



CEO Design and Consult

Traffic and Parking Impact Assessment Report

37 Eurimbla Street, Thornton

17 December 2021

ENGINEERING
PLANNING
PROJECT MANAGEMENT
SURVEYING
CERTIFICATION

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1	Draft	07/12/2021	
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Appendix A – Site Plans

Appendix B – Swept Path

1 Introduction

Barker Ryan Stewart have been engaged by CEO Design and Consult to prepare a Traffic and Parking Impact Assessment in accordance with the requirements of Maitland DCP 2011 and Transport for New South Wales (TfNSW) 'Guide to Traffic Generating Developments' to accompany a Development Application for proposed subdivision and dual occupancy development at 37, Eurimbla Street, Thornton.

The purpose of this report is to assess and address traffic, access, car parking and pedestrian impacts generated by the proposed development. This can be briefly outlined as follows:

- The expected traffic generation to/from the proposed development.
- The impact of the proposed development on the road network.
- Vehicle parking provisions.
- Access design requirements.
- Availability of public transport.

2 Existing Conditions

2.1 Site Location

The site is located at 37 Eurimbla Street, Thornton and comprises of lot 4 DP 10725, subdivided into two lots Lot 41 and Lot 42. The site is bounded by Eurimbla Street to the north and residential dwelling to East, west and south.



Figure 2.1 - Aerial Photo of Site

2.2 Existing Site Context

The existing site is legally known as Lot 4 DP 10725, with total area of 1385 m². The site is currently zoned as R1 – General Residential pursuant to Maitland Local Environmental Plan 2011. The site most recently had a single dwelling and ancillary structures. The dwelling and ancillary structures have now been demolished and the site is currently vacant.

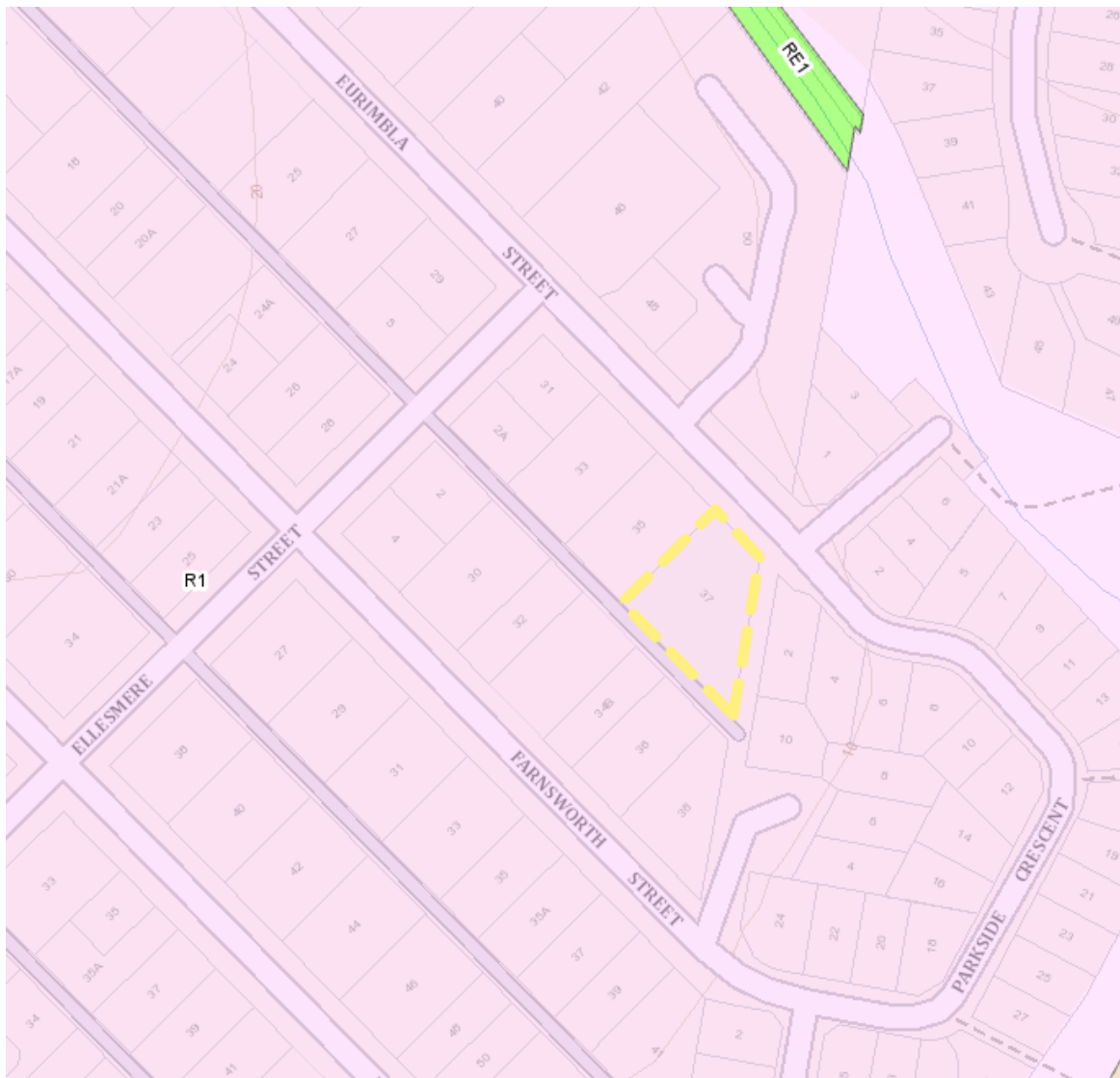


Figure 2.2 – Existing land zoning and site context

2.3 Existing Vehicular Access

The site fronts Eurimbla Street. Vehicular access to and from the site is via a two-way driveway off Eurimbla Street.

2.4 Existing Road Network

The site is bounded by Eurimbla Street the north and residential dwellings to east, west and south.

Eurimbla Street

Is a two-lane two-way undivided local road that runs north of the site in an east-west direction. It changes into Parkside Crescent east of the subject site. West of the site Eurimbla Street intersects with Edward Avenue and Railway Avenue to form a roundabout control intersection. Unrestricted parallel parking is allowed on both sides of the road. Posted speed limit on Eurimbla Street is 50 Km/h.

2.5 Existing Traffic Generation

As stated above, the subject site most recently had a single dwelling and ancillary structures that generated up to one (1) vehicle trip in AM and one (1) in PM peak hour. Moreover, the existing average trip generation was considered to be very minimal during peak hours.

2.6 Public Transport

The nearest bus stops are located on Railway Avenue which are about 400 metres (5 mins walking distance) from the site. Bus stop location is shown in Figure 2.3 below:

The nearest train station is the Thornton train station, which is located approximately 840m (11min walking distance) to the southwest of the site.

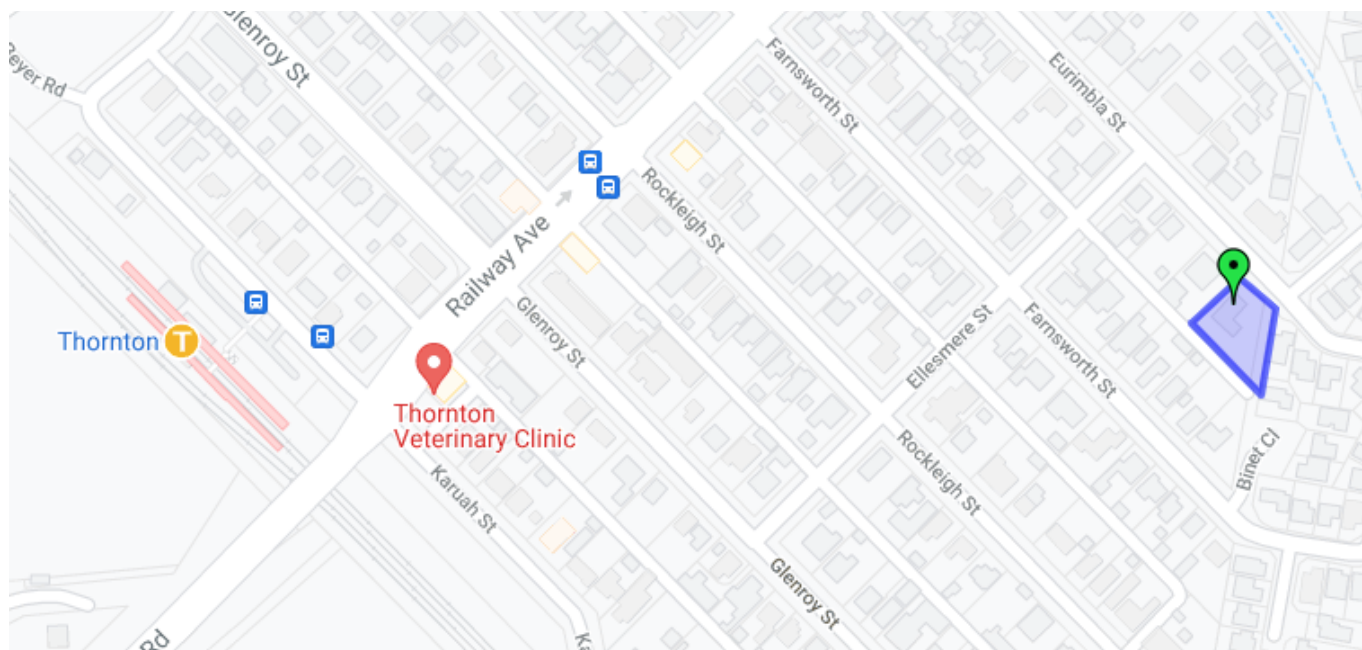


Figure 2.4 - Bus Stop and Train Station Location Map near the site

2.7 Pedestrian and Bicycle Network

There are no existing pedestrian paths or cycleways on Eurimbla Street. However, Railway Avenue, and Edward Avenue are considered as Bicycle friendly roads As shown in Figure 2.5 below:

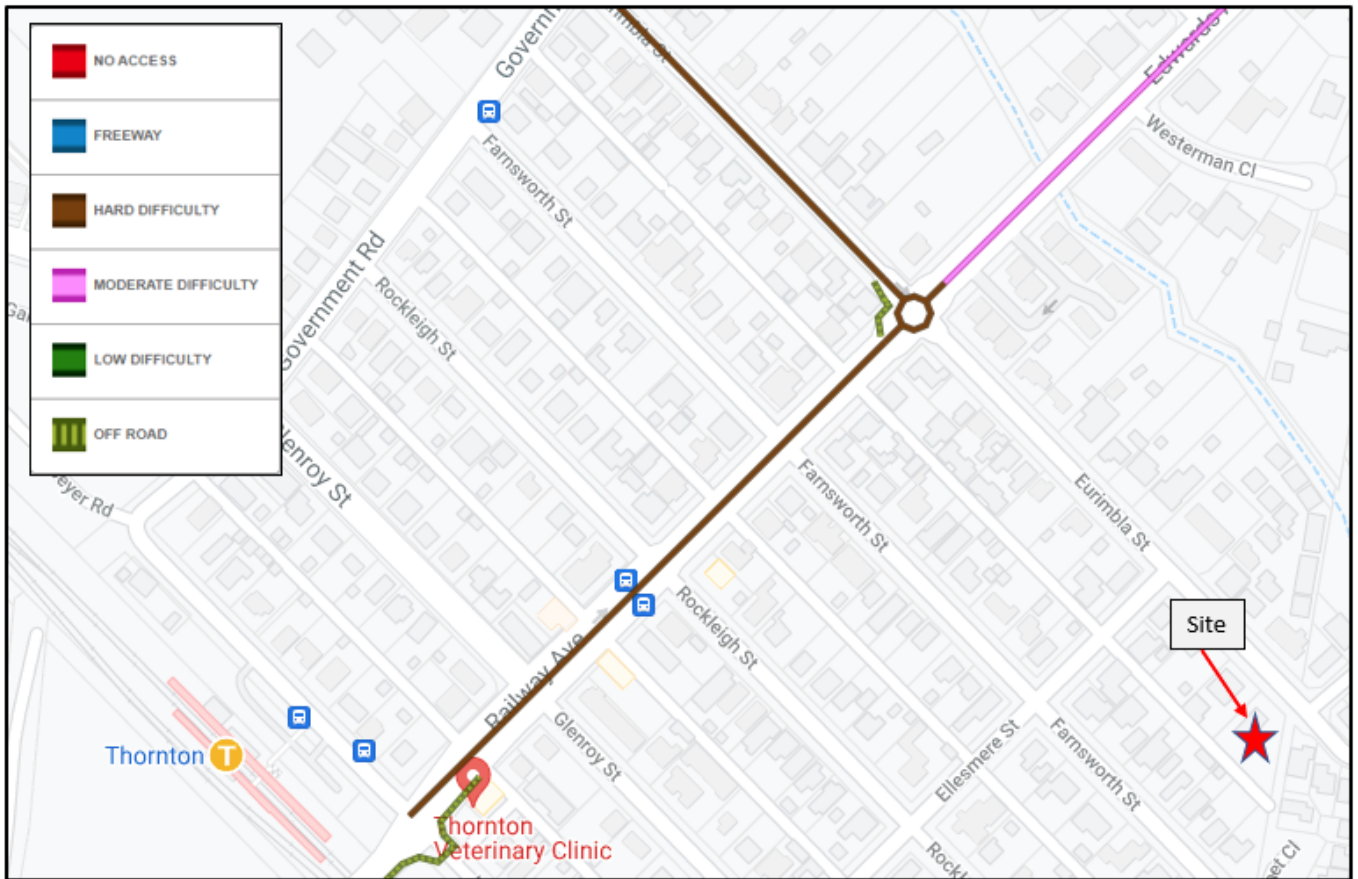


Figure 2.5 - Cycleways Location Map near the site

3 Proposed Development

3.1 Development Description

The proposal is for a two lot subdivision and construction of two three bedroom units on Lot 42. Extract from the site plan is as shown in Figure 3.1 below. Site Plan attached in **Appendix A**.

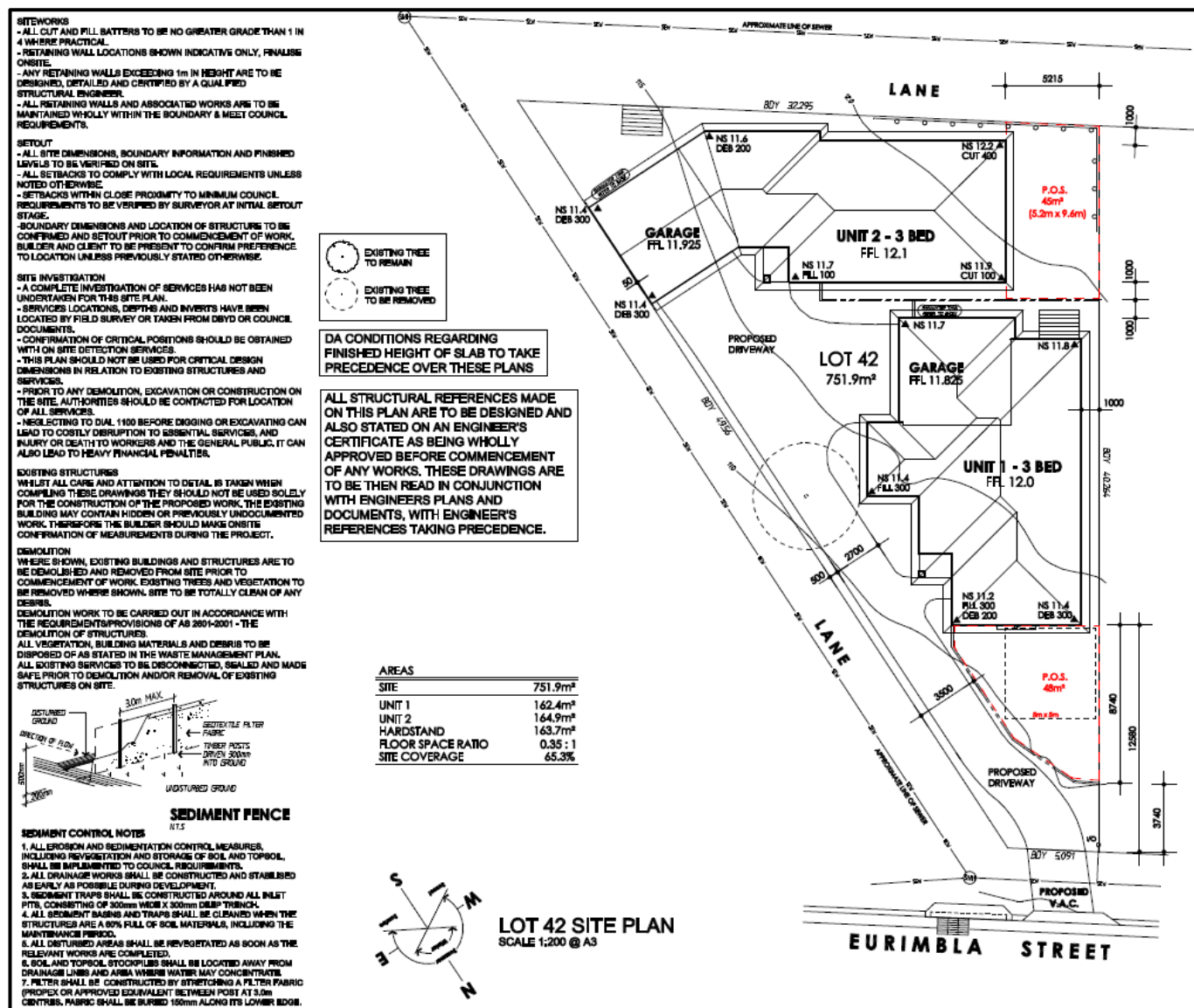


Figure 3.1 - Site plan for the proposed development

3.2 Proposed Access arrangements

3.2.1 Vehicular Access

New single driveway is proposed off Eurimbla Street to provide access to proposed dual occupancy units. Unit 2 will have access via right of carriageway. The proposed driveway and right of carriageway off Eurimbla Street will facilitate entry and exit to and from the site in a forward direction.

3.3 Parking

The proposed parking facilities will be designed in accordance with the requirements of AS/NZS 2890.1 - *Off street car parking (AS/NZS 2890)*.

3.4 Circulation

The proposed driveways and right of carriageway will be designed in accordance with the requirements AS/NZS 2890.1. Swept path analysis attached in **Appendix B** confirms circulation around the proposed development for light vehicles.

4 Car Parking Assessment

4.1 Parking requirements

In accordance with the Maitland DCP 2011 (Part C – Vehicular Access & Car Parking), the following parking provision is required:

<p>Multi dwelling Housing / Dual Occupancy</p>	<p>1 space for each one or two bedroom dwelling <i>or</i> 2 spaces for each dwelling containing more than two bedrooms <i>plus</i> 1 visitor space for the first three dwellings and 1 space for every five thereafter or part thereof</p>	<p>Performance criteria outlined in Maitland City Wide Development Control Plan, Chapter Residential Design is required to be achieved.</p>
--	--	---

4.2 Parking provision

The proposed provision of double garage for each unit meets the Maitland DCP requirement of two (2) spaces for each dwelling containing more than two bedrooms.

Unrestricted parallel parking is allowed on both sides of Eurimbla Street, as such visitors are anticipated to park on Eurimbla Street which has adequate capacity to accommodate additional parking.

5 Traffic Impact Assessment

5.1 Traffic Generation

TfNSW Guide to Traffic Generating Developments

From the TfNSW 'Guide to Traffic Generating Developments', Updated Traffic Surveys and Trip Rates, August 2013 the following traffic generation rates apply to the proposed development:

Residential dwelling in regional area- 0.85 trips in AM peak and 0.90 trips in PM Peak.

Application of these rates to the proposed development yields the following:

Time Period	Total Units	Vehicle Trips Rate /Hour	Total Vehicle trips (veh/hr)
AM Peak	2	0.85	1.7
PM Peak	2	0.90	1.8

5.2 Traffic Assignment and Distribution

The increase in traffic volume and the total number of vehicles entering and exiting the site are minimum, therefore no traffic significant impact on the surrounding road network is anticipated due to the proposed development.

5.3 Impact of Generated Traffic

The proposed development is forecast to generate maximum of 2 vehicles during AM and PM peak hour. This number is low and as such the existing local road network will have sufficient capacity to accommodate 2 vehicles with no significant impact on the road network efficiency. As such, no road upgrades are warranted as a result of this development.

6 Conclusion/Recommendations

Barker Ryan Stewart have been engaged by CEO Design and Consult to prepare a Traffic and Parking Impact Assessment in accordance with the requirements of Maitland DCP 2011 and Transport for New South Wales (TfNSW) 'Guide to Traffic Generating Developments' to accompany a Development Application for proposed subdivision and dual occupancy developments at 37, Eurimbla Street, Thornton.

The proposal is for a two lot subdivision and construction of two three bedroom units on Lot 42.

New single two-way driveway is proposed off Eurimbla Street to provide access to proposed dual occupancy units. Unit 2 will have access via right of carriageway. The proposed driveway and right of carriageway off Eurimbla Street will facilitate entry and exit to and from the site in a forward direction.

The proposed provision of double garage for each unit meets the Maitland DCP requirement of two (2) spaces for each dwelling containing more than two bedrooms.

Unrestricted parallel parking is allowed on both sides of Eurimbla Street, as such visitors are anticipated to park on Eurimbla Street which has adequate capacity to accommodate any additional parking.

The proposed development is forecast to generate maximum of 2 vehicles during AM and PM peak hour. This number is low and as such the existing local road network will have sufficient capacity to accommodate 2 vehicles with no significant impact on the road network efficiency. As such, no road upgrades are warranted as a result of this development.

The Traffic and Parking Impact Assessment concludes that the subject site is suitable for the proposed development in relation to the impact of traffic, car parking provision, vehicle access and safety considerations.

7 References

Australian Standards, 'AS/NZS 2890.1:2004 Off-Street Car Parking'.

TfNSW, 'Guide to Traffic Generating Developments' Version 2.2 dated October 2002.

TfNSW, 'Technical Direction Guide to Traffic Generating Developments, Updated Traffic Surveys and Trip Rates, August 2013.'

Maitland DCP 2011

Appendix A Site Plans

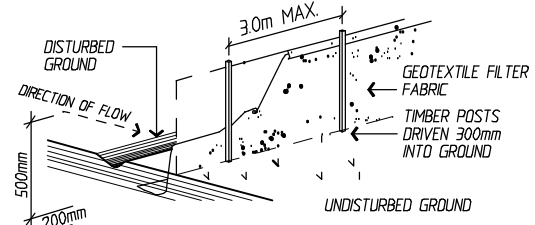
SITWORKS
 - ALL CUT AND FILL BATTERS TO BE NO GREATER GRADE THAN 1 IN 4 WHERE PRACTICAL.
 - RETAINING WALL LOCATIONS SHOWN INDICATIVE ONLY, FINALISE ONSITE.
 - ANY RETAINING WALLS EXCEEDING 1m IN HEIGHT ARE TO BE DESIGNED, DETAILED AND CERTIFIED BY A QUALIFIED STRUCTURAL ENGINEER.
 - ALL RETAINING WALLS AND ASSOCIATED WORKS ARE TO BE MAINTAINED WHOLLY WITHIN THE BOUNDARY & MEET COUNCIL REQUIREMENTS.

SETOUT
 - ALL SITE DIMENSIONS, BOUNDARY INFORMATION AND FINISHED LEVELS TO BE VERIFIED ON SITE.
 - ALL SETBACKS TO COMPLY WITH LOCAL REQUIREMENTS UNLESS NOTED OTHERWISE.
 - SETBACKS WITHIN CLOSE PROXIMITY TO MINIMUM COUNCIL REQUIREMENTS TO BE VERIFIED BY SURVEYOR AT INITIAL SETOUT STAGE.
 - BOUNDARY DIMENSIONS AND LOCATION OF STRUCTURE TO BE CONFIRMED AND SETOUT PRIOR TO COMMENCEMENT OF WORK. BUILDER AND CLIENT TO BE PRESENT TO CONFIRM PREFERENCE TO LOCATION UNLESS PREVIOUSLY STATED OTHERWISE.

SITE INVESTIGATION
 - A COMPLETE INVESTIGATION OF SERVICES HAS NOT BEEN UNDERTAKEN FOR THIS SITE PLAN.
 - SERVICES LOCATIONS, DEPTHS AND INVERTS HAVE BEEN LOCATED BY FIELD SURVEY OR TAKEN FROM DBYD OR COUNCIL DOCUMENTS.
 - CONFIRMATION OF CRITICAL POSITIONS SHOULD BE OBTAINED WITH ON SITE DETECTION SERVICES.
 - THIS PLAN SHOULD NOT BE USED FOR CRITICAL DESIGN DIMENSIONS IN RELATION TO EXISTING STRUCTURES AND SERVICES.
 - PRIOR TO ANY DEMOLITION, EXCAVATION OR CONSTRUCTION ON THE SITE, AUTHORITIES SHOULD BE CONTACTED FOR LOCATION OF ALL SERVICES.
 - NEGLECTING TO DIAL 1100 BEFORE DIGGING OR EXCAVATING CAN LEAD TO COSTLY DISRUPTION TO ESSENTIAL SERVICES, AND INJURY OR DEATH TO WORKERS AND THE GENERAL PUBLIC. IT CAN ALSO LEAD TO HEAVY FINANCIAL PENALTIES.

EXISTING STRUCTURES
 WHILST ALL CARE AND ATTENTION TO DETAIL IS TAKEN WHEN COMPILING THESE DRAWINGS THEY SHOULD NOT BE USED SOLELY FOR THE CONSTRUCTION OF THE PROPOSED WORK. THE EXISTING BUILDING MAY CONTAIN HIDDEN OR PREVIOUSLY UNDOCUMENTED WORK. THEREFORE THE BUILDER SHOULD MAKE ONSITE CONFIRMATION OF MEASUREMENTS DURING THE PROJECT.

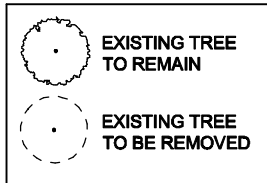
DEMOLITION
 WHERE SHOWN, EXISTING BUILDINGS AND STRUCTURES ARE TO BE DEMOLISHED AND REMOVED FROM SITE PRIOR TO COMMENCEMENT OF WORK. EXISTING TREES AND VEGETATION TO BE REMOVED WHERE SHOWN. SITE TO BE TOTALLY CLEAN OF ANY DEBRIS.
 DEMOLITION WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS/PROVISIONS OF AS 2601-2001 - THE DEMOLITION OF STRUCTURES.
 ALL VEGETATION, BUILDING MATERIALS AND DEBRIS TO BE DISPOSED OF AS STATED IN THE WASTE MANAGEMENT PLAN.
 ALL EXISTING SERVICES TO BE DISCONNECTED, SEALED AND MADE SAFE PRIOR TO DEMOLITION AND/OR REMOVAL OF EXISTING STRUCTURES ON SITE.



SEDIMENT FENCE
 N.T.S

SEDIMENT CONTROL NOTES

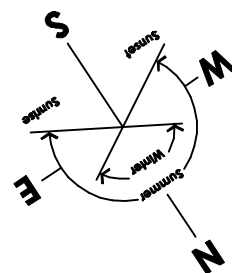
1. ALL EROSION AND SEDIMENTATION CONTROL MEASURES, INCLUDING REVEGETATION AND STORAGE OF SOIL AND TOPSOIL, SHALL BE IMPLEMENTED TO COUNCIL REQUIREMENTS.
2. ALL DRAINAGE WORKS SHALL BE CONSTRUCTED AND STABILISED AS EARLY AS POSSIBLE DURING DEVELOPMENT.
3. SEDIMENT TRAPS SHALL BE CONSTRUCTED AROUND ALL INLET PITS, CONSISTING OF 300mm WIDE X 300mm DEEP TRENCH.
4. ALL SEDIMENT BASINS AND TRAPS SHALL BE CLEANED WHEN THE STRUCTURES ARE A 60% FULL OF SOIL MATERIALS, INCLUDING THE MAINTENANCE PERIOD.
5. ALL DISTURBED AREAS SHALL BE REVEGETATED AS SOON AS THE RELEVANT WORKS ARE COMPLETED.
6. SOIL AND TOPSOIL STOCKPILES SHALL BE LOCATED AWAY FROM DRAINAGE LINES AND AREA WHERE WATER MAY CONCENTRATE.
7. FILTER SHALL BE CONSTRUCTED BY STRETCHING A FILTER FABRIC (PROPEX OR APPROVED EQUIVALENT BETWEEN POST AT 3.0m CENTRES. FABRIC SHALL BE BURIED 150mm ALONG ITS LOWER EDGE.



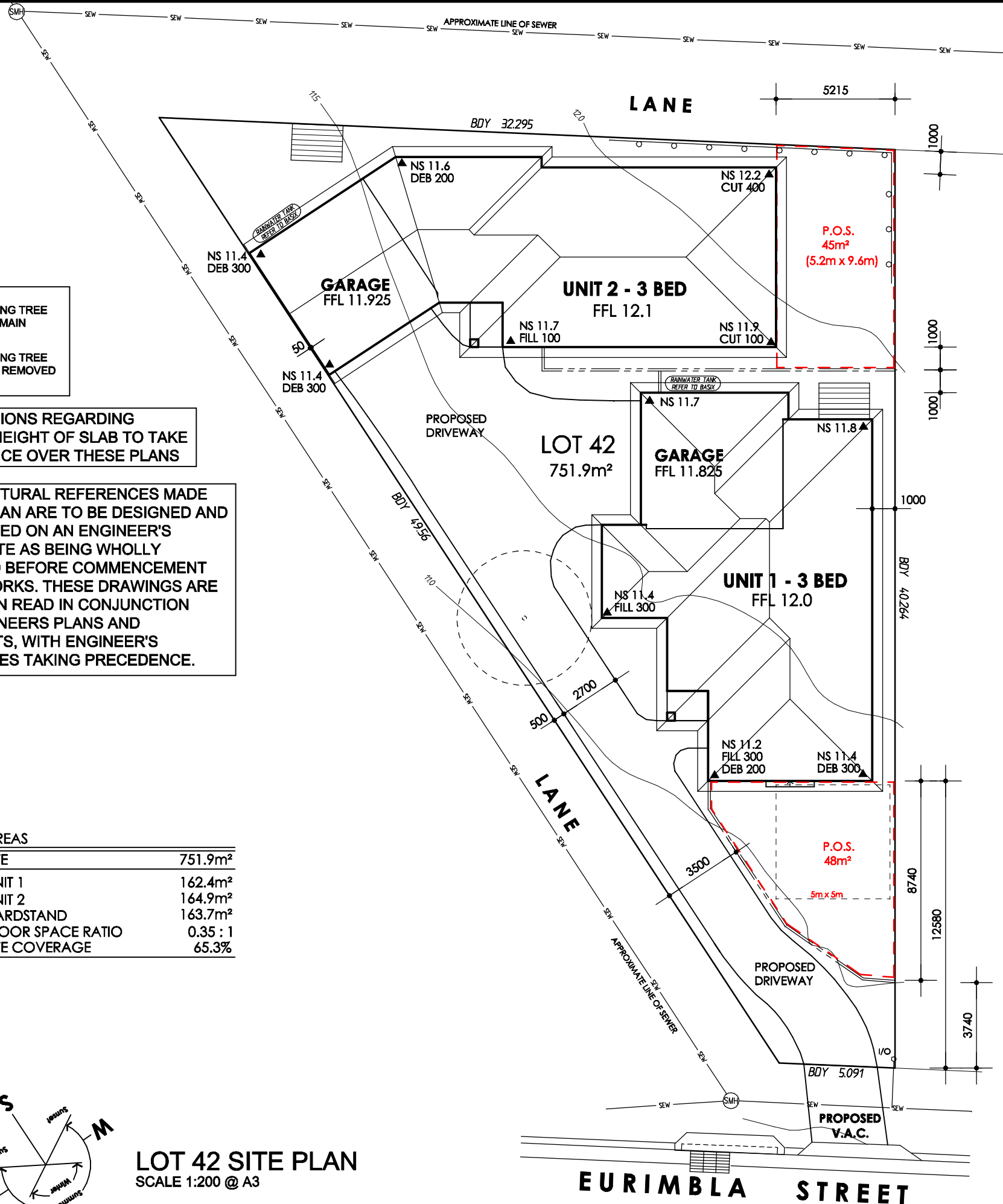
DA CONDITIONS REGARDING FINISHED HEIGHT OF SLAB TO TAKE PRECEDENCE OVER THESE PLANS

ALL STRUCTURAL REFERENCES MADE ON THIS PLAN ARE TO BE DESIGNED AND ALSO STATED ON AN ENGINEER'S CERTIFICATE AS BEING WHOLLY APPROVED BEFORE COMMENCEMENT OF ANY WORKS. THESE DRAWINGS ARE TO BE THEN READ IN CONJUNCTION WITH ENGINEERS PLANS AND DOCUMENTS, WITH ENGINEER'S REFERENCES TAKING PRECEDENCE.

AREAS	
SITE	751.9m ²
UNIT 1	162.4m ²
UNIT 2	164.9m ²
HARDSTAND	163.7m ²
FLOOR SPACE RATIO	0.35 : 1
SITE COVERAGE	65.3%



LOT 42 SITE PLAN
 SCALE 1:200 @ A3



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CLIENT
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PROJECT
PROPOSED SUBDIVISION & DUAL OCC DEVELOPMENTS

LOCATION
**LOT 4 SEC K DP 10725
 37 EURIMBLA STREET
 THORNTON NSW 2322**

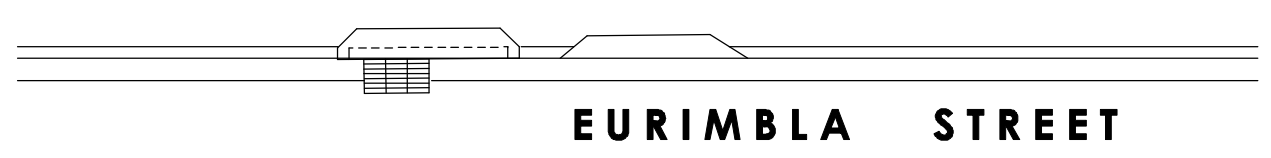
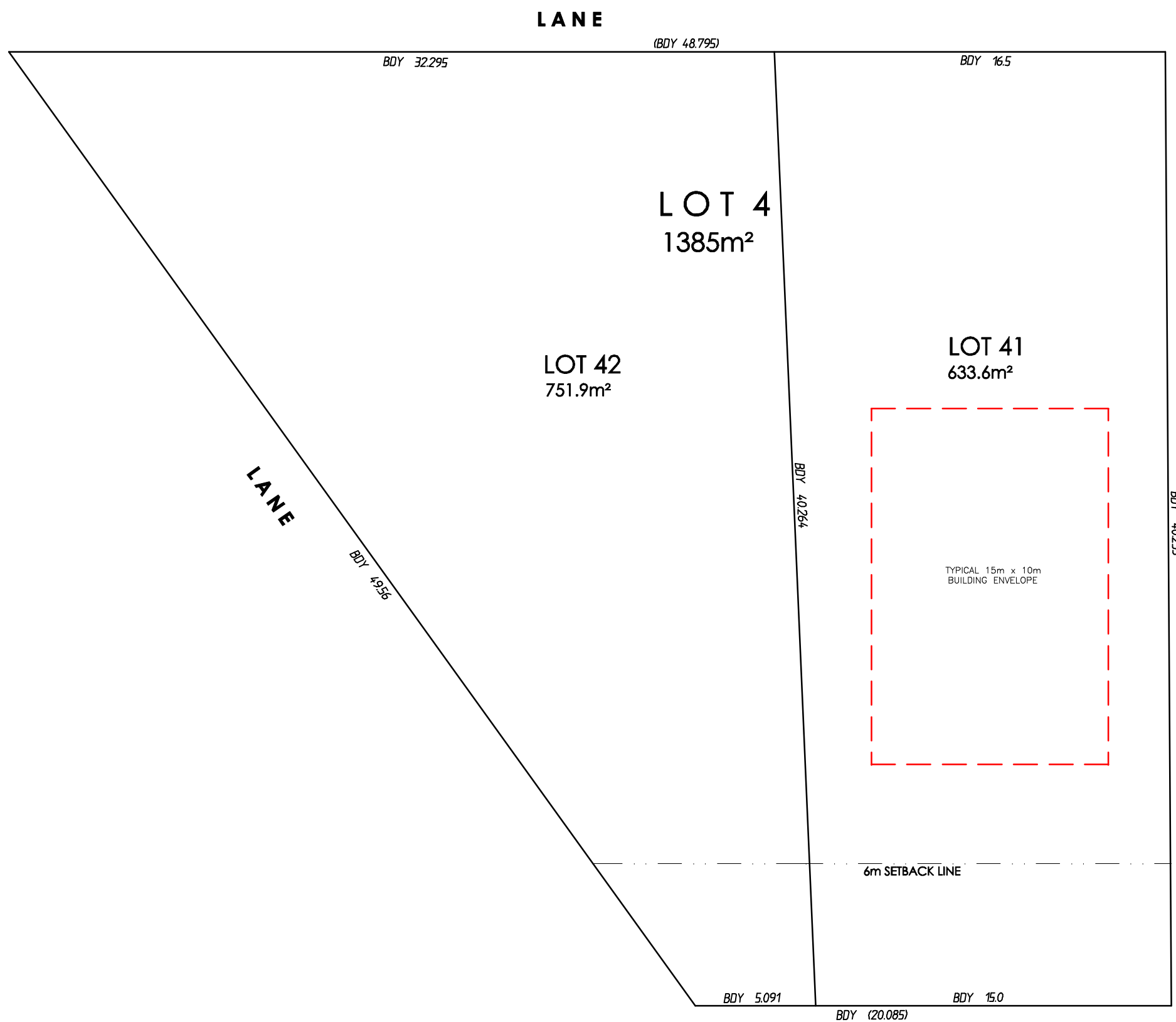
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Issue	Date	Amendments
F	13.12.21	CUT/FILL, LANDSCAPING, THERMAL TABLE
E	22.11.21	MINOR AMENDMENTS
D	03.11.21	RE-DESIGN UNIT 2
C	06.10.21	LOT 42 PRELIMINARY PLANS
B	15.07.21	MIRROR LOT 1 TO SEPARATE DRIVEWAYS
A	21.05.21	CONCEPT 1

SHEET TITLE
LOT 42 SITE PLAN

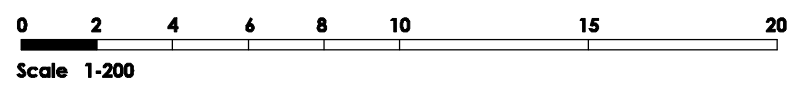
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EURIMBLA STREET



DRAFT SUBDIVISION PLAN (STAGE 1)
SCALE 1:200 @ A3




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CLIENT
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PROJECT
PROPOSED SUBDIVISION & DUAL OCC DEVELOPMENTS

LOCATION
**LOT 4 SEC K DP 10725
37 EURIMBLA STREET
THORNTON NSW 2322**

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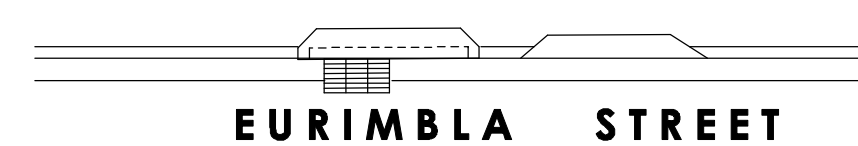
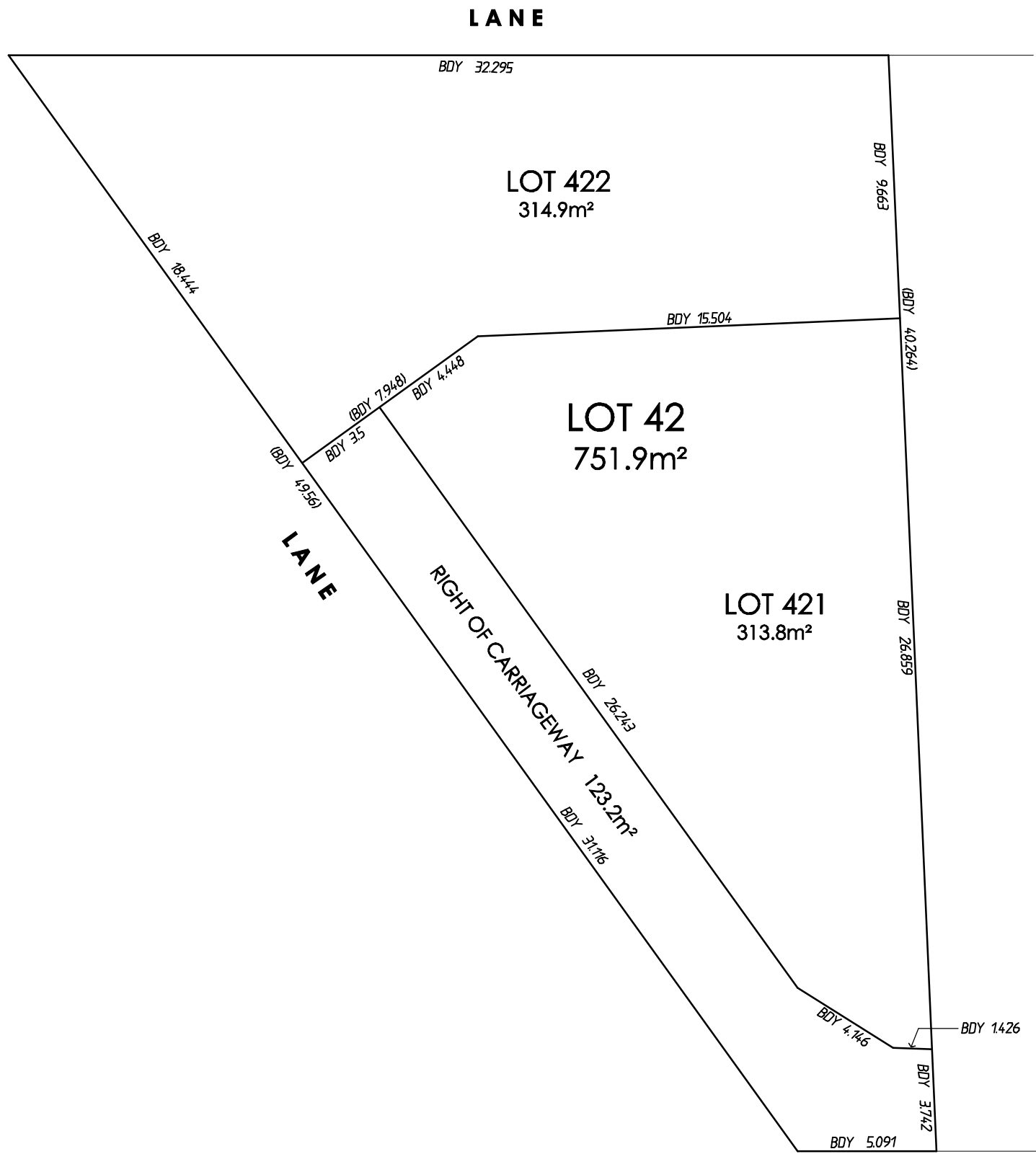
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SHEET TITLE
STAGE 1 SUBDIVISION

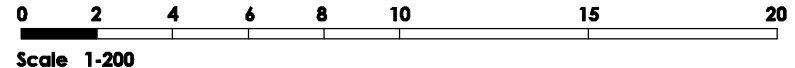
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EURIMBLA STREET



DRAFT SUBDIVISION PLAN (STAGE 3)
SCALE 1:200 @ A3



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PROJECT
PROPOSED SUBDIVISION & DUAL OCC DEVELOPMENTS

LOCATION
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37 EURIMBLA STREET
THORNTON NSW 2322**

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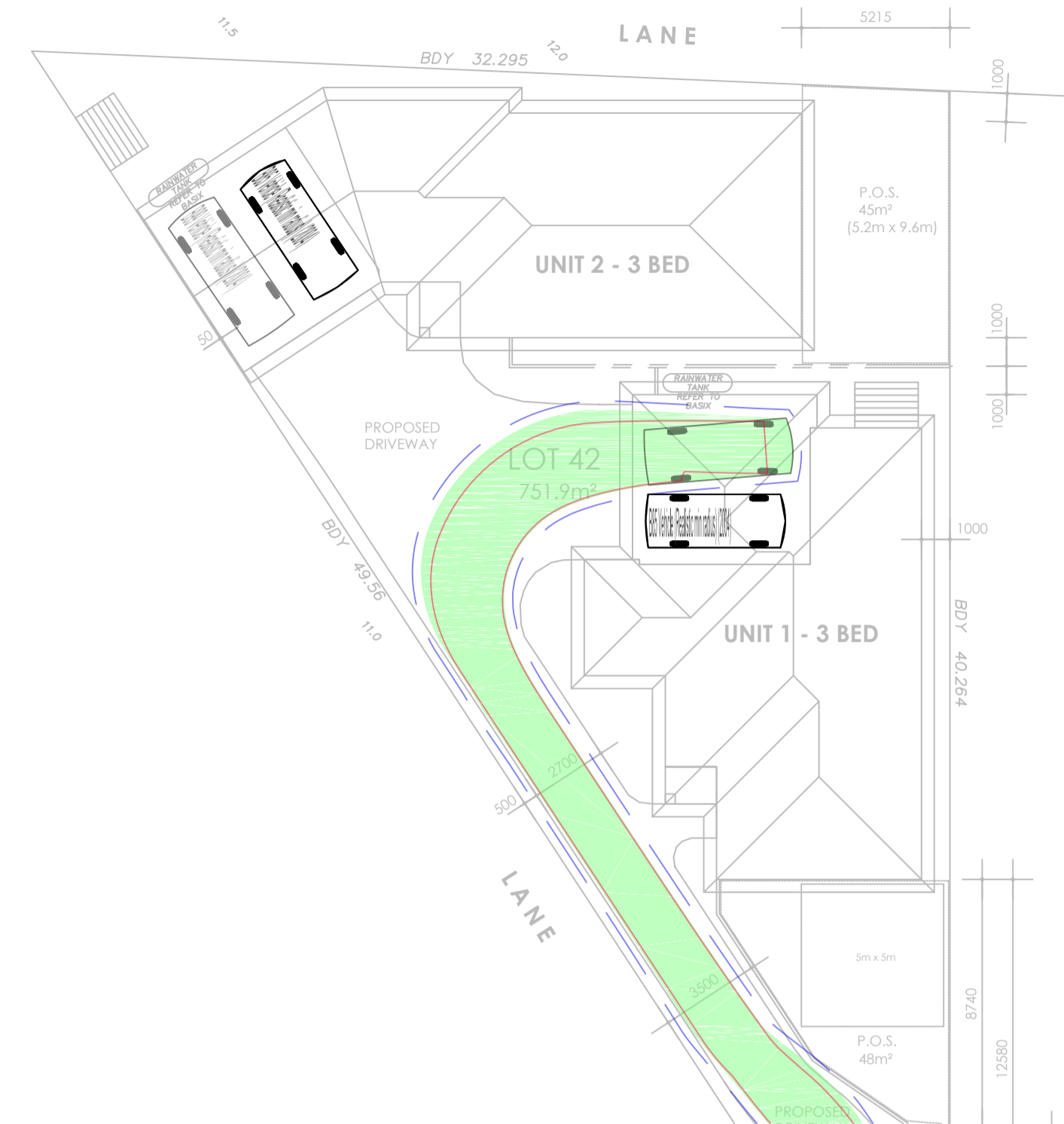
SHEET TITLE
STAGE 3 SUBDIVISION

SHEET No. A08	JOB No. C221024
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Appendix B Swept Path



B99 SITE INGRESS TURNING PATH
1:200



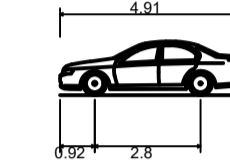
B99 UNIT 1 GARAGE ENTRY TURNING PATH
1:200



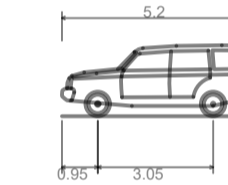
B99 SITE EGRESS TURNING PATH
1:200



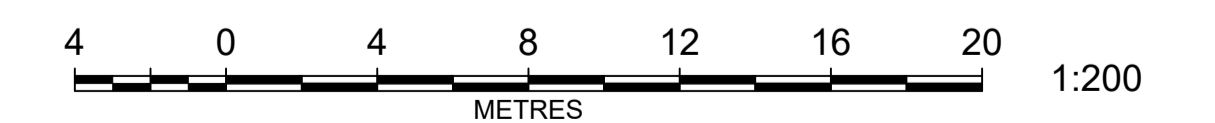
B85 UNIT 1 GARAGE ENTRY TURNING PATH
1:200



B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4.91m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.750m



B99 Vehicle (Realistic min radius) (2004)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.873m
 Min Body Ground Clearance 0.272m
 Track Width 1.840m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 6.250m



REV	AMENDMENT	ISSUED	DATE
A	FIRST ISSUE	JR	15/12/2021



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Client: **CEO ARCHITECTURAL**

**37 EURIMBLA STREET, THORNTON
DEVELOPMENT APPLICATION**

TURNING PATHS SHEET 1

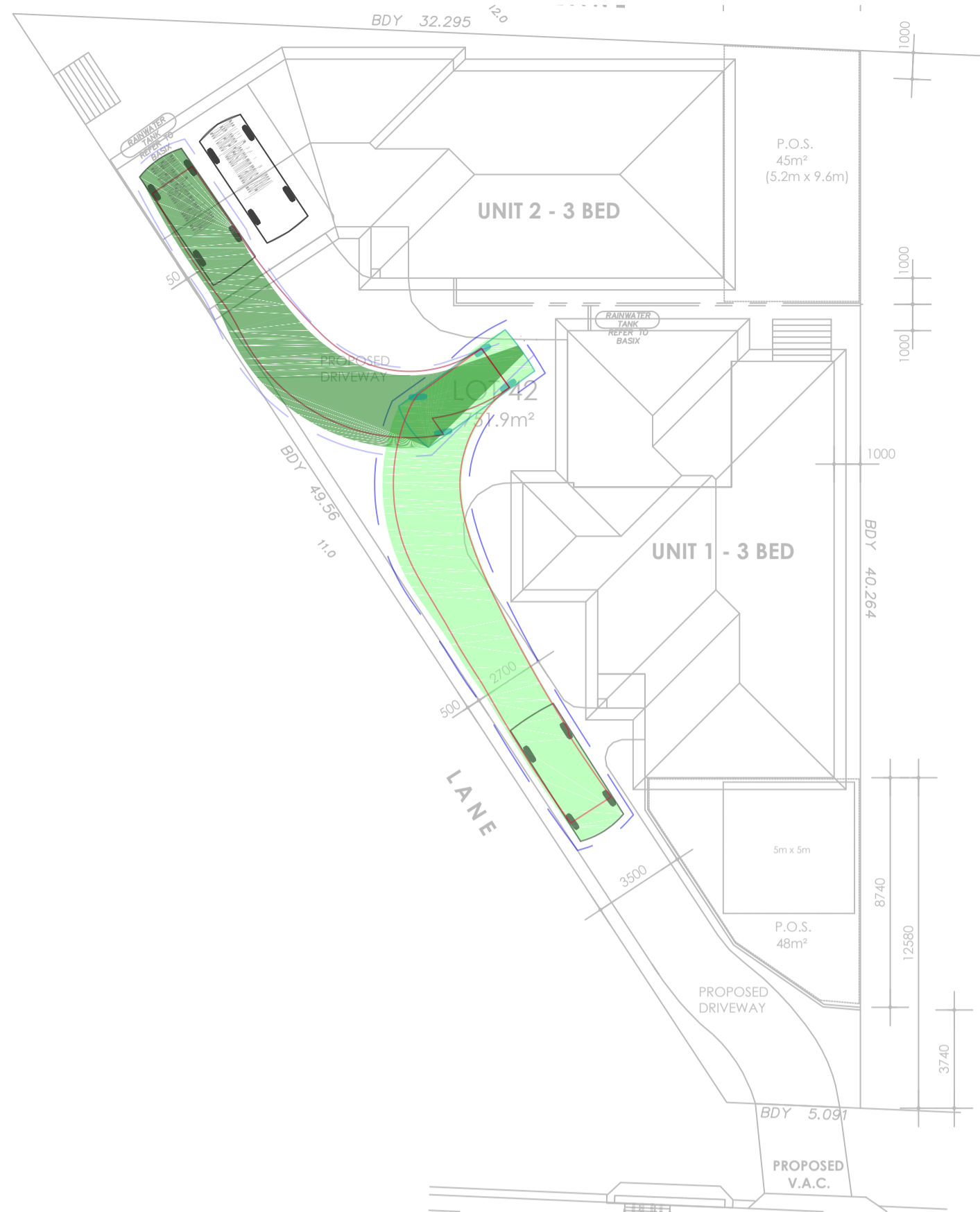
Designed: JR
 Drawn: JR
 Checked: AT

Scales: Plan 1:200
 @A1 Horiz. -
 Vert. -
 X-Sect. -
 Datum: A.H.D.

Plan No. **210327-T1-101**
 File Ref. 210327
 REV. **A**



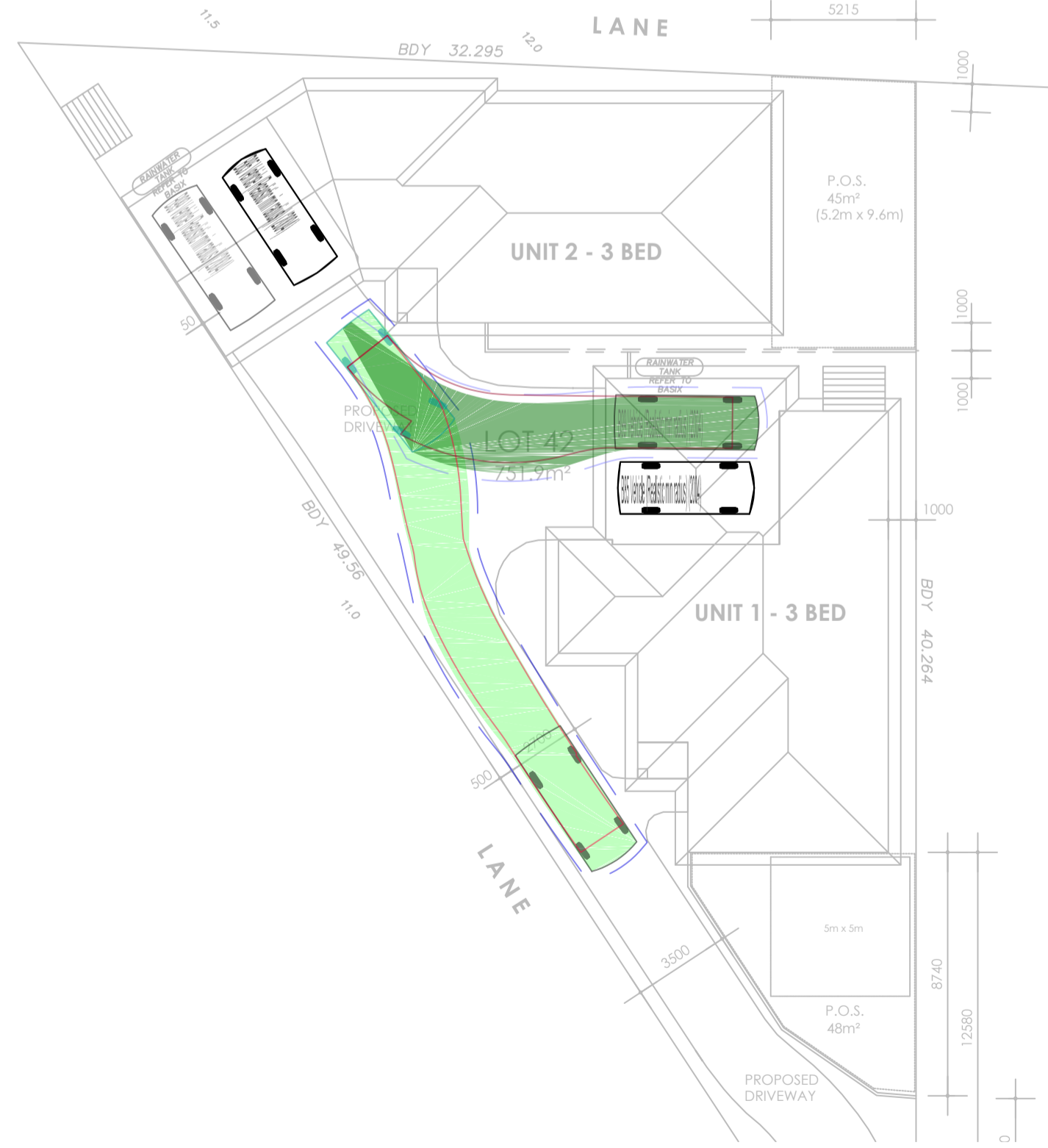
B85 UNIT 2 GARAGE EXIT TURNING PATH
1:200



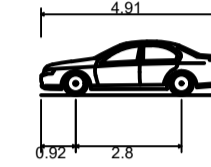
B99 UNIT 2 GARAGE EXIT TURNING PATH
1:200



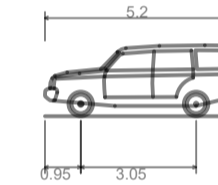
B85 UNIT 1 GARAGE EXIT TURNING PATH
1:200



B99 UNIT 1 GARAGE EXIT TURNING PATH
1:200



B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4.91m
 Overall Width 1.870m
 Overall Body Height 1.421m
 Min Body Ground Clearance 0.159m
 Track Width 1.770m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5.750m



B99 Vehicle (Realistic min radius) (2004)
 Overall Length 5.200m
 Overall Width 1.940m
 Overall Body Height 1.873m
 Min Body Ground Clearance 0.272m
 Track Width 1.840m
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 6.250m



REV	AMENDMENT	ISSUED	DATE
A	FIRST ISSUE	JR	15/12/2021



**BARKER
RYAN
STEWART**
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Client: **CEO ARCHITECTURAL**

**37 EURIMBLA STREET, THORNTON
DEVELOPMENT APPLICATION**

TURNING PATHS SHEET 2

Designed: JR
 Drawn: JR
 Checked: AT

Scales: Plan 1:200
 @A1 Horiz. -
 Vert. -
 X-Sect. -
 Datum: A.H.D.

Plan No. **210327-T1-102**
 File Ref. 210327
 REV. **A**