



TRANSPORT & ACCESSIBILITY IMPACT ASSESSMENT

Proposed Residential Flat Building
2A, 2-6 Conway Ave, 38-40 Carlisle St, 15-154A Fernleigh Ave, Rose Bay
(SSD-101842729)

Reference: 25.367r01v03
Date: December 2025

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DOCUMENT VERIFICATION

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1. INTRODUCTION

TRAFFIX has been commissioned by Two Conway Pty Ltd to prepare a Transport and Accessibility Impact Assessment (TAIA) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the State Significant Development Application (SSD-101842729) for a residential flat building development, incorporating affordable housing at 2A, 2-6 Conway Ave, 38-40 Carlisle St, 15-154A Fernleigh Ave, Rose Bay.

Reference should also be made to the Preliminary Construction Traffic and Pedestrian Management Plan, prepared by TRAFFIX and submitted separately

The report is structured as follows:

- Section 2: Outlines the SEARs requirements
- Section 3: Describes the site and its location
- Section 4: Summarises the relevant strategic plans
- Section 5: Documents existing traffic conditions
- Section 6: Describes the proposed development
- Section 7: Assesses the parking requirements
- Section 8: Assesses the traffic impacts
- Section 9: Discusses access and internal design aspects
- Section 10: Presents the overall study conclusions

2. ASSESSMENT REQUIREMENTS

2.1 SEARs Requirements

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) relating to SSD-101842729. Specifically, this report has been prepared to respond to the SEARS requirement issued in **Table 1** below

Table 1: SEARs Requirements and References

Item	SEARs Requirements	Reference
Transport	Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW	This Report
	If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts	Refer to the PCTMP report prepared separately

3. LOCATION AND SITE

The subject site addresses per street are as follows:

- 2A/2-6 Conway Avenue, Rose Bay.
- 38-40 Carlisle Street, Rose Bay.
- 15-15A Fernleigh Avenue, Rose Bay.

The subject site is located approximately 6 kilometres east of the Sydney central business district (CBD). More specifically, it is located on the northern side of Conway Avenue, and approximately 340 metres west of New South Head Road.

The site has three frontages and is irregular in configuration and has a total site area of 3105m². It has a northern frontage of 82.2 metres to Fernleigh Avenue, a southern frontage of 81.0 metres to Conway Avenue, and an eastern frontage of 36.6 metres. The western boundary of 42.2 metres is shared with neighbouring residential development.

The site currently accommodates nine (9) residential dwellings comprising:

- 4 x two storey single dwellings;
- 3 x three-storey semi-detached dwellings; and
- 1 x two storey apartment building comprising two (2) strata dwellings.

Vehicular access is currently provided to each lot from Conway Avenue and Carlisle Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan



Figure 2: Site Plan

4. STRATEGIC CONTEXT

4.1 Future Transport Strategy 2056

The *Transport for New South Wales (TfNSW) Future Transport Strategy 2056* presents a vision for the transport system across NSW. The strategy outlines ideas to revitalise six (6) key cities, connect regional communities, and encourage thriving local neighbourhoods. The Six Cities Region includes the Lower Hunter and Greater Newcastle City, the Central Coast City, the Illawarra-Shoalhaven City, the Western Parkland City, the Central River City, and the Eastern Harbour City. The 30-minute concept outlined in the strategy will provide more 24/7 travel choices and seamless connections between transport modes, including walking and cycling. The key destinations that should be accessible by public transport within 30-minutes of cities is shown in **Figure 3** below:



Figure 3: Key Destinations with 30-minutes of Cities

(Source: future.transport.nsw.gov.au)

4.2 State Infrastructure Strategy 2022 – 2042

The State Infrastructure Strategy is a 20-year infrastructure plan for the NSW Government which provides recommendations to best grow the State's economy, enhance productivity and improve living standards.

Specifically, in relation to integrating land use and infrastructure planning the strategy identifies the provision and use of infrastructure with the former Greater Cities Commission's three cities vision and the 10 Regional Plans is critical to maximising the effectiveness, efficiency, and endurance of both new and existing infrastructure. A summary of the key recommendations is presented below:

- Link integrated strategic land use and infrastructure planning;
- Support efficient development through shared-use corridors;
- Identify and protect corridors; and
- Strengthen government planning processes.

In summary, this document serves to support the three cities vision that is envisaged by the Future Transport Strategy 2056, looking beyond current projects and identifies policies and strategies that are required to provide infrastructure that will meet the demands of a growing population and economy.

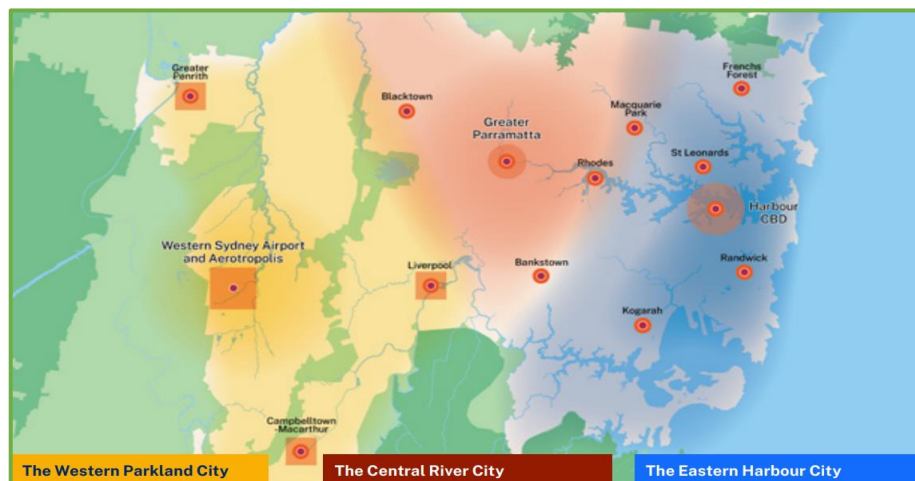


Figure 4: Three City Model
 (Source: infrastructure.nsw.gov.au)

4.3 Woollahra Community Strategic Plan 2035

The *Woollahra Community Strategic Plan 2032* was adopted in 2025 and contains the community's vision and aspirations over the next 10 years. The plan also responds to state, metropolitan and regional plans and priorities relevant to Ku-ring-gai. The plan outlines 6 main themes, including:

1. Well-planned neighbourhoods
2. Effective infrastructure
3. Sustainable environments
4. Connected community
5. Working together

The key long-term traffic and transport objects are as follows:

1. Plan and advocate for improvements to walking and cycling infrastructure, public transport, public car parking access and reduced congestion.

5. EXISTING TRAFFIC CONDITIONS

5.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 5** with the following roads of particular interest:

- New South Head Road: a TfNSW Main Road (MR 173) that traverses in an east-west direction between Vaucluse in the east and William Street in the west. Within the vicinity of the site, New South Head Road is subject to 50km/hr speed zoning and accommodates two (2) lanes of traffic in each direction. The road does permit on-street parking with various restrictions, which can limit traffic to one (1) lane in each direction outside of clearway restrictions.
- Old South Head Road: a TfNSW Main Road (MR339) that traverses north-south between the intersection of New South Head Road and Old South Head Road (RR339) in the north and Bondi Road and Syd Enfield Drive in the south. Within the vicinity of the site, it is subject to a 50km/h speed zoning and accommodates a single lane in either direction. Unrestricted kerbside parking is generally permitted on either side.
- Chamberlain Avenue: a local road that traverses in a north-south direction between Fernleigh Avenue in the south and Towns Road in the north. Within the vicinity of the site, Chamberlain Avenue is subject to 50 km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted parking is generally permitted on either side of the road.
- Fernleigh Avenue: a local road that traverses in an east-west direction between Old South Head Road in the east and ends as a cul-de-sac in the west. Within the vicinity of the site, Fernleigh Avenue is subject to a 50 km/hr speed zoning, one-way restrictions and accommodates a single lane of traffic in a westerly direction only. On-street parking is generally prohibited.

- Carlisle Street: a local road that traverses in an north-south direction between Fernleigh Avenue in the north and Dover Road in the south. Within the vicinity of the site, Carlisle Street is subject to 50 km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted parking is generally permitted on either side of the road.

- Conway Avenue: a local road that traverses in an east-west direction between Carlisle Street in the east and ending as a cul-de-sac in the west. Within the vicinity of the site, Conway Avenue is subject to 50 km/hr speed zoning and accommodates a single lane of traffic in each direction. Unrestricted parking is generally permitted on either side of the road.

As can be seen from **Figure 5** below, the site is conveniently located with respect to the nearby arterial and collector roads serving the region.



Figure 5: Road Hierarchy

5.2 Public Transport

The subject site is within optimal walking distance (400 metres) of several bus services operating in the locality. These bus services are presented in **Figure 6** and are summarised as follows:

- 323 – North Bondi to Edgecliff via New South Head Rd
- 324 – Watsons Bay to Walsh Bay via Old South Head Rd
- 325 – Watsons Bay to Walsh Bay via Vaucluse Rd
- 362 – Coogee to Rose Bay
- 386 – Vaucluse to Bondi Junction via New South Head Rd & Old South Head Rd
- 387 – South Head Cemetery to Bondi Junction

A summary of the frequencies and operating hours of key bus routes is summarised in **Table 1** and **Table 2** below.

Table 1: Bus Frequencies

Bus No.	Mondays to Fridays	Saturday	Sunday and Public Holidays
323	Limited to 7 services	No services	No services
324	Every 10-30 mins	Every 10-30 minutes	Every 30 mins
325	Every 30 mins	Every 1 hour	Every 1 hour
362	No services	Every 30 mins	Every 30 mins
386	Every 30 mins	Every 30 mins	Every 30 mins
387	Every 30 mins	Every 30 mins	Every 30 mins

Table 2: Bus Routes Hours of Operation

Bus No.	Mondays to Fridays	Saturday	Sunday and Public Holidays
324	4am to 1am	4am to 3am	4am to 3am
325	6:30am to 12am	8am to 12am	9am to 12am
362	No services	9:30am to 8pm	9:15am to 7:50pm
386	6:20am to 11:45pm	7:25am to 11:45pm	8:25am to 11:45pm
387	5:10am to 12:40am	5:40am to 12:40am	5:40am to 12:40am

The site's proximity to the above bus services satisfies the 'Accessible Area' definition within the Housing SEPP.

More information concerning all bus and train service information can be found on the Transport for NSW Info website: <https://www.transportnsw.info>

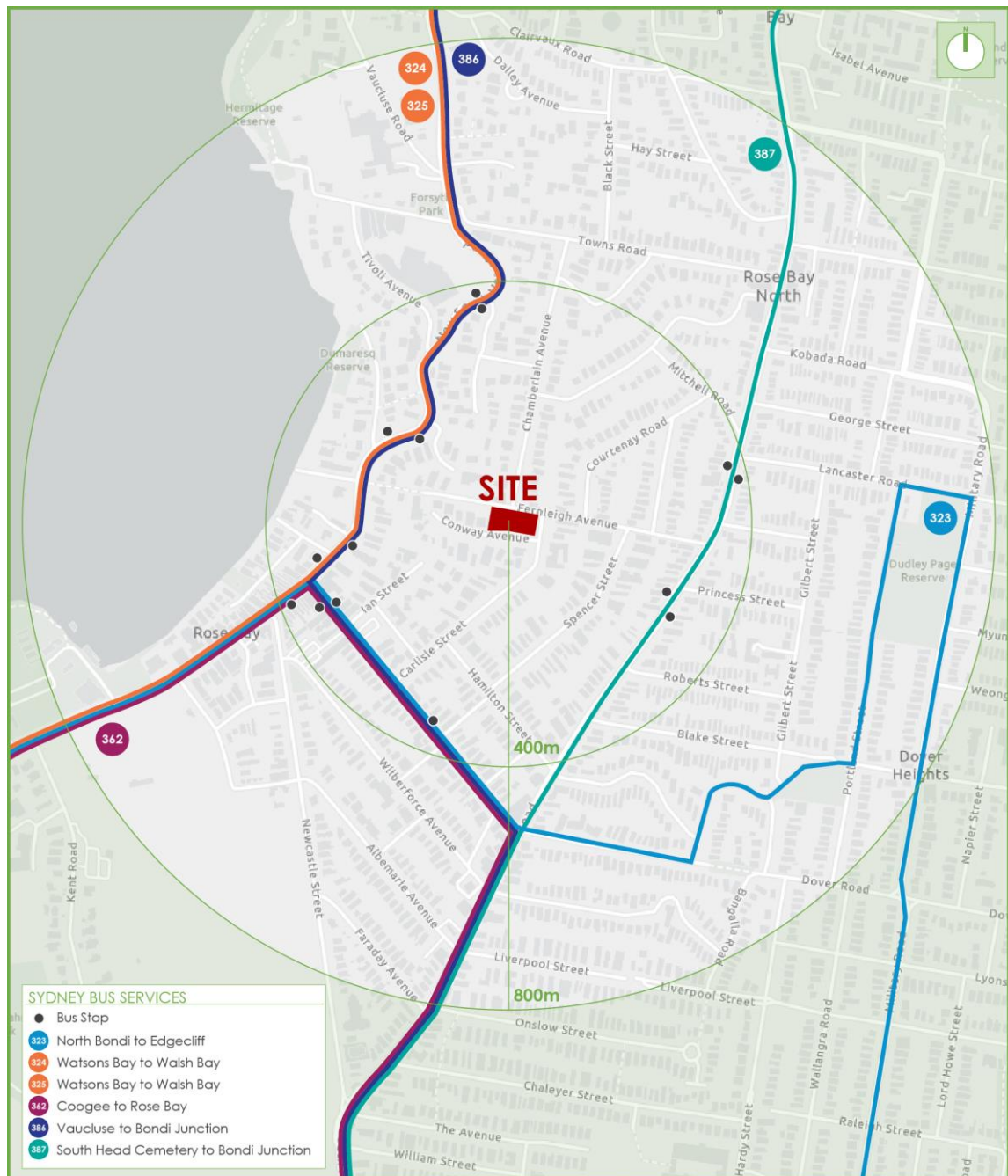


Figure 6: Public Transport

6. DESCRIPTION OF PROPOSED DEVELOPMENT

A detailed description of the proposed development is provided in the Environmental Impact Statement (EIS) prepared separately. In summary, The Dian Rose Bay development comprises the demolition of existing improvements and construction of an eight storey, high quality Infill Affordable Residential Flat Building, including 15% affordable housing floorspace, suited to key workers, including the following key components:

- Residential flat building containing 70 apartments with the following comprising the following:
 - 10 x 1-bedroom
 - 26 x 2-bedroom
 - 25 x 3-bedroom
 - 9 x 4-bedroom
- The following Affordable Housing apartments are included within the above:
 - 7 x 1-bedroom
 - 10 x 2-bedroom
- One lower ground and two levels of basement parking containing 130 spaces comprising the following:
 - 112 x residential parking spaces
 - 18 x visitor parking spaces

The parking and traffic impacts arising from the development in its entirety are discussed in **Section 7** and **Section 8**. Reference should be made to the architectural plans submitted separately to the Department of Planning, Housing and Infrastructure (DPHI) which are presented in **Appendix A**.

7. PARKING REQUIREMENTS

7.1 Car Parking Requirements

7.1.1 SEPP Requirements

The *State Environmental Planning Policy (SEPP) (Housing) 2021, Part 2, Division 1, Clause 19 (e)* and *Chapter 5 Clause 157* provides parking requirements for affordable dwellings within Infill Affordable Housing developments. *SEPP (Housing) 2021, Part 2, Division 1, Clause 19 (e)* also provides parking requirements for dwellings not used for affordable housing.

In accordance with the SEPP, car parking is to be provided at the minimum rates shown in **Table 3**. It is emphasised the below are non-discretionary development standards that if complied with, prevent the consent authority from requiring more onerous standards.

Table 3: Housing SEPP 2021 Affordable (infill) Car Parking Requirements

Type	Number of Units	Minimum Parking Rate	Minimum Spaces Required	Spaces Provided
Affordable Dwellings				
1 Bedrooms	7	0.4 per unit	2.8 (3)	8
2 Bedrooms	10	0.5 per unit	5	
Market Residential Dwellings				
1 Bedrooms	3	0.5 per unit	1.5 (2)	122
2 Bedrooms	16	1 per unit	16	
3 or more Bedrooms	34	1.5 per unit	51	
Total	70	Sub Total	69	
Total			77	130

In summary, a minimum of 77 residential spaces are required in accordance with *SEPP (Housing) 2021* and 130 spaces are provided in response as shown in **Table 3** above, thereby ensuring that all parking demands in relation to the subject development will be accommodated onsite in accordance with *SEPP (Housing) 2021*. It should be noted that the Housing SEPP does not include a minimum rate for visitor parking bays which would add a maximum 18 bays under the DCP as discussed below.

7.1.2 Council Controls (DCP rates)

The Woollahra Development Control Plan (DCP) 2015, E1.4.2 – Residential Parking Generation Rates specifies the following maximum parking rates applicable to the development proposal as shown in **Table 4**:

Table 4 Woollahra DCP 2015 Car Parking Requirements

Type	Number of Units	Maximum Parking Rate	Maximum Spaces Permissible		Spaces Provided
1 Bedrooms	10	1 per unit	10	117	112
2 Bedrooms	26	1.5 per unit	39		
3+ Bedrooms	34	2 per unit	68		
Visitors	70	1 per 4 dwellings	17.5(18)		18
Total			135		130

It can be seen from Table 4 that the proposed development will provide a total of 130 car parking spaces comprising 112 residential spaces and 18 visitor spaces. This total provision complies with the maximum requirements under the DCP.

7.1.3 Community Concerns Regarding Car Parking

As part of the proposal, a Stakeholder Engagement Report has been prepared by others which included community information 'drop-in' sessions and an avenue for community submissions.

It is evident from the feedback received, that the community is very concerned about the impact the increased density of the proposal would have on currently available on-street parking. It was noted that a reduction in parking rates will more than likely drive higher demand for on-street parking, limiting availability to neighbours (many of whom currently do not have off street car parking at their properties). The community also queried whether Council would consider on-street parking permits to be granted to neighbours.

It is evident that the proposed development on the subject site with compliant and surplus parking to the minimum SEPP requirements and closer to the maximum Council DCP requirements would mitigate and address this concern regarding car parking. It is evident from the consultation undertaken that the local demographic are predominantly car users that have concerns about on-street parking availability.

The community also raised concerns regarding traffic congestion in the surrounding local streets. A detailed assessment of the traffic impacts generated by the proposal is included in Section 8 of this report.

Any concerns regarding basement construction are to be addressed via adequate geotechnical investigation, structural design and safe and compliant construction methodology and execution. A Geotechnical Report including preliminary ground water testing and advice, and a Structural Design Statement prepared by others are included within this application. Further detail on ground water, excavation and basement design is proposed to be obtained and construction documentation finalised and certified prior to construction.

7.2 Accessible Parking

The subject development provides seven (7) adaptable dwellings, and nine (9) accessible parking spaces have been provided in response, thereby ensuring that all residential accessible parking needs will be accommodated onsite.

7.3 Motorcycle Parking

Motorcycle parking is not required under SEPP (Housing) 2021. However, it is acknowledged that the Woollahra DCP states that all developments shall provide motorcycle parking spaces with the following *minimum* rate:

- 1 motorcycle parking space per 10 car parking spaces.

Application of this rate to the total provision of 130 car parking spaces results in a nominal requirement for 13 motorcycle parking spaces. In response, the development proposes to provide seven (7) motorcycle parking spaces. This is considered acceptable.

7.4 Car Wash Bay

Car wash parking space(s) are not strictly required under *SEPP (Housing) 2021* or under Council's DCP. However, a car wash bay has been accommodated on site commensurate with a high quality residential development.

7.5 Bicycle Parking

Section E1.6.2 of the Woollahra DCP requires bicycle parking for residential accommodation developments to be provided at the *minimum* rates shown in **Table 5**:

Table 5: DCP Minimum Bicycle Parking Rate and Provisions

Type	Number of Dwellings	DCP Minimum Bicycle Parking Rate	Parking Required
Residents	70	One (1) per dwelling in an individual locker or secure room.	70
Visitor	70	One (1) per 10 dwellings in the form of racks or bicycle parking device	7
TOTAL			77

It can be seen from **Table 5** that the proposed development is required to provide a minimum of 70 bicycle parking spaces for residents and 7 visitor bicycle spaces. In response, 77 bicycle spaces have been provided comprising 70 residential bicycle spaces and seven (7) visitor bicycle spaces have been provided, thereby meeting Council's minimum bicycle parking requirements and further encouraging sustainable transport.

7.6 Servicing and Refuse Collection

It is proposed that all garbage collection be undertaken kerbside on Conway Avenue by Council's waste collection vehicle, consistent with the existing arrangement. Garbage bins would be transferred from the waste storage area to Conway Avenue kerbside for collection. Refer to the Waste Management Plan prepared separately by others for further details.

7.7 Electric Vehicle Provision

The following EV provisioning is included within the proposal as per Part E1.11 of the Woollahra DCP:

- 100% of car spaces have electrical infrastructure to accommodate a 7kw (32A) EV charger in the future;
- EV charging equipment to 20% of the total car parking spaces assigned to residential lot owners;
- EV charging equipment to 25% of visitor parking spaces; and
- 1 in 5 spaces bicycle parking spaces to have electric bike charging points.

8. TRAFFIC AND TRANSPORT IMPACTS

8.1 Existing Trip Generation

The subject development currently accommodates nine (9) residential dwellings comprising:

- 4 x two storey single dwellings;
- 3 x three-storey semi-detached dwellings; and
- 1 x two storey apartment building comprising two (2) strata dwellings.

The site is categorised as a low-density residential dwelling under the TfNSW Guide to Transport Impact Assessment (2024). The guide recommends a weekday peak hour trip rate of 0.68 to 0.77 vehicle trips per dwelling in the weekday morning and afternoon peaks, respectively. Adopting a trip rate of 0.68 and 0.77 trips per dwelling in each peak period results in the following:

- 6 vehicle trips per hour in the morning peak period (1 in, 5 out); and
- 7 vehicle trips per hour in the evening peak period (6 in, 1 out).

8.2 Development Trip Generation

The proposed development comprises 70 residential dwellings and is categorised as a high density development with high public transport accessibility under the TfNSW guide based on the Public Transport Accessibility Level (PTAL) metric of the TfNSW Movement and Place Framework. The guide recommends a weekday peak hour trip rate of 0.19 and 0.15 vehicle trips per hour per dwelling in the weekday morning and afternoon peaks, respectively. Adopting a trip rate of 0.19 trips per dwelling and 0.15 per dwelling in morning and evening peak periods, respectively and adopting an 80:20 split results in the following:

- 13 vehicle trips per hour in the morning peak period (3 in, 10 out); and
- 11 vehicle trips per hour in the evening peak period (9 in, 2 out).

8.3 Net Traffic Generation and Traffic Impacts

The above traffic generation is a net change above existing conditions. When accounting for the existing uses of the site, the proposed development will generate:

- +7 vehicle trips per hour during the morning peak period (+2 in, + 5 out)
- +4 vehicle trips per hour during the evening peak period (+3 in, +1 out)

The proposed development is expected to generate an additional 7 vehicle trips per hour in the morning peak and an additional 4 vehicle trips per hour in the afternoon peak. The net traffic movements will not have any adverse impacts on the surrounding road network for the following reasons:

- i. The morning peak will see an additional seven (7) vehicles within the network peak hour, representing an additional vehicle approximately every 8 minutes;
- ii. The evening peak will see an additional four (4) vehicles within the network peak hour, representing an additional vehicle every 15 minutes;
- iii. Trips are distributed between inbound and outbound movements, reducing vehicle movements in a given direction;
- iv. Trips will likely be further distributed at intersections near the site, including the intersection of Conway Avenue and Carlisle Street;
- v. The distribution of traffic generated by the development travelling north along Fernleigh and Chamberlain Ave would likely be minimal given that key destinations including Rose Bay, Bondi Junction and the Sydney CBD are located to the south of the site.
- vi. Conway Avenue is a dead-end local street with approximately 18 residential dwellings, suggesting minimal traffic movements to/from Conway Street during the morning and evening peak periods;
- vii. Carlisle Street is a local street, suggesting minimal traffic volumes during the morning and evening peak periods;
- viii. Conway Avenue and Carlisle Street have relatively wide carriageway widths, and no concerns are raised with respect to light vehicle movements at the intersection.

- ix. A review of publicly available crash data over a five year period (2020-2024) confirms there have been no recorded crashes at intersections adjacent to the subject site.

9. ACCESS AND INTERNAL DESIGN ASPECTS

9.1 Site Vehicular Access

9.1.1 Conway Avenue

The development proposes a total of 130 car parking spaces (User Class 1A) with access to Conway Avenue, a local road. It will therefore require a Category 2 driveway under AS2890.1 (2004), being a combined entry and exit width of 6.0 to 9.0 metres. In response, a combined 6.2-metre-wide vehicular access to the residential basement carpark is provided in accordance with AS2890.1 (2004).

Reference should also be made to the swept path analysis provided in **Appendix C**.

9.1.2 Security

Security for the site is provided by a security gate. All residents and tenants of the development requiring car park access shall be provided with a remote control to operate the gate. In addition, an intercom could be provided for visitors. The arrangement is considered acceptable due to the limited visitor parking provision on-site (18 spaces).

9.2 Internal Design

The internal car parks and basement layouts comply with the requirements of AS 2890.1 (2004), AS2890.3 (2015) and AS 2890.6 (2022) and with the following characteristics noteworthy:

9.2.1 Parking Modules

- All standard residential and visitor car parking spaces have been designed in accordance with User Class 1A. These spaces are provided with a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All accessible parking spaces have been designed in accordance with AS2890.6 (2022), being 2.4m wide, 5.4m long and situated adjacent to a dedicated shared area.
- All accessible spaces have been provided in accordance with AS2890.6 (2022) and are provided with an adjacent shared zone and bollard.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.

- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1 (2004).

9.2.2 Ramps

- A maximum gradient of 1:20 (5.0%) is provided for the first 6.0 metres within the property boundary in accordance with AS2890.1 (2004).
- The internal ramps have a maximum gradient of 25% (1 in 4) with sag and summit transitions of 12.5% (1:8) respectively. These provisions satisfy the requirements of AS2890.1 (2004).

9.2.3 Clear Head Heights

- A minimum head height clearance of 2.2 metres is to be provided for all trafficable areas, as required by AS2890.1 (2004).
- A minimum head height clearance of 2.5 metres is to be provided for all accessible parking spaces and adjacent shared zones, as required by AS2890.6 (2022).

9.2.4 Other Considerations

- All columns are located outside of the parking space design envelope shown in Figure 5.2 of AS2890.1 (2004).
- The circulation aisles have been designed for two-way flow with passing opportunities for a B99 Design vehicle to pass a B85 design vehicle. Reference should be made to the swept paths provided in **Appendix C** showing the satisfactory operation of the circulation aisles.
- Visual splays have been provided at new access driveways in accordance with Figure 3.3 of AS2890.1 (2004).
- All bicycle parking spaces have been provided in accordance with AS2890.3 (2015).
- A swept path analysis has been undertaken of all critical vehicle movements included in **Appendix C**.

9.3 Summary

In summary, the internal configuration of the basement car park has been designed in accordance with AS2890.1 (2004), AS2890.3 (2015) and AS2890.6 (2022). It is however envisaged that a standard condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of any Construction Certificate.

10. CONCLUSIONS

The following is noteworthy:

- The State Significant Development Application seeks approval for an eight-storey residential flat building at 2A, 2-6 Conway Ave, 38-40 Carlisle St, 15-154A Fernleigh Ave, Rose Bay. The proposed development comprises the demolition of existing buildings and structures on site, consolidation of lots, site preparation and the construction and operation of a residential flat building containing 70 dwellings over basement carparking.
- The subject site is adequately connected to the public transport network, being located within 400 metres of high-frequency buses complying with the 'Accessible Area' definition within the Housing SEPP.
- The proposed development provides a total 130 car parking spaces across the subject development, complying with SEPP (Housing) 2021 requirements.
- The traffic generation arising from the development has been assessed as a net change over existing conditions and equates to an additional seven (7) vehicle trips per hour during the morning peak and an additional four (4) vehicle trips per hour during the evening peak which is considered minor with minimal impacts to surrounding roads and intersections.
- The on-site car parking arrangements have been assessed to comply with the requirements of AS2890.1 (2004), AS2890.3 (2015) and AS2890.6 (2022) thereby ensuring safe and efficient operation.

This traffic impact assessment therefore demonstrates that the subject application is supportable on traffic planning grounds. TRAFFIX anticipates an ongoing involvement during the development approval process.

APPENDIX A

Reduced Plans

BASEMENT 02

[illegible]

BASEMENT 01

[illegible]

LOWER GROUND

[illegible]

APPENDIX B

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	SSDA Submission	TM	19-12-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

MHNDU

Client

Two Conway Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:300 @ A3

Project Description

2-6 Conway Avenue, Rose Bay

Drawing Prepared By

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TRAFFIC AND TRANSPORT PLANNERS

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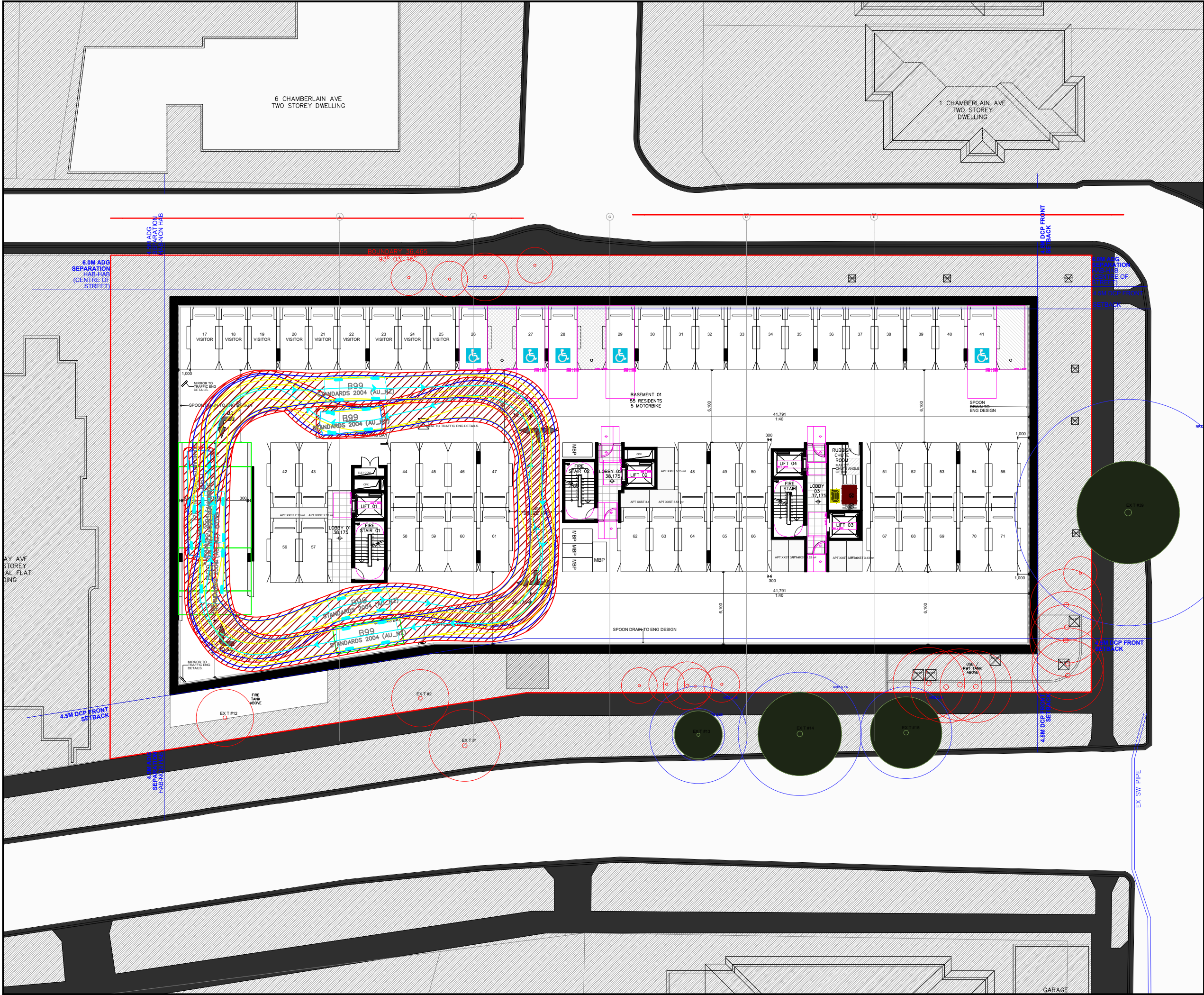
Drawing Title

Design Review
Lower Ground
B99
Entry and Exit from B1 Ramp and to/from Conway Ave

Drawn: AB	Checked: TM	Date:
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Project No.	Drawing Phase	Drawing No.	Rev.
25.367	SSDA	TX.01	A



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Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

MHNDU

Client

Two Conway Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:300 @ A3

Project Description

2-6 Conway Avenue, Rose Bay

Drawing Prepared By

TRAFFIX

TRAFFIC AND TRANSPORT PLANNERS

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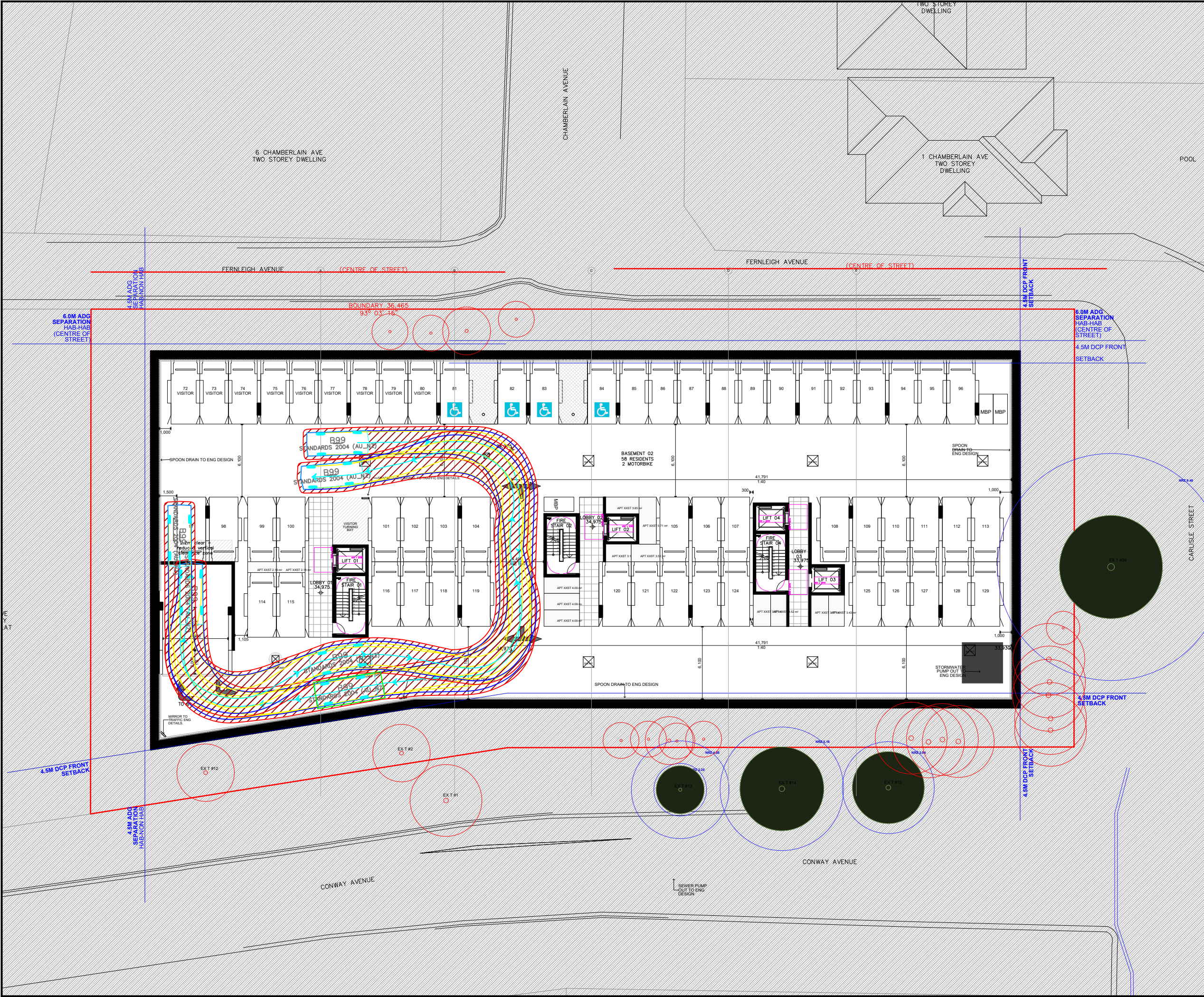
Drawing Title

Design Review
Basement 1
B99 Circulation
Ingress/Egress movement and passing opportunities at two points

Drawn: AB	Checked: TM	Date:
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25.367d04v01 TRAFFIX [251217 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.367	SSDA	TX.02	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	SSDA Submission	TM	19-12-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

MHNDU

Client

Two Conway Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:300 @ A3

Project Description

2-6 Conway Avenue, Rose Bay

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Drawing Title

Design Review
Basement 2
B99 Circulation
Ingress/Egress movement and passing opportunities at two points

Drawn: AB	Checked: TM	Date:
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25.367d04v01 TRAFFIX [251217 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.367	SSDA	TX.03	A