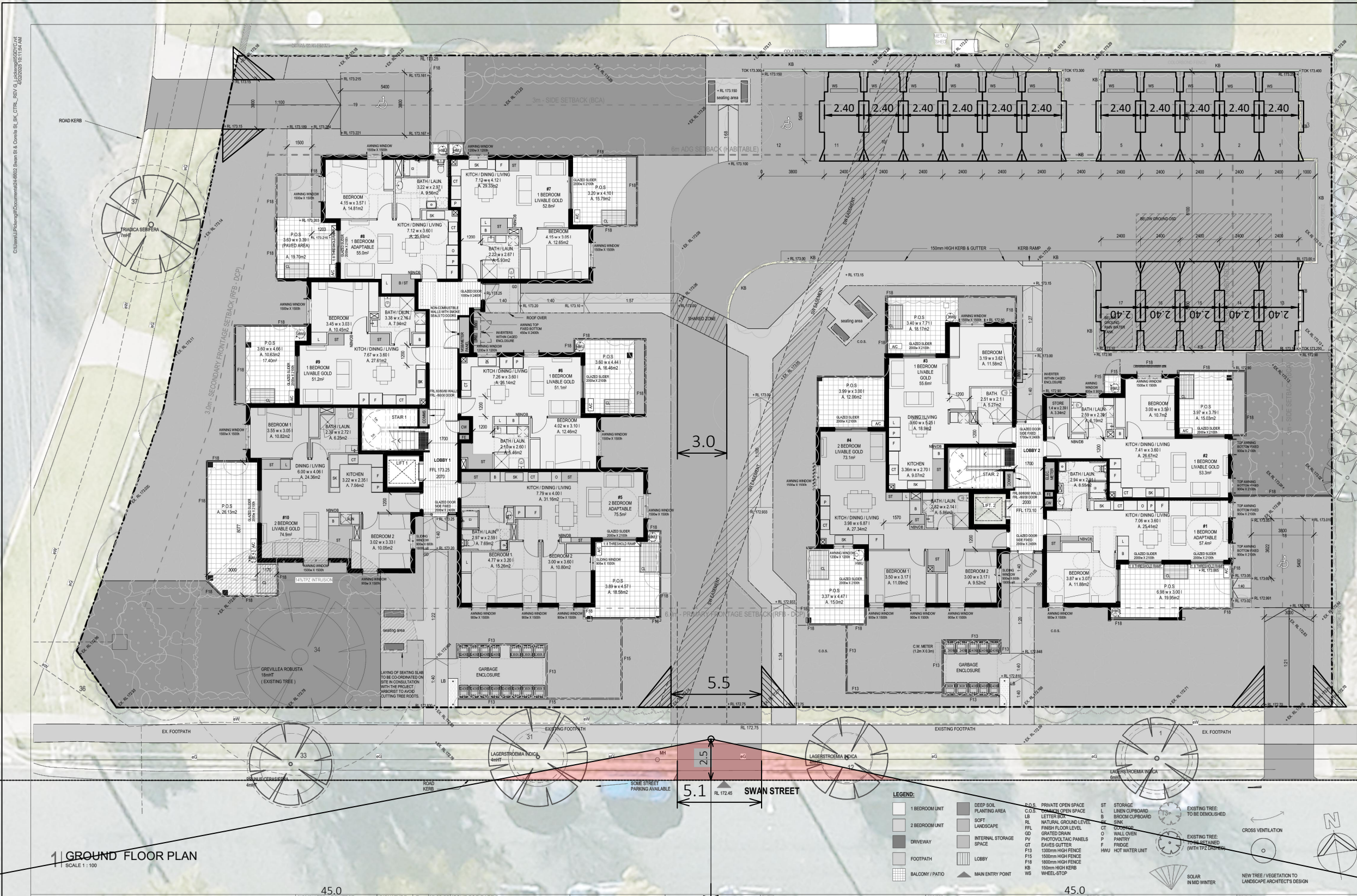
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ISSUE DATE 5 February 2025

SHEET NO. 01 OF 06

DRAWING REF NO. 24223-V1.3-SP

- LEGENDS/NOTES
- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
 - MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
 - MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
 - HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004



1 GROUND FLOOR PLAN
SCALE 1:100



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MICHAEL BULLEN		13-12-24	AM2 PACKAGE	25-10-24 90% Part 5 PACKAGE
		16-09-24	ISSUE FOR REVIEW	
		25-07-24	ISSUE FOR REVIEW	
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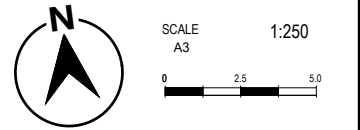
310-314 SWAN STREET & 984-988 CORELLA STREET, NORTH ALBURY, NSW
Lots 90, 91, 92, 93 in DP 36535

GROUND FLOOR PLAN
FILE PLOTTED

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STAGE	SHEET NO	VERSION	CHECKED
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TYPE	SHEET	REV	
	DA05	F	

PROJECT
SWAN STREET & CORELLA STREET, NORTH ALBURY

TITLE
SWEPT PATH ASSESSMENT
B85 ENTERS THE SITE



DESIGNED BY
R.MIURA / E.LI

REVIEWED BY
B.LO

DRAWING REFERENCE (SOURCE):
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ISSUE DATE 5 February 2025

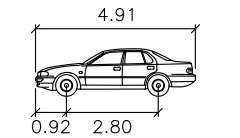
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- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



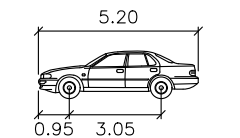
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Steering Angle : 34.1



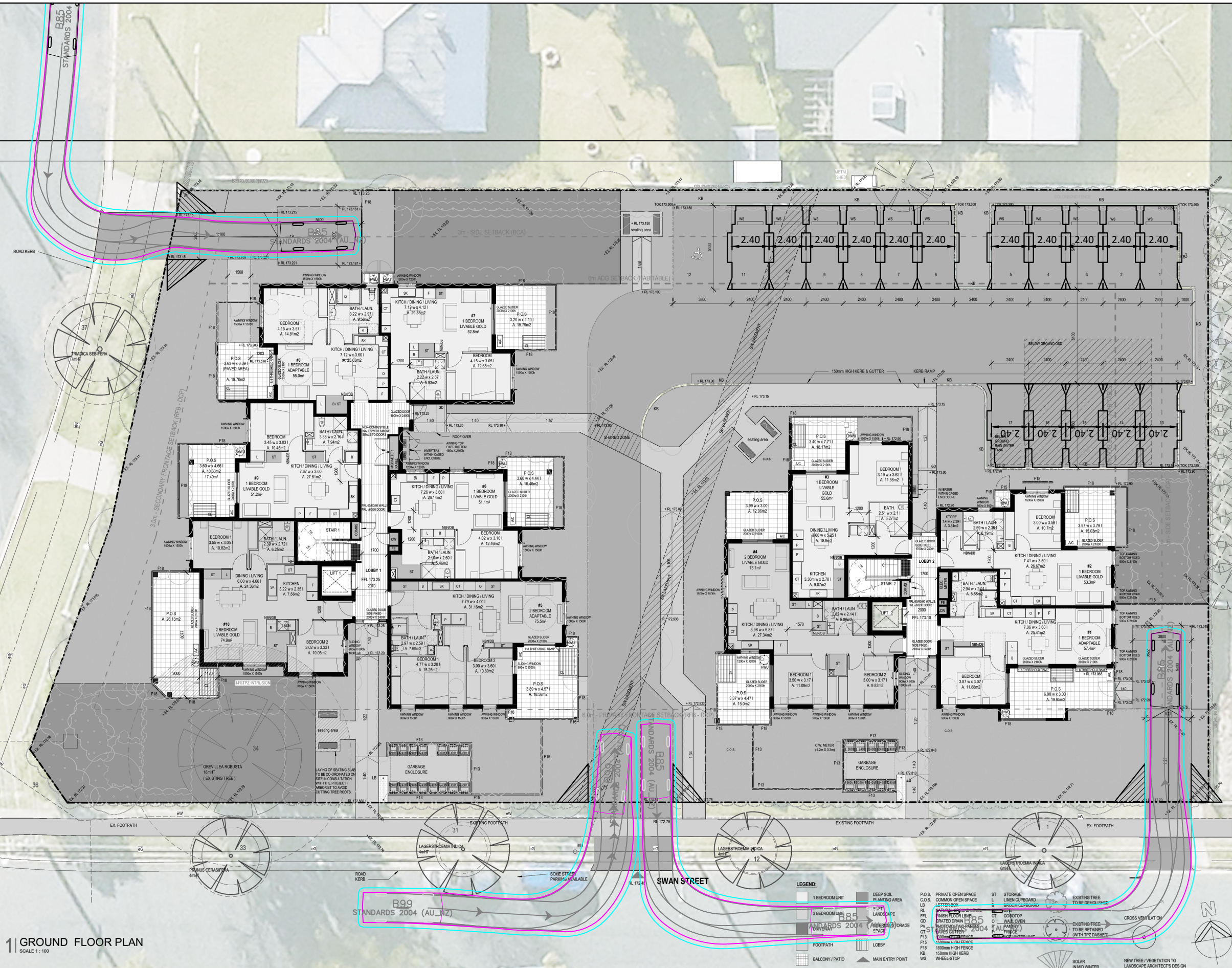
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Steering Angle : 33.9



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SCALE 1 : 100



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MICHAEL BULLEN

SIGNATURE:
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E 13-12-24 AM2 PACKAGE
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PROJECT
310-314 SWAN STREET & 984-988 CORELLA STREET, NORTH ALBURY, NSW

Lots 90, 91, 92, 93 in DP 36535

TITLE
GROUND FLOOR PLAN

STATUS
PART 5

DATE
07-02-25

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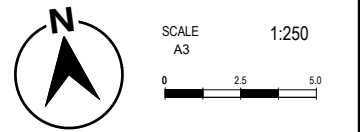
PROJECT BY
BH2CY

CHECKED BY
AG

DA05

PROJECT
SWAN STREET & CORELLA STREET, NORTH ALBURY

TITLE
SWEPT PATH ASSESSMENT
B85 EXITS THE SITE



DESIGNED BY
R.MIURA / E.LI

REVIEWED BY
B.LO

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ISSUE DATE 5 February 2025

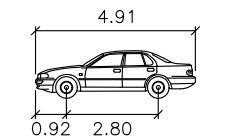
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- 300mm CLEARANCE FROM VEHICLE BODY



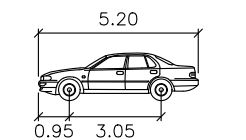
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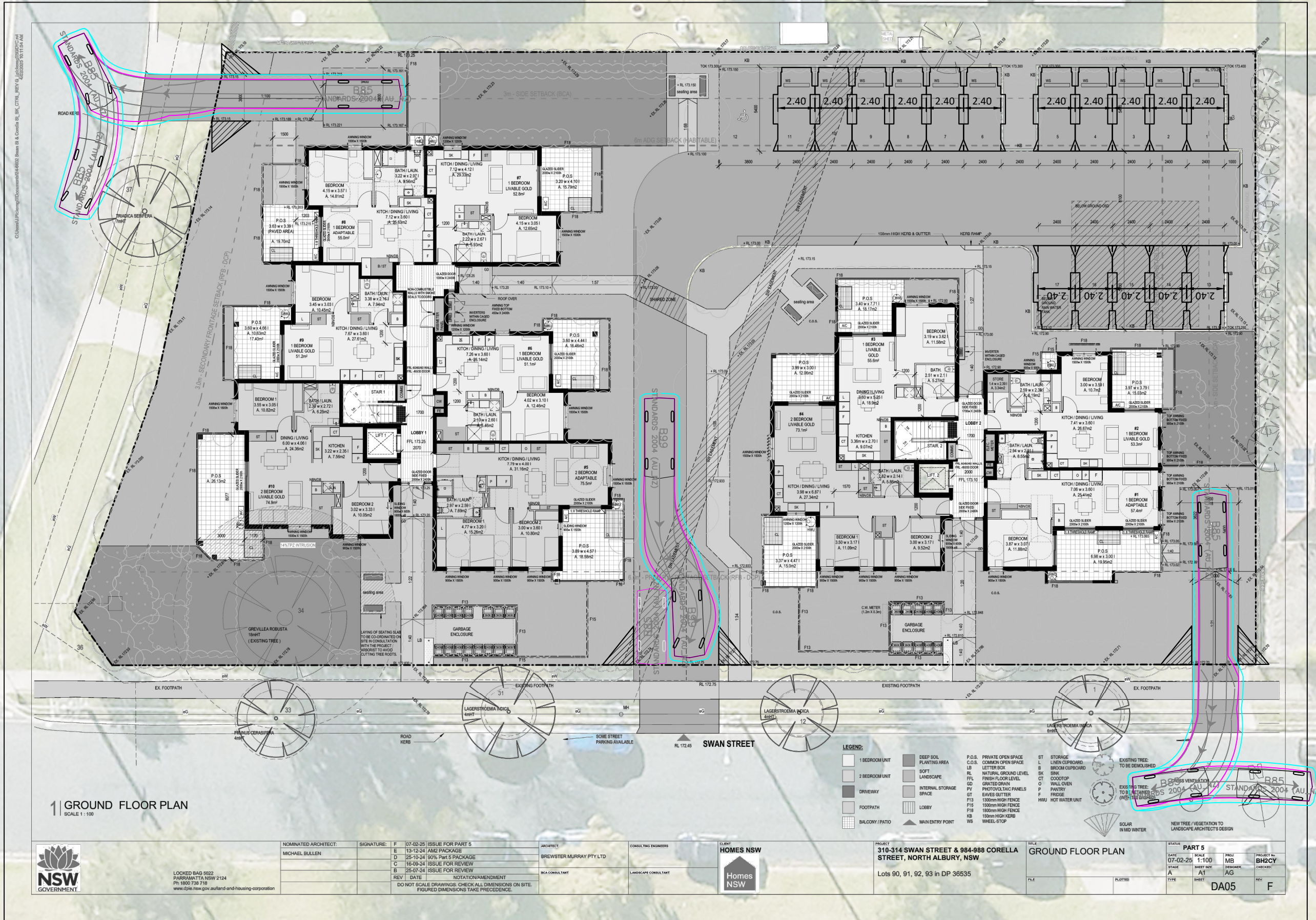
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Steering Angle : 33.9



1 | GROUND FLOOR PLAN
SCALE 1:100



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MICHAEL BULLEN

SIGNATURE: F

DATE: 07-02-25

ISSUE FOR PART 5

13-12-24 AMZ PACKAGE

25-10-24 100% Part 5 PACKAGE

14-09-24 ISSUE FOR REVIEW

25-07-24 ISSUE FOR REVIEW

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CLIENT
HOMES NSW

PROJECT
310-314 SWAN STREET & 984-988 CORELLA STREET, NORTH ALBURY, NSW

Lots 90, 91, 92, 93 in DP 36535

TITLE
GROUND FLOOR PLAN

STATUS
PART 5

DATE: 07-02-25

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PROJ: MB

DESIGNER: AG

CHECKED: DA05

REV: F

FILE

PLOTTED

TYPE

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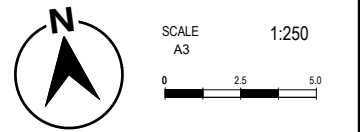
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PROJECT
SWAN STREET & CORELLA STREET, NORTH ALBURY

TITLE
SWEPT PATH ASSESSMENT
B99 EXITS THE CARPARK



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B.LO

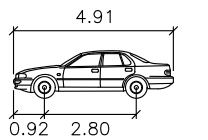
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ISSUE DATE 5 February 2025
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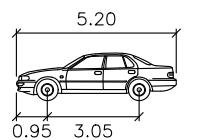
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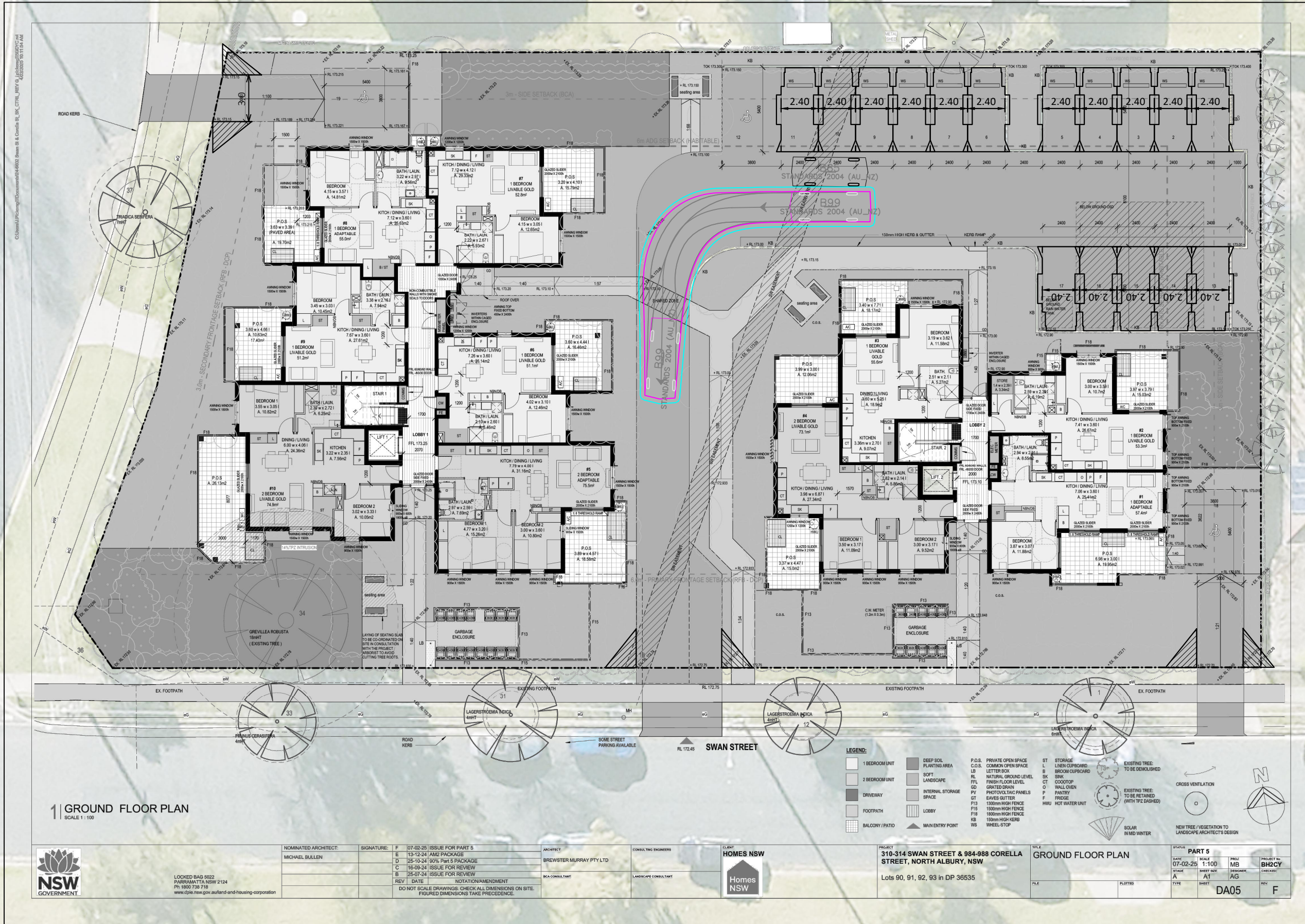
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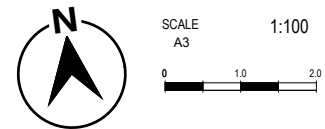
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Steering Angle : 33.9 degrees



PROJECT
SWAN STREET & CORELLA STREET, NORTH ALBURY

TITLE
SWEPT PATH ASSESSMENT
B85 ENTER AND EXIT THE CAR SPACE



DESIGNED BY
R.MIURA / E.LI

REVIEWED BY
B.LO

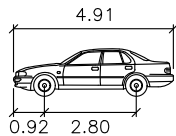
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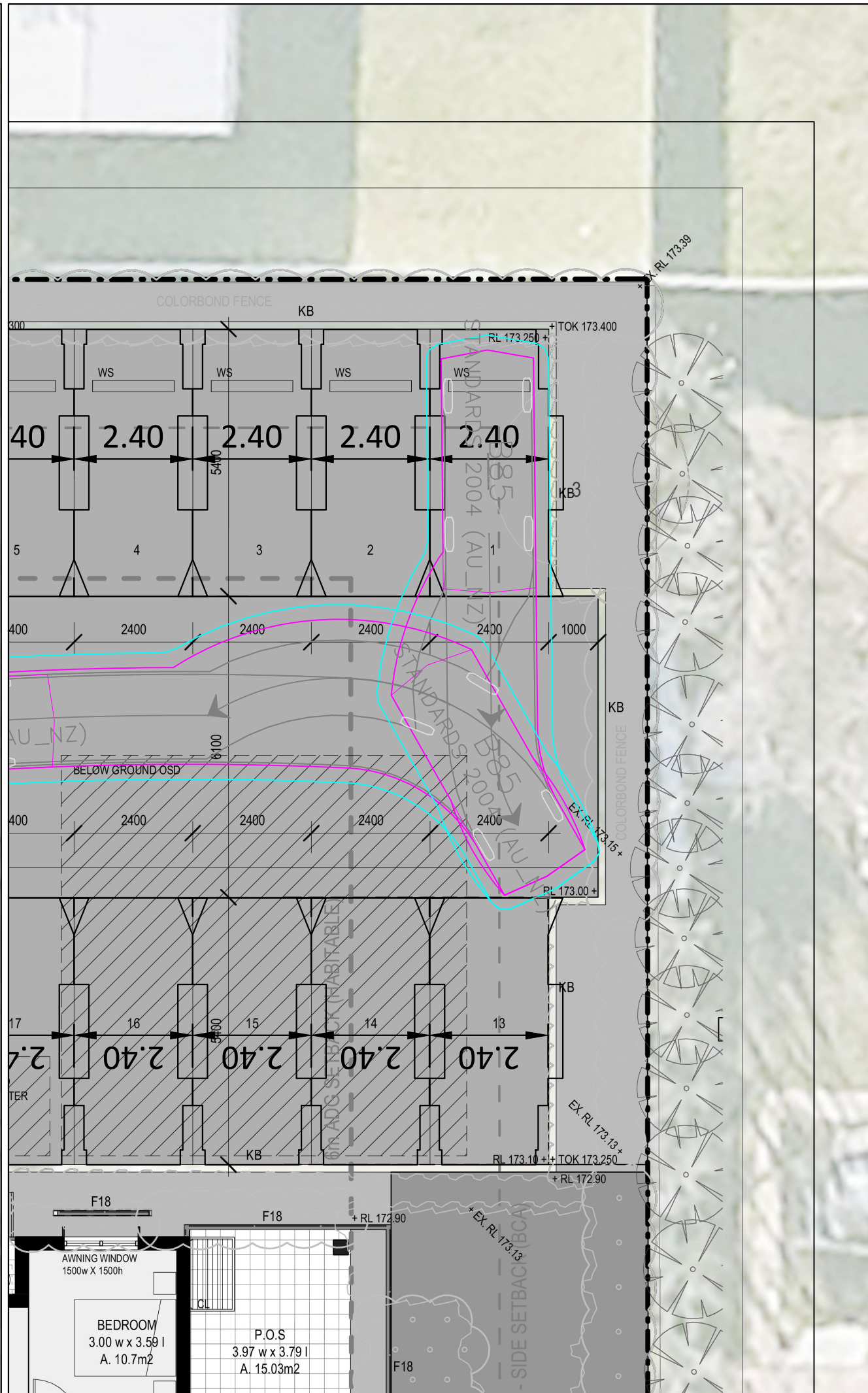
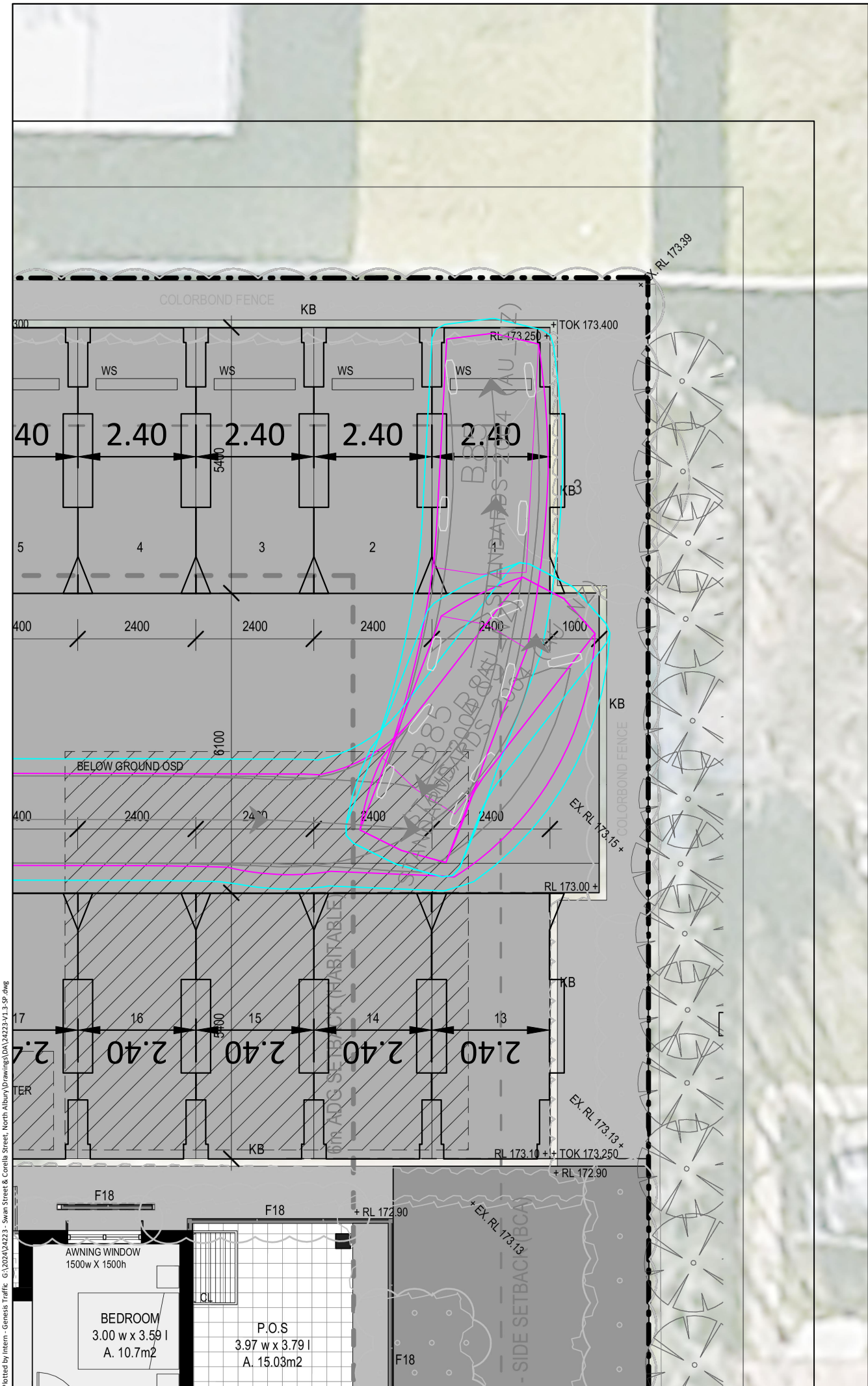
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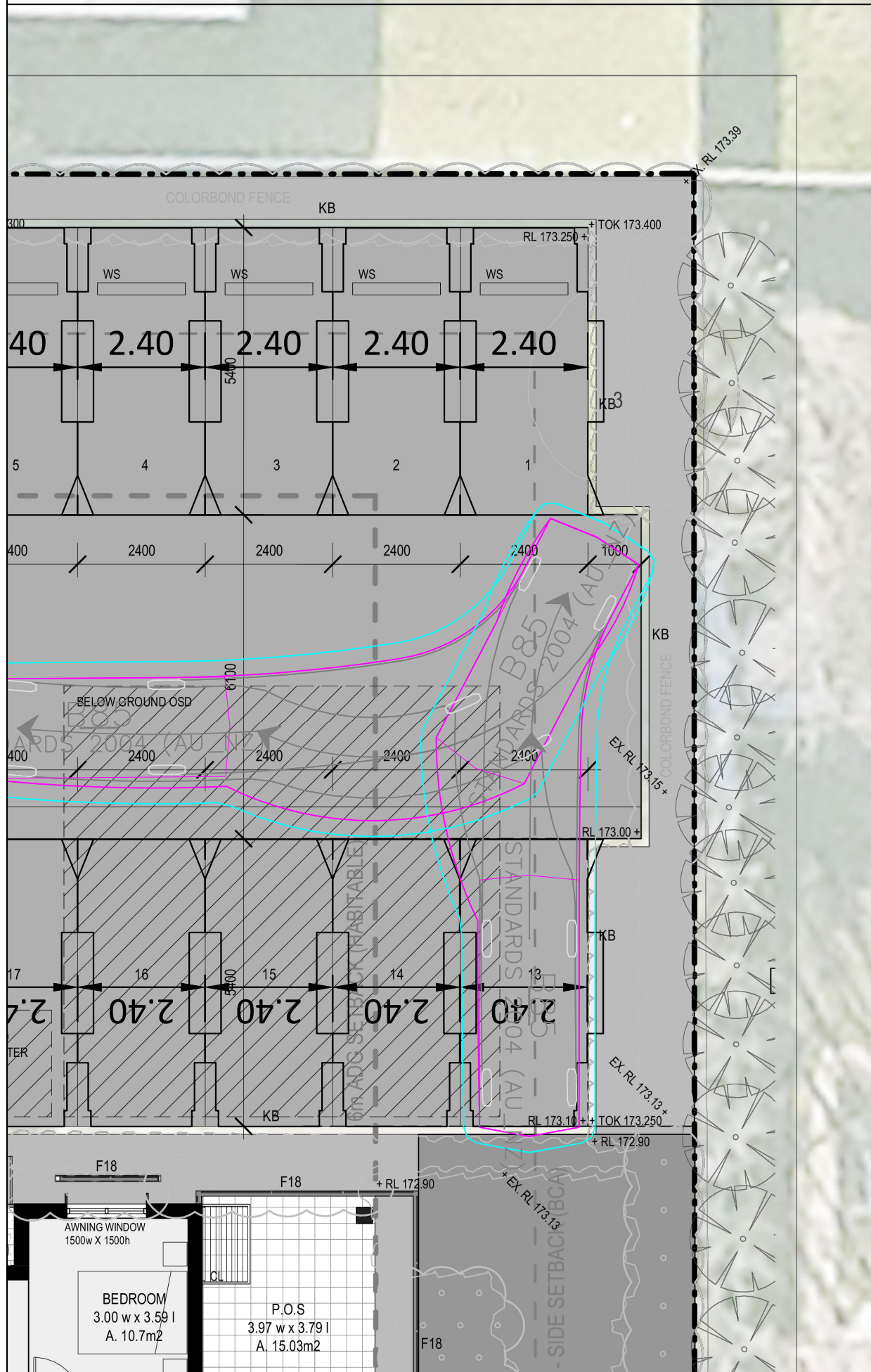
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B85

Width	1.87 meters
Track	1.77
Lock to Lock Time	6.0
Steering Angle	34.1







Better Developments with
Genesis Traffic