

Our Ref: 24096

31 January 2025

Homes NSW
Level 18, 4 Parramatta Square
12 Darcy Street
PARRAMATTA NSW 2150

Attention: Chris Thompson

Dear Chris,

**RE: HOUSING AUSTRALIA FUTURE FUND – MAROUBRA – BH2NJ
RESPONSE TO SUBMISSIONS – TRAFFIC AND TRANSPORT**

Background

Homes NSW lodged a State Significant Development Application (SSDA) for the proposed residential development at 40-64 Yorktown Parade and 195-213 Fitzgerald Avenue, Maroubra.

The proposal involves the replacement of the 33 social housing units across eight 2 storey apartment buildings and a single storey dwelling with 144 units across four 3 storey buildings and two part 3/part 4 storey building.

A number of submissions have been received in response to this SSDA. This letter responds to comments related to traffic and transport.

TTPP Responses

- 1. Submission comment: The impact on the locality as a result of the intensification of street parking and the reconfiguration of driveway arrangements causing unacceptable traffic impacts.**

TTPP response: The proposal will consolidate vehicle movements into one single driveway in Fitzgerald Avenue. The western most driveway will be modified to accommodate the access and egress movements of the apartment buildings. Other existing driveways in Fitzgerald Avenue and Yorktown Parade will become redundant and will be removed as part of this development. This provides a good opportunity to provide additional on-street

parking on these roads. Removal of six driveways in Fitzgerald Avenue and seven driveways in Yorktown Parade could provide around 13 additional on-street parking spaces on these roads.

Parking provision has been designed in accordance with the statutory parking rates in accordance with State Environmental Planning Policy (Housing) 2021 (SEPP). Although the Housing SEPP does not specify requirements for visitor parking, Homes NSW has provided visitor parking spaces in the residual spaces in the car park to maximise parking provision in order to minimise parking impact on the surrounding roads.

The net change in parking requirements has been compared as follows based on the Housing SEPP parking rates:

- The existing 33 social units all consisting of three-bedrooms are required to provide 33 parking spaces.
- The proposed 144 social and affordable units with a mix of one to three bedrooms are required to provide 70 parking spaces
- On this basis, the net change in parking requirement is 37 parking spaces.

Currently, the residential parking related to the subject site occurs both within the site boundary and along the frontage roads due to the limited on-site parking spaces.

While a higher dwelling density would result in a higher parking demand, the proposal would consolidate parking within the basement car park that can accommodate 77 parking spaces, including an addition of seven visitor spaces at Homes NSW's discretion (i.e. not within the provisions of Housing SEPP).

Although some parking demand may occur along the site frontage, the proposal will provide an additional 13 or so on-street parking spaces due to the removal of existing driveways on both Fitzgerald Avenue and Yorktown Parade. These new spaces can help to reduce parking pressure associated with the activities in Coral Sea Park. As residential parking demand is not necessarily overlapping with the time of games these new spaces are likely to be shared between residents and those associated with Coral Sea Park.

Therefore, the proposal is not anticipated to impose any adverse significant parking impact on the surrounding roads.

The proposed driveway was considered at various locations along the Fitzgerald Avenue frontage:

- Eastern End: Sight distance is impeded by a crest and a tree, in addition to storm water/flooding constraints.
- Between Bus Stop and Eastern End: Too close to the intersection of Fitzgerald Avenue and Kyogle Street, therefore turning movements to and from the site would impede the right turn movement to Kyogle Street.

- Western End: Acceptable sight distance. Refer to the sight distance assessment in the Transport and Accessibility Impact Assessment (Appendix B).

On this basis, the proposed driveway location has been optimised which provides adequate sight distance in accordance with AS2890.1 -2004 Parking facilities – Off-street Car Parking. Despite the signposted 50km/h speed limit on Fitzgerald Avenue, the sight distance assessment was undertaken conservatively based on a higher speed of 60km/h which imposes a higher sight distance requirement.

Furthermore, the driveway design is compliant to the same Australian Standard in terms of width and gradient as discussed in Section 4.6 of the Transport and Accessibility Impact Assessment. Suitable traffic measures are discussed in Section 4.7, which involve a bollard to emphasise the existing termination of the secondary footpath, and a convex mirror to maximise sight lines along the driveway etc.

Therefore, it is not anticipated the reconfiguration of driveway arrangements would cause any unacceptable traffic impacts.

2. Submission comment: The local road network is already congested, and the proposal will exacerbate the issue particularly when sport is being played in Coral Sea Park.

TTTP response: Refer to the response in Comment 1.

There are approximately 150 on-street parking spaces along the frontage of Coral Sea Park in Yorktown Parade, Chester Avenue and Midway Drive to accommodate the parking demand associated with Coral Sea Park.

The proposed addition of 13 on-street parking spaces as a result of removal of existing driveway can help to reduce parking pressure associated with the activities in Coral Sea Park. As residential parking demand is not necessarily overlapping with the time of games, these new spaces are likely to be shared between residents and those associated with Coral Sea Park.

It is understood Yorktown Parade is congested given its narrow width (7.5m between kerbs) with parking permit both sides of the road. This can make two-way travel difficult when parking is fully occupied on both sides of the road. One possible improvement could be to convert Yorktown Parade to operate in one direction to improve traffic flow. However, this is subject to council's further investigation and approval.

3. Submission comment: There is a concern that the proposal will result in a lack of on-street parking being available for residents.

TTTP response: As discussed in the response to Comment 1.

4. **Submission comment: There is a concern that the proposal will result in increased levels of traffic creating noise, congestion and on-street parking issues.**

TTPP response: Table 5.1 of the Transport and Accessibility Impact Assessment details the proposed development is estimated to generate 22 to 27 vehicles trips (inbound and outbound) in the peak hours.

With the reduction of the existing traffic generation associated with the 33 social units, it is estimated that the net increase in traffic generation would be 17 to 21 vehicles trips (inbound and outbound) in the peak hours. This is equivalent to about one vehicle every three minutes during the peak hour. This level of traffic generation is considered very low and is not anticipated to impose any significant adverse traffic impact on the road network.

Refer to the response in Comment 1 and 2 regarding parking impact and additional on-street parking spaces to be created as part of the proposal.

5. **Submission comment: There is a concern that the proposed density will result in increase in traffic congestion and reduction in available on-street parking particularly on Yorktown Parade when sport is being played at Coral Sea Park in the winter season.**

TTPP response: Refer to the response in Comment 1 and 2 regarding parking impact and additional on-street parking spaces to be created as part of the proposal.

6. **Submission comment: There is a concern that more dwellings will impact on on-street parking**

TTPP response: Refer to the response in Comment 1 and 2 regarding parking impact and additional on-street parking spaces to be created as part of the proposal.

7. **Submission comment: There is concern that the construction traffic will cause traffic congestion particularly on Yorktown Parade during the soccer season.**

TTPP response: Randwick City Council generally specifies standard construction working hours for 7am to 5pm Monday to Saturday. These hours may partially overlap with the weekday evening and Saturday games, but it is anticipated a condition of consent will be imposed for the provision of a Construction Traffic and Pedestrian Management Plan which will detail permitted construction working hours.

All construction workers will be encouraged to use public transport and/or carpooling,

wherever possible, to travel to/from the site. A secure tool storage facility would be provided on-site to allow workers to safely store tools required for construction allowing them to use public transport to travel to and from the site on a daily basis. These measures aim to minimise on-street parking around the site.

8. Submission comment: Requests investigations into the provision of a pedestrian refuge on Fitzgerald Avenue due to the increase in dwelling density on the site and bus stops being located on both sides of Fitzgerald Avenue.

TPP response: Considering the width of Fitzgerald Avenue, a kerb buildout would be required to minimise crossing distance at a pedestrian crossing facility. However, there are many driveways located on the north side of Fitzgerald Avenue, which will make it difficult to identify a suitable and safe location for a pedestrian crossing facility.

9. Submission comment: Advise if medium rigid vehicles would access the proposed basement. If so, confirm if the clearances of the basement design complies with the relevant Australian Standards

TPP response: Section 3.3 of the Transport and Accessibility Impact Assessment details the waste collection method. Randwick City Council has agreed with kerbside collection on both Fitzgerald Avenue and Yorktown Parade with the use of Council waste vehicles.

Therefore, medium rigid vehicles are not required to access the proposed basement car park. The car park has been designed in accordance with AS2890.1 -2004 Parking facilities – Off-street Car Parking suitable for light vehicles.

10. Submission comment: Concerned about sight lines on higher order road interface with Fitzgerald Avenue associated with location of driveway

TPP response: Refer to the discussion on sight distance assessment in Comment 1. Section 4.6 and Appendix B of the Transport and Accessibility Impact Assessment demonstrate that adequate sight distance can be met at the proposed Fitzgerald Avenue driveway in accordance with AS2890.1 -2004 Parking facilities – Off-street Car Parking.

Despite the signposted 50km/h speed limit on Fitzgerald Avenue, the sight distance assessment was undertaken conservatively based on a higher speed of 60km/h which imposes a higher sight distance requirement.

11. Submission comment: Concerned impact on adjoining development due to minimal setback of driveway to boundary. Requests extensive planting and screening within the site to minimise impact.

TPP response: Planting and screening along the western property boundary is not expected to impede sight distance from the driveway along Fitzgerald Avenue. Refer to the sight distance triangle in Appendix B of the Transport and Accessibility Impact Assessment.

Further, a 2m x 2.5m pedestrian sight triangle will be provided at the driveway exit in accordance with AS2890.1 -2004 Parking facilities – Off-street Car Parking to ensure planting and screening would not impede the sight distance to pedestrians.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Ken Hollyoak
Director