TRAFFIC IMPACT AND PARKING ASSESSMENT

PROPOSED RESIDENTIAL DEVELOPMENT
31-37 PHILLIP STREET
RAYMOND TERRACE

PREPARED FOR
HUME COMMUNITY HOUSING

IN COORDINATION WITH
STANTON DAHL ARCHITECTS

DATE: 19th December 2024

OUR REFERENCE: 230392

BY: JESSE WILSON

Author	**Jesse Wilson**	
Approved by	**Alistair McKerron**	
REVISION	**DATE**	**DESCRIPTION**
A	28th June 2024	Report Complete
B	18th July 2024	Report Amended
C	23rd July 2024	Report Amended
D	14th November 2024	Report Amended
E	19th December 2024	Report Amended

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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
- Port Stephens Development Control Plan 2014
- 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 northern side of Phillip Street and western side of Windsor Street, refer **Figure 2.1**. The site is currently zoned R2 – Low Density Residential under the Port Stephens Local Environmental Plan 2013 and is currently occupied by three (3) single storey dwelling houses.

Figure 2.1 Site Location

The development as proposed consists of the construction of four (4) residential buildings comprising of 13 units and an at-grade car parking area accommodating nine (9) car parking spaces. Vehicular access is provided via a two-way driveway from Lethbridge Street.

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.

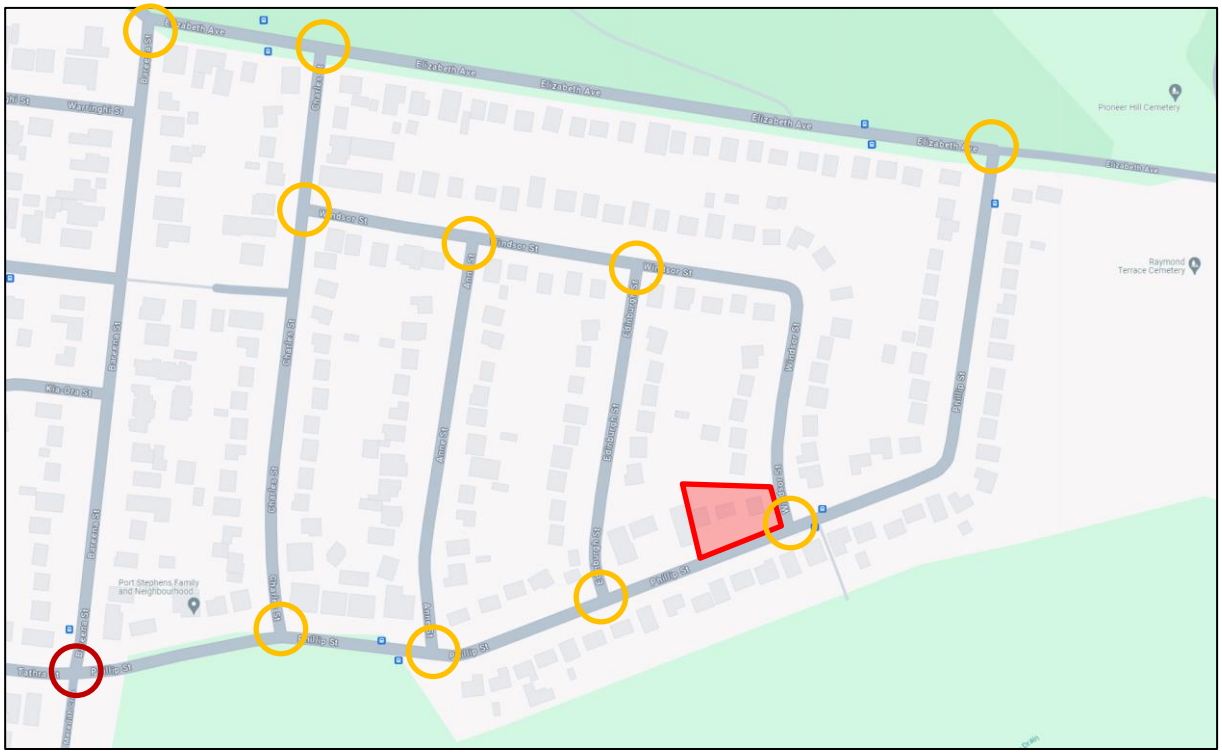
Phillip Street is a local road of approximately 7m in width, accommodating two-way traffic flow and kerbside parking on both sides of the road. Kerbside parking is unrestricted, typical of a residential setting. The default 50km/h speed limit applies. Phillip Street becomes Tathra Street to the west of the intersection with Bareena Street and Meredith Crescent. The road widens to approximately 12m in width whilst maintaining similar street characteristics.

Windsor Street is a local road of approximately 7m in width, accommodating two-way traffic flow and kerbside parking on both sides of the road. Kerbside parking is unrestricted, typical of a residential setting. The default 50km/h speed limit applies.

Adelaide Street is a local collector road of approximately 12m-17m in width, accommodating one lane in each direction and a line marked kerbside parking lane / road shoulder. Kerbside parking is intermittent, with "No Stopping" and "No Parking" signage generally present. A signposted 50km/h speed limit applies.

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 2.2**.



Key

Site

Priority controlled intersection

Stop Sign controlled intersection

Figure 2.2 Existing Road Features

2.4 TRAFFIC DATA

As far as we are aware, there a no readily available traffic counts in the local vicinity.

2.5 PUBLIC TRANSPORT

The closest bus stop to the subject site is located on Phillip Street road reserve of the site, approximately 20m. The bus stop services route 141 (Raymond Terrace to Dawson Rd and Kent St (Loop Service). The subject site is not within walking distance of a train station.

2.5.1 ACCESSIBLE AREA

The *State Environmental Planning Policy (Housing) 2021 – Schedule 10* defines an accessible area as:

> *accessible area means land within—*
>
> *(a) 800m walking distance of—*
>
> *(i) a public entrance to a railway, metro or light rail station, or*

(ii) for a light rail station with no entrance—a platform of the light rail station, or

(iii) a public entrance to a wharf from which a Sydney Ferries ferry service operates, or

(b) repealed

(c) 400m walking distance of a bus stop used by a regular bus service, within the meaning of the Passenger Transport Act 1990, that has at least 1 bus per hour servicing the bus stop between—

(i) 6am and 9pm each day from Monday to Friday, both days inclusive, and

(ii) 8am and 6pm on each Saturday and Sunday.

The subject site is not within 800m walking distance from a train, metro or light rail entry or platform or a ferry wharf. The site is within 400m walking distance of a bus stop servicing route 141. With reference to the TfNSW published bus timetable for route 141 (valid on 16 June 2024, valid as of 29 April 2024) the service characteristics are:

Day of Operation	First Service	Last Service	# Services	Frequency
Monday to Friday	6:04am	5:29pm	12	1 per hour
Saturday	9:21am	5:17pm	5	1 per two hours
Sunday / Public Holidays	N/A	N/A	0	0

Route 141 does not satisfy the requirement for a “regular bus service” with respect to hours of operation and frequency and as such, the site is not classified within an accessible area to the SEPP Housing 2021.

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT DESCRIPTION

The proposed development comprises of 13 units and an at-grade car parking area. The scale of the proposed relevant to traffic and parking impacts is as follows:

- 13 two-bedroom units;
- nine (9) car parking spaces.

3.2 ONSITE PARKING PROVISIONS

The proposed is a project of the NSW Department of Planning and Environment and therefore, reference is made to the *State Environmental Planning Policy (Housing) 2021 – Part 5 Development for Affordable Housing – Division 6 Residential development—relevant authorities* which states the following car parking requirements:

> ***42 Development to which division applies***
>
> *(e) for development on land in an accessible area—the development will result in the following number of parking spaces—*
>
> *(i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,*
>
> *(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,*
>
> *(iii) for each dwelling containing at least 3 bedrooms—at least 1 parking space, and*
>
> *(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.*

The parking requirements of the proposal are summarised in **Table 3.1**, noting that the development is being made by a social housing provider.

Table 3.1 Car Parking Requirements

Land Use	Scale	Authority	Rate	Spaces Required
Residential	13 two-bedroom units	SEPP Housing 2021	1 per dwellings	13

The proposal requires the provision of **13** car parking spaces to satisfy the requirements of the Housing SEPP 2021. The proposed car parking layout includes the provision of nine (**9**) car parking spaces, resulting in a shortfall of six (**4**) car parking spaces from the requirements of the SEPP (Housing) 2021.

With **9** of the **13** required parking spaces being located off-street, this leaves **4** on-street parking spaces required to accommodate the subject site. Under the assumption each adjacent property will use **1** on-street parking space, there is approximately **12** available on-street parking spaces available within a 30m walk of the subject site for the **6** unaccommodated spaces. To support this, based on satellite imagery viewed on Nearmap across six dates (23/10/2303, 26/02/2024, 29/02/2024, 24/04/2024, 11/05/2024, 16/05/2024). There is in excess of **12** available on street parking spaces within 30m of the

development on all dates viewed. See **Figure 3.1 through Figure 3.6** for supporting aerial imagery, showing the abundance of on-street parking surrounding the development.

Figure 3.1 Aerial Imagery – Dated 23/10/2023

Figure 3.2 Aerial Imagery – Dated 26/02/2024

Figure 3.3 Aerial Imagery – Dated 29/02/2024

Figure 3.4 Aerial Imagery – Dated 24/04/2024

Figure 3.5 Aerial Imagery – Dated 11/05/2024

Figure 3.6 Aerial Imagery – Dated 16/05/2024

Accessible Parking

No accessible parking is required by the *State Environmental Planning Policy (Housing) 2021*. Reference should be made to the relevant accessibility consultant as the provision of accessible parking.

3.3 SITE ACCESS & SERVICING

It is currently proposed that the at-grade car parking area will be accessed via the road frontage of Phillip Street, refer **Figure 3.1**.

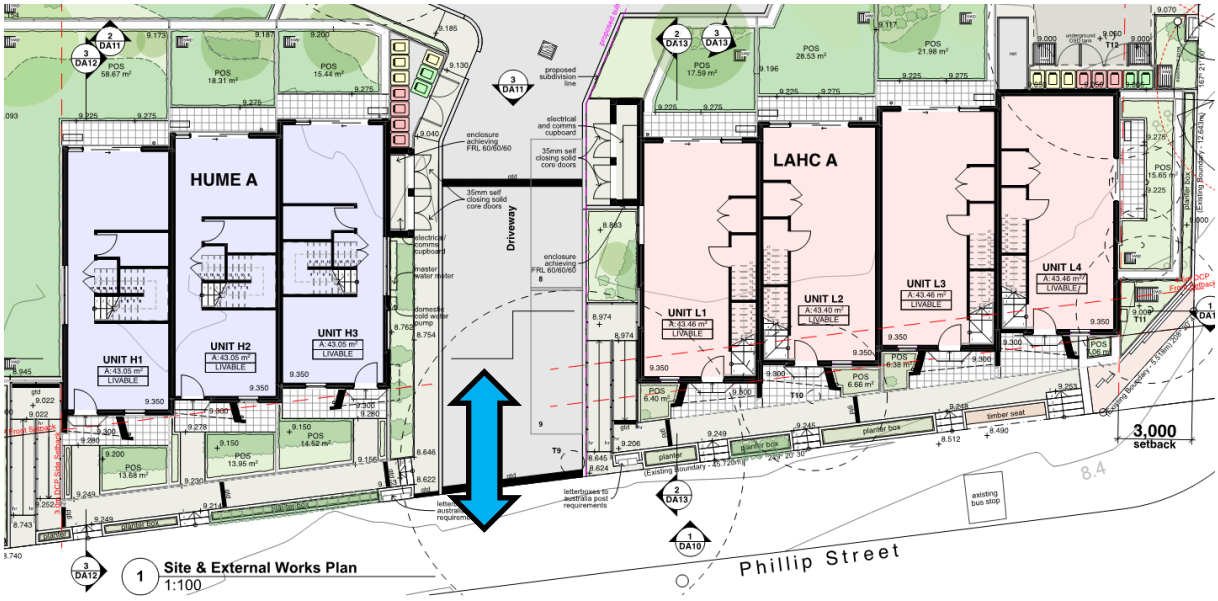


Figure 3.7 Proposed Entry / Exit Point

Swept Paths Analysis

We have undertaken swept-path analysis using Autotrack (refer attached turning plans), this analysis indicates that:

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

Garbage Collection

It is expected that the garbage will be conducted by Council kerbside waste collection service, as the surrounding dwellings. It is recommended to provide a loading bay for service vehicles where parking is prohibited for ease of access for the service vehicle. Since waste for the proposed development will be collected on Tuesday, an MRV length bay (8.8m long) should be introduced on waste collection to ensure sufficient space is provided. This is of additional impotence as Port Stephens Council has recently introduced green bins for garden organic waste collection starting from July 3, 2023.

3.4 PEDESTRIAN CONSIDERATIONS

There is no formal pedestrian footpath on the Phillip Street frontage.

3.5 DESIGN COMPLIANCE

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

- Adequate dimensions of car parking spaces as outlined in AS2890.1:2004;
- Adequate circulation roadway widths;
- Vehicular access driveway of 3.6m 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, signage 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.

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.

3.3.2 Medium density residential flat building.

Smaller units and flats (up to two bedrooms):

Weekday peak hour vehicle trips = 0.4-0.5 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)
Residential	13 two-bedroom units	AM	0.5 per unit	7	2 in, 5 out
		PM	0.5 per unit	7	5 in, 2 out

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 two (**7**) vehicle trips in both the AM peak hour period (2 in, 5 out) and PM peak hour period (5 in, 2 out). This scale of traffic generation is relatively minor and as such, no noticeable impacts to the surrounding traffic environment are expected as a result of the proposed.

5 CONCLUSIONS

We conclude that:

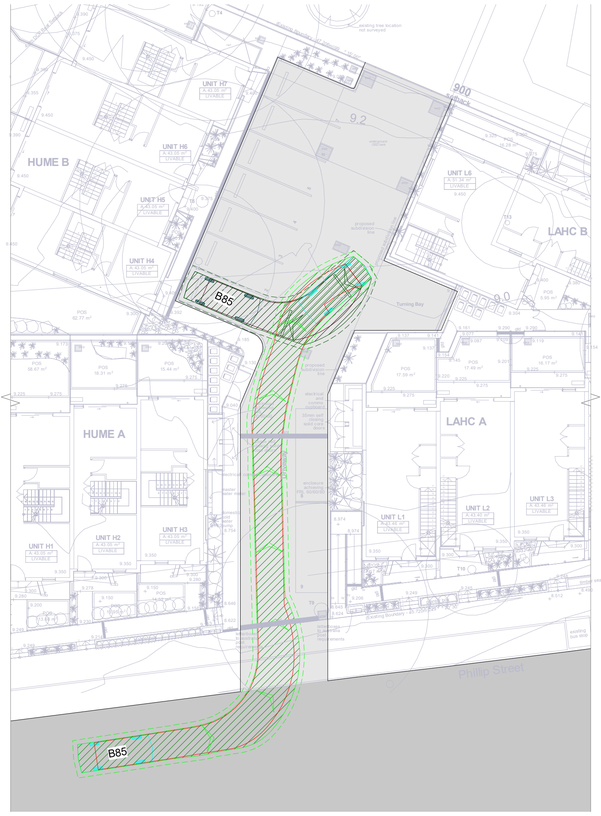
- We believe that the proposed development will not have a significant impact on the traffic in the local network.
- We believe the development will not have a significant impact on the locale in terms of the traffic efficiency, amenity, safety, and/or road pavement life.
- The car parking design achieves the relevant requirements of AS2890.1:2004
- The proposed development does not achieve the minimum required number of parking spaces as per the parking requirements of the SEPP Housing 2021 as outlined in **Table 3.1**.
- Available on-street parking within a 30m metre walk of the subject site has been estimated to provide adequate parking for residents.

Yours faithfully,
For & on behalf of Greenview,

Jesse Wilson
Traffic Designer

Alistair McKerron B.E., M.I.E.(Aust), CP Eng,
NPER No. 2220277
Senior Project Engineer

APPENDICES
SWEPT PATH ANALYSIS – GREENVIEW CONSULTING



GROUND FLOOR - B85 ENTRY 1
Scale: 1 : 200

GROUND FLOOR - B85 EXIT 1
Scale: 1 : 200

LEGEND

- PATH OF VEHICLE BODY FORWARDS
- PATH OF VEHICLE BODY BACKWARDS
- PATH OF VEHICLE WHEELS
- BODY OF VEHICLE
- CLEARANCE ENVELOPE

B85 VEHICLE

OVERALL LENGTH	4.910m
OVERALL WIDTH	1.870m
OVERALL BODY HEIGHT	1.260m
MIN BODY GROUND CLEARANCE	0.120m
TRACK WIDTH	1.770m
LOCK-TO-LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.750m

REV.	DATE	BY	DESCRIPTION
3	19.12.2024	BB	DA ISSUE
2	14.11.2024	JPS	DA ISSUE
1	28.06.2024	JPS	DA ISSUE

GENERAL HOUSING DEVELOPMENT

31-37 Phillip Street, Raymond Terrace, NSW

Stanton Dahl

greenview CONSULTING
(02) 8544 1683 | www.greenview.net.au

DESIGN: NE | DRAWN: JPS | CHECKED: AMcK | SIZE: A1 | SCALE: As indicated

CIVIL DESIGN

GROUND FLOOR TURNING PATHS SHEET 1

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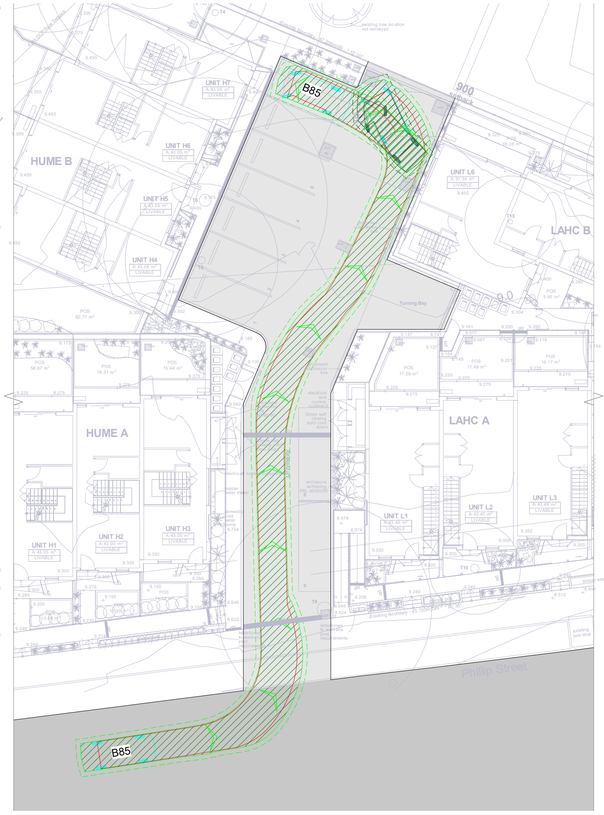

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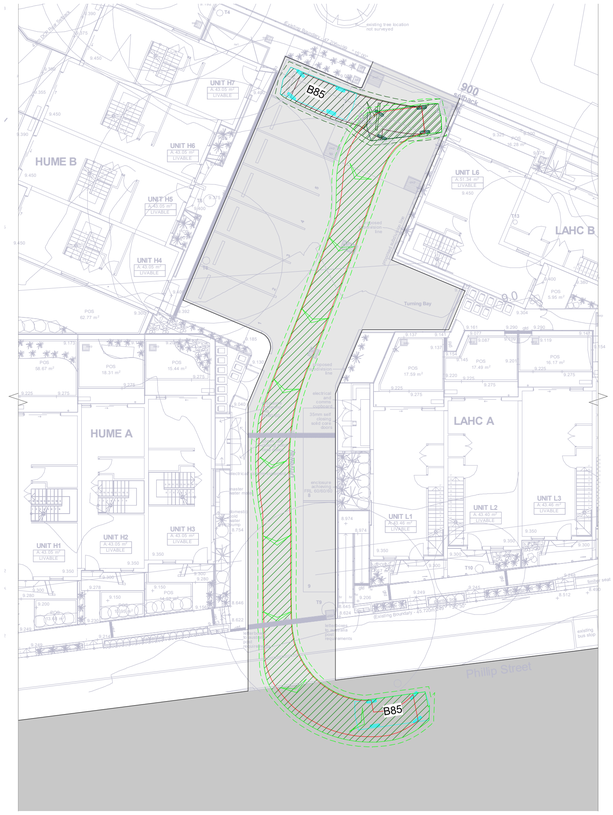

GROUND FLOOR - B85 EXIT 2
Scale: 1 : 200

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GROUND FLOOR TURNING PATHS SHEET 2

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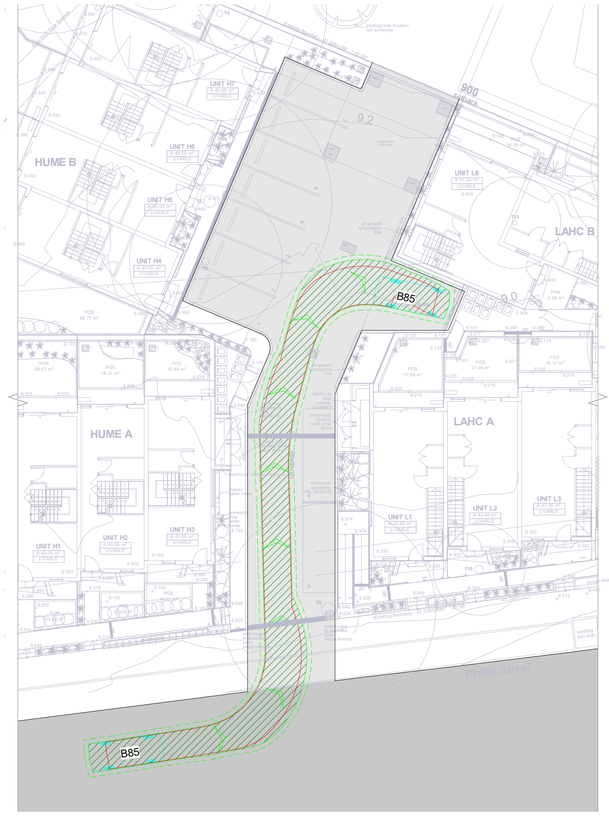

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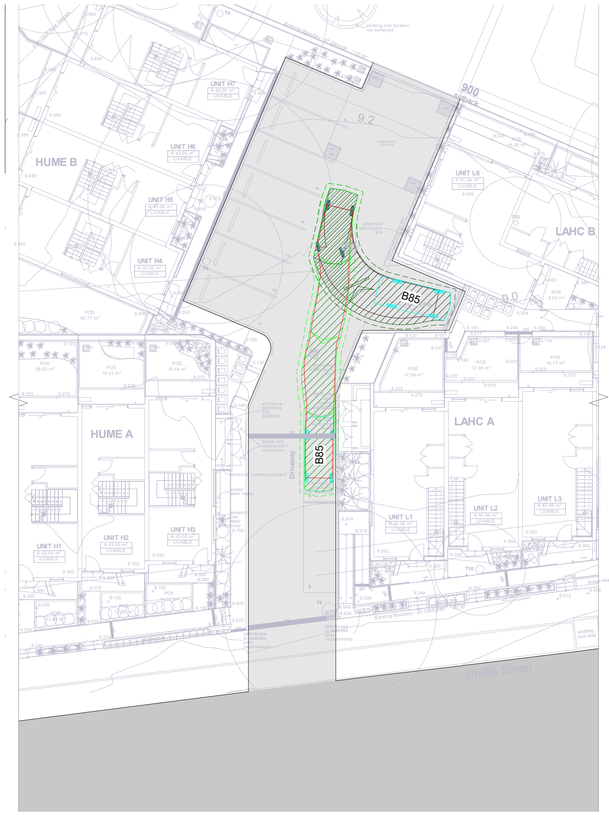

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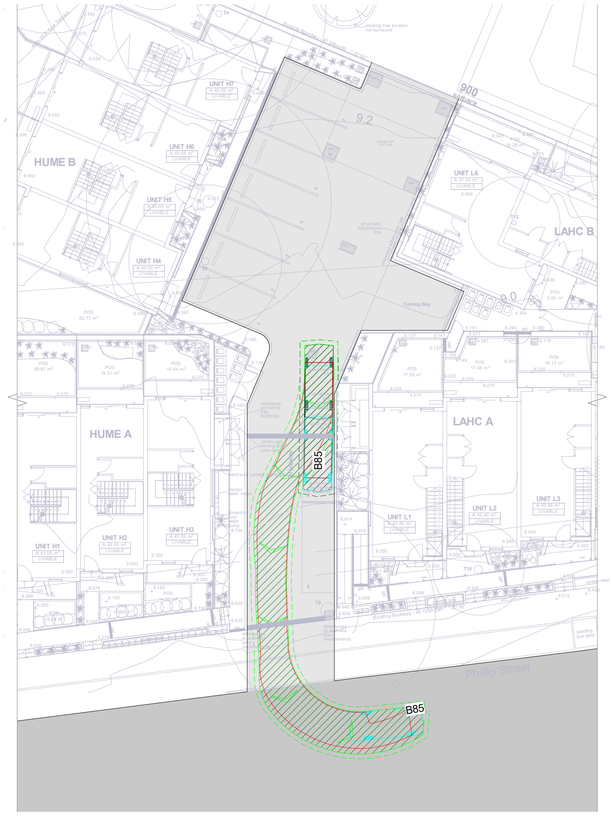

GROUND FLOOR - B85 EXIT 3
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LEGEND

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CIVIL DESIGN

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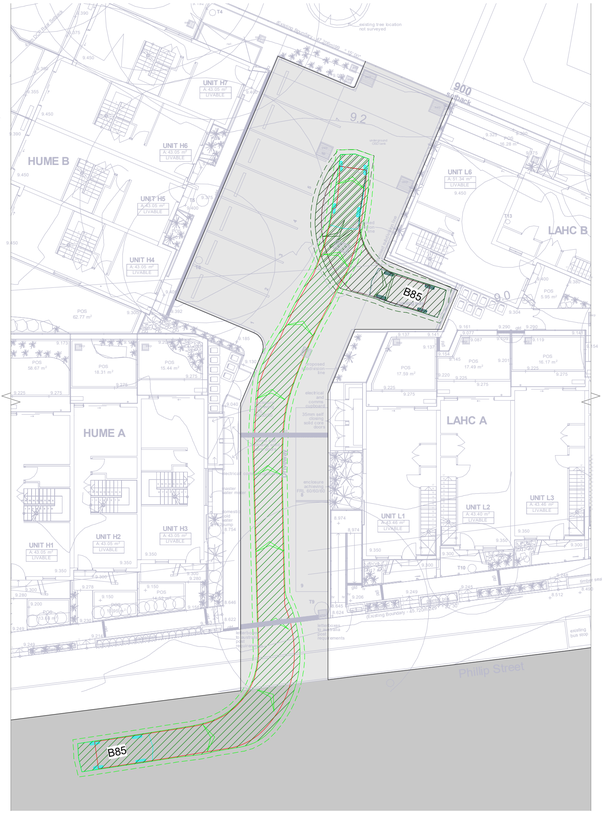

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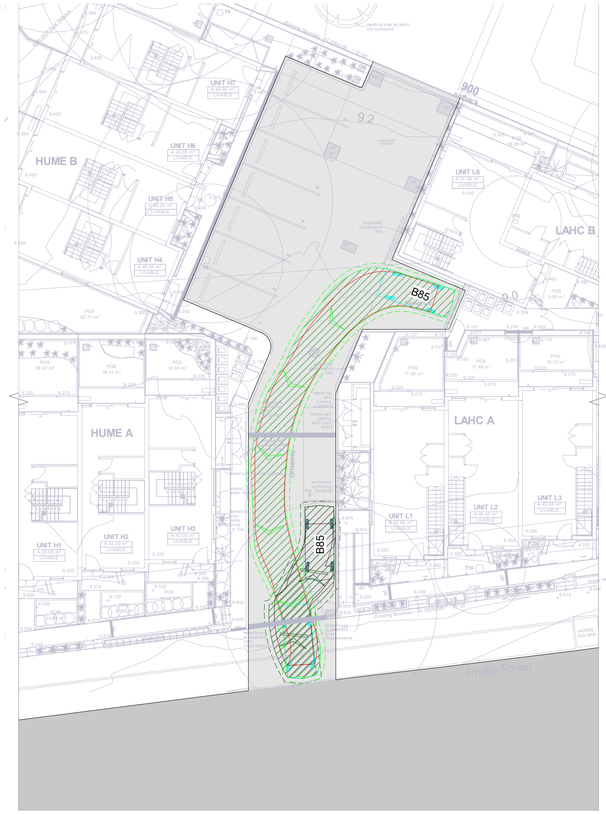

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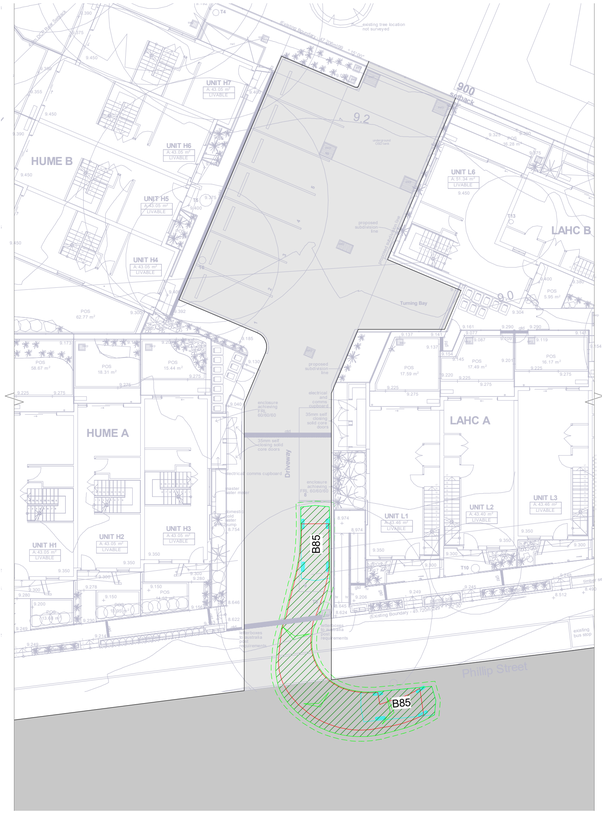

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LEGEND

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- PATH OF VEHICLE BODY BACKWARDS
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