

Proposed Residential Subdivision

**Lot 1 DP 1049391, 131 Wollombi Road,
Farley**

TRAFFIC AND PARKING ASSESSMENT REPORT

6 December 2022

Ref 22386

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

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1. INTRODUCTION

This report has been prepared to accompany an application to Maitland City Council for the proposed staged residential subdivision of 131 Wollombi Road, Farley (Figures 1 and 2).

The subject site is located within the *Farley Urban Release Area (URA)*, forming part of *Maitland Development Control Plan – Part F: Urban Released Areas*. The Farley URA is a regionally significant development area which aims to achieve the dwelling targets for population growth in the Lower Hunter region, with the URA located immediately South of the Main Northern Railway Line.

The proposed development involves the subdivision of the site, which is zoned *R1 General Residential*, to create 16 new residential allotments, with a minimum lot size of 450m², plus 2 temporary OSD basin allotments. A residue lot is also proposed along the eastern boundary of the site zoned *RU2 Rural Landscape*.

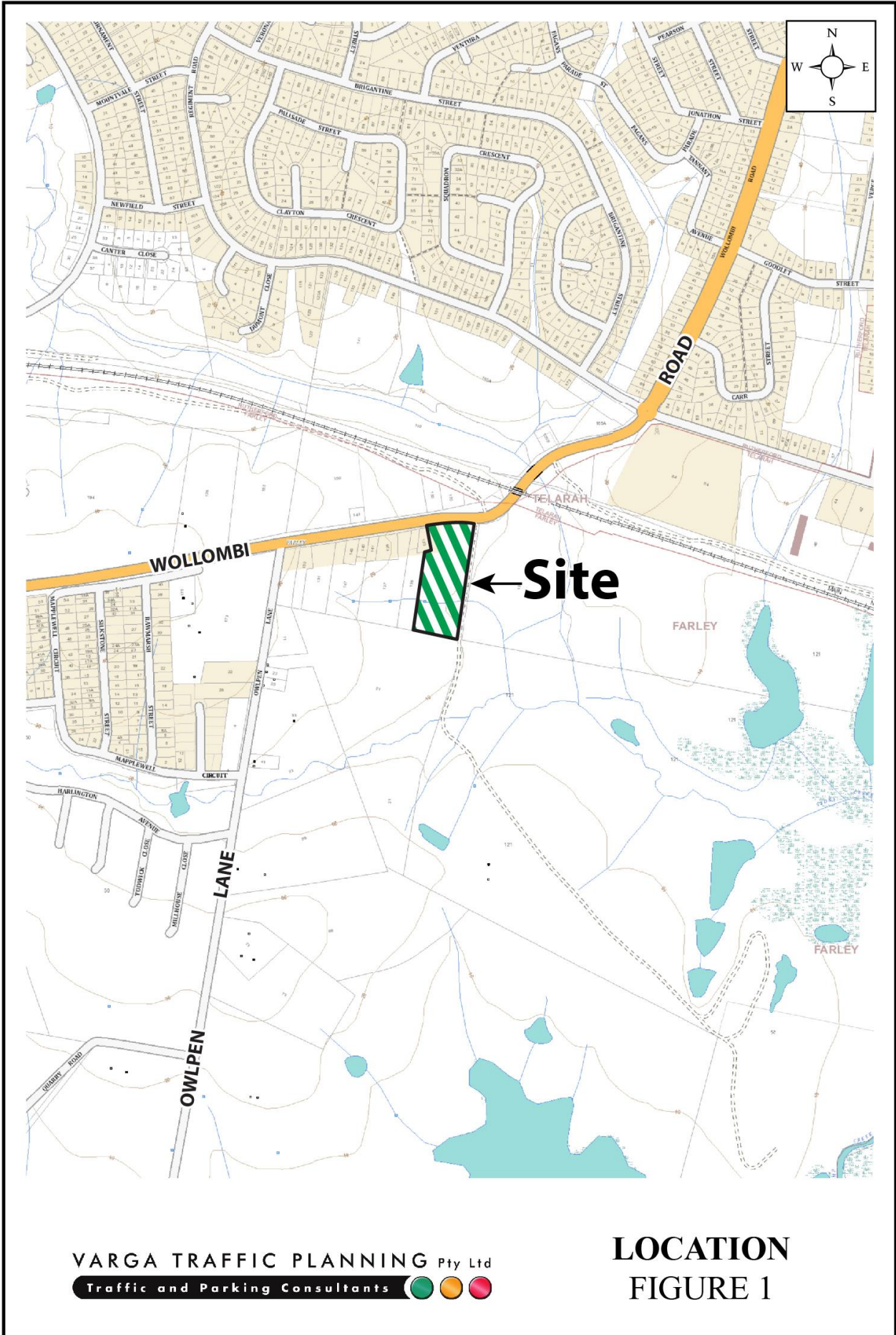
In this regard, no dwellings are proposed as part of the application, with separate DA/CDC applications to be made by the respective lot purchasers post-subdivision approval.

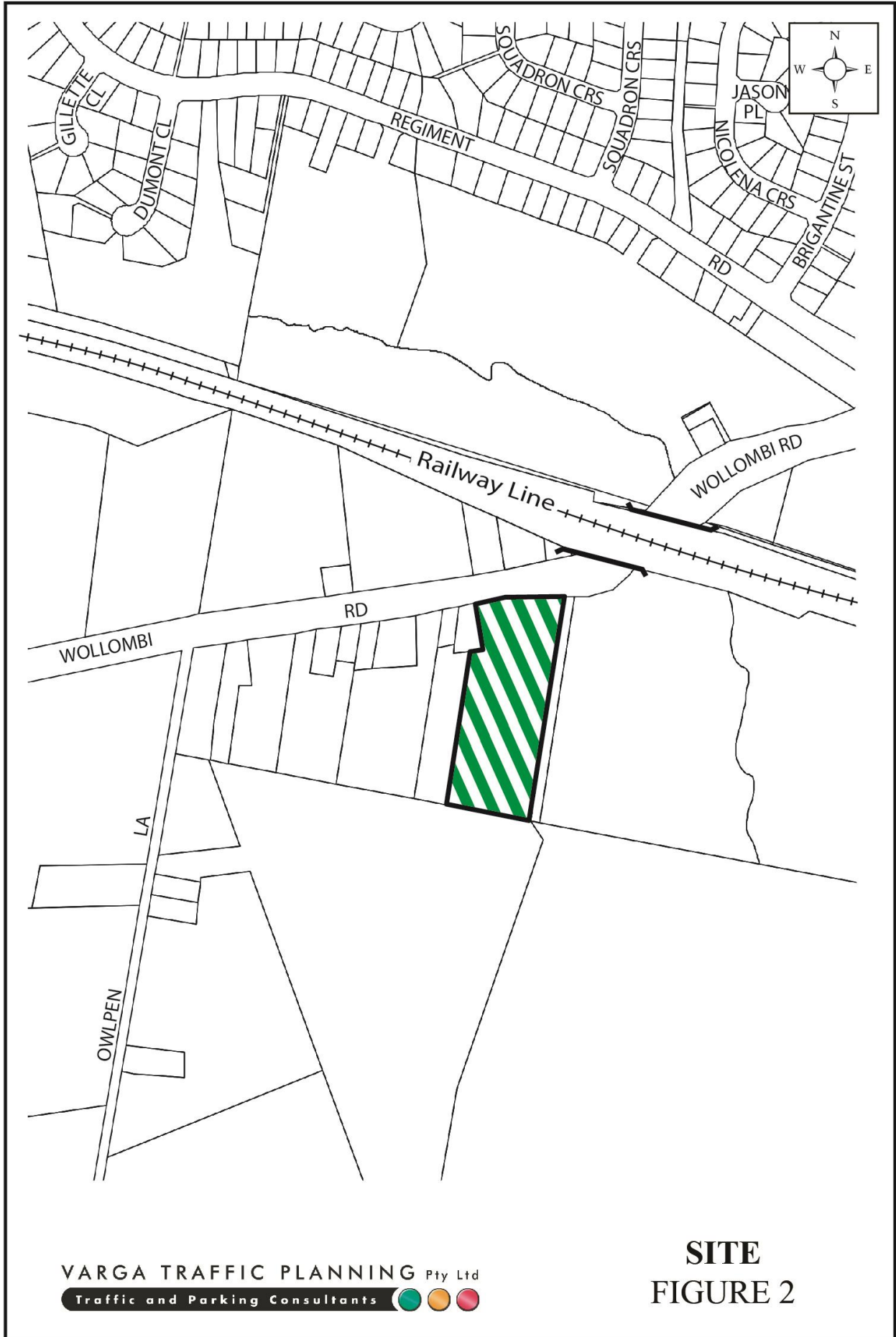
New local roads are to be constructed to serve these future dwellings which will ultimately connect to the existing road network, in accordance with the *Maitland DCP 2011 – Part F11: Farley Urban Release Area* document.

The purpose of this report is to assess the traffic and parking implications of the subdivision proposal and to that end this report:

- describes the site and provides details of the subdivision proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the subdivision proposal
- assesses the traffic implications of the subdivision proposal in terms of road network capacity

- reviews the geometric design features of the proposed new local road
- assesses the off-street parking implications and servicing requirements of the subdivision proposal.





2. PROPOSED DEVELOPMENT

Site

The subject site is located on the southern side of Wollombi Road, between Regiment Road and Owlpen Lane. An existing driveway easement runs parallel along the eastern boundary of the site, *external* to the site. (TBC) The site has a street frontage of approximately 86m and occupies an area of approximately 1.65ha.

The subject site is currently occupied by a single dwelling house and garage located towards the north-western corner of the site. The remainder of the site is occupied by a mixture of established tall trees and low-level vegetation. Vehicular access to the site is provided via a driveway located towards the western end of the Wollombi Road site frontage. A recent aerial image of the site and its surroundings is reproduced below.



Farley Urban Release Area

The site is situated within the Farley URA which is located immediately south of the Main Northern Railway Line. It has been identified as a regionally significant development area to achieve the dwelling targets for population growth in the Lower Hunter region.

The new revitalised community at Farley URA is envisaged to benefit from up to 1,500 new homes and the delivery of local amenities close to transport options, including:

- minor upgrades in water and wastewater infrastructure
- active and passive recreation areas
- community facilities and open space areas
- improved connections to encourage walking and cycling
- upgrades to major roads

Extracts from the *Maitland Development Control Plan 2011 – Part F11: Farley Urban Release Area* document illustrating the Locality Plan, Area Plan, and Proposed Road Network, Treatments and Road Widening are reproduced on the following pages.

Proposed Development

The proposed development involves the staged subdivision of the land and the ultimate creation of 16 new residential allotments and 2 temporary OSD basin allotments, with a *minimum* lot size of 450m². The remaining residue lot located along the eastern boundary of the site, zoned *RU2 Rural Landscape* will be dedicated to Council.

The staged nature of the subdivision is proposed in order to take into account the staggered redevelopment of the adjoining sites which are redeveloped by others. Lots 1 & 16, located at the southern property boundary will be developed once the Asset Protection Zone (APZ) is released.

Off-street parking will ultimately be provided for all dwellings on each respective lot in accordance with Council's requirements, subject to separate DA/CDC applications for each new dwelling.

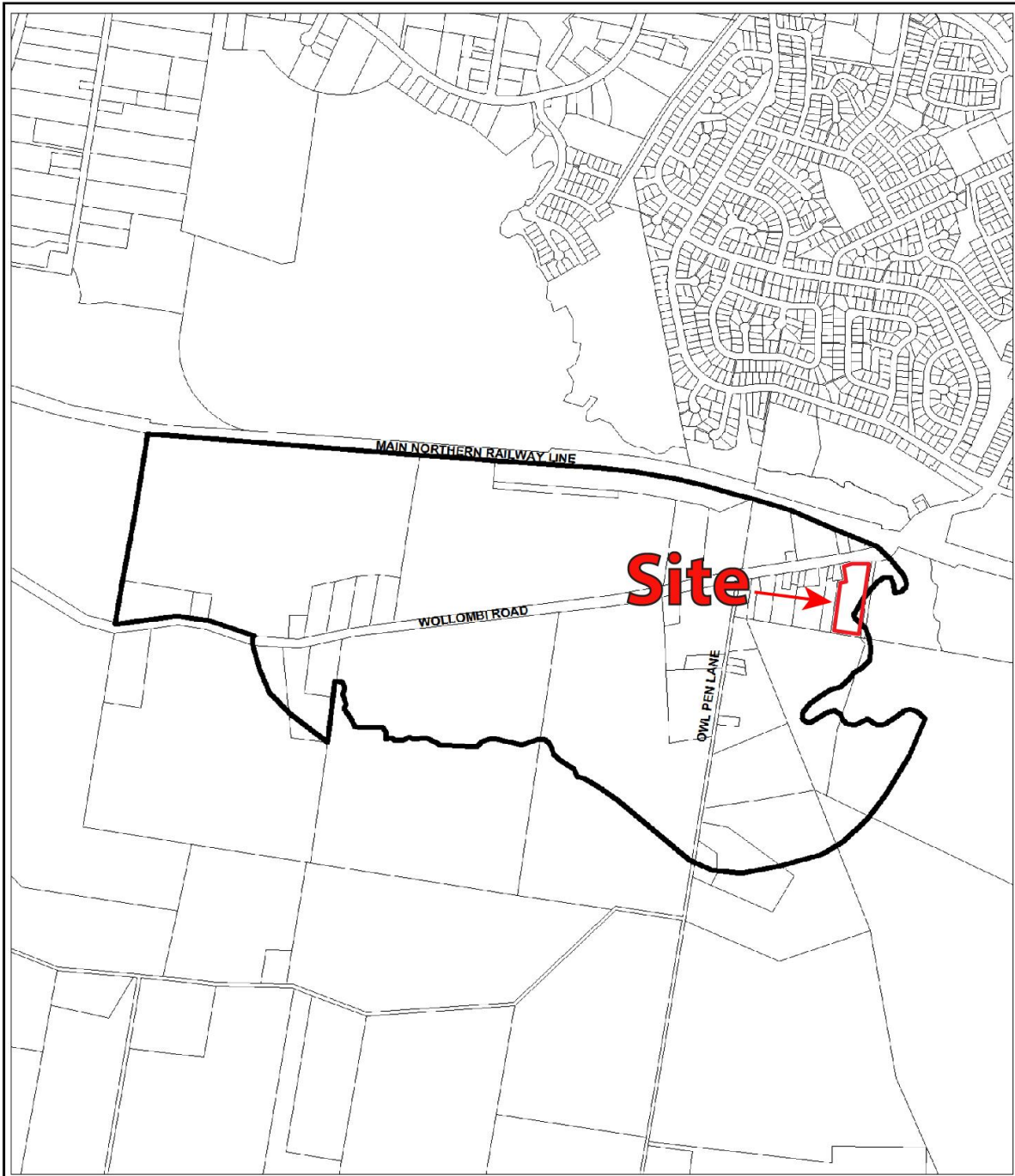
Vehicular access to the proposed residential subdivision is to be provided via the proposed future roads adjoining and within the subject site, which are consistent with the Farley URA, *Proposed Road Network, Treatments and Road Widening* plan.

The future north-south road, 'Road 01', dissecting the site will have a road reservation width of 19m, a carriageway width of 9m, and a turning head diameter of 23m, whilst the future east-west road, 'Road 02', will have a road reservation width of 17m, with a carriageway width of 8m, consistent with the *Maitland City DCP 2011 – Part C: Design Guidelines*.

In addition, the cul-de-sac turning head located at the northern end of 'Road 01' will provide a private road connection onto Wollombi Road, with a road reservation width of 12m and a carriageway width of 3.5m, in accordance with Council's pre-DA recommendations.

The servicing needs of the proposed residential subdivision are expected to be minimal and are likely to comprise the kerbside garbage collection services using Council's garbage trucks, as well as irregular visits by removalist trucks when future residents are moving house.

Plans of the proposed subdivision layout have been prepared by *The Bathla Group* and are reproduced in the following pages.





 <p>MAITLAND CITY COUNCIL</p>	<p>Scale 1 : NTS Printing Date: July 2014</p>	 <p>NORTH</p>	<p>© Maitland City Council 2014 © LPI of NSW 2014</p>	<p>Farley URA Locality Plan</p>
<p>This map has been prepared on the basis of information available to Council at the date of issue. However, that information may be subject to change over a limited time and should therefore be verified with Maitland City Council</p>				

Figure 80: Farley URA Locality Plan.

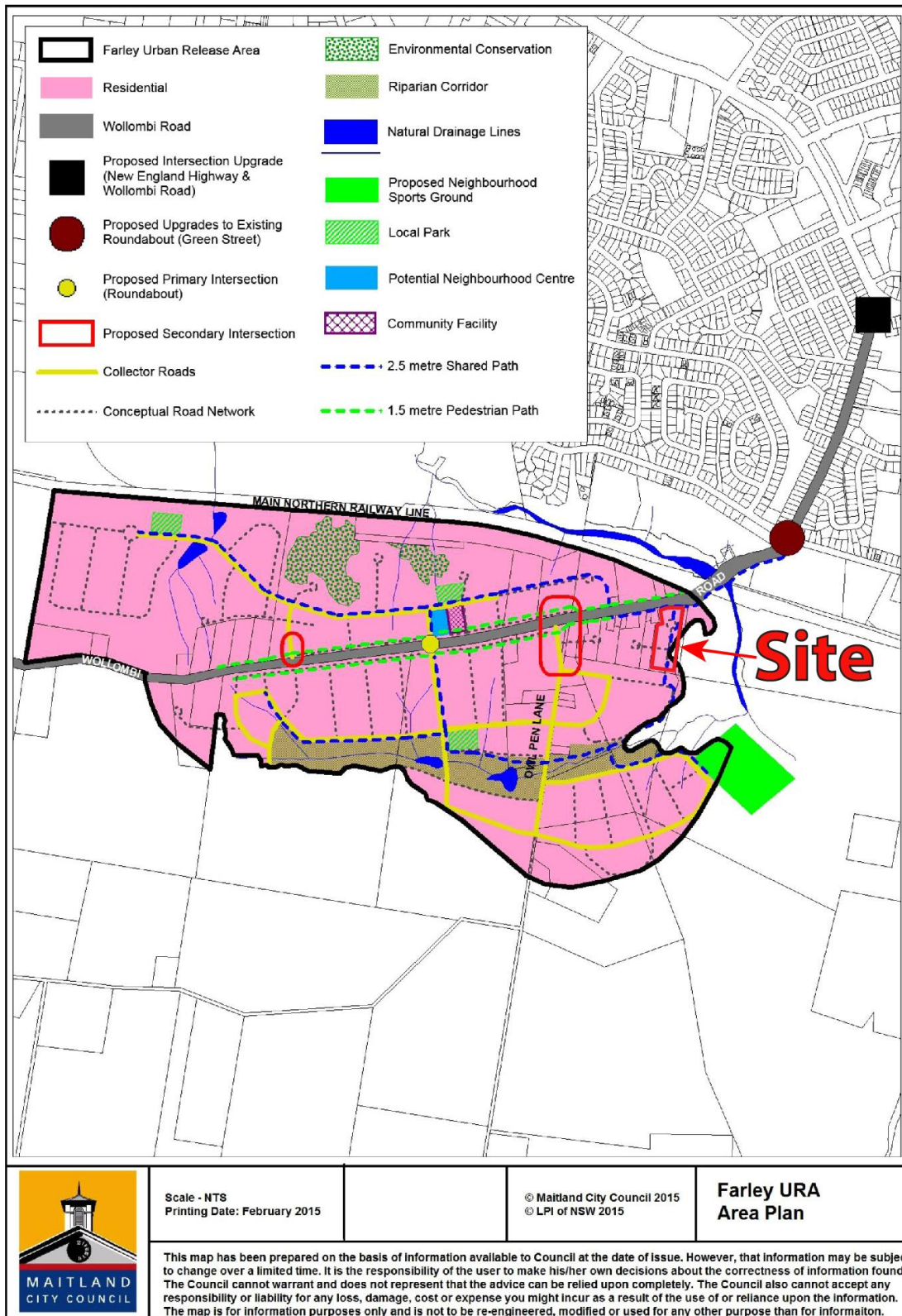


Figure 81: Farley URA Area Plan

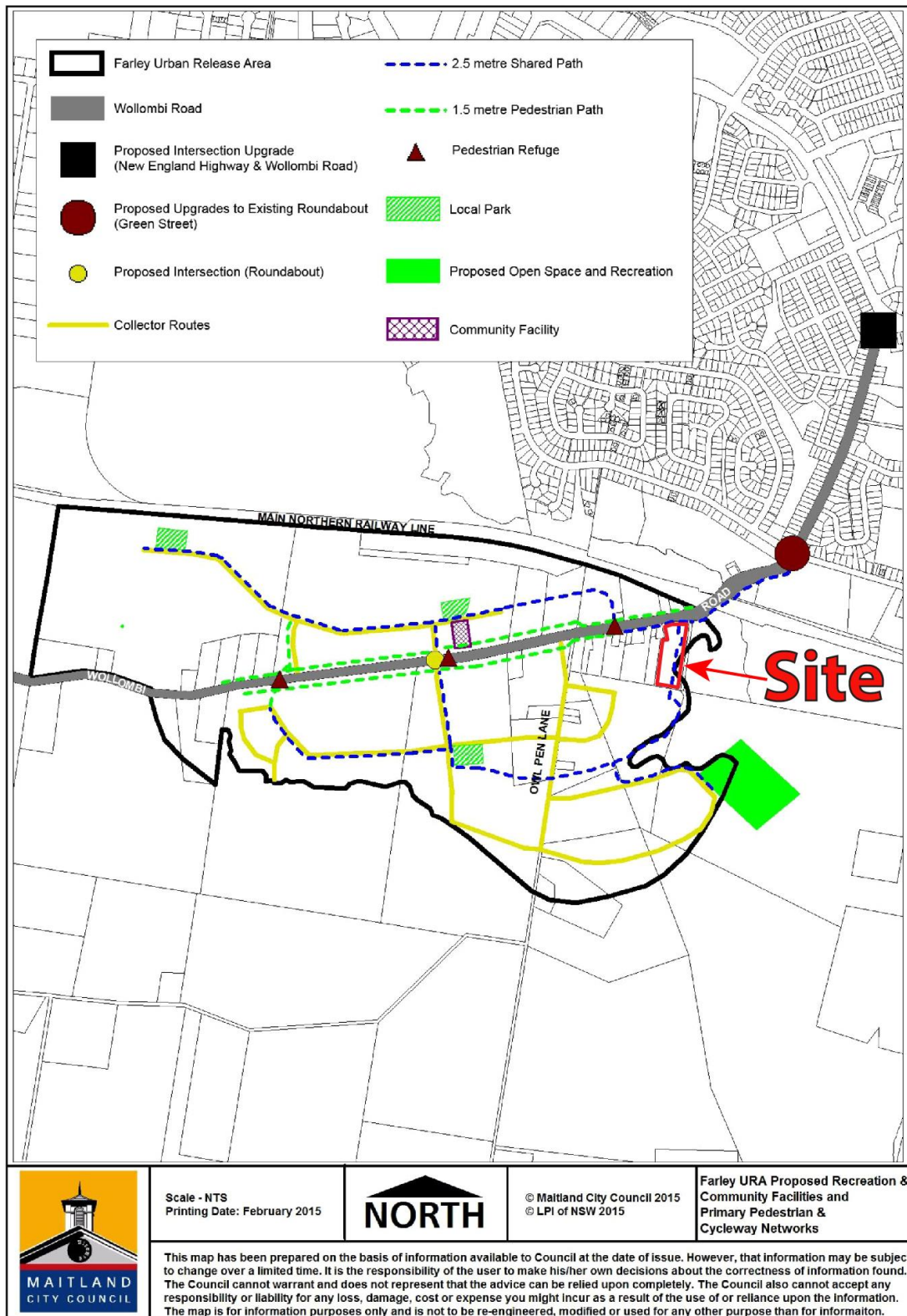
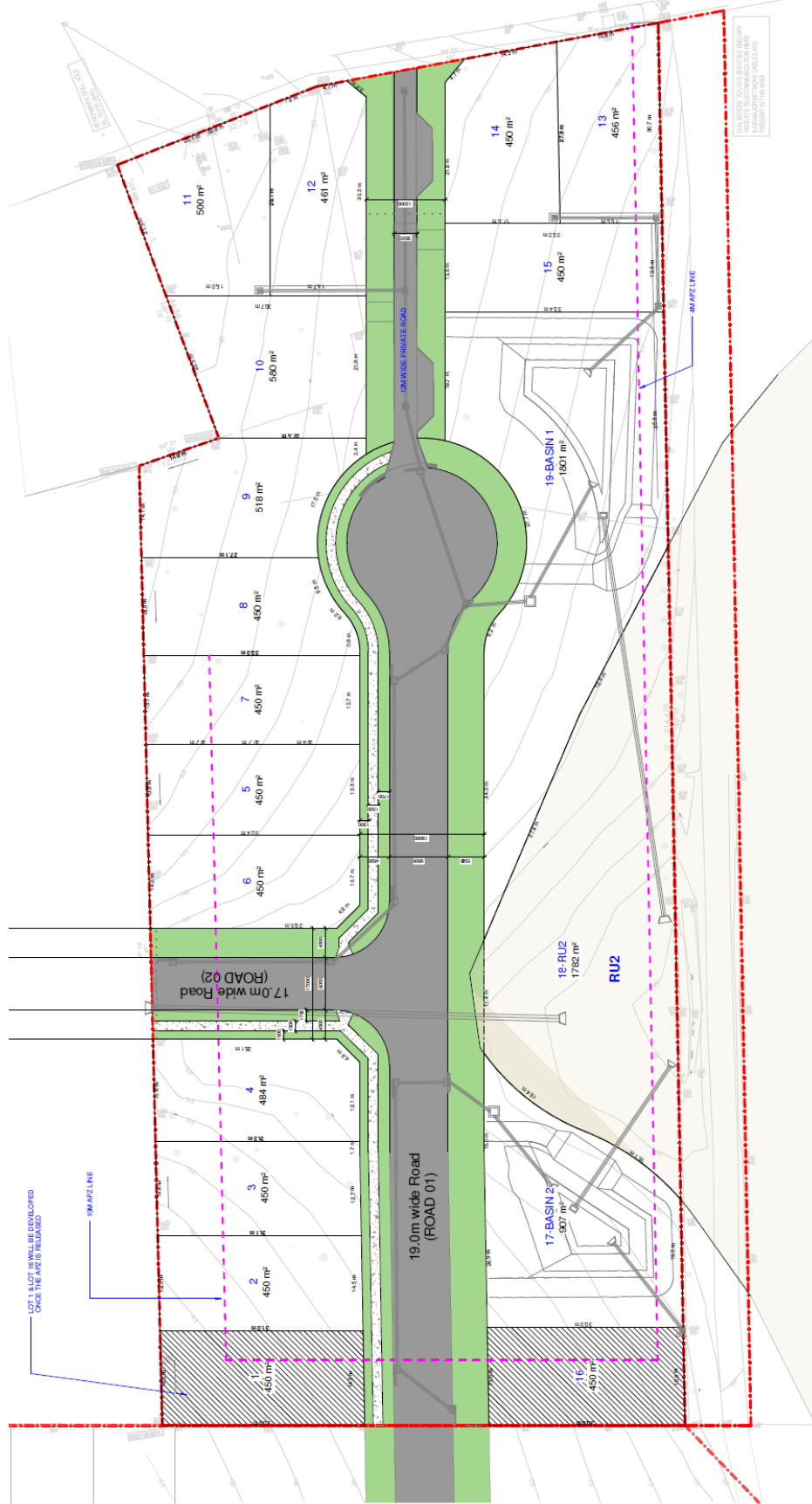


Figure 84: Farley URA Proposed Recreation and Community Facilities and Primary Pedestrian and Cycleway Networks.

PROPOSED LOT SUMMARY		
FRONTAGE	AREA	NO OF LOTS
12.0M L&M	450 M ²	7
>12.0M	300-500 M ²	9
RUE	1782 M ²	1
BASE	874.500 M ²	2
TOTAL		19



PROJECT NO.		DA ISSUE
DA 02	DA 02	
SUBDIVISION TITLE		
SUBDIVISION PLAN		
LOT 1&2 DP 1049391		
131 WOLLOMBI RD, FARLEY NSW 2320		
<p>GENERAL NOTES:</p> <p>1. THE SUBDIVISION PLAN IS A PRELIMINARY PLAN AND IS SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT AND THE NSW GOVERNMENT.</p> <p>2. THE SUBDIVISION PLAN IS A PRELIMINARY PLAN AND IS SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT AND THE NSW GOVERNMENT.</p> <p>3. THE SUBDIVISION PLAN IS A PRELIMINARY PLAN AND IS SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT AND THE NSW GOVERNMENT.</p> <p>4. THE SUBDIVISION PLAN IS A PRELIMINARY PLAN AND IS SUBJECT TO THE APPROVAL OF THE LOCAL GOVERNMENT AND THE NSW GOVERNMENT.</p>		
DATE	DESCRIPTION	

SUBDIVISION PLAN

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Transport for New South Wales is illustrated on Figure 3.

New England Highway is classified by the TfNSW as a *State Road* and provides the key east-west road link in the area, linking Muswellbrook and Hexham. It typically carries two traffic lanes in each direction in the vicinity of the site. Additional lanes are provided at key intersections to accommodate left/right-turning movements.

Wollombi Road is currently classified as a local, unclassified road which performs the function of an east-west *collector route* through the local rural area. Kerbside parking is generally permitted on both sides of the road.

Owlpen Lane is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is permitted on both sides of the road. In the future, Owlpen Lane will be upgraded to a *collector road*.

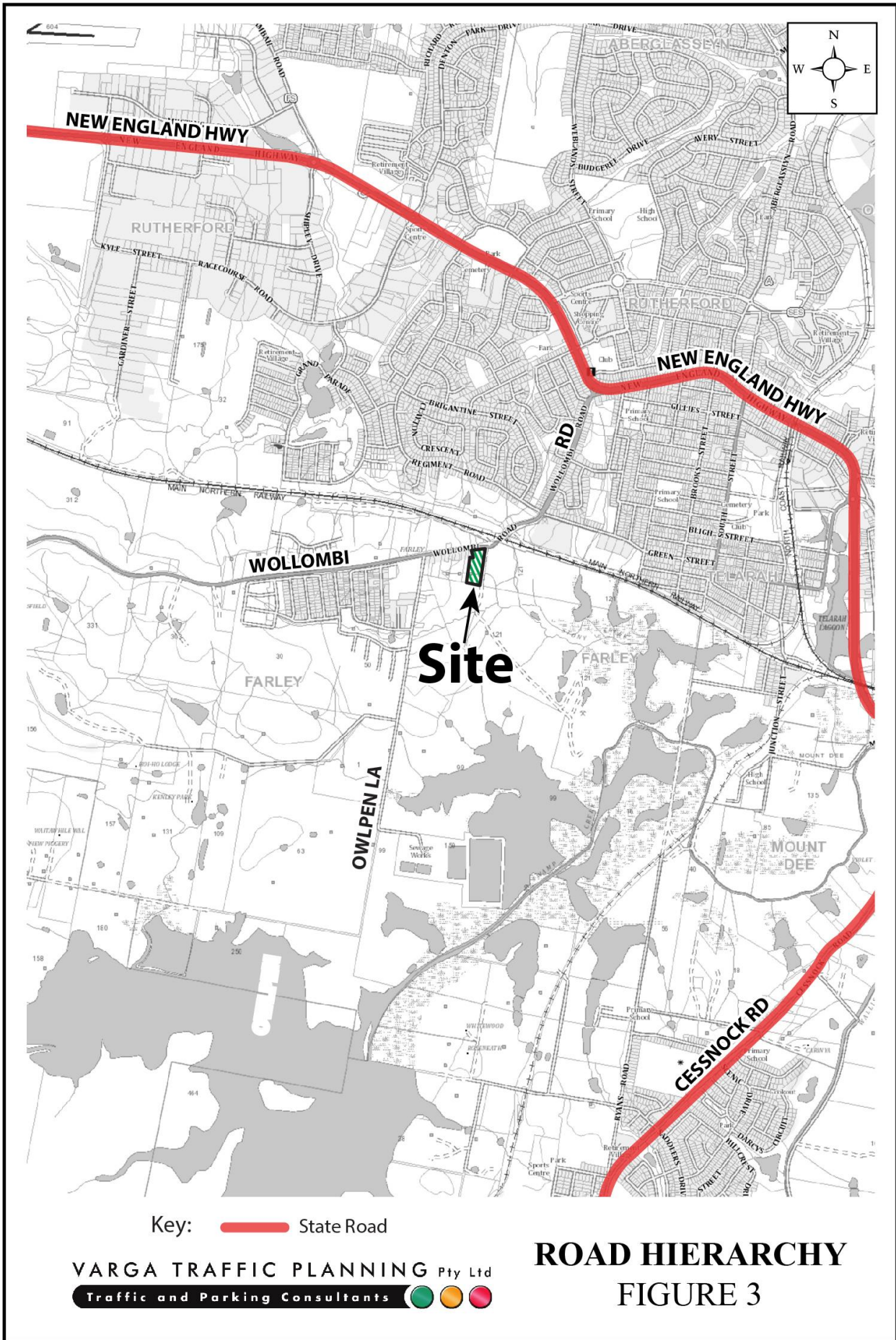
Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Wollombi Road
- a ROUNDABOUT in Wollombi Road where it intersects with Regiment Road.

Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network.





An indication of the traffic generation potential of the development proposal is provided by reference to the TfNSW' publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction (TDT 2013/04a)* document.

The TDT 2013/04a document states that it replaces those sections of the RMS *Guidelines* indicated, and must be followed when RMS is undertaking trip generation and/or parking demand assessments.

The RMS *Guidelines* and the updated *TDT 2013/04a* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

Low Density Residential Dwellings (Regional)

AM: 0.71 peak hour vehicle trips per dwelling

PM: 0.78 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the 16 residential allotments incorporated in the subdivision proposal yields a traffic generation potential of approximately 11 vehicle trips per hour (vph) during the weekday AM commuter peak period and 13 vph during the weekday PM commuter peak period.

This is likely to comprise approximately 2 vph IN/9 vph OUT during the *morning* peak period and 10 vph IN/3 vph OUT during the *afternoon* peak period.

In any event, that projected increase in traffic activity as a consequence of the subject site is consistent with the zoning objectives of the site and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

Given the current rural nature of the local area in the vicinity of the subject site, there are generally no kerbside parking restrictions which apply along either side of Wollombi Road, including along the site frontage.

Off-Street Parking Provisions

The off-street parking rates applicable to the development proposal are specified in Council's *Maitland City Council DCP 2011 - Part C: Design Guidelines, Vehicular Access & Car Parking* document in the following terms:

Dwelling House

1 space per dwelling minimum

Whilst detailed designs of the future dwellings are not yet known, off-street car parking for the dwellings is to be provided on each of the individual allotments, and will be the subject of separate development applications. There is no doubt however, that the size of the allotments will be sufficient to accommodate vehicular access and off-street car parking being provided on each of the allotments in accordance with Council's current parking requirements.

The geometric design layout of the proposed car parking facilities will also ultimately be designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004*.

Internal Local Road Layout Considerations

The proposed residential subdivision includes the construction of new local roads with a *minimum* typical 17m wide road reservation and a 8m wide road carriageway, consistent with the *Maitland DCP 2011 – Part C: Design Guidelines, DC.6 Roads & Access, Pedestrian & Cycleways* document and the *Manual of Engineering Standards – Part 4. Road Design*.

An extract from Council's *DCP 2011, Part C – DC.6: Roads & Access, Pedestrian & Cycleways* is reproduced below:

ROAD TYPES AND DIMENSIONS								
ROAD TYPE	MAX NO. LOTS	RESERVE WIDTH (m) ^a	CARRIAGEWAY / KERB-KERB (m) ^b	ON-ROAD BICYCLE FACILITY	FOOTWAY VERGE (m) ^c	KERB ^d	FOOTPATH (1.5m WIDE) ^e	DESIGN ESA ^f
Local – Place ^l	10	17	8	Mixed	4.5	Rolled	As Required	1 x10 ⁵
Local – Access ^l	20	17	8	Mixed	4.5	Rolled	One side	1 x10 ⁵
Local – Secondary ^l	50	17	8	Mixed	4.5	Rolled	One side	2 x10 ⁵
Local – Primary ^l	100	17	8	Mixed	4.5	Rolled	One side	5 x10 ⁵
Collector – Secondary ^l	200	17	8	Mixed (Parking)	4.5	Upright	One side	1 x10 ⁶
Collector – Primary ^{lv}	300	20	11	Mixed (Parking) ^p	4.5	Upright	One side	1.5 x10 ⁶
Distributor – Secondary ^v	400	23	14	Mixed (Parking) ^p	4.5	Upright	Both sides	2 x10 ⁶
Distributor – Primary ^{m v}	500	24	15 ^q	1.5m Lane	4.5	Upright	Both sides	5 x10 ⁶
Sub-Arterial ⁿ	3500	24.4	15.4 ^r	1.7m Lane ^s	4.5	Upright	Both sides	1 x10 ⁷ _{min}
Industrial – Secondary	10 ⁸	22	13	Mixed	4.5	Upright	As Required	5 x10 ⁶
Industrial – Primary	> 10	22	13	Mixed	4.5	Upright	As Required	1x10 ⁷
School Bus/Public Route ^o			9min / 12min					2/5 x10 ⁶ _{min}
Business / School Precinct			15.4	1.7m Lane	5.5 min ^h	Upright		1 x10 ⁷ _{min}

Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- the proposed development involves the subdivision of the site to create 16 new low density residential allotments and 2 OSD basin allotments, *plus* a *RU2 – Rural Landscape* residue lot
- the proposed future local roads through the site are consistent with Council's *DCP 2011*, 'Proposed Road Network, Treatments and Road Widening' plan and will adequately cater for the traffic expected to be generated by the subdivision proposal
- the proposed residential subdivision will not have any unacceptable traffic implications in terms of road network capacity
- the future local roads within the subdivision will have a minimum typical road reservation width of 17m, and a minimum typical carriageway width of 8m, and will satisfactorily allow service vehicles such as a garbage truck or a removalist truck to circulate through the site in a forward direction

- a 23m diameter cul-de-sac turning head is also proposed at the northern end of the north-south local road to allow loading/servicing trucks to turn around, consistent with the *Maitland DCP 2011*
- a private road is provided at the northern end of 'Road 01', allowing connection onto Wollombi Road, with a road reservation width of 12m and a carriageway width of 3.5m, in accordance with Council's pre-DA recommendations
- the future off-street car parking requirements of the subdivision will be subject to separate development applications however there are not expected to be any unacceptable parking implications.

It is therefore reasonable to conclude that the proposed residential subdivision will not have any unacceptable implications in terms of road network capacity or off-street parking/loading requirements.