



TRAFFIC & PARKING ASSESSMENT

SPECIALITY DISABILITY ACCOMMODATION

**LOT 1 IN DP 343769 & LOT 25 IN DP 1246516
75 - 77 ELGIN STREET, MAITLAND**

PREPARED FOR: CORE PROJECT GROUP

OCTOBER 2022

REF: 22/141

**TRAFFIC & PARKING ASSESSMENT REPORT
SPECIALITY DISABILITY ACCOMMODATION****LOT1 IN DP 343769 & LOT 25 IN DP 1246516
75 – 77ELGIN STREET, MAITLAND
CORE PROJECT GROUP**

Intersect Traffic Pty Ltd (ABN: 43 112 606 952)

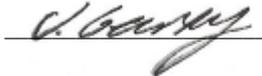
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This document has been prepared, checked and released in accordance with the Quality Control Standards established by Intersect Traffic Pty Ltd.

Issue	Date	Description	By
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	18/11/22	Edit	JG
	22/11/22	Final Proof	PA
		Approved	JG

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1. INTRODUCTION

Intersect Traffic Pty Ltd (Intersect Traffic) has been engaged by Core Project Group to undertake a traffic and parking assessment for the proposed development of Group Homes for use as Speciality Disability Accommodation on Lot 1 in DP 343769 & Lot 25 in DP 1246516 – 75 – 77 Elgin Street, Maitland. The development comprises seven (7) - 2 bedroom units in a 3 storey building with associated car parking and access. The proposed development plans are shown in **Attachment A**.

This traffic and parking assessment is required to support a development application to Maitland City Council seeking approval for the proposed development. The purpose of this document is to undertake an assessment of the likely traffic and parking impacts of the proposal on the local and state road network and associated roadside infrastructure to allow Council to assess the merits of the application.

This report presents the findings of the traffic and parking assessment and includes the following:

- ◆ An outline of the existing situation near the site,
- ◆ An assessment of the traffic impacts of the proposed development including the predicted traffic generation and its impact on existing road and intersection capacities,
- ◆ A review of the on-site parking provided within the proposed development and assesses it against Council, NSW and Australian Standards requirements,
- ◆ A review of the existing alternative transport mode availability and suitability, and
- ◆ A presentation of the conclusions and recommendations.

2. DEVELOPMENT PROPOSAL

2.1 Site Description

The development site is located on Elgin Street, within an older residential area of Maitland. It is approximately 400 metres south of the centre of the Maitland CBD and approximately 300 metres northwest of Maitland Railway Station. Near the site are a number of schools and an early learning centre. The western and eastern boundaries of the property have a road frontage to Elgin Street and Napoleon Lane, respectively, whilst the northern and southern boundaries adjoin developed residential property. The site contains a single storey brick building, some metal sheds and cleared, evenly graded vacant land. The site is shown in the context of the surrounding development in **Figure 1** below.



Figure 1 – Site Location

The site has the following property descriptors:

- ◆ Lot 1 in DP 343769 and Lot 25 in DP 1246516,
- ◆ Postal address of 75 – 77 Elgin Street, Maitland,
- ◆ Total development site area of approximately 760 m², and
- ◆ Land zoning of R1 – General Residential pursuant to Maitland LEP 2011.

The site currently has two adjoining urban vehicular accesses via Elgin Street with a combined width of approximately 14 metres. **Photograph 1** below shows the existing building frontage and driveways whilst **Photograph 2** below shows the vacant section of the site and its vehicular access.



Photograph 1 – Existing site building and accesses



Photograph 2 – Existing vacant section of the site and its access

2.2 Development Proposal

The proposed new 7 Group Homes includes the following:

- ◆ Demolition works, earthworks and provision of services,
- ◆ Construction of a new 7 unit residential flat building on 3 levels comprising:
 - 1 – 2 bedroom unit at ground level,
 - 3 – 2 bedroom units on the first floor, and
 - 3 – 2 bedroom units on the second floor.
- ◆ Construction of a lobby, common area, office and carers spaces at ground level,
- ◆ A maximum of 8 staff / contractors on site at any time,
- ◆ Provision of a new vehicular access via Elgin Street, a new internal driveway and 7 on-site car parking spaces at ground floor level,
- ◆ Property drainage to Maitland City Council's requirements, and
- ◆ Landscaping.

2.3 Existing Road Network

Elgin Street

Elgin Street under a functional road hierarchy is a local collector road. It is under the care and control of Maitland City Council. It collects and distributes local traffic to residential areas between Maitland CBD and Maitland Station. Elgin Street is a 700 metre long a two-lane two-way sealed urban road that runs between High Street at its northern end and Athel Dombrain Drive (and Maitland Station), approximately 150 metres south of the site, at its southern end. Adjacent to the site it has a carriageway of approximately 10 metres between kerbs. A 50 km/h speed zoning exists near the site except during school drop-off and pick-up times when a 40 km/h speed zoning operates north of the southern boundary of the site. At the time of inspection Elgin Street was observed to be in fair to good condition (see **Photograph 3**).



Photograph 3 – Elgin Street near the site

Olive Street

Olive Street under a functional road hierarchy is classified as a minor local collector road and is under the care and control of Maitland City Council. Olive Street connects local traffic to residential areas and other more major collector roads which in turn connect to the Maitland CBD and the arterial network. Olive Street is a 280 metre long sealed urban road that runs between Nicholson Street and Church Street, connecting to Elgin Street approximately mid way. It is a two-lane two-way road east of Elgin Street and an eastbound one-lane one-way road west of Elgin Street both with a carriageway width of approximately 6.0 metres between kerbs. Near the site a 50 km/h speed zoning exists except during school drop-off and pick-up times when a 40 km/h speed zoning operates east and west of Olive Street's intersection with Elgin Street. At the time of inspection Olive Street was observed to be in fair to good condition (see **Photograph 4**).



Photograph 4 – Olive Street adjacent to the site

2.4.1 Traffic Volumes

Intersect Traffic undertook manual intersection counts previously at the Elgin Street / Olive Street priority controlled give way 4 way cross-intersection on the Wednesday 14th July 2021. The counts were carried out during the likely peak hour morning period of 8.00 am to 9.00 am and evening period of 3.00 to 4.00 pm to coincide with the school travel peak hour due to the proximity of the development to a number of schools. The traffic count data is provided in **Attachment B**.

To determine the 2022 traffic volumes the two-way mid-block traffic volumes on the road network determined from the counts were increased by a growth rate of 1.5% per annum for 1 year and to estimate the 2032 two-way mid-block traffic volumes the determined 2022 traffic volumes were increased by another 10 years. The two lane two way mid-block traffic volumes on Elgin Street and the east leg of Olive Street and the one-way one lane mid-block traffic volumes on the west leg of Olive Street are as shown in **Table 1** below.

Table 1 – 2022 and 2032 mid-block two-way traffic volumes

Road	Section	2022		2032	
		AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)
Elgin Street	north of Olive Street	232	397	270	461
Elgin Street	south of Olive Street	298	435	346	505
Olive Street	east of Elgin Street	99	132	115	154
Olive Street*	west of Elgin Street	78	82	91	96

*Olive Street west of Elgin Street is one way eastbound.

The two lane two way and one lane one way mid-block traffic volumes are considered relevant and are utilised for this assessment.

2.4.2 Traffic Generation

Traffic generation data is generally sourced from the Transport for NSW's (TfNSW's) - RMS *Guide to Traffic Generating Developments (2002)* or TfNSW's RMS *Technical Direction TDT 13/04*. In regard to the proposed development the relevant traffic generation rates within the TfNSW - RMS Technical direction are as follows:

High density residential flat dwellings

Ten surveys were conducted in 2012, eight within Sydney, and one each in the Hunter and Illawarra. All developments were (i) close to public transport, (ii) greater than six storeys and (iii) almost exclusively residential in nature. The weekday trip generation rates were as follows:

Weekday Rates	Sydney Average	Sydney Range	Regional Average	Regional Range
AM peak (1 hour) vehicle trips per unit	0.19	0.07-0.32	0.53	0.39-0.67
AM peak (1 hour) vehicle trips per car space	0.15	0.09-0.29	0.35	0.32-0.37
AM peak (1 hour) vehicle trips per bedroom	0.09	0.03-0.13	0.21	0.20-0.22
PM peak (1 hour) vehicle trips per unit	0.15	0.06-0.41	0.32	0.22-0.42
PM peak (1hour) vehicle trips per car space	0.12	0.05-0.28	0.26	0.11-0.40
PM peak (1 hour) vehicle trips per bedroom	0.07	0.03-0.17	0.15	0.07-0.22
Daily vehicle trips per unit	1.52	0.77-3.14	4.58	4.37-4.78
Daily vehicle trips per car space	1.34	0.56-2.16	3.22	2.26-4.18
Daily vehicle trips per bedroom	0.72	0.35-1.29	1.93	1.59-2.26

The rates selected from the table for the development are as follows:

Residential flat dwelling

AM peak – 0.39 – 0.67 vehicle trips per unit (vtpu) with a regional average of 0.53 vtpu.

PM peak – 0.22 – 0.42 vtpu with a regional average of 0.32 vtpu.

Therefore, adopting the regional average the peak hour traffic generated by the development (rounded up) is calculated as:

$$\begin{aligned} \text{AM peak hour traffic generation} &= 7 \times 0.53 \\ &= \mathbf{4 \text{ vtp}} \text{h, and} \end{aligned}$$

$$\begin{aligned} \text{PM peak hour traffic generation} &= 7 \times 0.32 \\ &= \mathbf{3 \text{ vtp}} \text{h.} \end{aligned}$$

The traffic associated with the development needs to be distributed through the road network and the likely traffic distribution assumptions adopted for this assessment are:

- ◆ All traffic will use Elgin Street for site access,
- ◆ 50 % will exit the site and 50% will enter the site in the AM and PM peak hour periods, and
- ◆ 50 % will have an origin / destination north and south of the access.

There may be some variations to the assumed distributions however their impact is considered insignificant to the assessment. The resulting trip distribution is presented diagrammatically in **Figure 2** below.

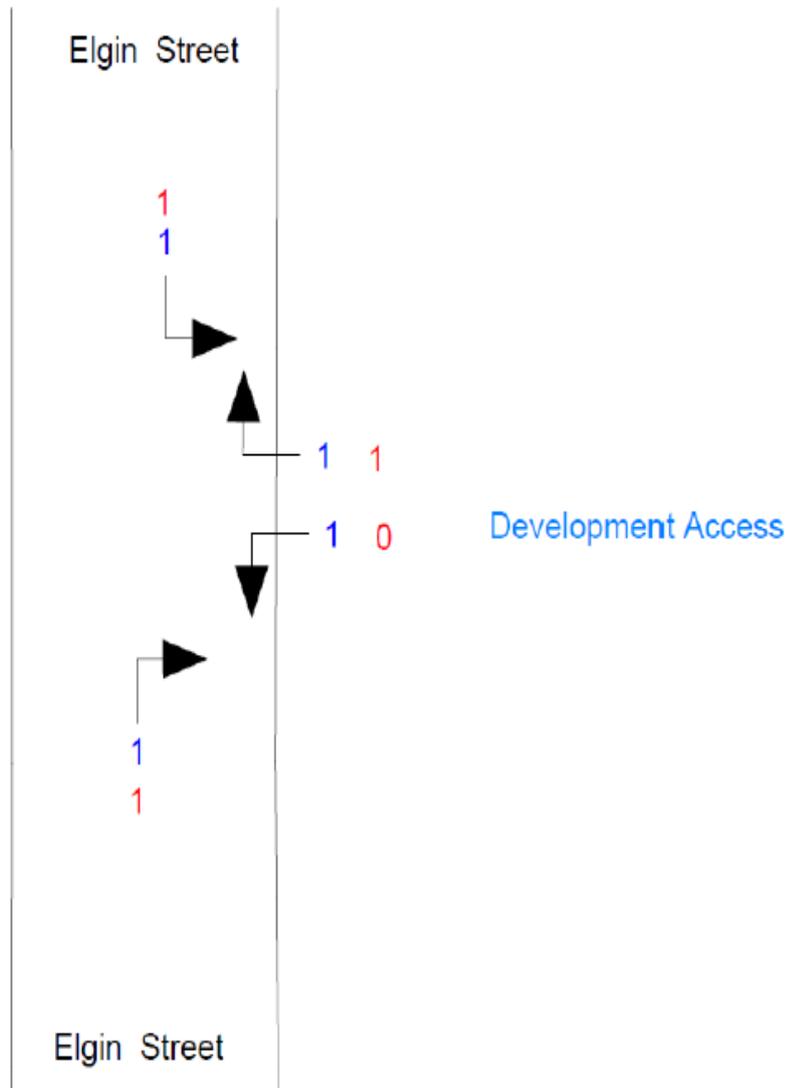


Figure 2 – Trip Distribution

2.5 Traffic Impacts and Considerations

2.5.1 Road Network Capacity

The capacity of the road network is generally determined by the capacity of intersections. However, Table 4.3 of the RMS *Guide to Traffic Generating Developments* provide some guidance on mid-block capacities for urban roads. This table is reproduced below.

Table 4.3
Typical mid-block capacities for urban roads with interrupted flow

Type of Road	One-Way Mid-block Lane Capacity (pcu/hr)	
Median or inner lane:	Divided Road	1,000
	Undivided Road	900
Outer or kerb lane:	With Adjacent Parking Lane	900
	Clearway Conditions	900
	Occasional Parked Cars	600
4 lane undivided:	Occasional Parked Cars	1,500
	Clearway Conditions	1,800
4 lane divided:	Clearway Conditions	1,900

Source: - RTA's *Guide to Traffic Generating Developments* (2002).

Urban road capacity at the site is calculated based on Table 4.3 noting the road capacity for a one-way one-lane road generally with a parking lane is 900 vtp. Therefore, Elgin Street and the east leg of Olive Street, being two way two lane roads, will have mid-block capacities of 1,800 vtp and the west leg of Olive Street, being a one way one lane road, will have a mid-block capacity of 900 vtp.

However, Olive Street as a local street with mainly residential properties along its length, would also be subject to assessment against its environmental road capacity based on the Environmental capacity thresholds provided within Table 4.6 of the RTA's *Guide to Traffic Generating Developments* which is reproduced below.

Table 4.6
Environmental capacity performance standards on residential streets

Road class	Road type	Maximum Speed (km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
300 maximum			
Collector	Street	50	300 environmental goal
			500 maximum

Note: Maximum speed relates to the appropriate design maximum speeds in new residential developments. In existing areas maximum speed relates to 85th percentile speed.

Source: - RTA's *Guide to Traffic Generating Developments* (2002)

The adopted environmental road capacity of Olive Street as local street is therefore 300 vtp and the technical road capacity of Elgin Street is 1,800 vtp.

It can be seen that the local road network is currently operating well within its technical or environmental capacity. The addition of a maximum of 4 vtp in the AM or 3 vtp in the PM peak hours, resulting from this development, as distributed as per **Figure 2** above, will not result in the technical or environmental mid-block two way road capacity thresholds being reached. This is demonstrated in **Table 2** below.

Table 2 – Two-way Mid-Block Road Capacity (2021 and 2031)

Road	Section	Capacity vtph	2022		2032		Development traffic	
			AM (vtph)	PM (vtph)	AM (vtph)	PM (vtph)	AM	PM
Elgin Street	north of Olive Street	1800	234	399	272	463	2	2
Elgin Street	south of Olive Street	1800	300	436	348	506	2	1
Olive Street	east of Elgin Street	300	99	132	115	154	0	0
Olive Street*	west of Elgin Street	300	78	82	91	96	0	0

It is therefore reasonable to conclude that subject to satisfactory intersection performance at the nearby road connections the development will not adversely impact on the local and state road network.

2.5.2 Intersection Capacity

The main intersection impacted by the development is the Elgin Street / Olive Street priority controlled give way 4 way cross-intersection. If the development does not adversely impact on this intersection, it is also reasonable to conclude that as the traffic is further distributed through the road network it will not adversely impact on intersections on the wider local and state road network.

To assess the performance of the Elgin Street / Olive Street intersection the table below, taken from Austroads *Guide to Traffic Management – Part 6 – Intersections, Interchanges & Crossings (2009)*, for which the guide states a detailed analysis to demonstrate adequate capacity is available is unlikely to be necessary as uninterrupted flow conditions would prevail, is utilised.

Major road type ¹	Major road flow (vph) ²	Minor road flow (vph) ³
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority).
2. Major road flow includes all major road traffic with priority over minor road traffic.
3. Minor road design volumes include through and turning volumes.

Source: - Austroads *Guide to Traffic Management – Part 6 – Intersections, Interchanges & Crossings (2009)*

It is noted that the 2032 peak hour mid-block two-way traffic, including development traffic, is likely to be a maximum of approximately 500 vtph on Elgin Street and 200 vtph on Olive Street. The traffic volumes predicted for the intersection are within volume amounts in the table above and would result in uninterrupted flow conditions. Therefore, it can be concluded that the Elgin Street / Olive Street 4 way cross-intersection intersection will operate with uninterrupted flow conditions, as will the new development private access intersection with Elgin Street.

Overall, it is concluded that as an insignificant impact will result at the Elgin Street / Olive Street 4 way cross-intersection intersection and the Elgin Street / development access T-intersection will operate with uninterrupted flow conditions, it is considered that the addition of the development traffic would not impact on any other intersection on the road network.

2.5.3 Site Access and Parking

On-site parking and manoeuvrability should comply with Australian Standard *AS2890.1-2004 Parking facilities – Off-street car parking*, Maitland DCP (2011) and *State Environmental Planning Policy (SEPP) (Housing for Seniors and People with a Disability) 2004*.

In relation to car parking quantity requirements the following car parking requirements and the calculation for a land use of '**Residential Care Facilities**' specified by the relevant authority below are:

Appendix A - Car parking Requirements for Specific Land Uses of Maitland DCP Part C – Design Guidelines

- ◆ 1 space per 10 beds (visitors), plus
- ◆ 1 space per 2 employees, plus
- ◆ 1 space per ambulance.

Core Project Group have advised that the number of care staff / contractors on site at any time will be a maximum of 8.

The **DCP** car parking requirement is therefore:

$$14 \text{ beds} / 10 + 8 \text{ employees} / 2 + 1 \text{ ambulance} = (6.4) \text{ 7 spaces}$$

Clause 79 d - Parking For Residences and Visitors of SEPP 2004 – Chapter 3 - Division 2

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a residential care facility on any of the following grounds:

- ◆ (i) 1 parking space for each 10 dwellings in the residential care facility (or 1 parking space for each 15 dwellings if the facility provides care only for persons with dementia), and
- ◆ (ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and
- ◆ (iii) 1 parking space suitable for an ambulance.

The **SEPP** car parking requirement is therefore:

$$7 \text{ dwellings} / 10 + 8 \text{ employees} / 2 + 1 \text{ ambulance} = (5.7) \text{ 6 spaces}$$

As 7 on-site car spaces are proposed within the concept plan it is concluded that the on-site car parking provided for the development complies. In addition, Maitland DCP requires a minimum of 1 access space (1 access space per 50 car parking spaces). As 1 access car parking space is included in the car parking provision the development is also compliant in this regard. It is also noted that approximately 2 additional on-street car parking spaces are created due to the development not requiring the existing driveways.

Australian Standards *AS 2890.1 2004* requires the following for 90° angle parking as a minimum:

- ◆ User Class 1A resident parking - 2.4m wide x 5.4m long bays x a 5.8m aisle width,
- ◆ User Class 2 visitor parking - 2.5m wide x 5.4m long bays with a 5.8m aisle width, and
- ◆ 1.0 metre blind aisle extensions.

And, in addition, the turning arc suitability of the internal driveway from and to the carpark can be verified by reference to Australian Standards *AS 2890.1 2004 Figure 5.4 – Apron Widths for Right Angled Access to Single Vehicle Garages*. For a doorway (or restricted driveway) width of 3.0 metres, an apron width of a minimum of 5.6 metres is required.

The development plans comply with the required car park dimensions and as an apron width of 6.075 metres has been provided the driveway turning arc is also compliant with the standards. *State Environmental Planning Policy (SEPP) (Housing for Seniors and People with a Disability) 2004* requires increased access car park widths. However, the standard widths for the access parking space provided on the plans may be accepted as they are of a higher standard.

The available sight distance at the vehicular access at Elgin Street is required to comply with Australian Standard (AS2890.1 – 2004 *Parking facilities – Part 1 Off street car parking*) for the minimum safe sight distance at an access, which is 45 metres for a 50 km/h speed environment on the local road network. From observation on site, it has been determined that the available sight distance at the driveway access is compliant.

Overall, it is concluded that the proposed access and car parking provided on the plans comply with the requirements for development specified by the Australian Standard AS2890.1-2004 *Parking facilities – Off-street car parking*, the *State Environmental Planning Policy (SEPP) (Housing for Seniors and People with a Disability) 2004 Chapter 3 Division 2* and Maitland DCP (2011), facilitating forward entry and exit to and from the site and allowing manoeuvring and access which is safe and suitable for the development.

2.5.4 Alternative Transport Modes

Hunter Valley Buses provide public transport services in the area. A review of the route maps for the service indicates that the site has excellent access to a number of public bus transport (Routes 179, 180, 181, 182 & 183) as shown in the bus route extract in **Figure 3** below.

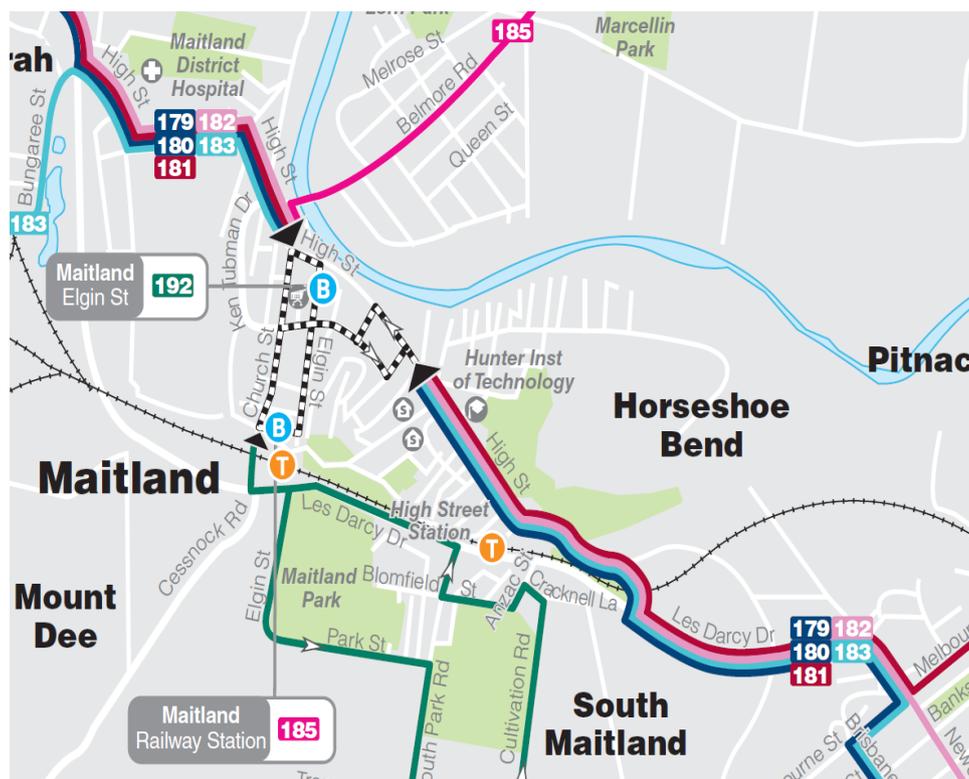


Figure 3 – Extract from Hunter Valley Buses bus route map

The buses provide connections to most parts of Maitland (including Maitland Station) as well as Newcastle, Newcastle Airport and Greenhills shopping centre. These bus services provide up to 5 services per hour for 10 hours mid-week days and to slightly a lesser extent on Saturdays, and more so on Sundays and Public Holidays, servicing the local residential areas, the CBD, connection to other bus services and a number of railway stations extremely well. The nearest bus stop is located approximately 130 metres north of the site whilst the Maitland train station and a bus interchange is located approximately 280 metres south of the site, all within convenient walking distance of the site.

The development will not generate a significant additional demand for public transport however, no additional public transport services or infrastructure is required in the area as the existing services and infrastructure are considered suitable, even with the minor additional demand generated by the development.

Pedestrians currently use the concrete footpath network which exists on both sides of Elgin Street for its full length, connecting to footpaths in many streets north, south, east, and west servicing the residential area, schools, the CBD, Woolworths and Maitland Station. A marked pedestrian crossing approximately 70 metres north of the site is located across Elgin Street adjacent to Olive Street. The existing footpath and crossing network is considered an excellent facility for the pedestrian activity in the area and the small demand resulting from the development and therefore no nexus exists for additional pedestrian facilities in the area resulting from this development.

Bicycle facilities are not formally available in most streets with cyclists expected to share parking lanes and travelling lanes however the 50 km/h speed zones and the low traffic volumes in all surrounding streets facilitate relatively safe travel for cyclists. The development may generate some minor bicycle traffic however the additional demand will not be significant enough to provide a nexus for the provision of additional facilities adjacent to the site.

A number of the alternative transport facilities / structures are shown in **Photographs 5-7** below.

2.5.5 Servicing

Normal servicing for supplies will be provided by staff who would bring goods and equipment to the site using light vehicles and can utilise the newly created additional 10 metres of kerbside parking, created by the non-use of 14 metres of existing driveway minus the additional 4 metres required for the new 3 metre wide driveway. The development has been designed for waste servicing via Council's normal kerbside collection from Elgin Street with bins being easily wheeled by staff between the carpark and the kerbside on collection days. Overall, servicing arrangements for the site are considered satisfactory.



Photograph 5 – Bus stop at Maitland train station south of the site



Photograph 6 – Elgin Street footpath south of the site



Photograph 7 – Marked pedestrian crossing of Elgin Street near the site

3. CONCLUSIONS

This traffic and parking assessment for the proposed development of Group Homes for use as speciality disability accommodation on Lot 1 in DP 343769 & Lot 25 in DP 1246516 – 75 – 77 Elgin Street, Maitland has concluded:

- ◆ Elgin Street and Olive Street have sufficient available spare mid-block technical or environmental capacity to cater for the development.
- ◆ The proposal may generate up to an additional 4 vtpm in the AM and 3 vtpm in the PM peak periods on the local and state road network and this additional volume will not impact on the operation of the Elgin Street / Olive Street intersection nor on the surrounding local and state road network.
- ◆ The site access constructed to Council requirements would comply with the site access requirements of *Australian Standard AS2890.1-2004* and Maitland DCP.
- ◆ The on-site car parking provision and layout complies with the requirements Australian Standard *AS2890.1-2004 Parking facilities – Off-street car parking*, Maitland DCP (2011) and *State Environmental Planning Policy (SEPP) (Housing for Seniors and People with a Disability) 2004*.
- ◆ Servicing arrangements for the site are considered satisfactory.
- ◆ As the existing pedestrian infrastructure around the site is considered suitable for the level of additional pedestrian demand resulting from the development no nexus exists for additional pedestrian facilities in the area resulting from this development.
- ◆ The development will generate minimal bicycle traffic and the additional demand will not be significant enough to provide a nexus for the provision of additional facilities adjacent to the site, and
- ◆ No additional public transport services or infrastructure is required in the area as the existing services and infrastructure are considered suitable with a very minor additional demand generated by the development.

4. RECOMMENDATION

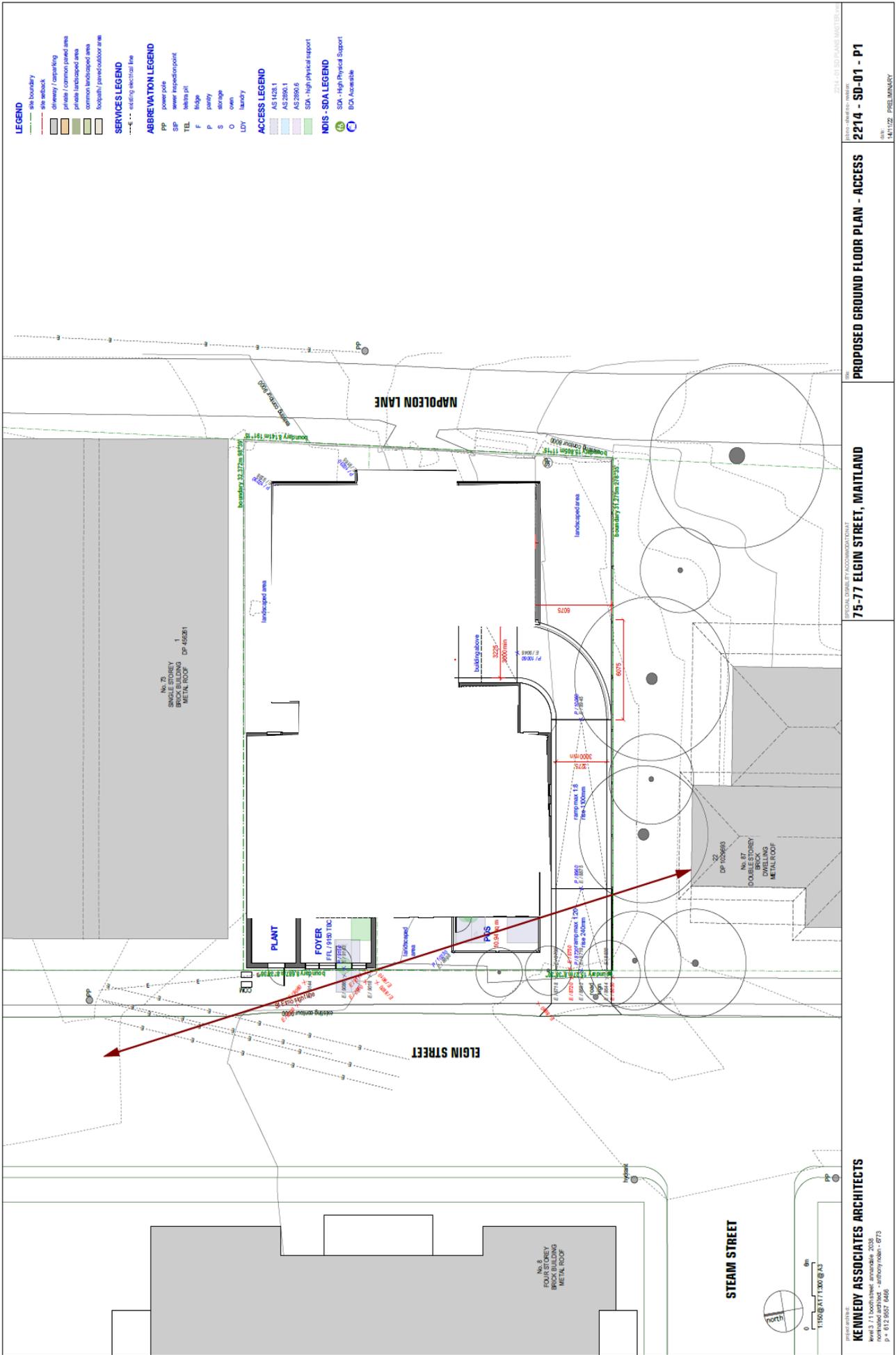
Having carried out this traffic and parking assessment for the proposed development of Group Homes for use as speciality disability accommodation on Lot 1 in DP 343769 & Lot 25 in DP 1246516 – 75 – 77 Elgin Street, Maitland it is recommended that the proposal can be supported as it is considered it would not adversely impact on the local and state road network and will meet all the requirements of Maitland City Council, TfNSW RMS, Australian Standards and State Environmental Planning Policy (SEPP).



**JR Garry BE (Civil), Masters of Traffic
Director
Intersect Traffic Pty Ltd**

ATTACHMENT A

DEVELOPMENT PLANS



PROPOSED ARCHITECT
KENNEDY ASSOCIATES ARCHITECTS
 1150 @ A17 1300 @ A3
 p + 612 8557 6466

75-77 ELGIN STREET, MAITLAND

PROPOSED GROUND FLOOR PLAN - ACCESS

2214 - SD-01 - P1

DATE: 14/1/22
 PRELIMINARY

ATTACHMENT B

TRAFFIC COUNT DATA

Intersect Traffic
PO Box 268
East Maitland, Nsw, 2323
0423324188

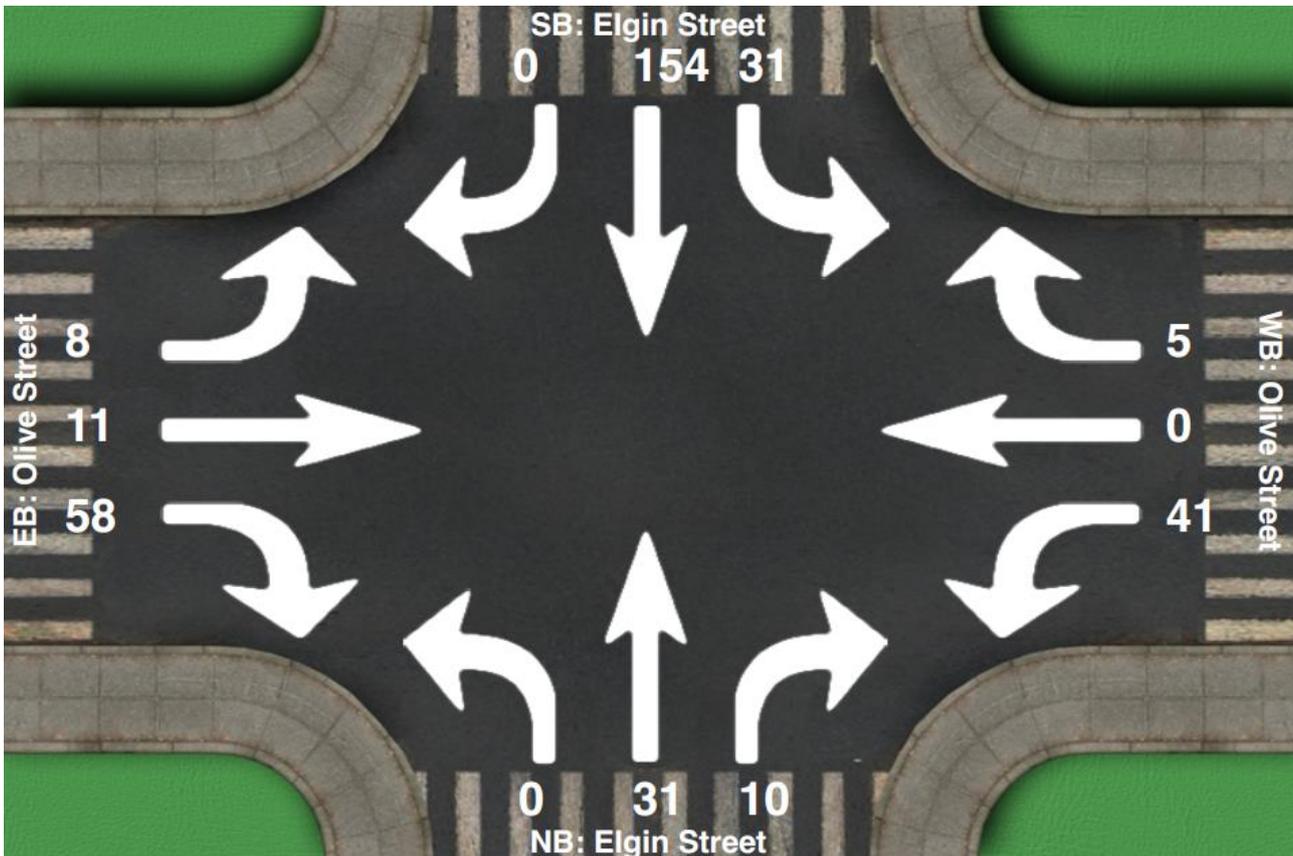
Intersection Peak Hour 08:00 - 09:00

Turn Count Summary

Location: Elgin Street at Olive Street, Maitland
GPS Coordinates:
Date: 2021-07-14
Day of week: Wednesday
Weather: Overcast
Analyst: Jeff

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
08:02	6	13	0	6	0	1	0	6	2	0	0	3	37
08:15	7	33	0	5	0	2	0	6	2	2	3	9	69
08:30	11	48	0	16	0	0	0	10	3	4	5	17	114
08:45	7	60	0	14	0	2	0	9	3	2	3	29	129
09:00	1	5	0	3	0	1	0	2	0	4	2	6	24



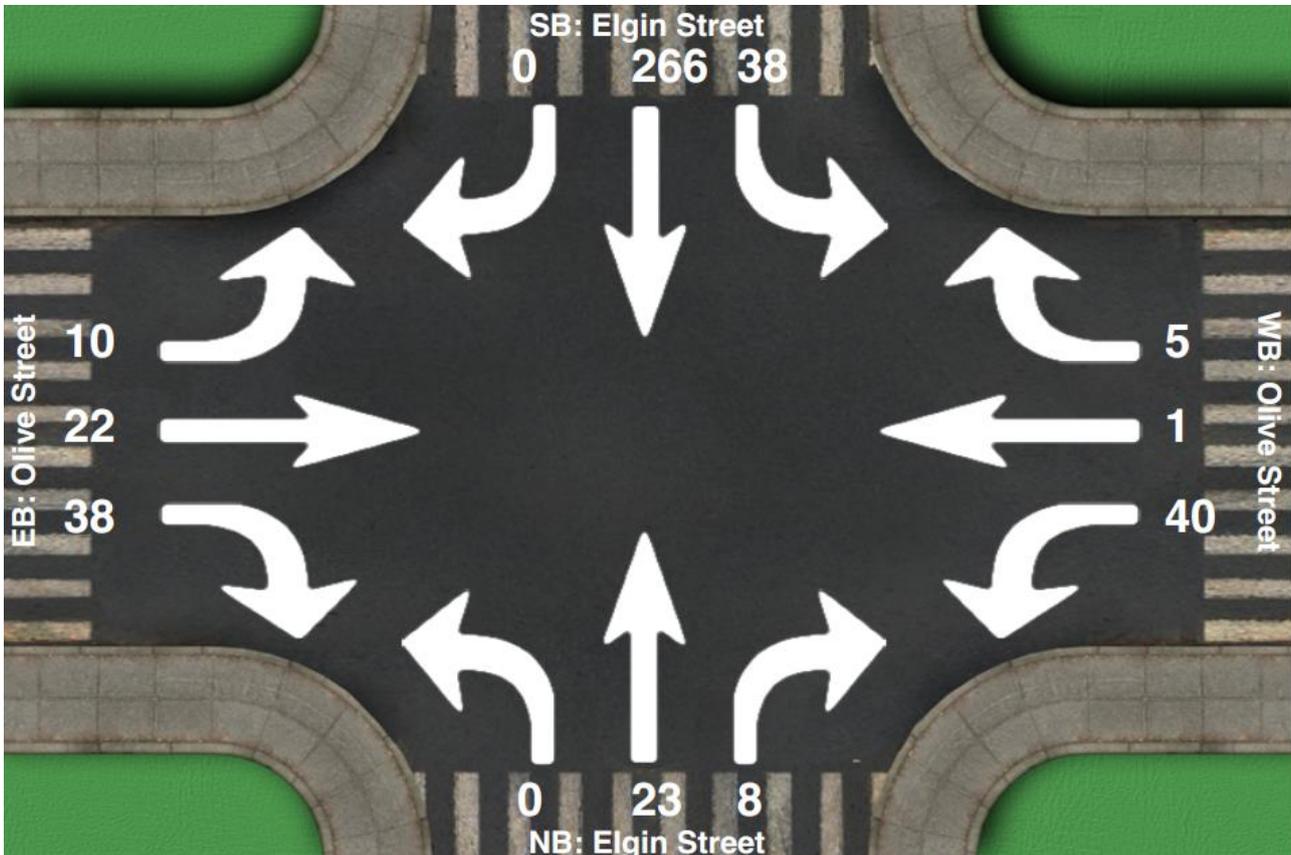
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PO Box 268
East Maitland, Nsw, 2323
0423324188

Intersection Peak Hour 15:00 - 16:00 Turn Count Summary

Location: Elgin Street at Olive Street, Maitland
GPS Coordinates:
Date: 2021-07-14
Day of week: Wednesday
Weather: Overcast
Analyst: Jeff

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:00	8	86	0	9	0	1	0	9	4	3	6	14	140
15:15	18	69	0	15	0	0	0	4	2	2	5	10	125
15:30	10	59	0	7	1	2	0	7	1	2	5	9	103
15:45	2	52	0	9	0	2	0	3	1	3	6	5	83



Olive Street WB left-turn movement should be 41 as no entry exists to the Olive Street EB leg

