

38-42 Gerathy Street,
Goulburn, 2580 NSW

Residential Flat Building – January 2025



Table of Contents

Table of Contents.....	1
List of Figure	2
List of Table.....	2
1. Executive Summary	3
2 Project Detail	4
2.1 Project Summary	4
2.2 Assessment Tasks.....	6
2.3 Relevant Planning Control	6
2.4 Traffic, Transport and Parking Guidelines & Standards	7
3 Existing Conditions	8
3.1 Site Location and Description	8
3.2 Planning Context	9
3.3 Existing Road Network	11
4 Policy, Strategy and Plan.....	13
4.1 Goulburn Mulwaree Local Environmental Plan (LEP) 2009	13
4.2 Goulburn Mulwaree Development Control Plan (DCP)	13
4.3 Goulburn Mulwaree State Environmental Planning Policy (SEPP) (Housing) 2021	13
5 Traffic Impact Assessment	14
5.1 Introduction	14
5.2 Traffic Generation	14
5.3 Comparison of Existing and Proposed Condition	15
5.4 Parking Requirements	16
5.5 Swept Path Analysis.....	18
6 Conclusion	22
References	23

List of Figure

Figure 2-1: Location of the Site	4
Figure 2-2: Ground Level Plan	5
Figure 3-1: Site Location	9
Figure 3-2: Zoning Map	10
Figure 3-3: Gerathy Street	11
Figure 3-4: Intersection Gerathy Street and Meehan Street.....	12
Figure 5-1: Parking Space (11 spaces) at Ground Floor	17
Figure 5-2: Entry to Car Park	19
Figure 5-3: Exit from Car Park	19
Figure 5-4: Internal Circulation Entry to the Parking Space (reverse movement).....	20
Figure 5-5: Internal Circulation Exit from the Parking Space (front movement)	20
Figure 5-6: Internal Circulation Entry to the Parking Space (front movement)	21
Figure 5-7: Internal Circulation Exit from the Parking Space (reverse movement)	21

List of Table

Table 5-1: Trip Generation	14
Table 5-2: Urban Road Peak Hour Flows per Direction.....	15

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0	24/01/2025	DA	AK
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1. Executive Summary

This report presents a Traffic Impact Assessment (TIA) for the proposed residential flat building at 38-42 Gerathy Street, Goulburn, 2580 NSW. The project involves the construction of 14 residential units across two storeys, along with 11 on-site car parking spaces. The development is designed to meet the housing needs of the growing Goulburn community while ensuring compliance with planning and traffic standards.

The site is situated within a residential zone characterised by low-density housing and open spaces, making it an ideal location for the proposed development. The local road network, including Gerathy Street and Meehan Street, provides adequate connectivity to amenities and services. Public transport options further enhance accessibility, supporting sustainable transportation choices for future residents.

This assessment evaluates the potential impacts of the development on traffic flow, parking availability, and pedestrian safety. Key findings include:

- **Traffic Generation:** The estimated peak hour traffic generation of 12 vehicles is considered minimal and unlikely to adversely affect the surrounding road network.
- **Parking Provisions:** The proposed 11 on-site parking spaces meet the minimum requirements outlined in the State Environmental Planning Policy (Housing) 2021 (SEPP 2021), ensuring compliance with applicable standards.
- **Road Network Capacity:** The surrounding roads can accommodate the projected traffic volumes without significant impact on current levels of service.

The development complies with the Goulburn Mulwaree Local Environmental Plan (LEP) 2009, the Goulburn Mulwaree Development Control Plan (DCP), and the State Environmental Planning Policy (Housing) 2021. These measures ensure the proposed development integrates effectively with the existing community and transport infrastructure while maintaining the area's residential character.

In conclusion, the proposed development at 38-42 Gerathy Street is well-suited to its location and supports Goulburn's housing needs. The project is expected to operate efficiently within the existing transport environment, enhancing residential options while ensuring minimal disruption to the local neighbourhood.

2 Project Detail

2.1 Project Summary

This report outlines the proposed development at 38-42 Gerathy Street, Goulburn, 2580 NSW (**Figure 2-1**). The project involves the construction of a residential flat building comprising 14 residential units and 11 on-site car parking spaces. The development spans two storeys and has been designed to cater to the housing needs of the Goulburn community while ensuring compliance with relevant planning and design standards (**Figure 2-2**).

The site is located within a predominantly residential area, characterised by low-density housing and open spaces. The development aims to enhance the availability of modern housing options in the neighbourhood while maintaining the area's existing character. The proposal includes landscaped communal areas and provides adequate parking facilities to minimise potential impacts on the local road network.



Figure 2-1: Location of the Site

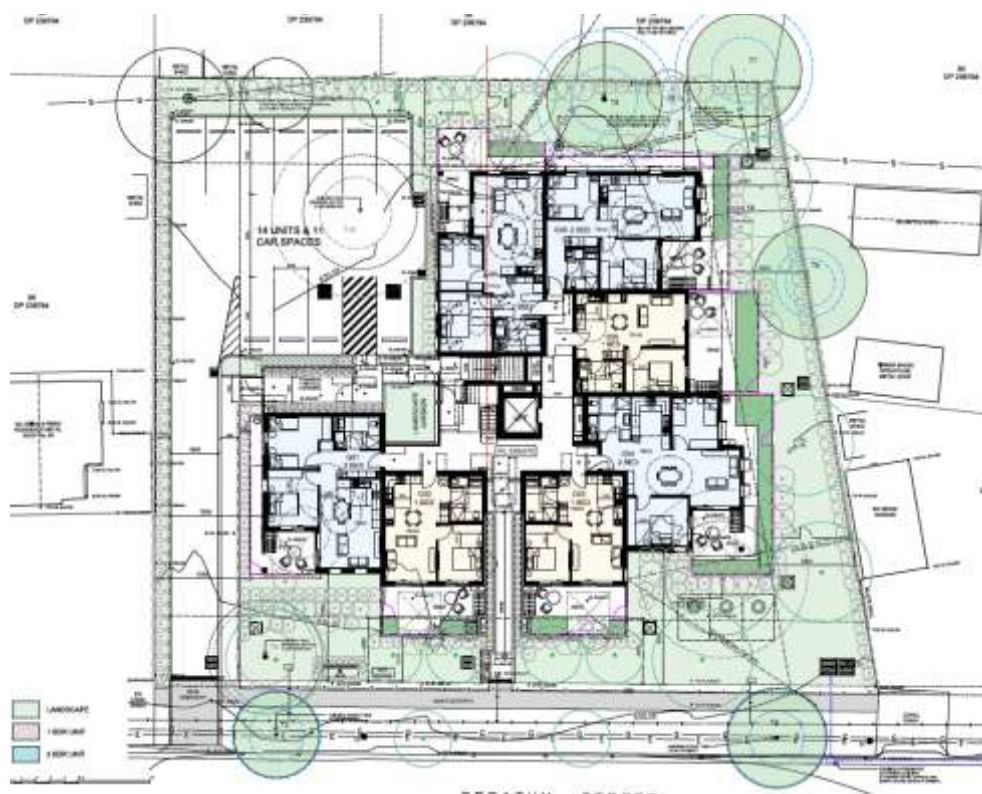


Figure 2-2: Ground Level Plan

2.2 Assessment Tasks

This Traffic Impact Assessment (TIA) evaluates the traffic and parking analysis, including:

- Describe the site, its context, 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 vehicle access, internal circulation, and servicing arrangements.

2.3 Relevant Planning Control

The proposed development at 38-42 Gerathy Street, Goulburn, 2580 NSW is governed by the Goulburn Mulwaree Local Environmental Plan (LEP) 2009 and the associated Development Control Plan (DCP). These planning instruments provide the framework for land use, zoning, and development controls applicable to the site, ensuring that the proposal adheres to local planning objectives and regulations, this report references and considers the following planning instruments and strategic documents:

- Goulburn Mulwaree Local Environment Plan (LEP) 2009
- Goulburn Mulwaree Development Control Plan (DCP)
- Goulburn Mulwaree State Environmental Planning Policy (SEPP) (Housing) 2021

2.4 Traffic, Transport and Parking Guidelines & Standards

In preparing this report, reference is also made to the following site access, traffic and parking guidelines:

- Guide to Transport Impacts Assessment 2024
- Australia Standards 2890.1 (2004) – Off-Street Car Parking
- Australia Standards 2890.2 (2018) – Off-Street Commercial Vehicle Facilities
- Australia Standards 2890.3 (2015) – Bicycle Parking
- Australia Standards 2890.6 (2022) – Off-Street Parking for People with Disabilities

3 Existing Conditions

3.1 Site Location and Description

The proposed development is located at 38-42 Gerathy Street, Goulburn, within the Goulburn Mulwaree local government area in New South Wales. Goulburn is a regional city characterised by a mix of residential, commercial, and open spaces, offering a balance between urban amenities and suburban living (**Figure 3-1**).

The site is positioned in a predominantly residential neighbourhood, bordered by low-density housing and communal green spaces. It is currently vacant and provides a suitable area for the proposed residential flat building. The site's proximity to local amenities, including schools, parks, and retail centres, enhances its desirability as a residential location.

Gerathy Street serves as the primary access point to the site, connecting it to the broader road network, including Meehan Street and surrounding residential streets. Public transport services, including nearby bus routes, provide additional connectivity for residents, supporting sustainable transport options.

The area surrounding the site features well-maintained roads and pedestrian pathways, ensuring safe and convenient movement for both vehicles and pedestrians. The proposed development will benefit from the existing infrastructure while contributing positively to the local community by enhancing housing availability and quality

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Figure 3-1: Site Location

3.2 Planning Context

The proposed development is situated within an R1 General Residential zone under the Goulburn Mulwaree Local Environmental Plan (LEP) 2009. This zoning permits residential flat building developments, provided they meet specific planning controls and design requirements. The project aligns with the objectives of the R1 zoning by promoting housing diversity and maintaining the residential character of the area.

The development is also assessed under the State Environmental Planning Policy (Housing) 2021 (SEPP 2021). Part 5 of the Housing SEPP establishes guidelines for developments within the R1 General Residential zone, including:

- **Parking Standards:** Clause 42(f) specifies parking rates for sites without access to high-frequency public transport. The proposed development provides 0.5 spaces per one-bedroom unit and 1.0 space per two-bedroom unit, meeting the SEPP's requirements.
- **Design Standards:** The SEPP requires energy-efficient and accessible housing designs. The proposed development incorporates these principles, ensuring compliance with state objectives for sustainable and liveable residential developments.
- **Compatibility with Local Context:** The SEPP emphasises the integration of new developments into existing neighbourhoods. The proposed development aligns with

this principle by maintaining a low-rise, low-density design consistent with the surrounding area.

By adhering to these planning frameworks, the development at 42 Gerathy Street demonstrates its compliance with both local and state planning objectives, contributing positively to the Goulburn community while maintaining the area's character and liveability.



(Source: ePlanning Spatial Viewer)

Figure 3-2: Zoning Map

3.3 Existing Road Network

The site at 42 Gerathy Street is well-supported by the surrounding road network, which facilitates efficient access and connectivity. Gerathy Street is a local residential road with a standard two-lane configuration, accommodating low to moderate traffic volumes consistent with the suburban character of the area. Key roads near the site include the following:

- Gerathy Street (**Figure 3.3**): Gerathy Street is a local residential road with a standard two-lane configuration, accommodating low to moderate traffic volumes. The road primarily serves residential properties, providing direct access to the site and the broader road network. On-street parking is available along Gerathy Street, complementing the proposed on-site parking facilities.



Figure 3-3: Gerathy Street

- Meehan Street (**Figure 3.4**): Meehan Street serves as a key connector within the local road network, linking Gerathy Street to other residential areas and amenities. It supports moderate traffic volumes and provides access to schools, parks, and retail facilities in the vicinity. The road is well-maintained and facilitates safe vehicular and pedestrian movement.



Figure 3-4: Intersection Gerathy Street and Meehan Street

4 Policy, Strategy and Plan

4.1 Goulburn Mulwaree Local Environmental Plan (LEP) 2009

Under the LEP, the site is zoned R1 General Residential, where residential flat building developments are permissible with development consent. The proposed development aligns with the objectives of the R1 zoning, which include providing a range of housing options and ensuring compatibility with the surrounding residential character.

The LEP establishes key development standards such as building height, floor space ratio (FSR), and setbacks. The proposal complies with these standards, maintaining a low-impact design that integrates seamlessly into the neighbourhood

4.2 Goulburn Mulwaree Development Control Plan (DCP)

The DCP provides detailed guidelines to ensure developments meet specific criteria related to design, landscaping, traffic, and parking. Key considerations include:

- **Parking Requirements:** The provision of 11 car parking spaces meets the DCP's requirements for residential developments, including spaces for visitors and accessibility.
- **Traffic Management:** Vehicular access via Gerathy Street has been designed to ensure safe and efficient movement, minimising disruptions to the local road network.

4.3 Goulburn Mulwaree State Environmental Planning Policy (SEPP) (Housing) 2021

The State Environmental Planning Policy (SEPP) (Housing) 2021 establishes clear guidelines for residential developments to ensure compliance with state-level planning objectives. The proposed development adheres to the following key aspects of the SEPP:

- **Part 5 Activity Determination:** The development is compliant with Part 5, which governs the planning approval process for residential developments within R1 General Residential zones. This includes adhering to provisions under clause 42 for parking and accessibility.
- **Parking Standards:** Clause 42(f) of the Housing SEPP specifies parking requirements based on the type of dwelling and access to high-frequency public transport. The development provides 0.5 spaces per one-bedroom unit and 1.0 space per two-bedroom unit, meeting the SEPP's standards with 11 on-site parking spaces.

5 Traffic Impact Assessment

5.1 Introduction

The Traffic Impact Assessment (TIA) evaluates the potential effects of the proposed residential flat building at 38-42 Gerathy Street, Goulburn, 2580 NSW on the local road network. This analysis considers current traffic volumes, the capacity of the surrounding roads, and the anticipated traffic generation from the development.

The site is located within a residential area characterised by low to moderate traffic levels. The surrounding road network, including Gerathy Street and Meehan Street, provides adequate connectivity to local amenities and the broader transport system. Public transport options in the area further support sustainable travel modes for future residents.

This assessment addresses key factors such as traffic flow, intersection performance, parking availability, and pedestrian safety. The findings ensure that the proposed development integrates effectively into the existing transport infrastructure, minimising adverse impacts on the community while enhancing accessibility and mobility for residents.

5.2 Traffic Generation

The proposed residential flat building development at 38-42 Gerathy Street, Goulburn, NSW 2580, is expected to generate additional vehicle movements within the surrounding road network. This section evaluates the trip generation, traffic distribution, and potential impacts on local roads and intersections, incorporating the latest Transport for NSW Guide to Transport Impact Assessment (2024).

Time Period	Trip Generation Rate (per dwelling)	Estimated Trips (14 Units)
Weekday AM Peak Hour	0.39 trips per dwelling	5 two-way trips
Weekday PM Peak Hour	0.37 trips per dwelling	5 two-way trips
Daily Trips	2.72 trips per dwelling	38 two-way trips

Table 5-1: Trip Generation

Given the characteristics of the surrounding road network and adjacent land uses, the highest traffic impact from the development is expected during the AM peak period. However, this impact is considered minimal. The current Level of Service (LOS) at key intersections is expected to remain unchanged, as the projected traffic volumes do not exceed the operational capacity outlined in the latest Transport for NSW Guide to Transport Impact Assessment (2024).

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Table 5-2: Urban Road Peak Hour Flows per Direction

5.3 Comparison of Existing and Proposed Condition

The existing traffic conditions in the vicinity of the site show low traffic volumes on Gerathy Street, while Kinghorne Street experiences steady movement throughout the day.

Based on Google traffic data for weekdays, the observed conditions are:

- Morning Peak: Free-flowing traffic across local roads
- Evening Peak: Traffic remains consistent, free-flowing traffic across local roads.

The proposed development will introduce an estimated 5 new vehicle movements during peak hours. Given the current traffic conditions, the additional volume is negligible and will not impact road performance.

5.4 Parking Requirements

The design of the car parking spaces in the proposed redevelopment adheres to User Class 1A standards for residential parking, featuring bays oriented at 90 degrees, with each space measuring a minimum length of 5.4 meters and a width of 2.4 meters, complemented by a minimum aisle width of 5.8 meters. Parking is managed by wheel stops positioned at right angles to the parking direction. Dead-end aisles include the required 1.0-meter aisle extension, in line with Figure 2.3 of AS 2890.1 (2004). Additionally, the development includes one accessible/adoptable parking space, which will be evaluated and approved by an accessibility consultant.

The proposed development is permitted within the R1 General Residential Zone under the Goulburn Mulwaree Local Environmental Plan 2009 (GMLEP 2009) and could be carried out “without development consent” through Part 5 Activity Determination approval process undertaken by Homes NSW, provided that controls set out under clause 42 of Division 6 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP) are all met.

The relevant parking criteria are specified under clause 42(f) of the Housing SEPP, which indicates the following parking rate for non-accessible areas (i.e. for sites with limited access to high frequency public transport services):

- (i) 0.5 spaces per one-bedroom dwelling
- (ii) 1.0 space per two-bedroom dwelling

The proposed development consists of 14 units in total and would indicate a requirement of:

- (i) 6 one-bedroom dwelling
 $6 \times 0.5 = 3$ spaces
- (ii) 8 two-bedroom dwelling
 $8 \times 1.0 = 8$ spaces

Total = 11 spaces

The proposal with 11 parking spaces is considered satisfactory and complies with the Housing SEPP’s minimum requirement (**Figure 5.1**).

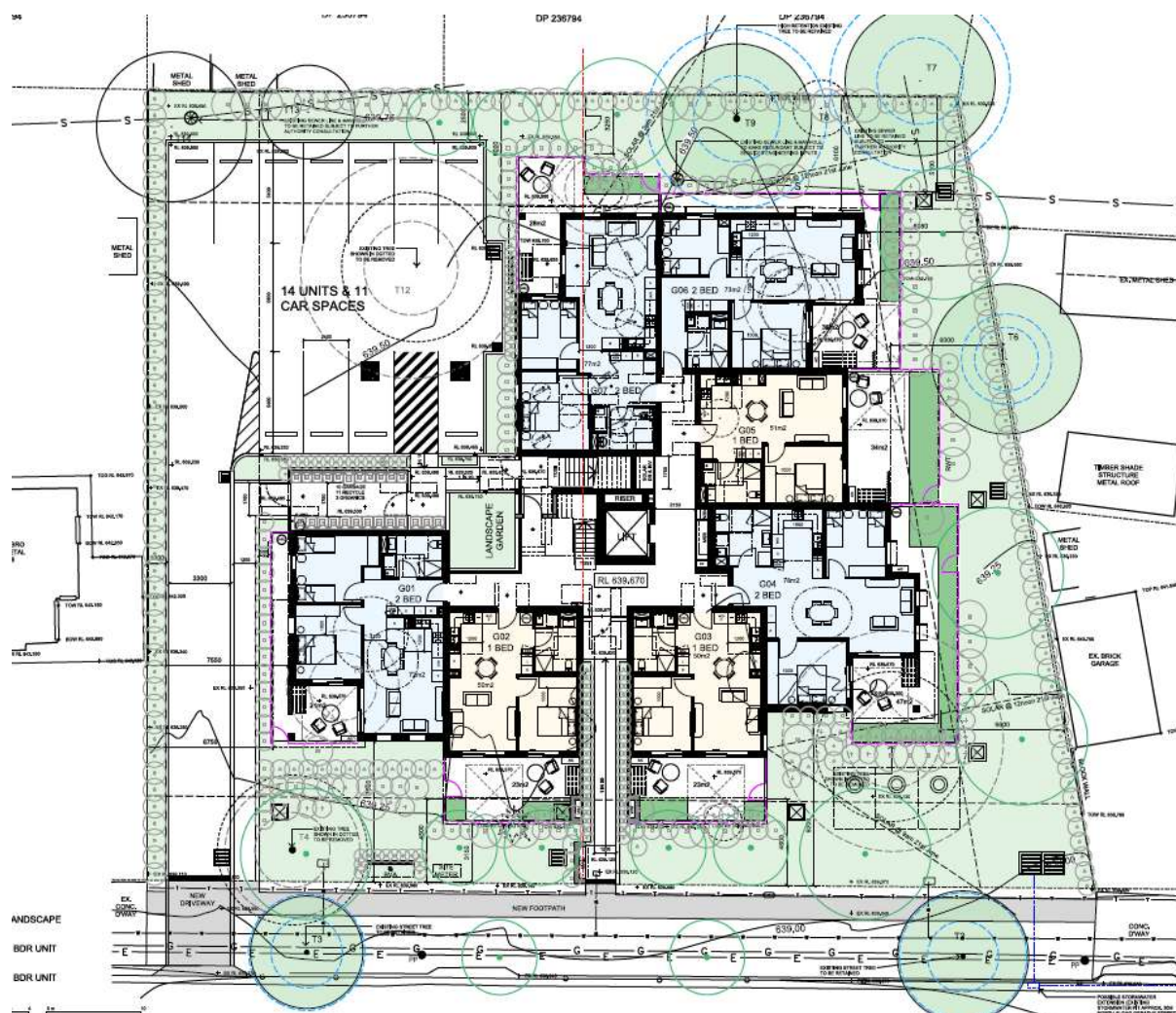


Figure 5-1: Parking Space (11 spaces) at Ground Floor

5.5 Swept Path Analysis

The swept path analysis evaluates the maneuverability of vehicles within the proposed development at 42 Gerathy Street, Goulburn, ensuring that the design supports safe and efficient vehicle movements. This analysis focuses on entry and exit points, internal circulation, and parking arrangements.

The swept path diagrams demonstrate that the site can accommodate standard passenger vehicles (B99 and B85 design vehicles) navigating the access points and internal roads. Key findings include:

- **Entry and Exit Points (Figure 5.2 and Figure 5.3):** The proposed vehicular access on Gerathy Street allows for smooth ingress and egress, with adequate turning radius to ensure safety and efficiency for both entering and exiting vehicles.
- **Internal Circulation (Figure 5.4 and Figure 5.7):** The internal road layout provides sufficient width and turning space for vehicles to maneuver comfortably, including three-point turns where necessary.
- **Parking Spaces:** All parking spaces are designed to comply with Australian Standards (AS 2890.1:2004), ensuring vehicles can enter and exit spaces without obstruction.

The analysis confirms that the development layout supports functional and safe vehicle movements while minimizing the risk of congestion or conflicts. This ensures the proposed design aligns with the requirements for residential developments and contributes to the overall safety and accessibility of the site



Figure 5-2: Entry to Car Park

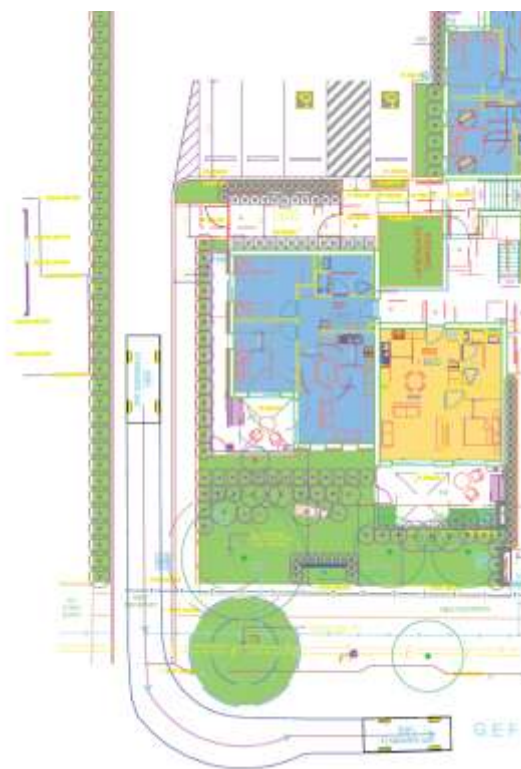


Figure 5-3: Exit from Car Park

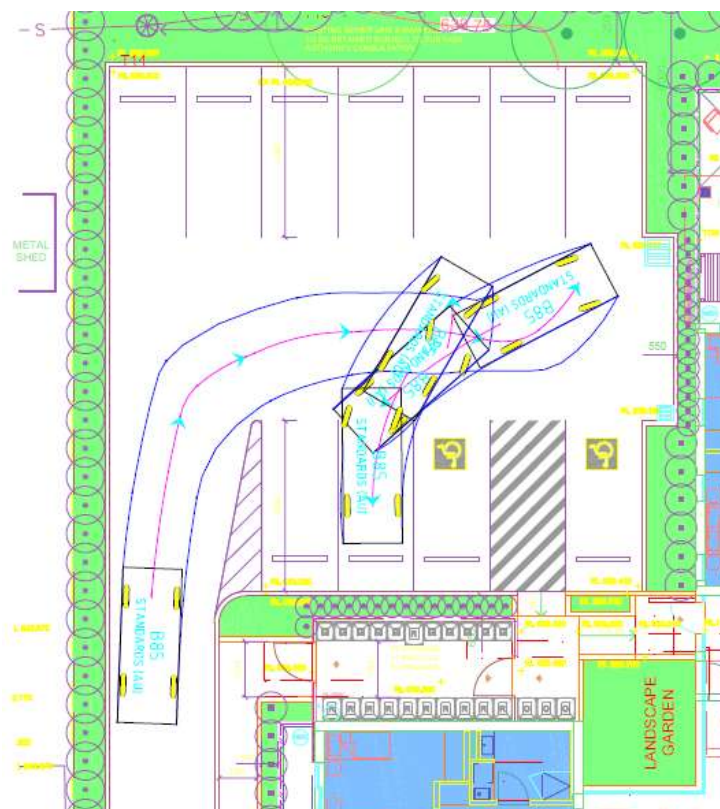


Figure 5-4: Internal Circulation Entry to the Parking Space (reverse movement)

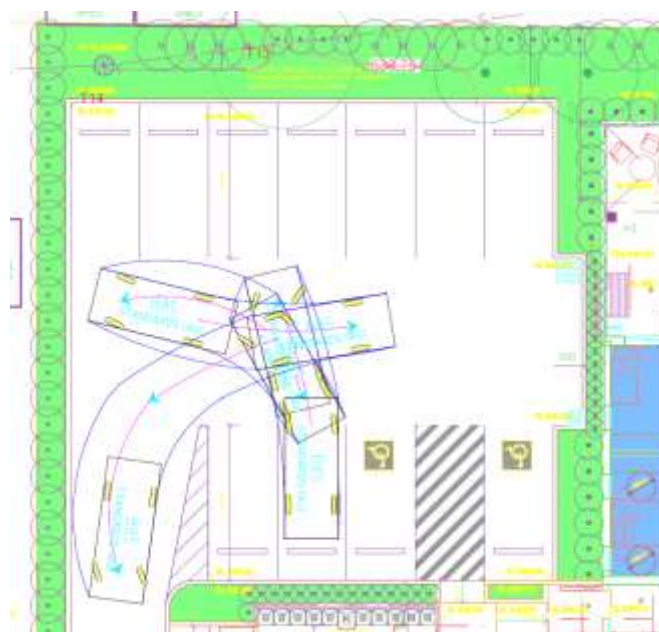


Figure 5-5: Internal Circulation Exit from the Parking Space (front movement)



Figure 5-6: Internal Circulation Entry to the Parking Space (front movement)

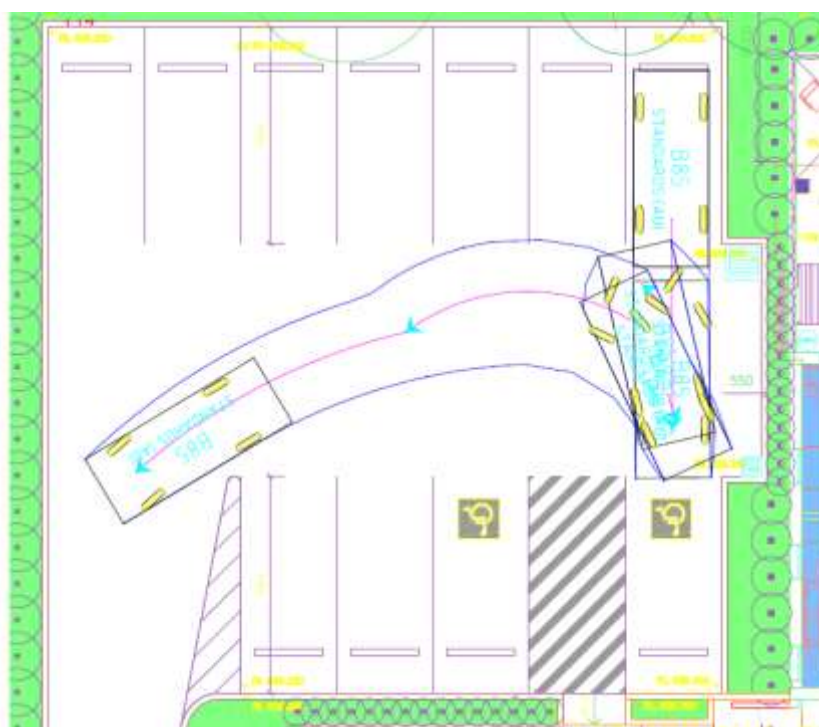


Figure 5-7: Internal Circulation Exit from the Parking Space (reverse movement)

6 Conclusion

The Traffic Impact Assessment (TIA) for the proposed residential flat building at 38-42 Gerathy Street, Goulburn, 2580 NSW evaluates the development's potential impacts on the local transport network. The assessment considers key factors such as traffic generation, parking provisions, road network capacity, and compliance with relevant planning policies to ensure the project aligns with both local and state regulations.

The findings indicate that the estimated peak-hour traffic generation is minimal, with approximately five vehicle movements per hour, which is unlikely to significantly affect the operational performance of the surrounding road network. The local roads, including Gerathy Street and Meehan Street, have sufficient capacity to accommodate the additional traffic without any adverse impact. Additionally, public transport options and pedestrian infrastructure enhance the site's accessibility, promoting sustainable transport alternatives.

In terms of parking, the development provides 11 on-site spaces, which meet the minimum requirements set by the State Environmental Planning Policy (Housing) 2021 (SEPP 2021). The parking layout is designed in accordance with Australian Standards AS 2890.1 (2004), ensuring ease of access, manoeuvrability, and compliance with safety standards. A swept path analysis confirms that vehicles can efficiently enter, exit, and circulate within the site without obstruction.

The project is consistent with the Goulburn Mulwaree Local Environmental Plan (LEP) 2009, the Goulburn Mulwaree Development Control Plan (DCP), and the SEPP 2021. These planning instruments guide development to ensure compatibility with the surrounding area while supporting housing growth. The design incorporates elements that enhance sustainability, accessibility, and liveability, aligning with modern residential development standards.

In conclusion, the proposed 14-unit residential development at 38-42 Gerathy Street, Goulburn is appropriate for the site and well-integrated into the existing transport network. With negligible traffic impact, adequate parking provisions, and full compliance with planning policies, the development will support the community's housing needs while preserving the residential character of the area. The project is expected to operate efficiently, with minimal disruption to the neighbourhood, ensuring a well-balanced addition to the local housing supply.

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