Proposed Seniors Living Residential Development

1-3 Rodd St,
Eden

TRAFFIC AND PARKING ASSESSMENT REPORT

6 March 2025

Ref 24063

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089, Ph: 9904 3224

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1. INTRODUCTION

This report has been prepared on behalf of *Homes NSW* to accompany a *Part 5 assessment (under the EPA Act 1979)* for a seniors' living residential development to be located at 1-3 Rodd St, Eden (Figures 1 and 2).

The proposed development involves the demolition of the existing residential dwellings on the site to facilitate the construction of 10 *seniors living* apartments in a new two-storey residential building in accordance with the *SEPP (Housing) 2021* requirements.

Off-street parking is to be provided in a new at-grade car parking area located at the rear of the site, in accordance with the *SEPP (Housing) 2021* requirements. Vehicular access to the car parking area is to be provided via a new entry/exit driveway located towards the eastern end of the Rodd Street site frontage.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.

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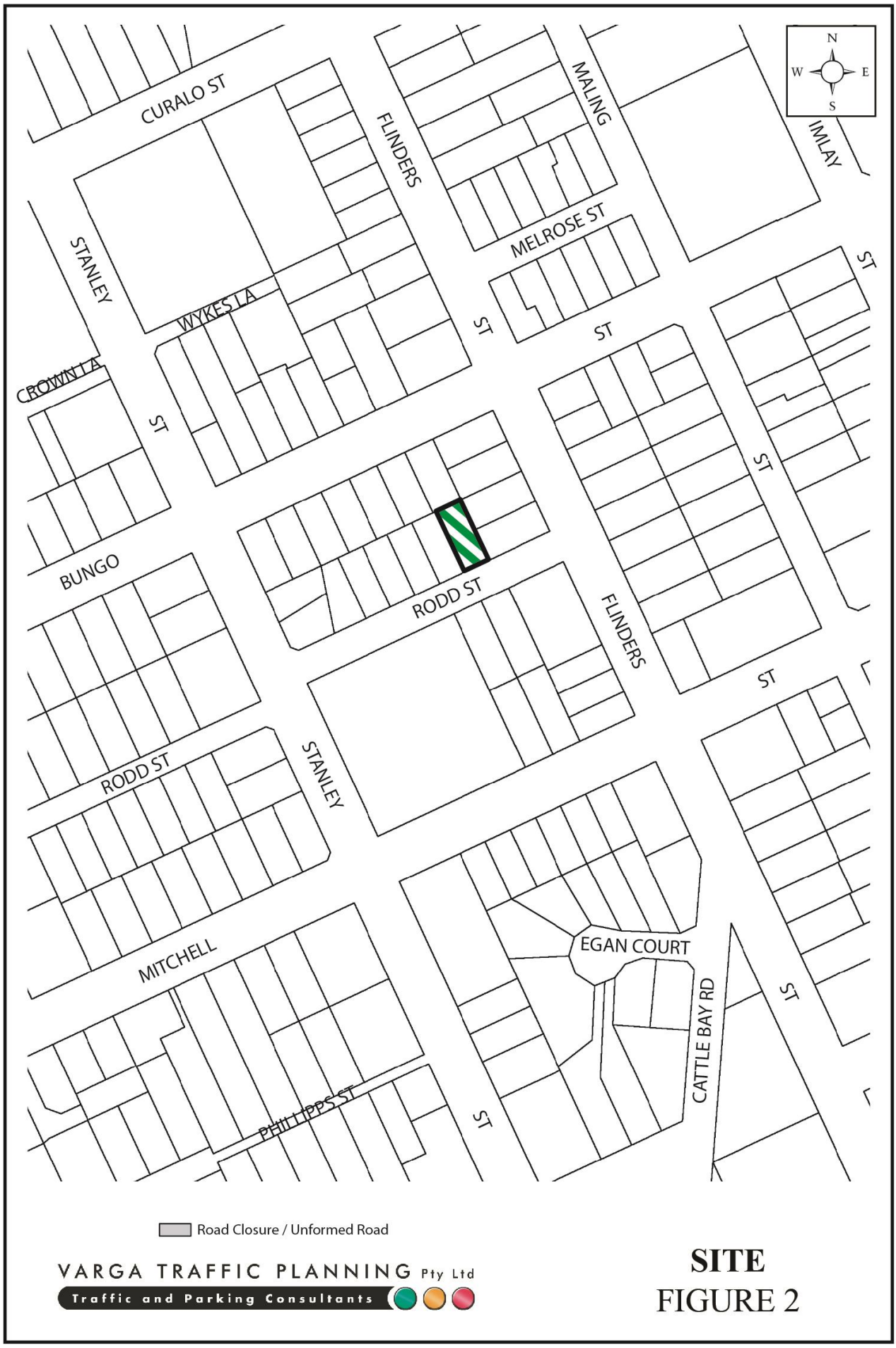
LOCATION
FIGURE 1


N
W
E
S
CURALO ST
FLINDERS
MALING
IMLAY
STANLEY
WYKES LA
MELROSE ST
CROWN LA
ST
BUNGO
RODD ST
FLINDERS
STANLEY
RODD ST
MITCHELL
EGAN COURT
CATTLE BAY RD
PHILLIPPS ST
Road Closure / Unformed Road
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SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Site

The subject site is located on the southern side of Rodd Street, some 70m west of the Rodd Street and Flinders Street intersection. The site has a street frontage 33m in length to Rodd Street, and occupies an area of approximately 1,320m^2.

The subject site is currently occupied by two residential dwellings, each with off-street parking provision and vehicular access driveway off Rodd Street.

A recent aerial image of the site and its surroundings is reproduced below.

Source: Metro Map

Proposed Development

The proposed development involves the demolition of the existing residential dwellings on the site to facilitate the construction of 10 *seniors living* apartments in a new two-storey residential building to be operated by *Homes NSW*.

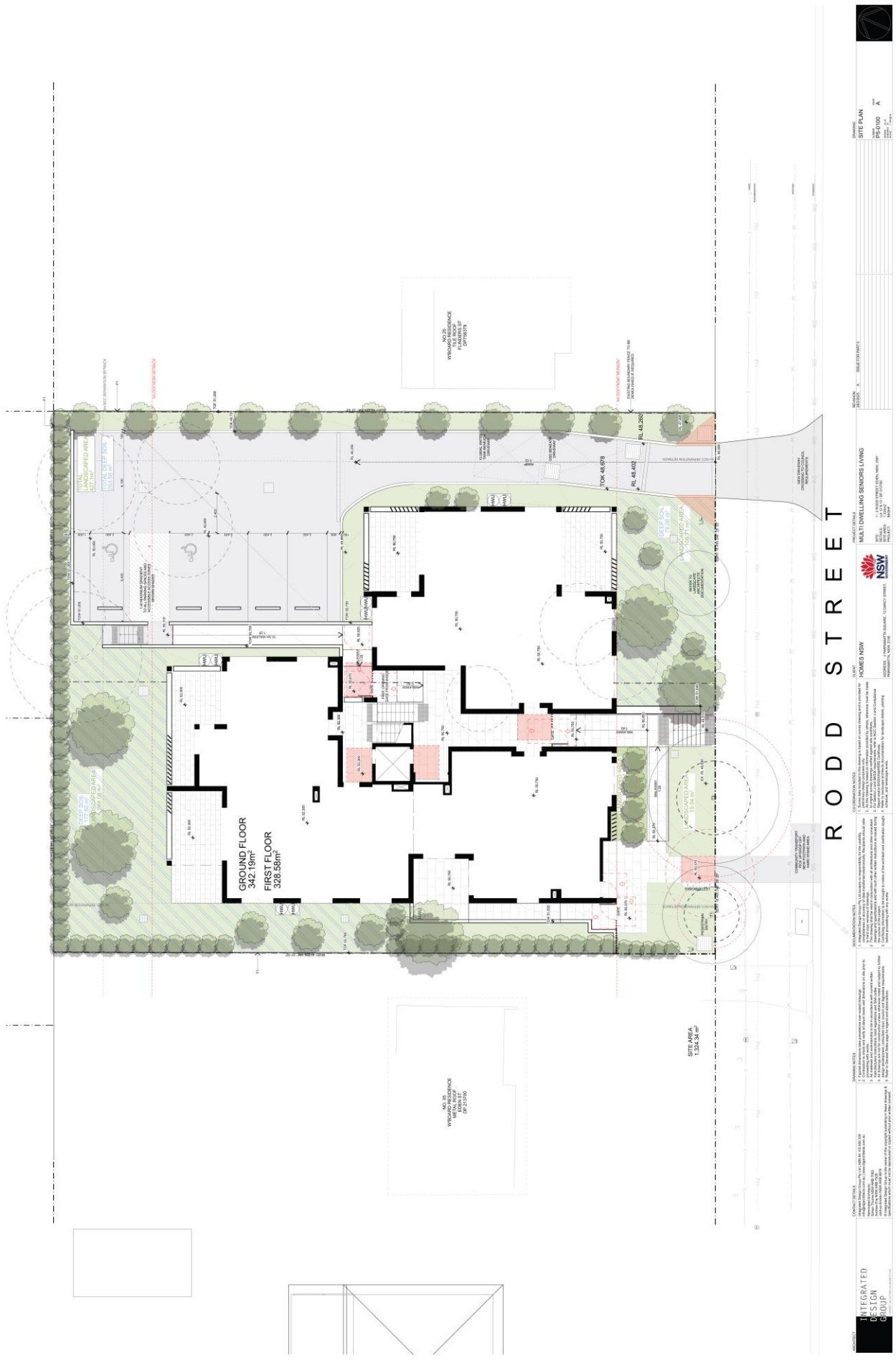
A total of 10 residential apartments are proposed as follows:

1 bedroom apartments:	6
2 bedroom apartments:	4
TOTAL APARTMENTS:	**10**

Off-street parking is proposed for a total of 5 cars, including 2 accessible car spaces, in accordance with *SEPP (Housing) 2021* requirements. Vehicular access to the car parking facilities is to be provided via a new entry/exit driveway located towards the eastern end of the Rodd Street site frontage.

An on-demand transport booking service (community bus) is to be provided by *Sapphire Coast Buslines* for the proposed development in accordance with *SEPP (Housing) 2021* accessibility requirements, allowing occupants to commute to nearby facilities and services. A community bus pick-up/drop-off area is proposed kerbside towards the western end of Rodd Street site frontage.

Plans of the proposed development have been prepared by *Integrated Design Group* and are reproduced in the following pages.


NOT FOR CONSTRUCTION
RODD STREET
GROUND FLOOR
342.19m²
FIRST FLOOR
328.58m²
SITE AREA
1,324.34 m²
RL 49.260
RL 48.402
TOK 48.678
MULTI DWELLING SENIORS LIVING
HOMES NSW
SITE PLAN
PS-0100
INTEGRATED DESIGN GROUP


NOT FOR CONSTRUCTION
RL 49.260
TOK 48.678
SITE AREA
1,324.34 m²
MULTI DWELLING SENIORS LIVING
HOMES NSW
PLAN - GROUND
PS-1100
INTEGRATED DESIGN GROUP

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for New South Wales (TfNSW) is illustrated on Figure 3.

Mitchell Street is classified by TfNSW as a *State Road* providing the key east-west road link in the local area, linking Eden and Princes Highway. It typically carries one traffic lane in the eastbound direction and two traffic lanes in the westbound direction. Kerbside parking is permitted at selected locations on both sides of the road, subjected to sign-posted restrictions.

Boyd Street is classified by TfNSW as a *State Road* providing another key east-west road link in the local area, linking Eden and Princes Highway. It typically carries one traffic lane in each direction, with a wide road shoulder on both sides of the road.

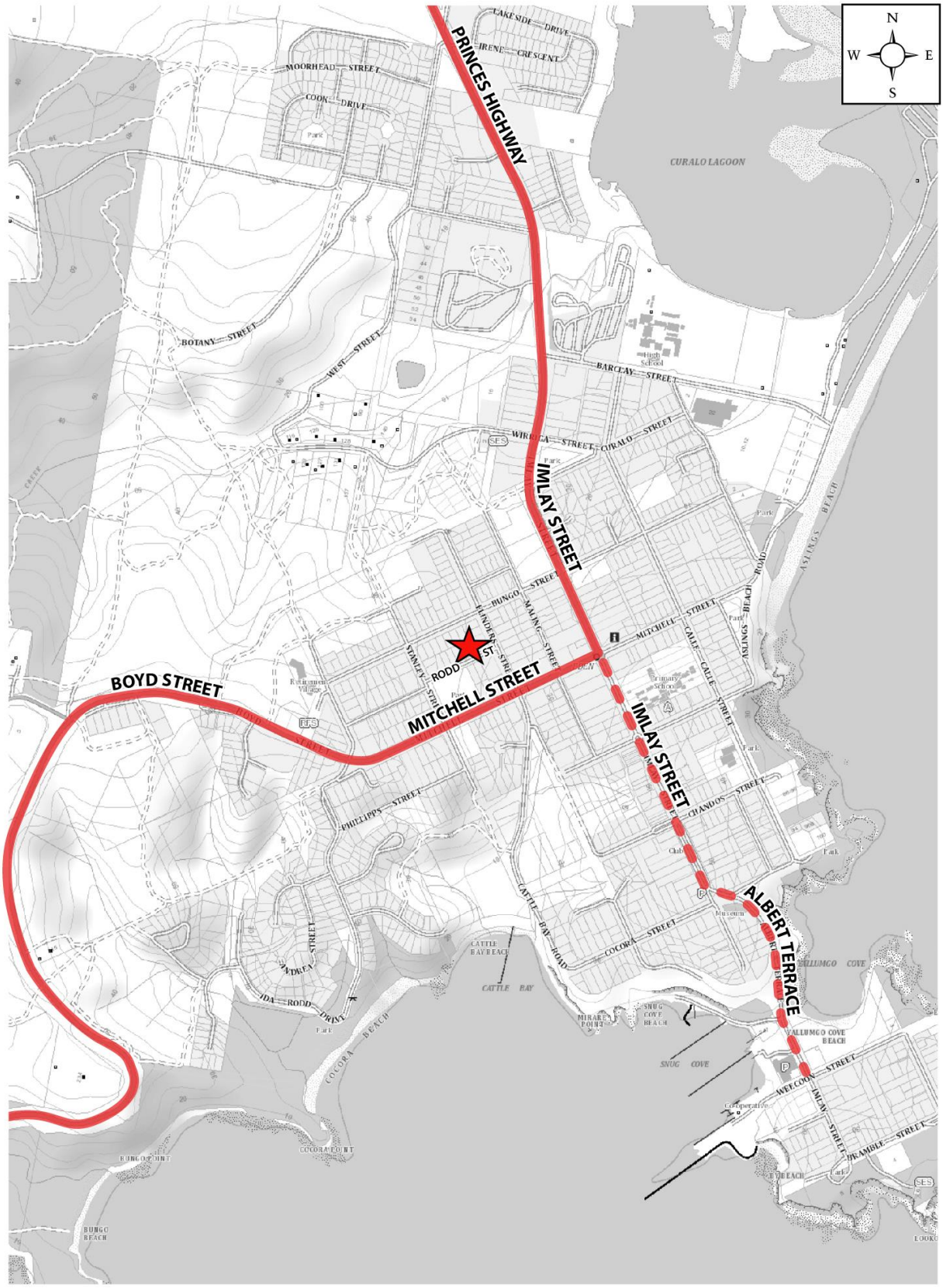
Imlay Street to the north of Mitchell Street is classified by TfNSW as a *State Road* providing the key north-south road link in the local area, linking Eden and Princes Highway. It typically carries one traffic lane in each direction. Kerbside parking is generally permitted in the vicinity of the site, subjected to sign-posted restrictions.

Imlay Street to the south of Mitchell Street is classified by TfNSW as a *Regional Road* providing another key north-south road link in the local area, linking Eden Town Centre and Eden Lookout Point. It typically carries one traffic lane in each direction. Kerbside parking is generally permitted in the vicinity of the site, subjected to sign-posted restrictions.

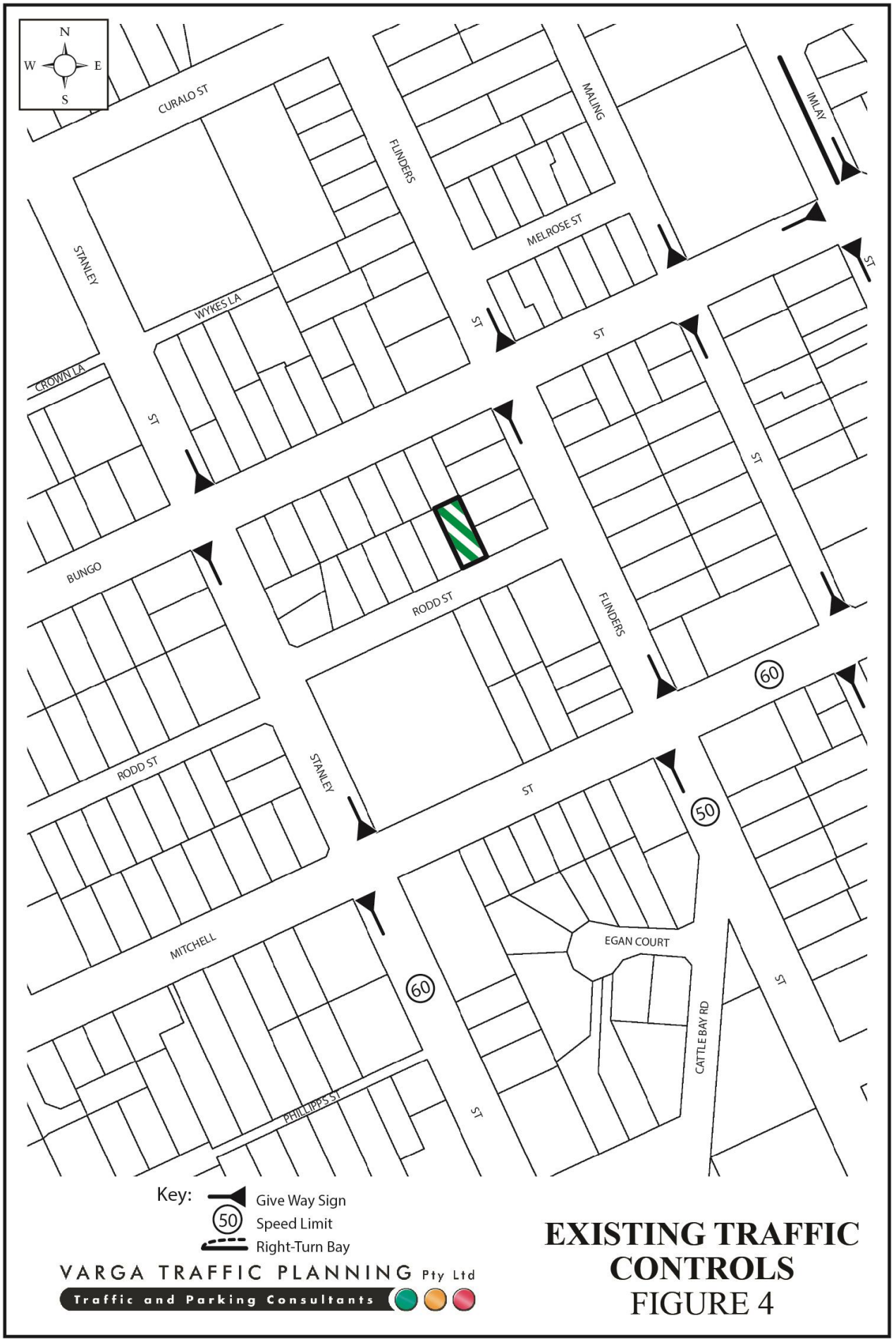
Rodd Street is a local, unclassified road that is primarily used to provide vehicular and pedestrian access to frontage properties. Unrestricted kerbside parking is generally permitted on both sides of the road in the vicinity of the site.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:



ROAD HIERARCHY
FIGURE 3


N
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FLINDERS
MALING
IMLAY
MELROSE ST
STANLEY
WYKES LA
CROWN LA
BUNGO
RODD ST
FLINDERS
RODD ST
STANLEY
MITCHELL
EGAN COURT
CATTLE BAY RD
PHILLIPPS ST
60
50
60
Key:
Give Way Sign
Speed Limit
Right-Turn Bay
VARGA TRAFFIC PLANNING Pty Ltd
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EXISTING TRAFFIC CONTROLS
FIGURE 4

- a 60 km/h SPEED LIMIT which applies to Mitchell Street

- a 50 km/h SPEED LIMIT which applies to Rodd Street and all other local roads in the vicinity of the site

- GIVE WAY SIGNS in side streets where they intersect with Mitchell Street and with Bungo Street

- a CENTRAL MEDIAN ISLAND in a short section of Imlay Street to the north of Bungo Street.

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network, particularly during the morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the development proposal is provided by reference to the Transport for New South Wales's publication *Guide to Transport Impact Assessment, Chapter 5 – Land use Trip Generation (Version 1.1, 2024).*

The TfNSW *Guide* is based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

> **Housing for seniors (regional)**
> Weekday site peak hour vehicle trips = 0.44 per dwelling
> Weekday PM peak hour vehicle trips = 0.23 per dwelling
> Weekend site peak hour vehicle trips = 0.33 per dwelling

The TfNSW *Guide* also make the following observation in respect of housing for seniors:

> Peak travel generally does not coincide with the morning network peak, although there is a closer correlation between evening site peaks and network peaks.

Nonetheless for a more conservative assessment of the proposed development, the abovementioned weekday site peak hour vehicle trip rate has been assumed to be during commuter peak periods.

Application of the above traffic generation rate to the 10 apartments outlined in the development proposal yields a traffic generation potential of approximately 5 vehicle trips per hour (vph) during commuter peak periods.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

The TfNSW *Guide* nominates the following traffic generation rates which are applicable to the existing development:

Low density residential dwellings (regional)
Weekday peak hour vehicle trips = 0.84 per dwelling

Application of the above traffic generation rates to the two existing residential dwellings on the site yields a traffic generation potential of approximately 2 vph during commuter peak periods.

Accordingly, it is likely that the proposed development will result in a *nett increase* in the traffic generation potential of the site of approximately 3 vph during commuter peak periods, as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the Site as a Consequence of the Development Proposal

Projected Future Traffic Generation Potential:	4.4 vph
Less Existing Traffic Generation Potential:	-1.6 vph
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	**+2.8 vph**

That projected nett increase in traffic activity as a consequence of the development proposal is minimal, consistent with the zoning objectives of the area, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

Due to the residential nature of the local area surrounding the subject site, there are generally no kerbside parking restrictions applied in roads in the vicinity of the site, including along the site frontage.

Off-Street Car Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in *State Environmental Planning Policy (Housing) 2021* in the following terms:

> **Chapter 3 Diverse housing**
> **Part 5 Housing for seniors and people with disability**
>
> **Division 7 Non-discretionary development standards**
> **108 Non-discretionary development standards for independent living units–the Act, s4.15**
>
> (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 or Landcom-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.

Application of the above *SEPP (Housing) 2021* car parking requirements to the 10 seniors living apartments outlined in the development proposal yields an off-street car parking requirement of 2 parking spaces.

The proposed development makes provision for a total of 5 off-street parking spaces, including 2 accessible car spaces, as well as for an on-demand transport service (community bus), thereby satisfying the *SEPP (Housing) 2021* requirements.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 - 2004* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp gradients and aisle widths.

In addition, *swept turning path* diagrams of B99 and B85 design vehicles in accordance with *AS2890.1* requirements have been prepared which are reproduced in the following pages, demonstrating that these vehicles will be able to enter and exit the site while travelling in a forward direction at all times, as well as access the proposed car parking spaces with no difficulty while maintaining sufficient clearances.

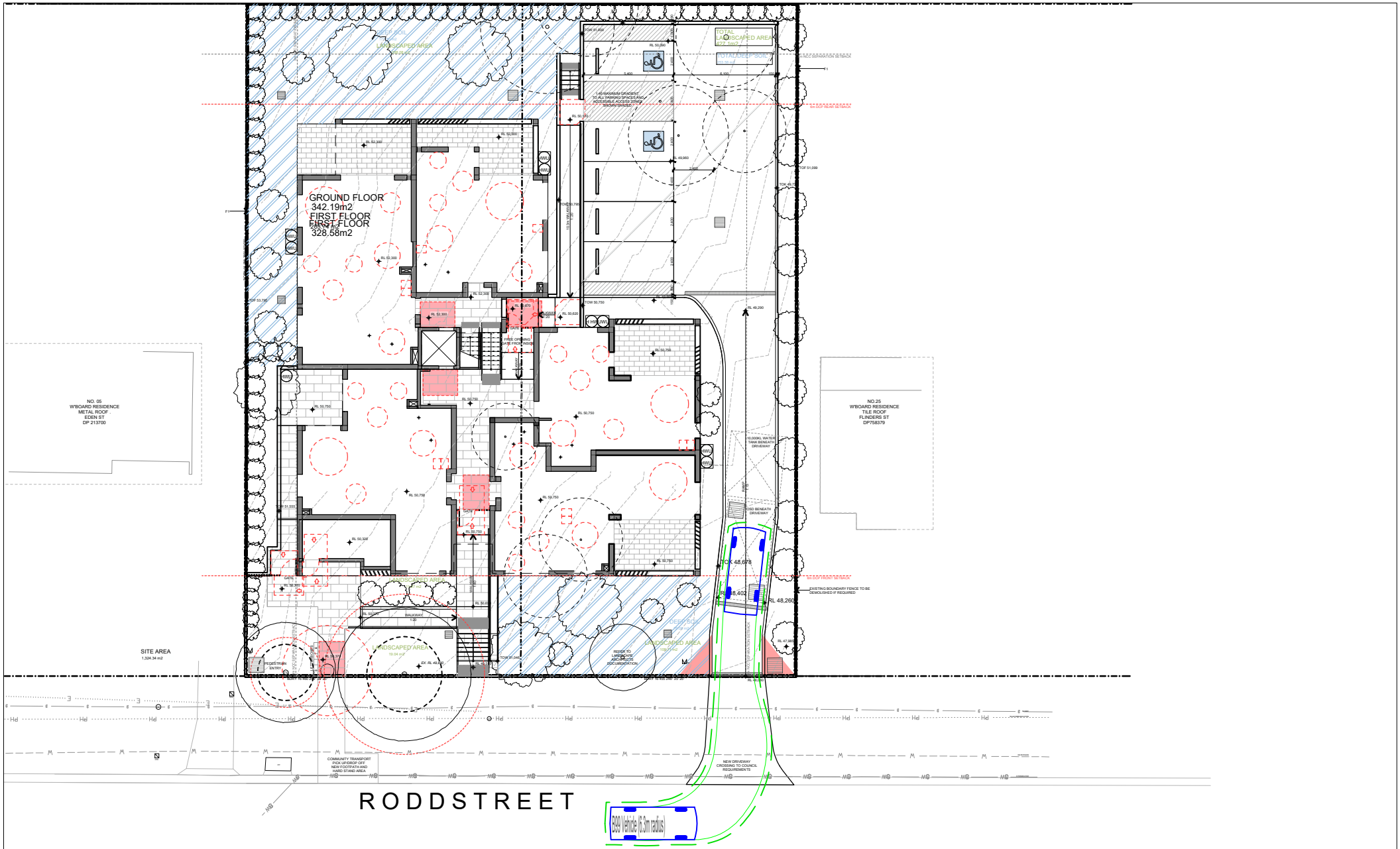
Convex mirrors are to be provided in the proposed car parking area for sightlines, so that there will not be any pedestrian and vehicular movement conflict in the single lane access driveway.

Further reference is made to *AS2890.1:2004 Clause 3.2.2*, which states that as a guide, *30 or more movements in a peak hour (in and out combined) would usually require the provision for two vehicles to pass on the driveway – i.e. a minimum width of 5.5m.*

As mentioned in the foregoing, the proposed development scheme is expected to generate just 5 peak hour vehicle trips (*less* at other times), which is *significantly less* than the 30 vehicles per hour threshold for two-lane roadways. As such, the likelihood of two cars entering and exiting the site at the same moment in time is *statistically insignificant* and a single lane internal roadway arrangement is therefore considered acceptable.

Conclusion

In summary, the proposed parking facilities satisfy the relevant requirements specified in both in the *SEPP* as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.



VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING TITLE
B99_Entry

1:300 @ A4

ADDRESS
1-3 Rodd St,
Eden

PROJECT NO.
24063

DATE DRAWN
2025-3-6

REVIEWED
RV

PREPARED
MN

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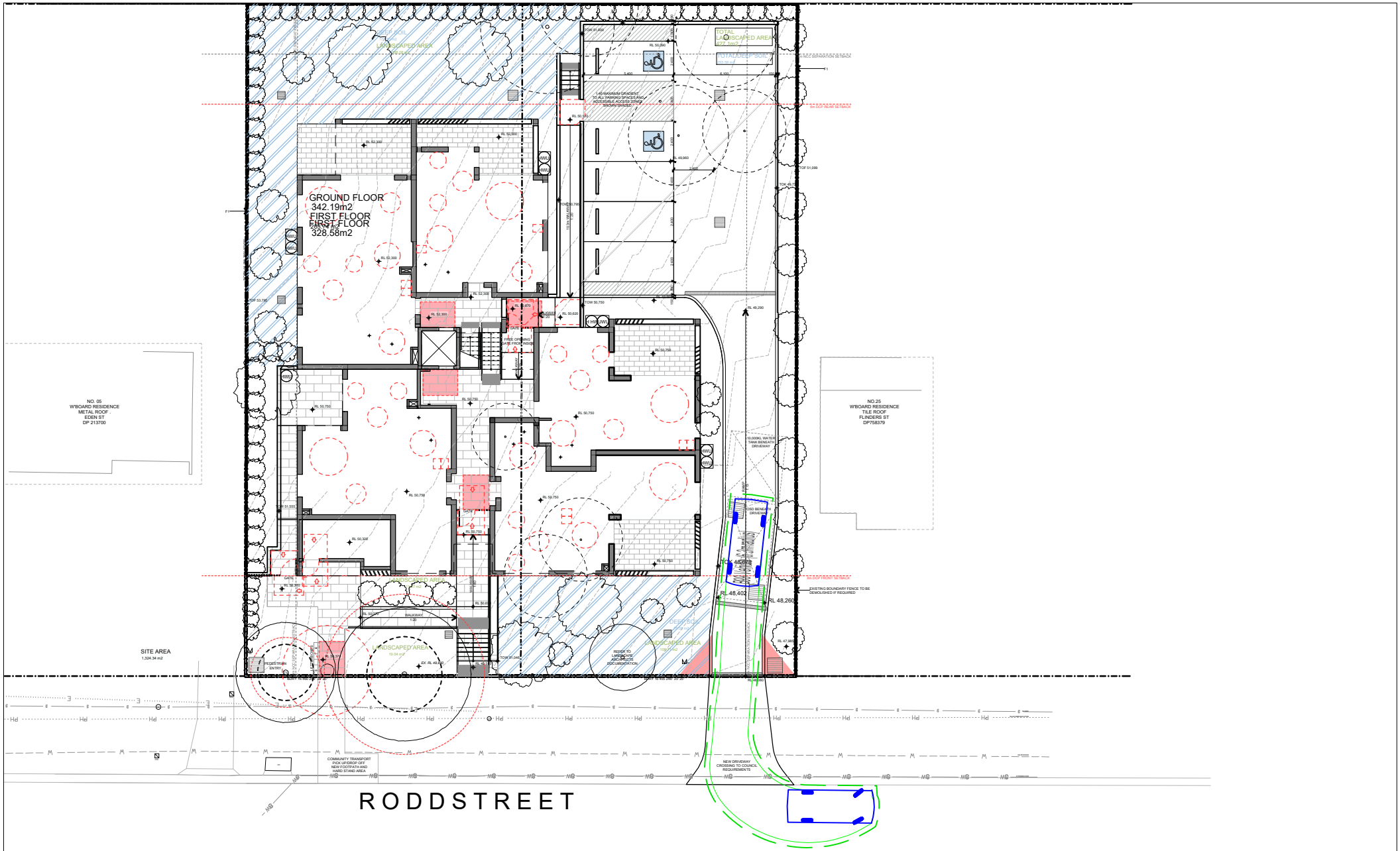

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Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING TITLE
B99_Exit

1:300 @ A4

ADDRESS
1-3 Rodd St,
Eden

PROJECT NO.
24063

DATE DRAWN
2025-3-6

REVIEWED
RV

PREPARED
MN

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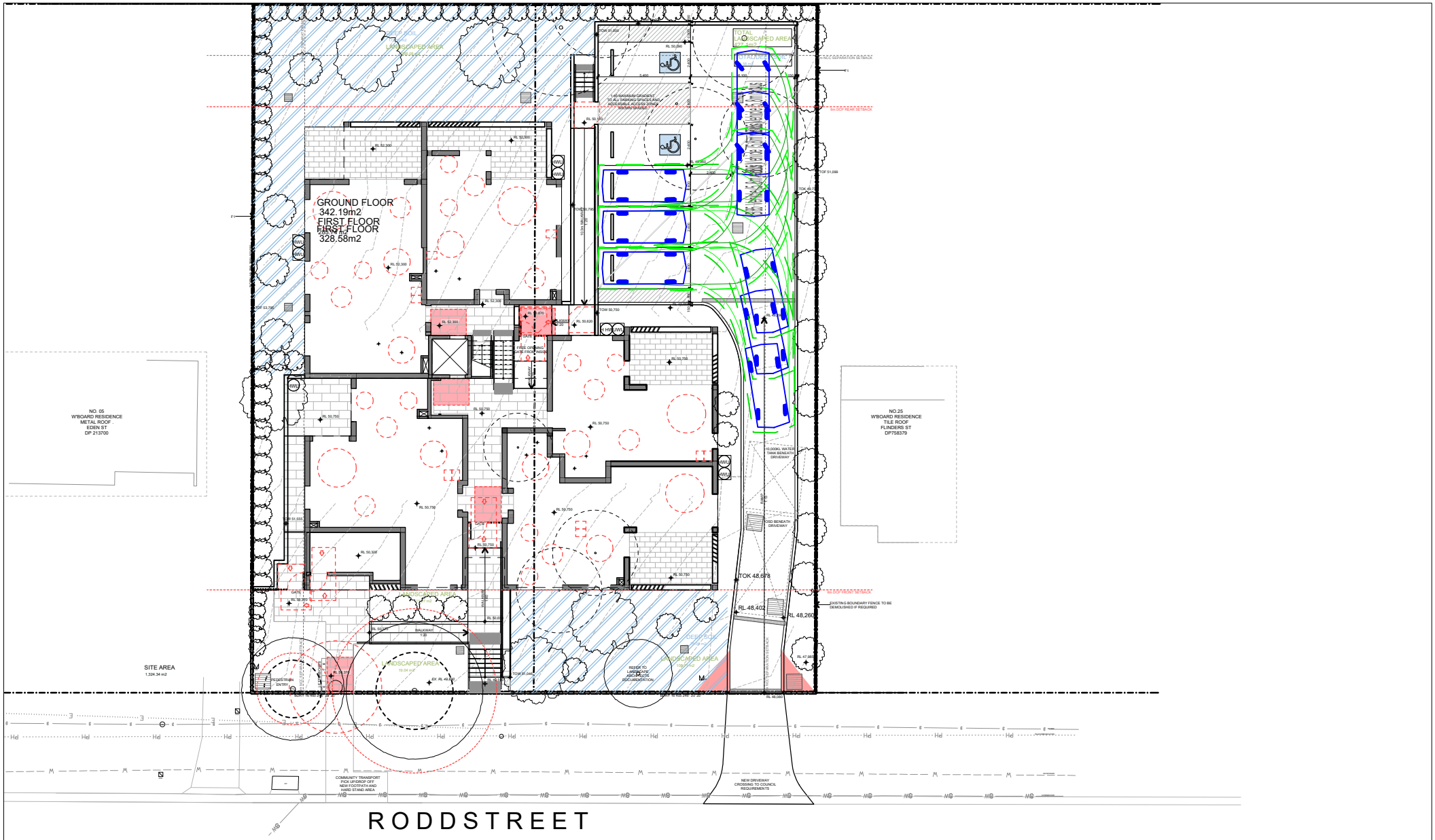

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20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING TITLE
B85_Parking&Exit (1)

1:300 @ A4

ADDRESS
1-3 Rodd St,
Eden

PROJECT NO.
24063

DATE DRAWN
2025-3-6

REVIEWED
RV

PREPARED
MN

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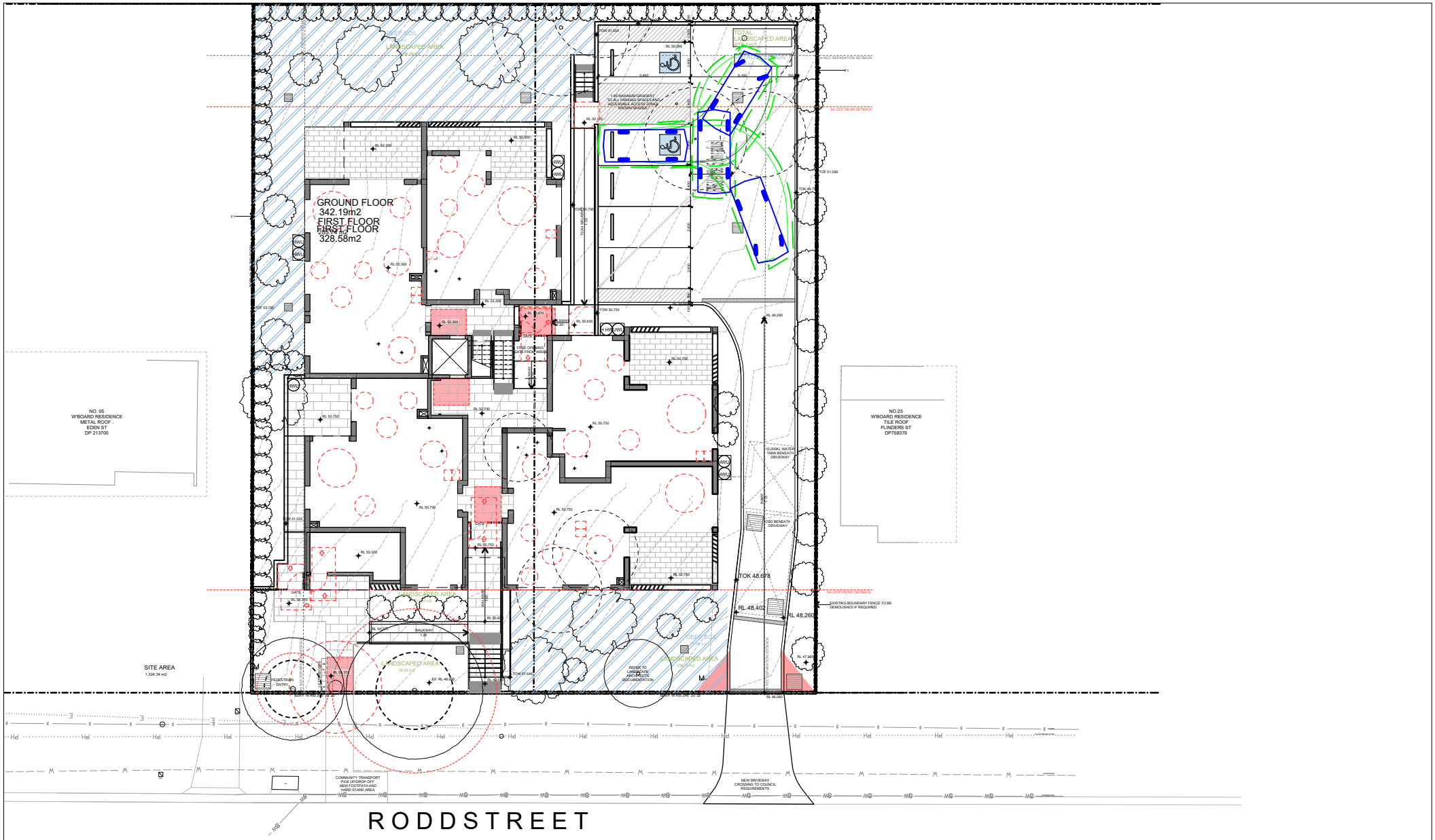

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ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING TITLE
B85_Parking&Exit (2)

1:300 @ A4

ADDRESS
1-3 Rodd St,
Eden

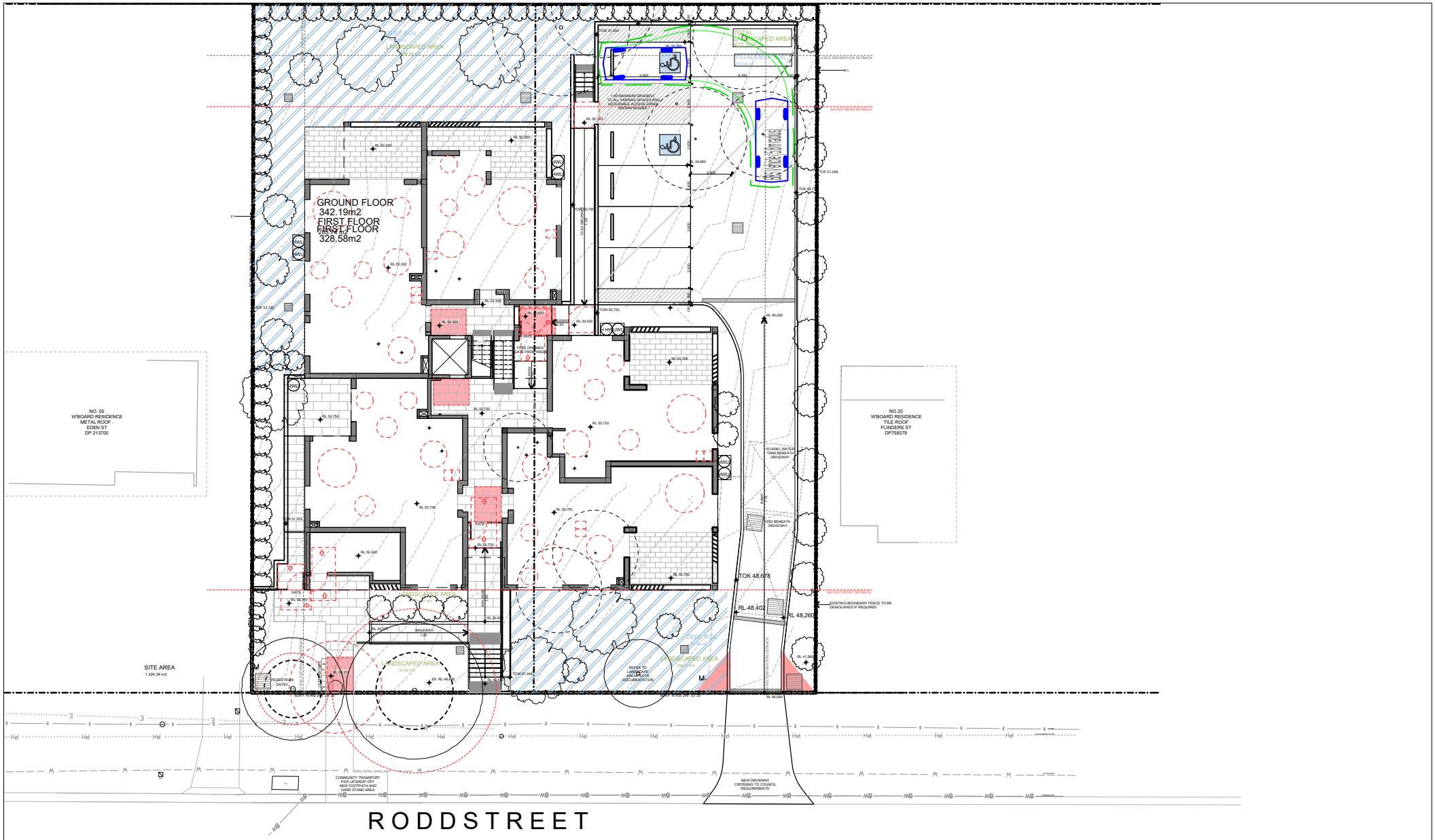
PROJECT NO.
24063

DATE DRAWN
2025-3-6

REVIEWED
RV

PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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ABN 88 071 762 537
Suite 6, Level 1
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Neutral Bay, NSW 2089

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PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

DRAWING TITLE
B85_Parking

1:300 @ A4

ADDRESS
1-3 Rodd St,
Eden

PROJECT NO.
24063

DATE DRAWN
2025-3-6

REVIEWED
RV

PREPARED
MN

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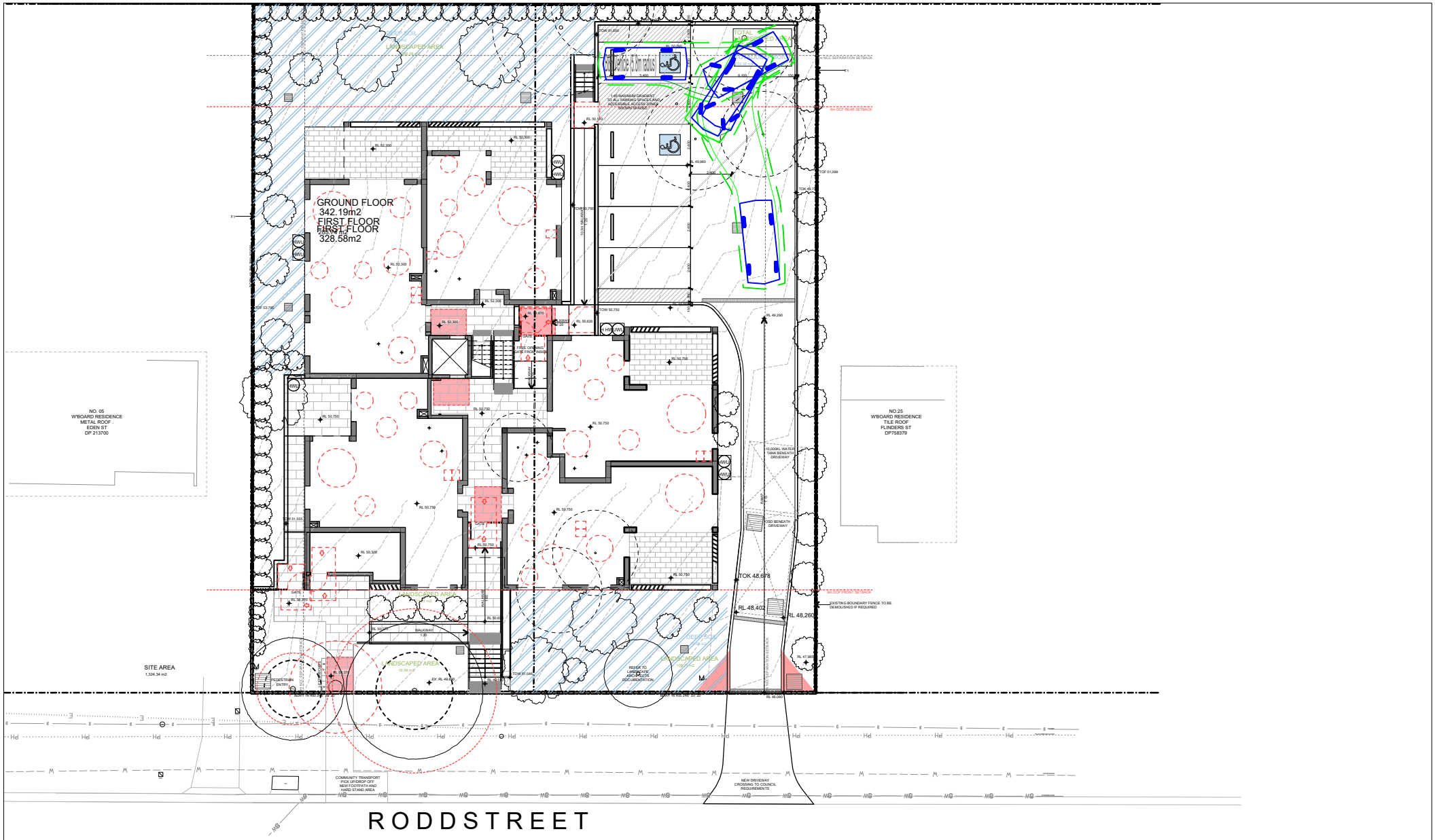

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PROJECT
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B85_Exit

1:300 @ A4

ADDRESS
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Eden

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24063

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2025-3-6

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RV

PREPARED
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