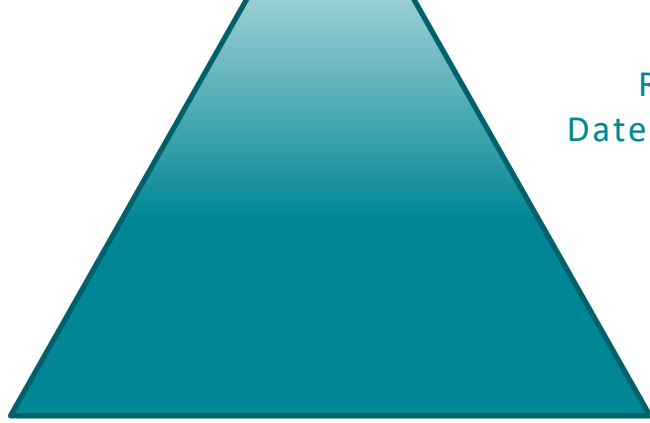


Ref: 23230
Date: Jan 2024
Issue: A



Proposed Bar/Restaurant
416 High Street, Maitland

Traffic & Parking Assessment



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Table of Contents

1.0	Introduction	2
2.0	Proposed Development	3
2.1	Site, Context & Existing Circumstance	3
2.2	Proposed Development Scheme	4
3.0	Road Network and Traffic Conditions	5
3.1	Road Network	5
3.2	Traffic Controls	6
3.3	Traffic Conditions	7
3.4	Transport Services	7
3.4.1	Train	7
3.4.2	Bus	7
4.0	Traffic	8
5.0	Parking	9
6.0	Servicing	10
7.0	Conclusion	11

Table of Figures

Figure 1 - Site Location.....	2
Figure 2 - Site Boundary.....	3
Figure 3 - Road Network.....	5
Figure 4 - Traffic Controls.....	6

Table of Appendices

Appendix A	Development Plans
Appendix B	Public Transport Services

1.0 Introduction

This report has been prepared to accompany a Development Application to the Maitland City Council for a proposed bar/restaurant at 416 High Street, Maitland (Figure 1).

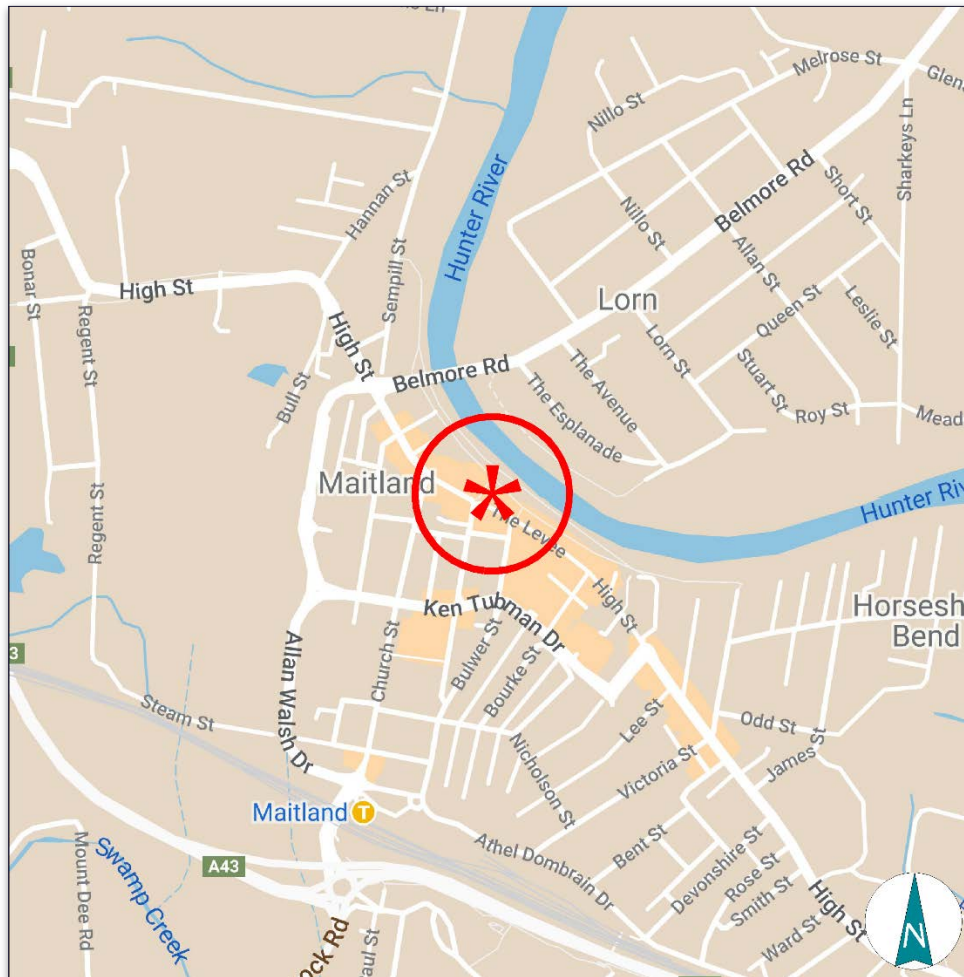


Figure 1 - Site Location

The purpose of this report is to:

- describe the site, it's 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 proposed vehicle access arrangements and the potential traffic implications
- assess the suitability of the proposed internal circulation and servicing arrangements

2.0 Proposed Development

2.1 Site, Context & Existing Circumstance

The site (Figure 2) is a consolidation of Lot 1 in DP11872 and Lot 3 in DP1044531, which occupies an irregular shaped total area of some 609m² with frontage of some 8.5m to the northern side of High Street.



Figure 2 - Site Boundary

The site, which is currently occupied by 4Cyte Pathology which adjoins to retail and commercial stores located on High Street to the east and west. The nearby uses comprise mixed commercial/retail facilities.

The surrounding land uses comprise of:

- Hunter River to the north
- Maitland retail centre to the west
- Maitland Train Station to the south

2.2 Proposed Development Scheme

It is proposed to subdivide the existing lots to provide for a bar/restaurant fit out. This new design has been changed from a residential development made on the basis of working with council and their feedback on supported developments.

The development includes:

- Commercial Kitchen
- Bar
- Outdoor and Indoor seating

Architectural details of the proposed development are provided on the plans prepared by Skelcon which are reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Road Network

The road network serving the site (Figure 3) comprises:

- *New England Highway* – a State Road and major arterial route, linking between Newcastle and Brisbane
- *High Street* – a collector route through the Maitland Centre
- *Riverside Walk* – a shared vehicle and pedestrian corridor

Barriers to the road system are presented by the railway line to the south and the Hunter River to the north. Hunter Street has one lane at the site frontage while the width of the laneway varies.

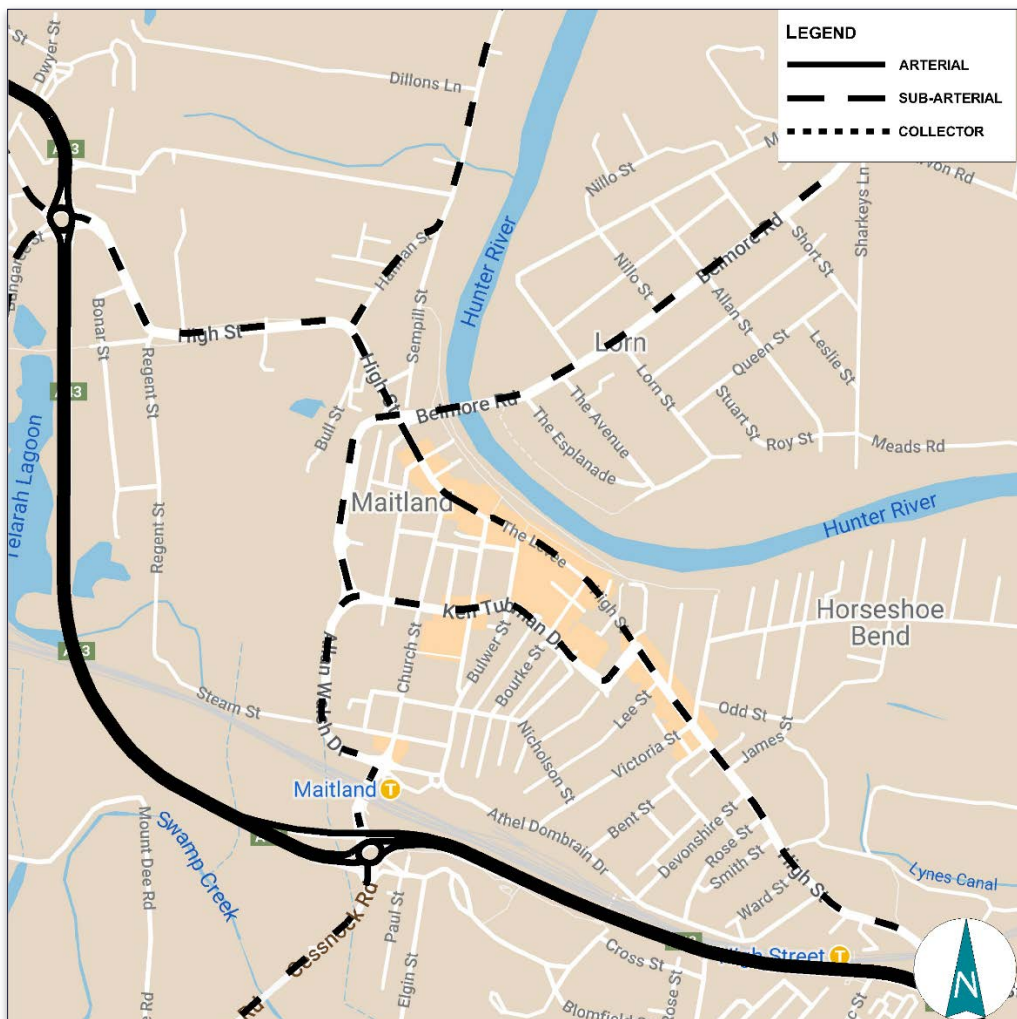


Figure 3 - Road Network

3.2 Traffic Controls

The existing traffic controls on the road system serving the site (Figure 4) comprise:

- the roundabouts at various intersections
- the traffic signals at the intersection High Street and Bligh Street
- the traffic signals at intersections along Ken Tubman Drive
- the sections of one-way traffic restrictions on Hunter Street and Bligh Street

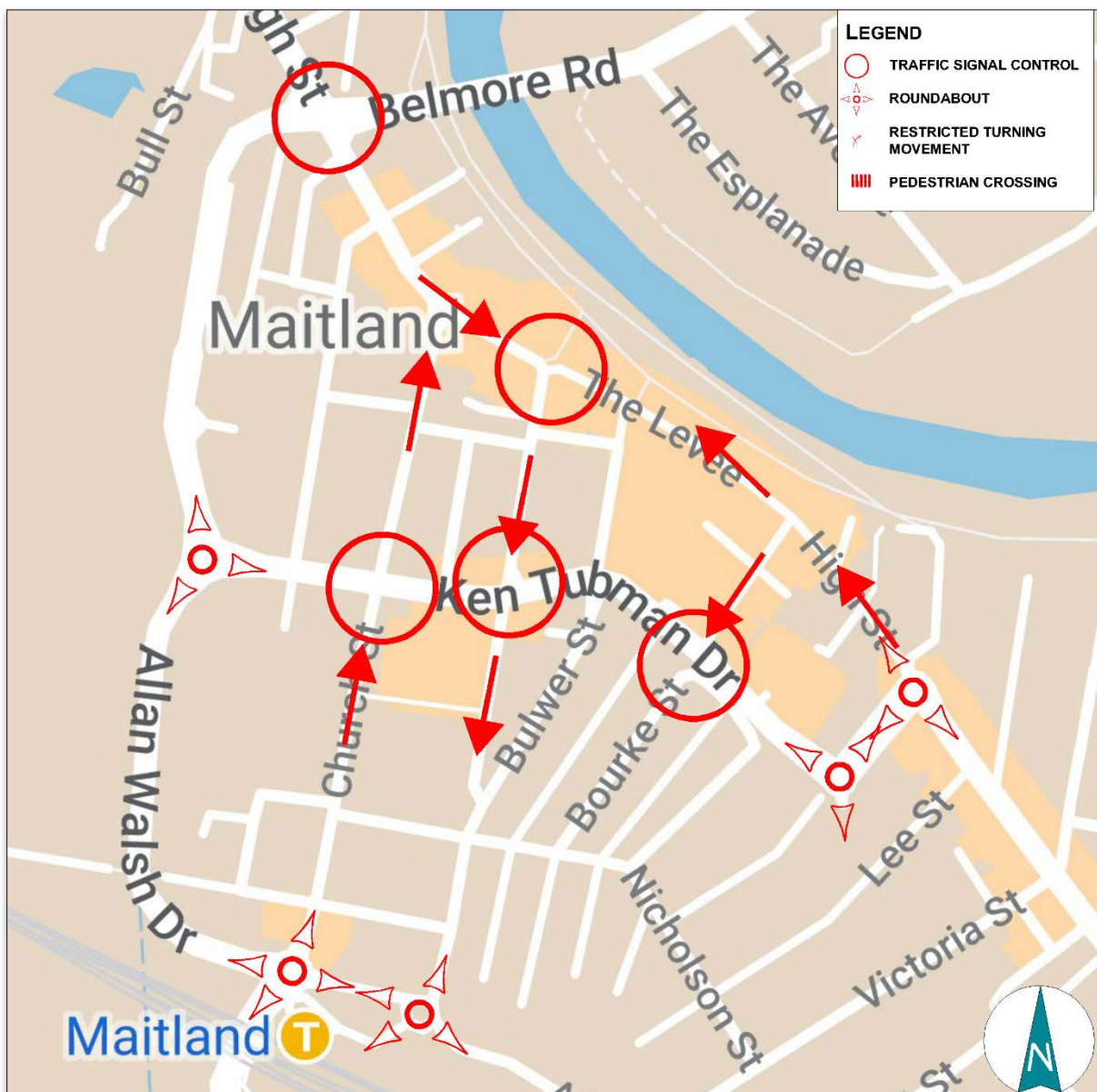


Figure 4 - Traffic Controls

3.3 Traffic Conditions

An indication of the traffic conditions on the roads in the vicinity of the site is provided by data published by TfNSW and traffic surveys undertaken as part of this assessment. The data which is expressed in terms of Annual Average Daily Traffic (AADT) is summarised in the following:

		AADT
Newcastle Street, 50m South of Emerald Street, East Maitland	Westbound	20,953

The traffic movements along Hunter Street at the site frontage are quite minor while the movements along the laneway are negligible being limited to that of the frontage properties.

3.4 Transport Services

There are excellent public transport services available in the vicinity of the site comprising:

3.4.1 Train

The Maitland Railway Station is located some 800m (11-minute walk) from site. Services are available every 5-10 minutes during the peak periods and 20 minutes outside peak periods. Train lines that are serviced from this station include:

- Hunter Line
- North West NSW Line

3.4.2 Bus

Access to the Metropolitan Transport Network for the site is provided by bus services, which run from Ken Tubman Drive. The available routes are:

- Route 164: Cessnock to Maitland via Kurri Kurri
- Route 181: Rutherford to Woodberry via Maitland, Green Hills Shopping Centre & Beresfield
- Route 182: Rutherford to Thornton via Maitland, Green Hills Shopping Centre & Ashtonfield
- Route 183: Rutherford to Tenambit via Maitland & Green Hills Shopping Centre

Details of the available public transport services available are provided in Appendix C.

4.0 Traffic

The TfNSW Development Guidelines specifies a generation rate for restaurants of 5 vtpm per 100m² gross floor area.

On this basis the projected generation of the proposed development of 151m² GFA is as follows:

AM	PM
8 vtpm	8 vtpm

Maitland City Council has developed High Street and The Levee into shared pedestrian/car spaces by constructing the roads into pavements and limiting the on-street parking to half an hour. These changes favour pedestrian movements and will lessen the number of vehicles trips as customers will be encouraged to walk and use the available public transport systems in the area.

It is apparent that the traffic generation of the proposed development will be quite imperceptible and will not require measures to mitigate any traffic impact.

5.0 Parking

The Maitland City Council DCP specifies in Schedule A that no additional car parking is to be required for outdoor dining areas in the High Street retail district. Our site is part of this area and therefore is not required to provide additional car parking.

6.0 Servicing

Refuse will be removed from the High Street frontage of the site by a small contract collection vehicle via wheeler bins which will utilise the pedestrian alleyway. The same pattern will apply for any other servicing requirements.

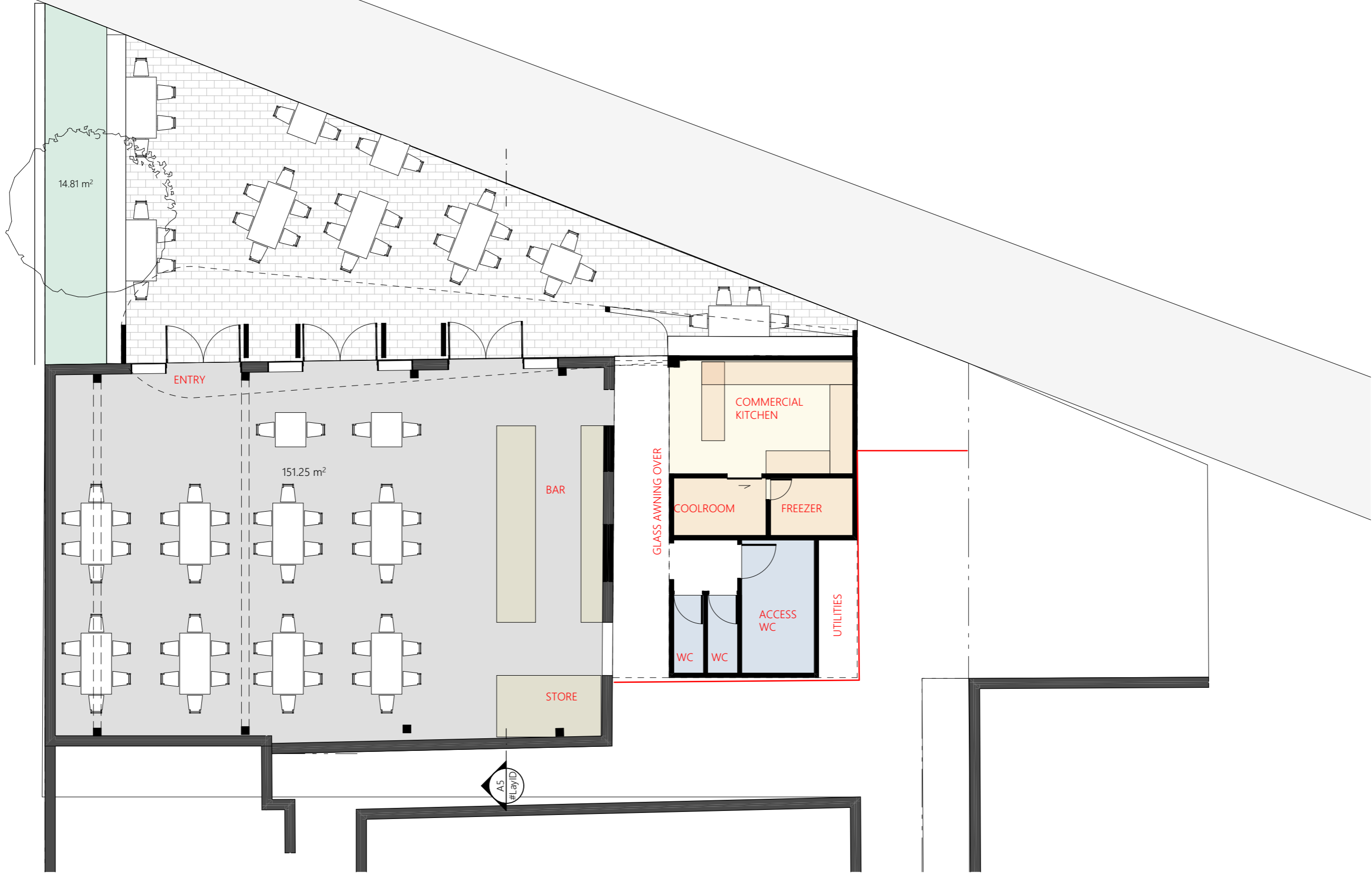
7.0 Conclusion

The proposed commercial/ hospitality development is located on a site which has convenient access to rail and bus services and assessment of the proposed plans for the development scheme has confirmed that:

- there will be no adverse traffic implications
- the proposed parking provision will be compliant with the DCP requirements
- the proposed servicing arrangements are suitable and appropriate

Appendix A

Development Plans



FLOOR PLAN



PRELIM 3D

PROJECT NO. ###

PROJECT 416 HIGH STREET ADAPTIVE REUSE

ISSUE NO. 01

SCALE @A3

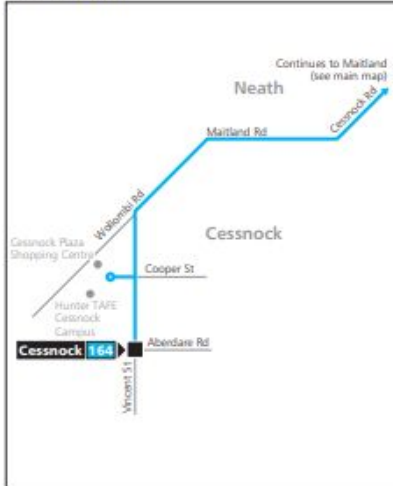
Appendix B

Public Transport Services

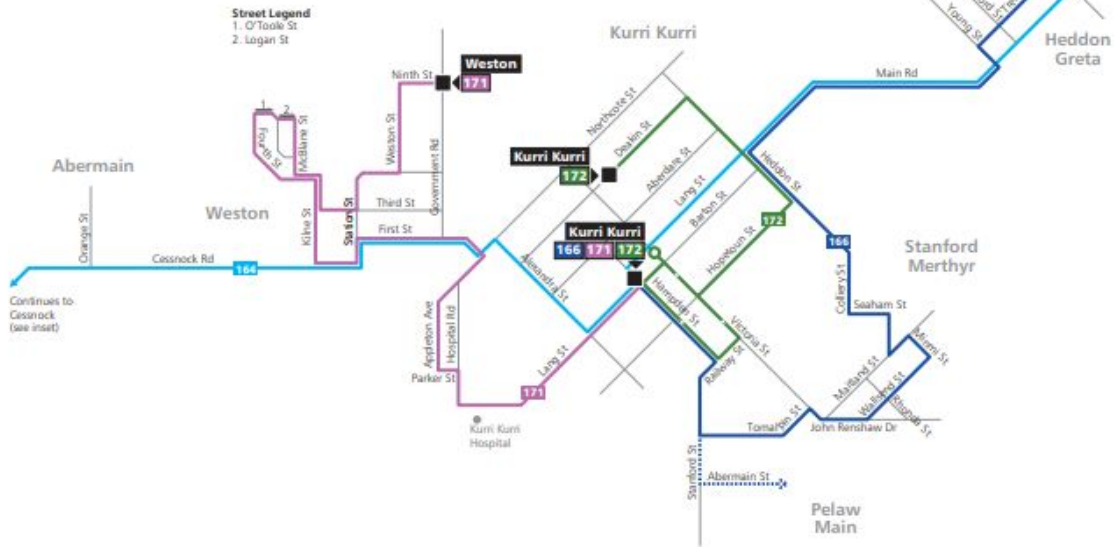
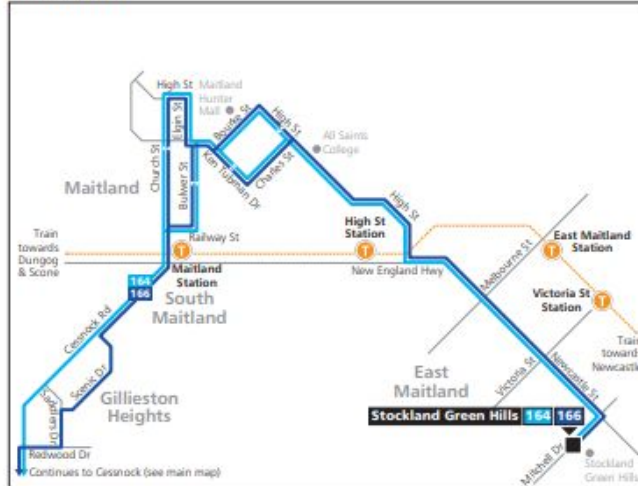
Routes 164, 166, 171, 172



Cessnock Inset



Maitland Inset



Legend

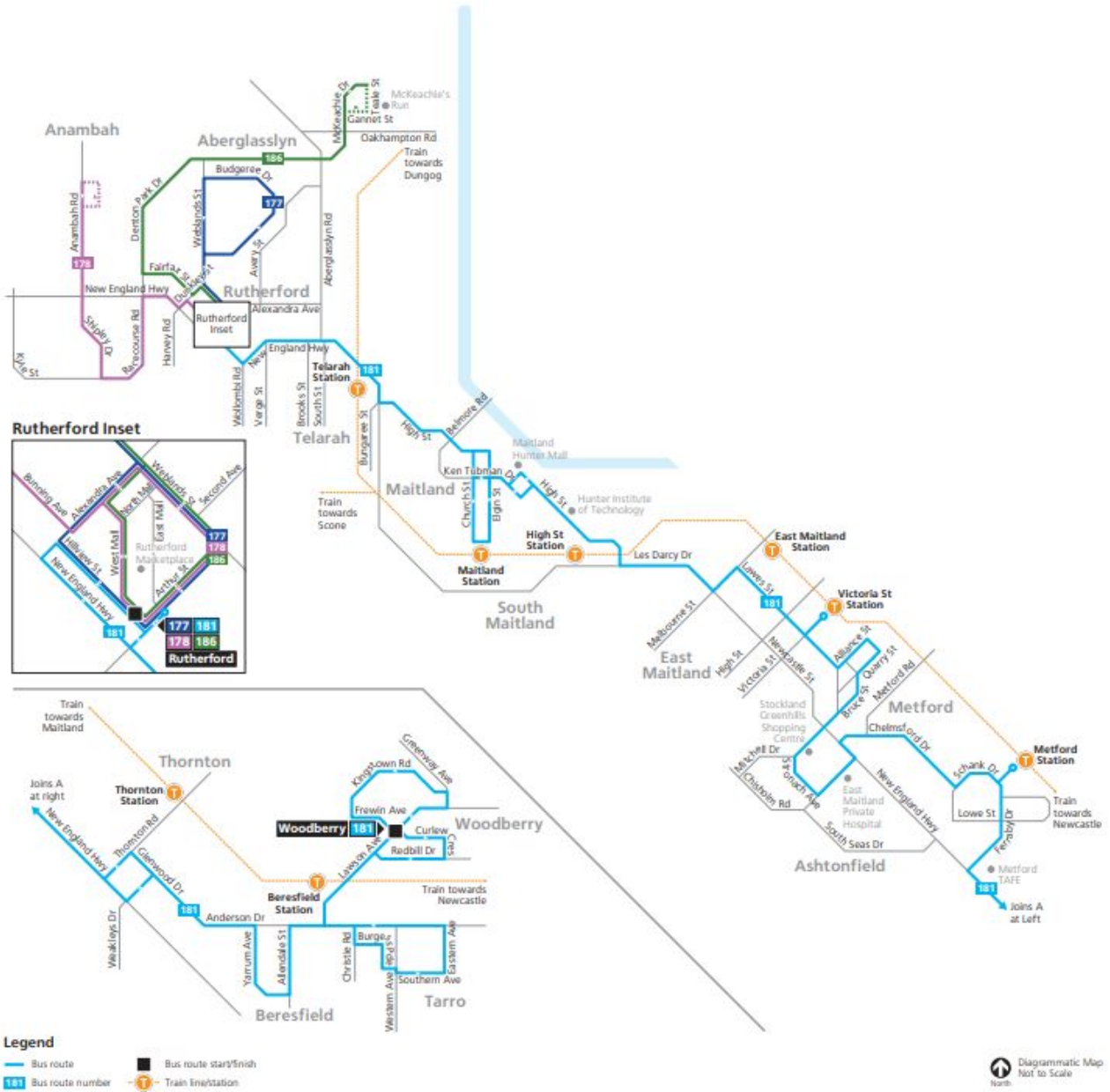
- Bus route
- Bus route number
- Bus route start/finish
- Train line/station

Diagrammatic Map
Not to Scale

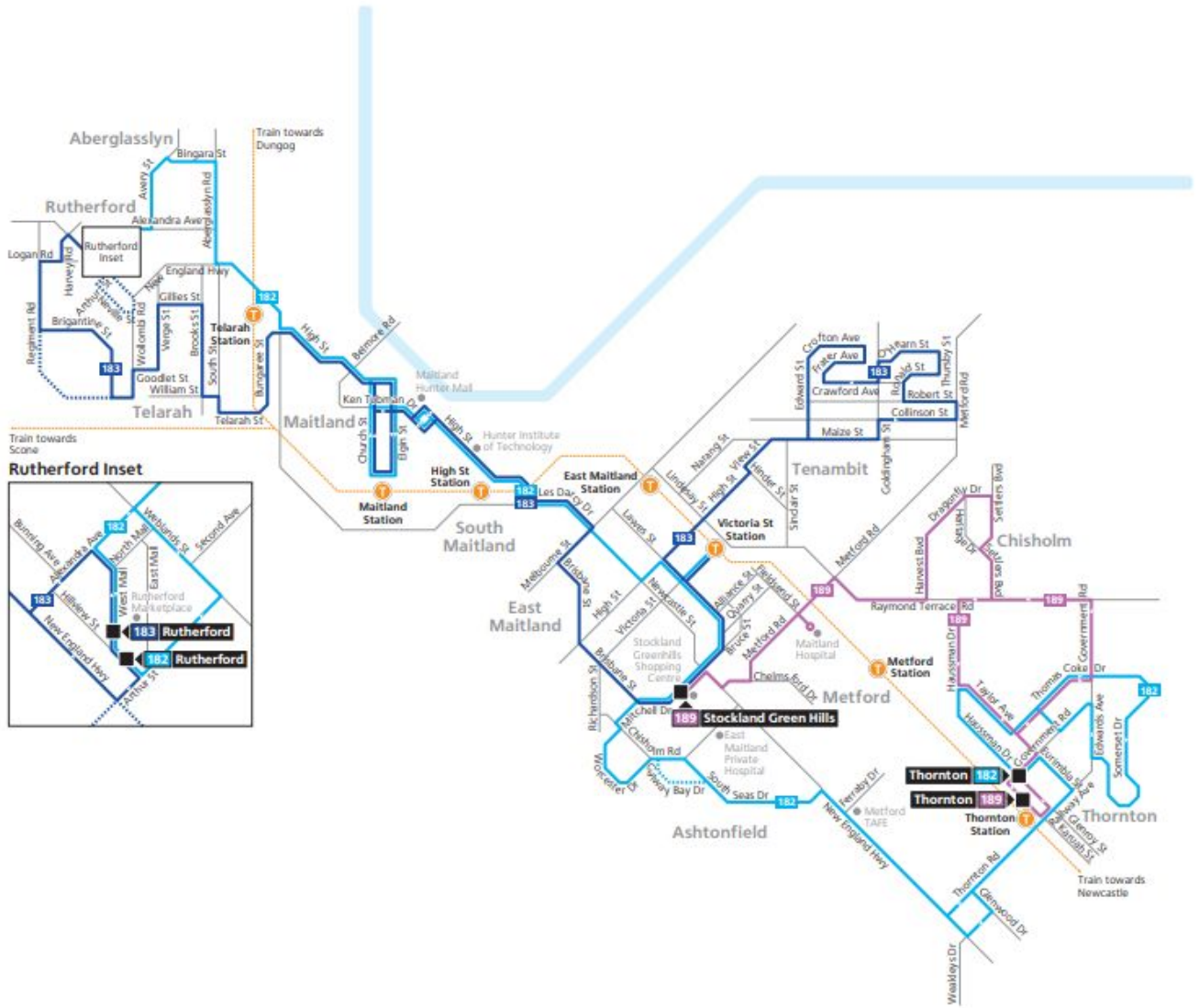


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Routes 177, 178, 181, 186



Routes 182, 183, 189



Legend
 — Bus route
 182 Bus route number
 ■ Bus route start/finish
 🚉 Train line/station

Diagrammatic Map
 Not to Scale
 North



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