

9 August 2021

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Attn: Kevin Pillay – Project Manager

**RE: 38 – 40 Stronach Avenue, East Maitland - Transport Assessment for Recreation Area and Ancillary Storage Shed and Kiosk**

Dear Kevin,

Ason Group has been commissioned by Fresh Hope Care to prepare a Transport Statement (TS) in support of a Development Application (DA) for landscaping works for a recreation area and ancillary storage shed and kiosk at the Residential Aged Care Facility located at 38 - 40 Stronach Avenue, East Maitland.

This TS provides an assessment of the access, traffic and parking implications of the Proposal.

**Reference Documents**

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**Planning Controls**

The assessment of the Proposal is primarily subject to the requirements of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP Seniors). In addition, the Site lies within the Maitland City Council (Council) Local Government Area (LGA), and as such key Council planning controls have also been referenced, including:

- Maitland Local Environmental Plan 2011 (Maitland LEP)
- Maitland Development Control Plan 2011 (Maitland DCP).

**Traffic and Transport Guidelines and Standards**

This TS references general access, traffic and parking guidelines, including:

- Roads & Maritime Services Guide to Traffic Generating Developments 2002 (RMS Guide);
- Roads & Maritime Services Guide to Traffic Generating Developments – Updated Traffic Surveys 2013, (RMS Guide Update);
- Austroads Guide to Traffic Engineering, Part 14 (Austroads GTE 14);
- Austroads Cycling Aspects of Austroads Guides (Austroads Cycling) 2017;
- Australian Standard 2890.1:2004 - Parking Facilities – Off-Street Car Parking (AS 2890.1);
- Australian Standard 2890.2:2018 - Parking Facilities – Off-Street Commercial Vehicle Facilities (AS 2890.2);
- Australian Standard 2890.3:2015 - Parking Facilities – Bicycle Parking (AS 2890.3);
- Australian Standard 2890.6:2009 - Parking Facilities – Off-Street Parking for People with a Disability (AS 2890.6);and

- NSW Fire Safety Guideline - Access for Fire Brigade Vehicles and Firefighters (Revision 05.01, Issued 17 November 2020)

## Background

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Development Application (DA 2020/567) was approved by the Hunter and Central Coast Regional Planning Panel on 9 April 2021, which allowed for the development of a Residential Aged Care Facility (RACF) including 168 beds, demolition of the existing facility, tree removal, car parking, signage and associated site works.

## Proposal

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The site is located at 38-40 Stronach Avenue, East Maitland. The site is legally described as Lot 6 and 7 in DP 258655 and has an approximate area of 1,350 square metres. 38-40 Stronach Avenue currently comprises vacant, cleared land with existing vehicular access points off Stronach Avenue and Martin Close. A maintenance track for service vehicles was approved under DA2020/567 located on 42 Stronach Avenue.

The proposal is for landscaping works for a recreation area and ancillary storage shed and kiosk at 38 – 40 Stronach Avenue, East Maitland, comprises:

- Establishment of a new recreation area with various landscaping works including planting of low lying grasses, trees and paving to provide pedestrian connections to and from Stronach Avenue and Martin Close to the RACF, including a playground and community garden;
- Construction of an ancillary pergola, arboretum and shed / storage area with 4 unisex toilets and 1 accessible toilet; and
- Construction of an ancillary kiosk connecting to the shed / storage area.

More specifically, the proposal consists of the construction of a pedestrian pathway along both the Stronach Avenue and Martin Close frontages of the site and provide pedestrian connectivity to the RACF.

The proposed total area for the land uses are:

- Total area of recreation use: 93 square metres
- Total area of storage shed, arboretum and kiosk: 66.8 square metres

A pre-lodgement meeting was held between Council officers and representatives of Fresh Hope Care and its Project Team on 3 June 2021.

Key issues raised in the pre-DA lodgement meeting relevant to this Transport Assessment are reproduced as follows:

1. The Statement of Environmental Effects should address the potential impacts on traffic and parking on both Martin Close and Stronach Avenue given there is no off-street parking proposed within this development.

## Traffic and Parking Assessment

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Section C.11 of the Maitland Development Control Plan 2011 outlines the Vehicular Access & Car Parking requirements applicable to all land within the City of Maitland.

Key transport objectives as outlined in the DCP are:

- To ensure adequate provision of off-street parking to maintain the existing levels of service and safety of the road network;
- To detail requirements of parking and loading / unloading facilities in association with the development in the City of Maitland;
- To provide consistent and equitable basis for the assessment of parking provisions;
- To facilitate design of parking areas, loading bays and access driveways which function efficiently;
- To ensure that parking areas are visually attractive and constructed, designed and situated so as to encourage their safe use; and
- To acknowledge the traditional lack of parking spaces within areas of historical or architectural significance (Central Maitland, Morpeth) and balance this with the need to facilitate development in order to maintain vitality and vibrancy in such centres.

Section 2.1 of the DCP also outlined the following principles for determining the parking and traffic requirements of a development proposal.

- The minimum standards as set out in [this] plan;
- The likely demand for off-street parking generated by the development;
- The availability of public transport in the vicinity to service the proposed development;
- The probable mode of transport to be used by employees and / or customers;
- The likely peak times of usage of the proposed development;
- The existing traffic volumes on the surrounding street network including, where relevant, the potential future traffic volumes; and
- The equity of requiring off-street parking for individual developments within areas such as Maitland City Centre and Morepeth, where historical parking deficiencies have occurred.

### Car Parking Assessment

The proposed works fundamentally consists of the following components, being:

- Landscaping areas – where the provision of landscaping does not generate parking demand
- Recreation areas – whereby the recreation areas proposed is a local neighbourhood scale play space of approximately 93 square metres. The recreation area is not considered a ‘destination’ type facility that draws visitors from a broad geographical area. Rather, the area is intended for the enjoyment of the residents of the RACF and their visitors, as well as residents within the general vicinity of the site where most visitors are expected to walk to the site.
- Storage shed, arboretum and kiosk – where it is anticipated that only the arboretum and the kiosk components are possible generators of parking requirements. Based on a total area being 66.8 square metres, the arboretum and kiosk is expected to typically be used by a small number of visitors, primarily residents and visitors of the RACF, and residents of the local area.

A review of Appendix A *Car Parking Requirements for Specific Land Uses* of section C11 of the DCP found that there is no specific rate applicable to landscaping areas, recreation areas, or kiosk. The rate and associated comments applicable for undefined uses are:

*“Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. For this purpose a comparison survey of similar developments, in similar locations should be provided with the development application”.*

A review of the RMS guide found no specific rate for recreation areas, kiosks or public open space.

Parking demand associated with recreational areas, kiosks and public open spaces typically peak on weekends and in afternoons (after school hours).

For residents and visitors of the RACF, the RACF proposal consists of parking that will provide for RACF visitors, whereby visitation of the subject site will be by walking.

For nearby residents that are visiting the site, it is anticipated that the recreation area will attract visitors from the immediate vicinity of the site, being within an 800 metre catchment where walking and cycling to / from the site can be maximised.

Whilst some visitors may choose to travel to / from the site by private car, it is not expected that the site will draw large numbers of visitors by car, whereby use of on-street parking for short stays are appropriate to achieve maximised recreational areas for enjoyment by the residents of the RACF and the local area.

### **Proposal Parking Provision**

The Proposal will provide no on-site parking spaces, and based on the factors outlined previously, is considered appropriate given the small scale nature of the proposed recreation area.

Whilst it is anticipated that there will be parking requirement associated with maintenance, maintenance typically requires 1 vehicle parking space outside of peak periods, with parking requirement being able to be accommodated within the RACF or on-street parking.

### **Accessible Parking**

With no on-site parking provision, accessible parking requirement is not triggered.

## **Service Vehicle Assessment**

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All servicing will be accommodated either within the RACF or on-street. The largest loading vehicle accessing the Site will be a Medium Rigid Vehicle (MRV), with the design of the loading area detailed below.

## **Access to Site Assessment**

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The proposed development will provide five pedestrian access points, comprising:

- Two access points along Stronach Avenue;
- Two access points along Martin Close;
- One access point along the access driveway to / from the RACF.

The proposed access points are between 1.3 metres wide to 3 metres wide and located in a manner that will capture pedestrians intending to visit the development in-line with the pedestrian desire line.

As there are no on-site parking or vehicular access provided, vehicular access to the development will be via the RACF access which was previously approved by DA 2020/567 and meet the requirements of Section 3.1 of the DCP.

## **Traffic Assessment**

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The proposed development is expected to generate low levels of vehicular traffic, and not anticipated to generate noticeable levels of traffic during the AM and PM commuter peak periods.

It is considered that the level of traffic generation is negligible and unlikely to result in any impacts to the road network within the vicinity of the subject site.

## Conclusions

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Further to a detailed assessment of the access, traffic and parking characteristics of the Proposal, Ason Group provides the following conclusions:

- The proposal is not expected to impact on the operations of the local road network.
- The demand for on-site parking is expected to be very low, with visitors expected to be from the local area, and residents and visitors of the RACF.

**In summary, it is concluded that the Proposal is supportable on access, parking and traffic planning grounds.**

We trust the above is of assistance. If you have any questions or should you wish to discuss further, please feel free to contact Wendy Zheng or the undersigned.

Yours sincerely,



**Principal Lead: Traffic Management & Operations**

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