

19 October 2025
Ref: 22177

The Interim General Manager
Eurobodalla Shire Council
PO Box 99
MORUYA NSW 2537

Attention: Mark Ferguson
council@esc.nsw.gov.au

Dear Mark,

DA0593/23
20 Heradale Parade, Batemans Bay
Proposed Modifications to an Approved Residential Flat Building
s4.55(2) Traffic & Parking Assessment Report

Introduction

On 13 February 2025, development consent was granted by Eurobodalla Shire Council for DA0593/23, involving the *demolition* (of existing structures) *and construction of a Residential Flat Building (60) units (2 x 1 bed; 12 x 2 bed; 42 x 3 bed and 4 x 4 bed) including basement car parking for 88 vehicles (plus 3 car wash bays).*

Specifically, off-street parking for DA0593/23 was approved for a total of 91 cars, comprising 16 residential adaptable spaces, 72 residential spaces, and 3 residential car wash bays, as well as 29 bicycles, within a new single-level basement parking area. Vehicular access to the basement parking area was approved to be provided via a new entry/exit driveway located at the northern end of the Heradale Parade site frontage, in essentially the same location as the existing driveway.

The proposed modifications to the approved design are relatively minor, with the changes that impact traffic and parking, comprising:

- Slight change in unit mix
- Extension of basement footprint
- Increase in car parking provision

Notwithstanding, the approved number of storeys, basement RL and design (excluding the proposed extension), vehicular access location and design, total unit yield and waste collection arrangements remain unchanged from the approved DA0593/23 scheme.

Site

The subject site is located on the western corner of the Bavarde Avenue and Heradale Parade intersection. The site has street frontages of approximately 90m in length to Bavarde Avenue, approximately 41m in length to Heradale Parade, and occupies a total area of approximately 8,409m². It is legally described as Lot 1 in DP1135117.

The site is currently occupied by two weatherboard cottages along with a number of associated outbuildings, all concentrated in the eastern portion of the site. The remainder of the site is vacant of structure and comprises established tall trees along its western boundary, however, is otherwise grassed.

Off-street parking is provided for the property, with vehicular access provided via a single driveway located at the northern end of the Heradale Parade site frontage.

A recent aerial image of the site and its surroundings is reproduced below, followed by a series of Streetview images of the site frontage.



Figure 1 – Aerial image of the subject site (Source: Nearmap)



Figure 2 – Streetview image from Bavarde Avenue site frontage, looking north-east (Source: Google Maps)



Figure 3 – Streetview image from Heradale Pde and Bavarde Ave intersection, looking north-west (Source: Google Maps)

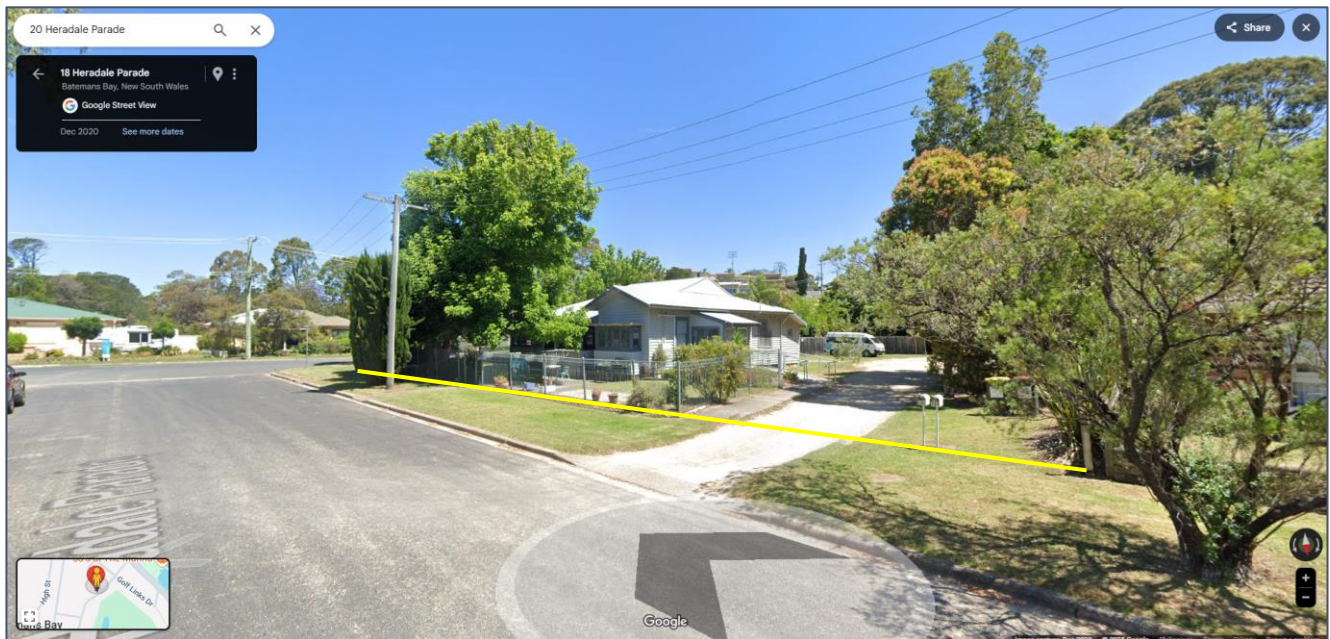


Figure 4 – Streetview image from Heradale Parade site frontage, looking south (Source: Google Maps)

Development Approval History – DA0593/23

As noted in the foregoing, on 13 February 2025, development consent was granted by Eurobodalla Shire Council for DA0593/23, involving the *demolition and construction of a Residential Flat Building (60 units (2 x 1 bed; 12 x 2 bed; 42 x 3 bed and 4 x 4 bed) including basement car parking for 88 vehicles (plus 3 car wash bays).*

Off-street parking was approved for a total of 91 cars, including 16 residential adaptable spaces, 72 residential spaces, and 3 residential car wash bays, as well as 29 bicycles, within a new single-level basement parking area. Vehicular access to the basement parking area was approved to be provided via a new 6.1m wide entry/exit driveway located at the northern end of the Heradale Parade site frontage, in essentially the same location as the existing driveway.

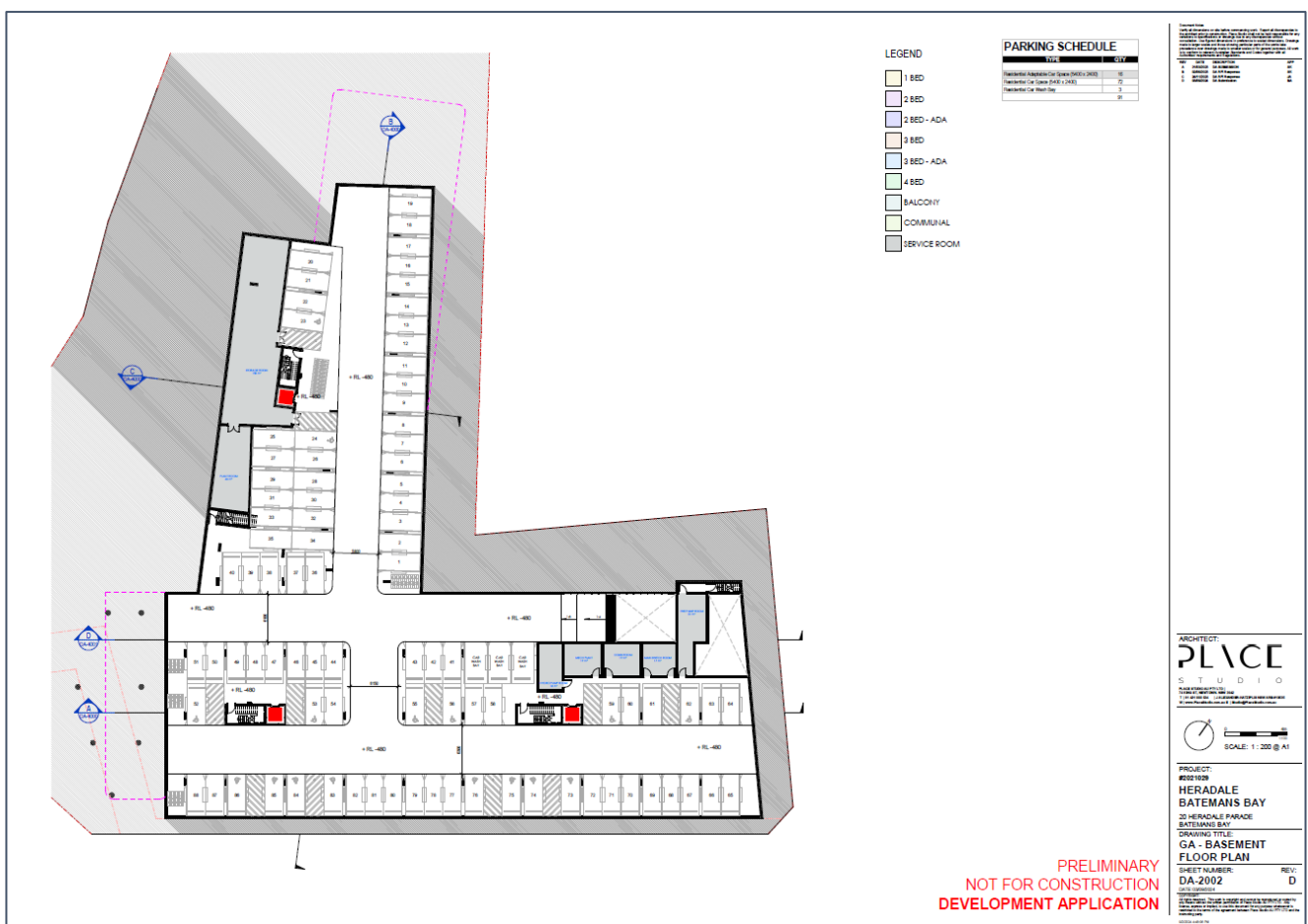


Figure 5 – DA0593/23 approved basement floor plan (Source: Place Studio AU Pty Ltd)

Proposed Modifications

The proposed modifications to the approved design are relatively minor, with the changes that impact traffic and parking, comprising:

- Slight change in unit mix
- Extension of basement footprint
- Increase in car parking provision

Notwithstanding, the approved number of storeys, basement RL and design (excluding the proposed extension), vehicular access location and design, total unit yield and waste collection arrangements remain unchanged from the approved DA0593/23 scheme.

Key comparisons between the approved DA0593/23 scheme and the proposed s4.55(2) scheme are outlined in the table below.

Table 1 – Existing & Proposed Apartment Mix		
	Approved DA0593/23 Scheme	Proposed s4.55(2) Scheme
No. of storeys	4 storeys	4 storeys
Basement levels	1 level	1 level
Residential units	2 x 1 bedroom 12 x 2 bedroom (including 7 adaptable) 42 x 3 bedroom (including 10 adaptable) 4 x 4 bedroom Total 60 residential units	0 x 1 bedroom 13 x 2 bedroom (including 3 adaptable) 42 x 3 bedroom (including 12 adaptable) 5 x Four Bedroom Total 60 residential units

Table 2 – Existing & Proposed Parking Mix		
	Approved DA0593/23 Scheme	Proposed s4.55(2) Scheme
Car parking	16 adaptable spaces 72 standard spaces 3 car wash bays Total 91 spaces	17 adaptable spaces 90 standard spaces 3 car wash bays Total 110 spaces
Bicycle parking	29 spaces	29 spaces
Vehicular access	Heradale Parade	Heradale Parade (unchanged)
Loading	Heradale Parade (reverse-in/forward-out)	Heradale Parade (reverse-in/forward-out)

An extract copy of the proposed basement parking area is provided below.

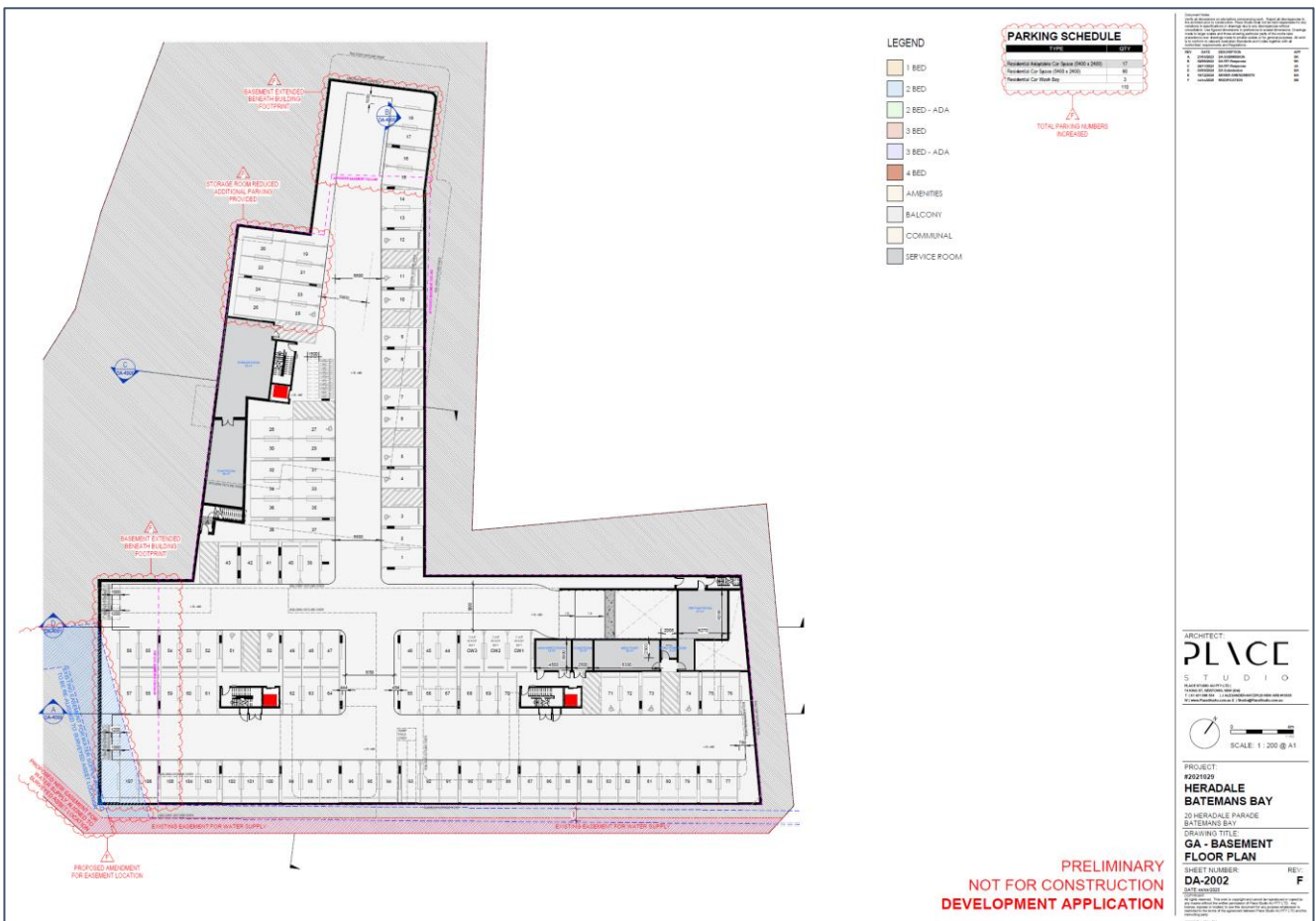


Figure 6 – Proposed s4.55(2) basement plan (Source: Place Studio AU Pty Ltd)

Traffic Assessment

The traffic implications of development proposals primarily concern the effects of any *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 weekday commuter peak periods.

An indication of the traffic generation potential of most development types is provided by reference to Transport for NSW's new *Guide to Transport Impact Assessment 2024* (GTIA) (supersedes the former RMS publication *Guide to Traffic Generating Developments, Section 3 – Land use Traffic Generation (October 2002)* and the RMS TDT 2013/04a documents), which nominates the following traffic generation rates applicable to *high density residential dwellings*:

Table 5.11. High density residential sample summary

	Sydney	Regional
Weekday rates	Average	Average
Person trips (person trips/dwelling)		
AM peak hour	0.66	0.71
PM peak hour	0.56	0.88
Daily	4.49	7.35
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.19	0.53
PM peak hour	0.15	0.32
Daily	1.52	4.57

Notwithstanding the above, the proposed s4.55(2) application retains the previously approved quantum of 60 units, such that the daily and peak traffic generation potential of the development remains unchanged.

Accordingly, the road network operation is expected to remain at the same level of service and is therefore supportable on traffic grounds.

Parking Assessment

The off-street car parking rates applicable to the proposed s4.55(2) scheme are specified in the Eurobodalla Parking & Access Code 2011, as set out below.

3.2.1 Table 1 - Car Parking Guidelines

ACCOMMODATION LAND USES		
Land Use Type	Parking Requirement	
Residential Flat Building	1 bedroom	1 space per unit
	2 or more bedrooms	2 spaces per unit

(Source: Eurobodalla Council Parking & Access Code 2011)

In addition, EDCP 2012 requires the provision of car wash bays at a rate of *1 space per 4 dwellings, up to a maximum of 3 spaces*.

Notwithstanding, discussions with Council during the review process of the approved DA0593/23, indicated they were supportive of applying the "high density residential" parking rates specified in the RMS Guide, which is now superseded by the GTIA. Accordingly, the equivalent car parking rates specified in the GTIA applicable to high density residential dwellings are set out in the GTIA extract on the following page (being Category 2).

Table 8.4. High density residential dwellings – TfNSW reference rates per dwelling

Category	Studio/1 br	2 br	3 + br	Visitor
1	0.4	0.7	1.2	1 space per 7 dwellings
2	0.6	0.9	1.4	1 space per 5 dwellings
3	1.0	1.3	1.5	1 space per 5 dwellings

Application of the above (approved) Category 2 parking rates to the s4.55(2) proposal for 60 residential units, yields a minimum off-street parking requirement of 88 car spaces (plus 3 car wash bays under the EDCP), as detailed in Table 3 below.

Table 3 – Off-Street Car Parking Requirements of Proposed s4.55(2) Scheme						
	Use	Rate	Quantity	No. of Car Spaces	Parking Required	Parking Proposed
Proposed s4.55(2) car space provision	1 bedroom	0.6 spaces/unit	0	1.2	89.5 spaces <i>plus</i> 3 car wash bays	107 spaces (inc. 17 accessible spaces) <i>plus</i> 3 car wash bays
	2 bedroom	0.9 spaces/unit	13	11.7		
	3 bedroom	1.4 spaces/unit	42	56.0		
	4 bedroom	1.4 spaces/unit	5	7.0		
	Visitors	1 space/5 units	60	12.0		

*rates are from the GTIA – Category 2

The proposed s4.55(2) scheme makes provision for 107 car parking spaces plus 3 car wash bays, thereby satisfying the numerical parking requirements applied and approved under the original DA0593/23 scheme.

For ease of comparison, the off-street parking rates and requirements for the approved DA0593/23 scheme are outlined in Table 4 below.

Table 4 – Off-Street Car Parking Requirements of the Approved DA0593/23 Scheme						
	Use	Rate	Quantity	No. of Car Spaces	Parking Required	Parking Approved
Approved DA0593/23 car space provision*	1 bedroom	0.6 spaces/unit	2	1.2	88.4 spaces <i>plus</i> 3 car wash bays	88 spaces (inc. 16 accessible spaces) <i>plus</i> 3 car wash bays
	2 bedroom	0.9 spaces/unit	12	10.8		
	3 bedroom	1.4 spaces/unit	42	58.8		
	4 bedroom	1.4 spaces/unit	4	56.6		
	Visitors	1 space/5 units	60	12.0		

*rates are from the RMS Guide

Clause 4.6 of the Batemans Bay Regional Centre DCP specifies that residential flat buildings of 4 units or more must ensure that 25% of the dwellings are adaptable housing, and that the applicable dwellings must comply with Australian Standard AS4299 – Adaptable Housing.

In turn, developments containing adaptable housing must allocate at least one accessible parking space to each adaptable unit.

Based on the proposal for 60 apartments, the proposed development requires the provision of 15 adaptable apartments, all of which require an accessible car parking space each.

That requirement is satisfied by the proposed provision of 17 accessible spaces within the basement parking area.

Additionally, the off-street bicycle parking rates applicable to the proposed s4.55(2) scheme are specified in the Eurobodalla Parking & Access Code 2011, Clause 3.1.3, as follows:

3.1.3 Bicycle facilities

Developments, such as shopping centres, education facilities, sporting facilities, swimming pools, gymnasiums, etc, where such developments are in excess of 200m² GFA, must include the provision of bicycle parking in accordance with AS2890.3 - 1993 *Bicycle Parking Facilities*. Secure and accessible bicycle storage facilities must also be provided on site.

(Source: Eurobodalla Council Parking & Access Code 2011)

Notwithstanding, AS2890.3:2015 does not specify bicycle parking rates, only the design requirements. As such, reference is made to the NSW Government's Planning Guidelines for Walking & Cycling (December 2004), Table 1, which recommends a bicycle parking rate of 20-30% of units for residents and 5-10% of units for visitors.

Accordingly, based on the proposal for 60 residential units, the Guidelines recommends the provision of 12-18 residential bicycle spaces and 3-6 visitor bicycle spaces.

That requirement is satisfied by the proposed provision of 29 bicycle spaces located within the basement parking area, consistent with the DA0593/23 approved scheme, and designed in accordance with the dimensions AS2890.3.

Accordingly, the proposed car and bicycle parking provisions are supportable.

Design Layout Compliance

The geometric design layout of the vehicular access and basement parking area have been reviewed, along with the loading bay, and are generally in compliance with the AS2890 series.

Further, a series of swept turning path diagrams of the B99 & B85 design vehicles have also been prepared, indicating that cars can circulate through the basement parking area without difficulty and can enter and exit the site in a forward direction. In addition, the previously approved loading arrangements which requires the service vehicle (up to 8.8m in length) to reverse into the loading bay directly off the street, has been retained next to the car park access driveway. A copy of the swept turn paths are attached.

Whilst the modified layout has been designed in accordance with the pertinent Australian Standards, there are a number of consent conditions which require reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current s4.55 design can therefore be addressed at the CC stage.

Conclusion

In summary, the proposed modifications to the approved DA0593/23 scheme, from a traffic & parking perspective, involve the following:

- Slight change in unit mix
- Extension of basement footprint
- Increase in car parking provision

Notwithstanding, the approved number of storeys, basement RL and design (excluding the proposed extension), vehicular access location and design, total unit yield and waste collection arrangements remain unchanged from the approved DA0593/23 scheme.

The proposed modifications result in zero nett change in the traffic generation potential of the development, given the overall unit yield remains unchanged with 60 units.

Furthermore, the proposed parking provision comfortably satisfies the equivalent parking rates of the approved DA0593/23 scheme, being from the RMS Guide to Traffic Generating Development.

In the circumstances, it is concluded that the proposed s4.55(2) scheme will not result in any unacceptable traffic, parking, servicing or access implications.

Please do not hesitate to contact me should you have any comments or questions.

Kind regards



Chris Palmer
Director
B.Eng (Civil), MAITPM

Attachments:

1. Proposed s4.55 architectural plans
2. Swept turn paths



LEGEND

- 1 BED
- 2 BED
- 2 BED - ADA
- 3 BED
- 3 BED - ADA
- 4 BED
- AMENITIES
- BALCONY
- COMMUNAL
- SERVICE ROOM

PARKING SCHEDULE

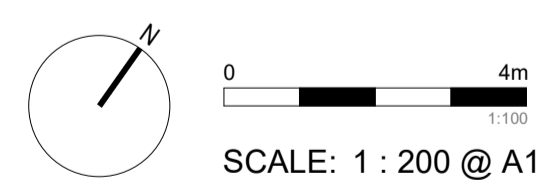
TYPE	QTY
Residential Adaptable Car Space (5400 x 2400)	17
Residential Car Space (5400 x 2400)	90
Residential Car Wash Bay	3
TOTAL	110

TOTAL PARKING NUMBERS INCREASED

Document Notes
Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authoriser requirements and Regulations.

REV	DATE	DESCRIPTION	APP
A	21/03/2023	DA SUBMISSION	SK
B	02/06/2023	DA RFI Response	SK
C	24/11/2023	DA RFI Response	JA
D	03/09/2024	DA Submission	BA
E	18/12/2024	SEWER AMENDMENTS	BA
F	xx/xx/2025	MODIFICATION	SB

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PROJECT:
#2021029
HERADALE
BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY
DRAWING TITLE:
GA - BASEMENT
FLOOR PLAN

SHEET NUMBER:
DA-2002
DATE: xxx/xx/2025

REV:
F

PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

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10/2/2025 4:47:14 PM

UNIT MIX

TYPE	AREA (m ²)	COUNT
2 BED	1062.6 m ²	10
2 BED - ADA	336.1 m ²	3
3 BED	4039.6 m ²	30
3 BED - ADA	1631.8 m ²	12
4 BED	898.9 m ²	5
60	7969.0 m ²	60

1x ADDITIONAL 2 BED UNIT.
 1x ADDITIONAL 4 BED UNIT.
 2x LESS 3 BEDROOM UNITS.
 NO CHANGE IN TOTAL No. OF BEDS. ADAPTABLE UNITS AMENDED TO COUNCIL 25% REQUIREMENT

LEGEND

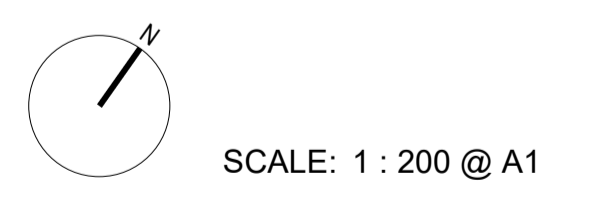
- 1 BED
- 2 BED
- 2 BED - ADA
- 3 BED
- 3 BED - ADA
- 4 BED
- AMENITIES
- BALCONY
- COMMUNAL
- SERVICE ROOM



BUILDING A ALL STRUCTURES REMOVED FROM EASEMENT RAMPING CHANGE PER EASEMENT REQUIREMENTS 3 BEDROOM UNIT CHANGED TO 2 BEDROOMS BOOSTER ASSEMBLY RELOCATED **BUILDING B**

**PRELIMINARY
 NOT FOR CONSTRUCTION
 DEVELOPMENT APPLICATION**

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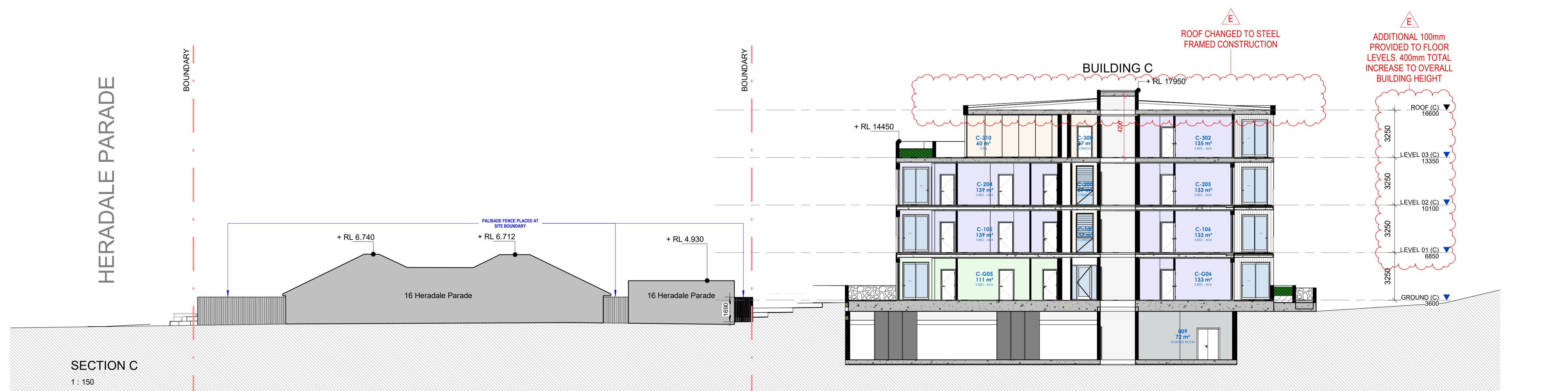
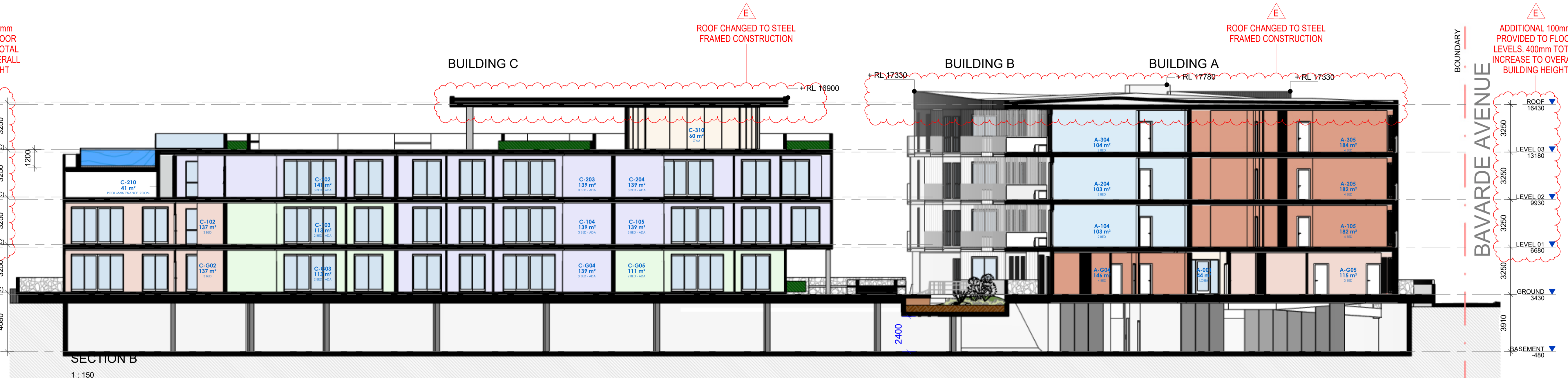
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**#2021029
 HERADALE
 BATEMANS BAY**
 20 HERADALE PARADE
 BATEMANS BAY
 DRAWING TITLE:
**GA - GROUND FLOOR
 PLAN**

SHEET NUMBER:
DA-2004
 DATE: xxx/xx/2025

REV: **F**

REVISIONS

REV	DATE	DESCRIPTION	APP
A	21/03/2023	DA SUBMISSION	SK
B	24/11/2023	DA RFI RESPONSE	JA
C	22/03/2024	Council RFI Response	BA
D	03/09/2024	DA Submission	BA
E	xx/xx/2025	MODIFICATION	SB



PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

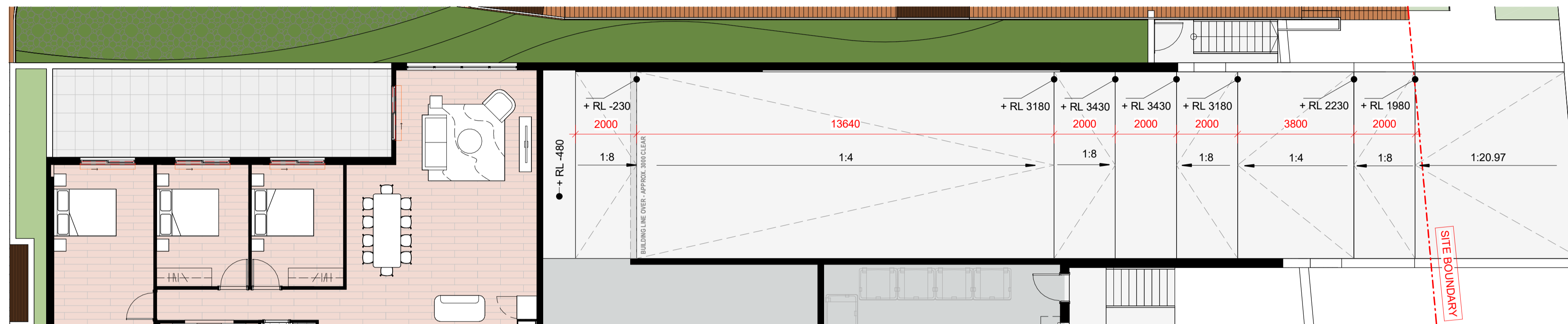
ARCHITECT:
PLACE
STUDIO

SCALE: 1: 150 @ A1

PROJECT:
#2021029
HERADALE
BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY
DRAWING TITLE:
SECTIONS

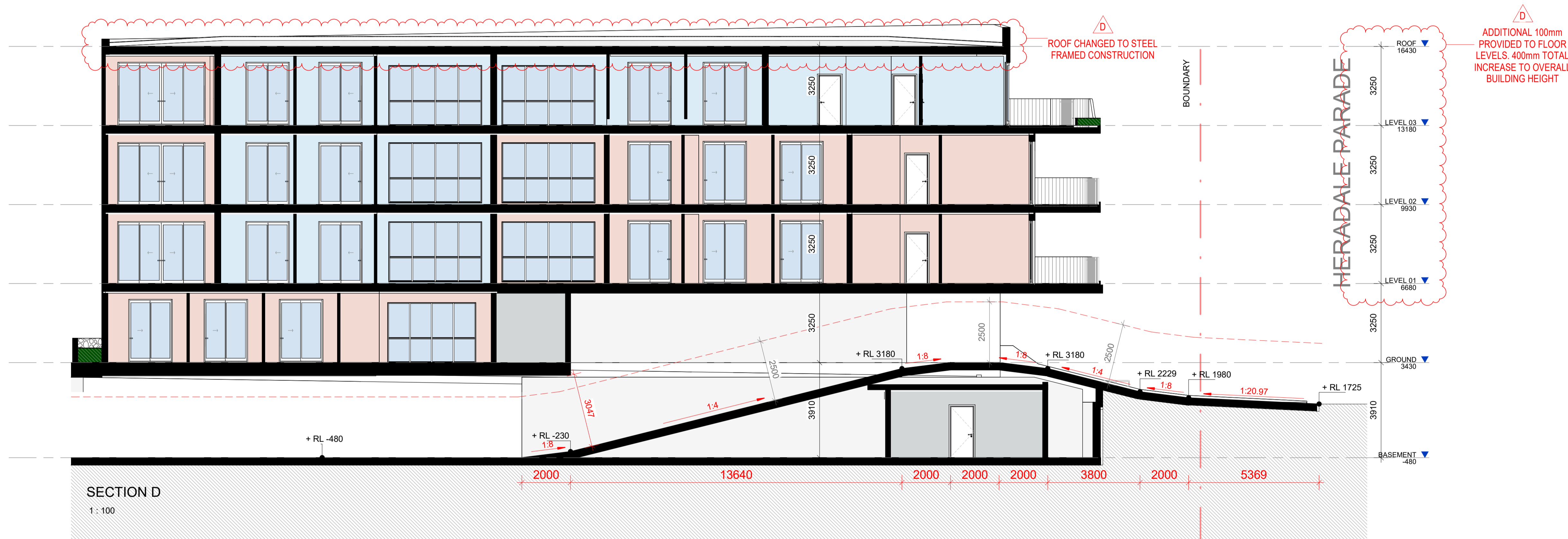
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REV: E
DATE: xx/xx/2025

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B	24/11/2023	DA RFP RESPONSE	JA
C	03/09/2024	DA SUBMISSION	BA
D	xx/xx/2025	MODIFICATION	SB



BASEMENT RAMP_GROUND FLOOR

1:100



SECTION D

1:100

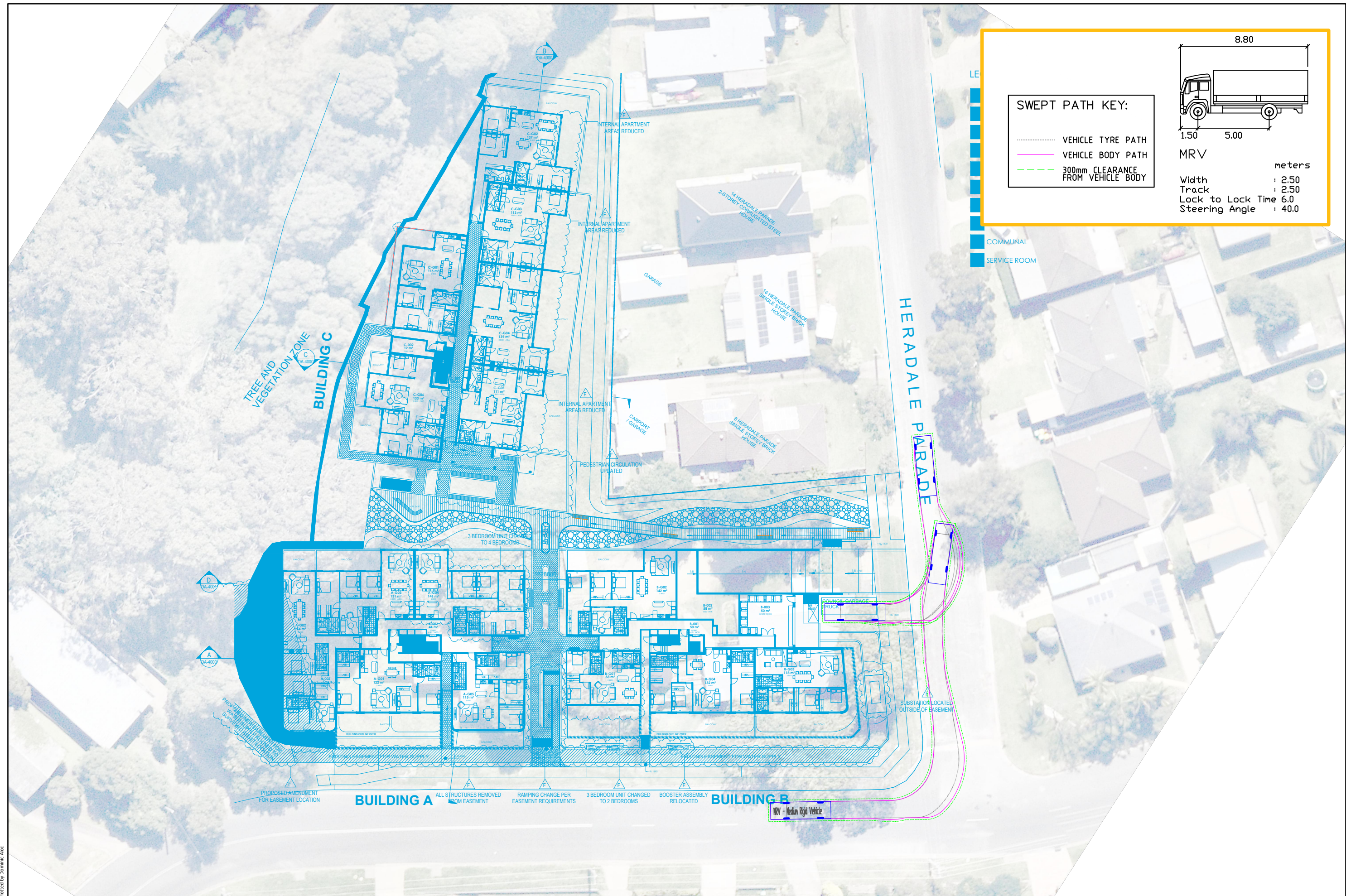
PRELIMINARY
 NOT FOR CONSTRUCTION
 DEVELOPMENT APPLICATION

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SCALE: 1:100 @ A1

PROJECT:
#2021029
HERADALE
BATEMANS BAY
 20 HERADALE PARADE
 BATEMANS BAY
 DRAWING TITLE:
DRIVEWAY RAMP
SECTION

SHEET NUMBER: DA-4001
 DATE: xx/xx/2025
 REV: D



Plotted by Dominic Abor

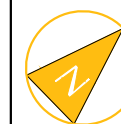
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING

THE LOCATIONS OF UNDERGROUND SERVICES
 ARE APPROXIMATE ONLY.
 THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE.
 ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

20 HERADALE PARADE, BATEMANS BAY
SWEPT TURN PATH ASSESSMENT - GROUND FLOOR (LOADING BAY)
MRV ENTRY AND EXIT PATH



SCALE 0 50 100 1:500 @ A3

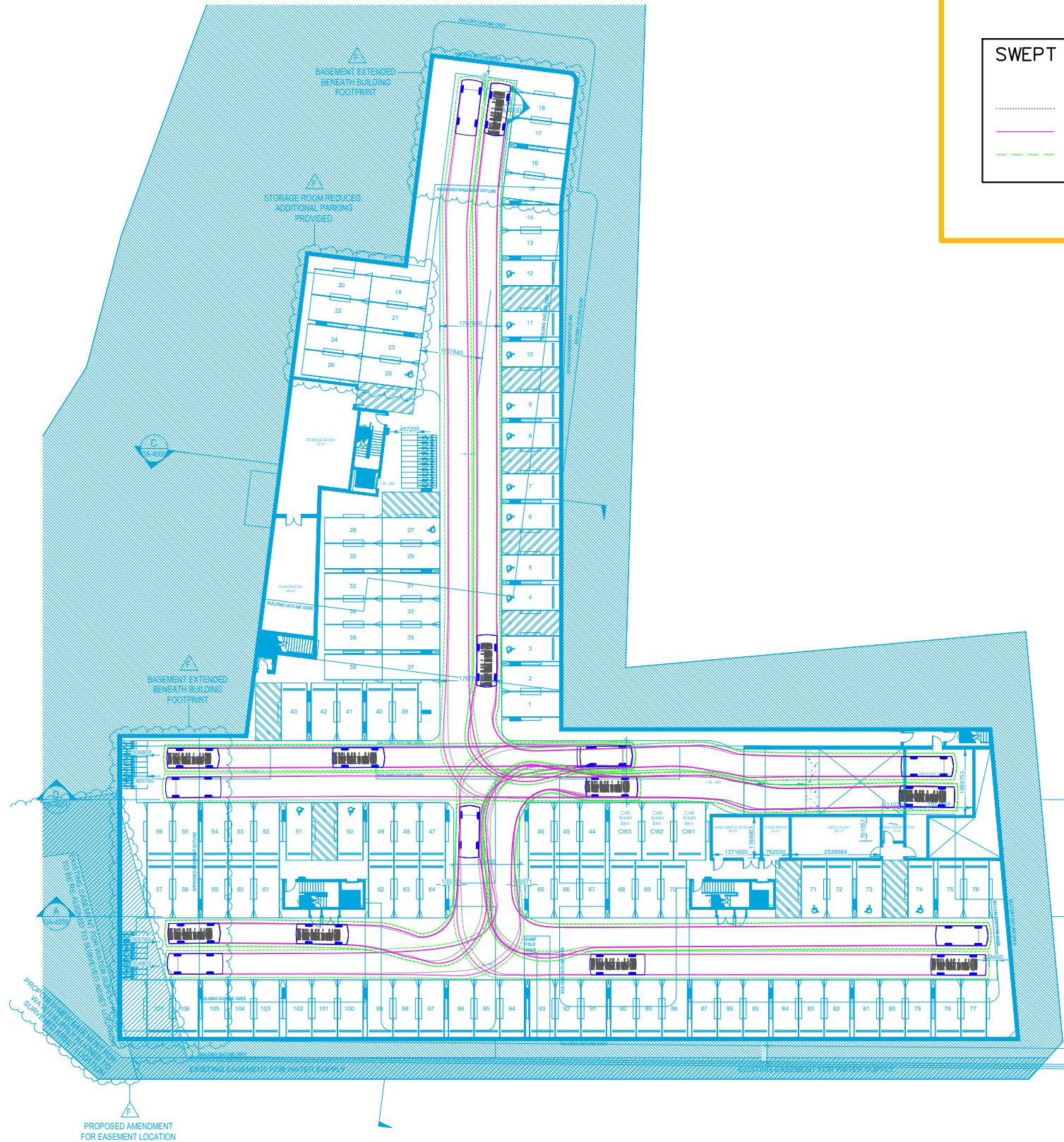
DRAWING NO. 22177-D03-V4

ISSUE DATE 17 October 2025

SHEET NO. 01 OF 03

DRAWN BY D. ALOC

REVIEWED BY C. PALMER



SWEPT PATH KEY:

- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - - 300mm CLEARANCE FROM VEHICLE BODY

	B85	B99
Width	4.91 meters	5.20 meters
Track	1.87 meters	1.94 meters
Lock to Lock Time	6.0	6.0
Steering Angle	34.1	33.9

Plotted by Dominic Aloc

