

# Proposed Residential Development

## 416 High Street, Maitland

---

### Traffic and Parking Assessment

Ref: 22089

Date: May 2022

Issue: B

# Table of Contents

---

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2.0</b>	<b>PROPOSED DEVELOPMENT SCHEME.....</b>	<b>2</b>
2.1	Site, Context and Existing Circumstances.....	2
2.2	Proposed Development.....	2
<b>3.0</b>	<b>ROAD NETWORK AND TRAFFIC CONDITIONS .....</b>	<b>3</b>
3.1	Road Network.....	3
3.2	Traffic Controls .....	3
3.3	Traffic Conditions .....	3
<b>4.0</b>	<b>PARKING .....</b>	<b>4</b>
<b>5.0</b>	<b>TRAFFIC .....</b>	<b>5</b>
<b>6.0</b>	<b>ACCESS, INTERNAL CIRCULATION AND SERVICING .....</b>	<b>6</b>
<b>7.0</b>	<b>CONCLUSION .....</b>	<b>7</b>

## List of Figures

Figure 1	Location
Figure 2	Site
Figure 3	Road Network
Figure 4	Traffic Controls

## List of Appendices

Appendix A	Development Plans
Appendix B	Turning Path Assessment

# 1.0 Introduction

---

This report has been prepared to accompany a Development Application to Maitland City Council for a proposed subdivision and residential development for a site on High Street at Maitland (Figure 1).

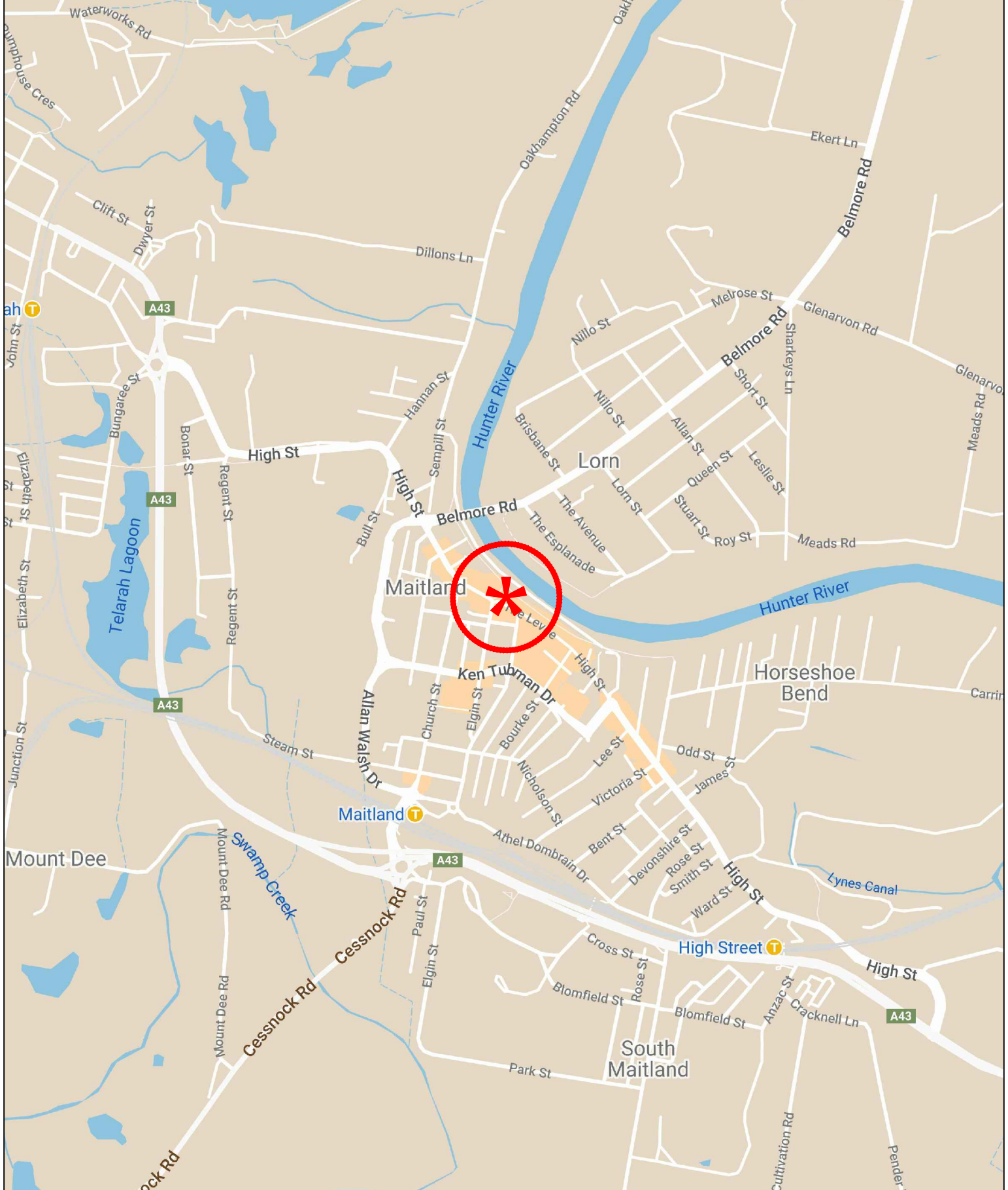
Maitland is a popular picturesque location which attracts downsizers, retirees and people wishing to move away from the Sydney Metropolitan Area and as a result there is an increasing demand for new housing and accommodation.

The proposed development scheme involves a subdivision and construction of new 3 level apartment building with ground level parking.

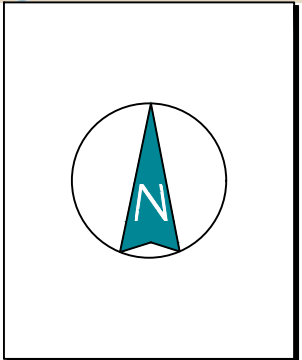
The purpose of this report is to:

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





**LEGEND**



**LOCATION**

**FIG 1**

## 2.0 Proposed Development Scheme

---

### 2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a subdivided part of the consolidation of Lot 3 in DP 1044531 and part Lot 1 in DP11872 which occupies an irregular shaped area of some 404 m<sup>2</sup>, with frontage to a laneway which runs along the bank of the Hunter River (Riverside Walk).

The site is adjoined by commercial buildings while there is a mixture of retail and commercial uses along High Street with residential areas extending to the north and south.

There are 2 buildings on the site with the building with frontage to Hunter Street being occupied by a pathology business and there is a vehicle access to the High Street frontage via a ROW over the adjoining lot to the east.

### 2.2 Proposed Development

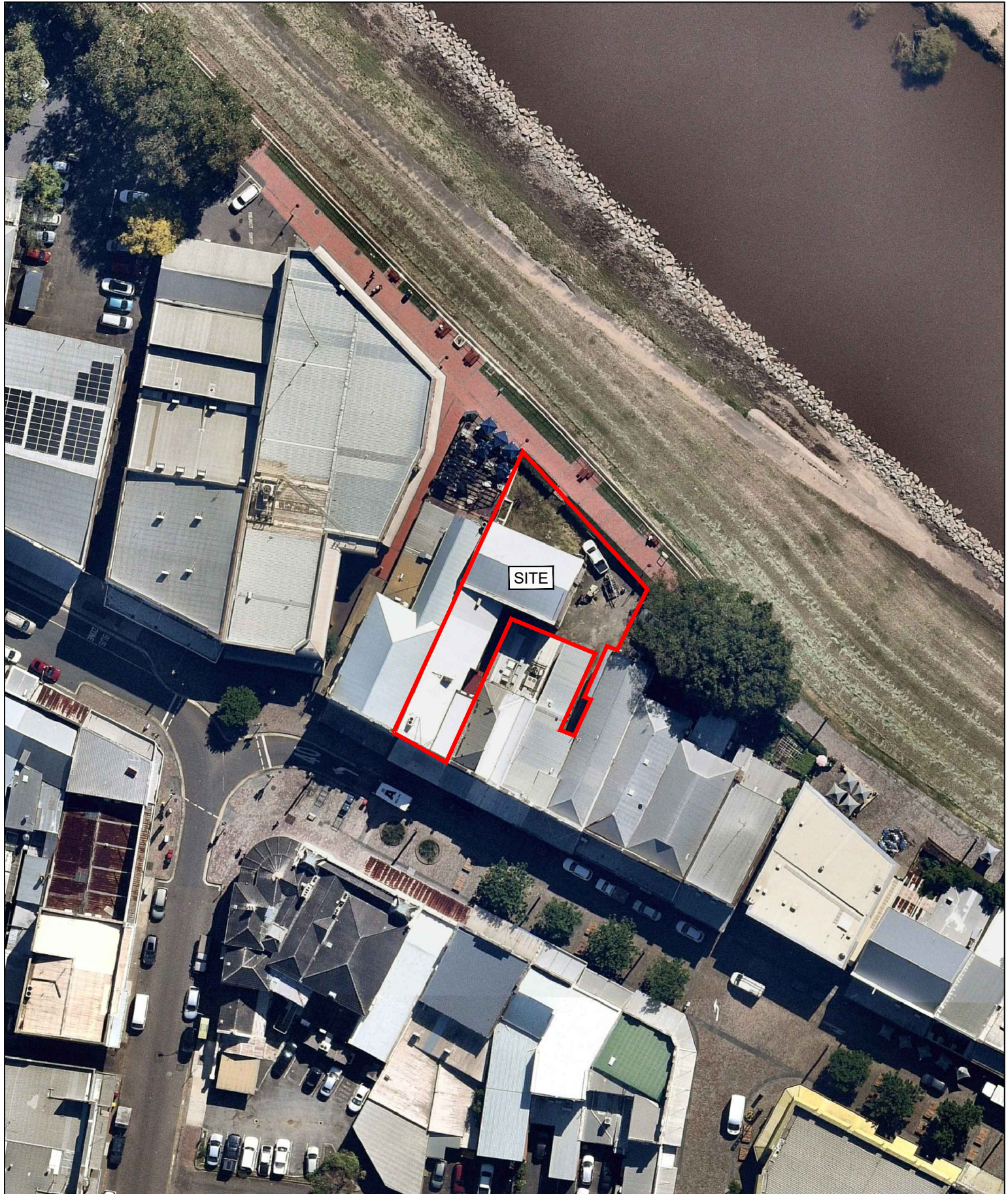
It is proposed to subdivide the site and demolish the existing rear building and undertaking some earthworks to provide level platforms for the building and hardstand areas. The proposed development comprises:

- 3 x Two Bed apartments
- 3 x Three Bed apartments
- Total 6 apartments**

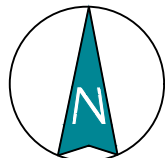
A total of 7 parking spaces will be provided on the ground level with vehicle access via the ROW.

Details of the proposed development scheme are provided on the plans prepared by Architects Becerra which are accompany the Development Application reproduced in part in Appendix A.





**LEGEND**



**SITE**

**FIG 2**



## 3.0 Road Network and Traffic Conditions

---

### 3.1 Road Network

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

- ❖ *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.

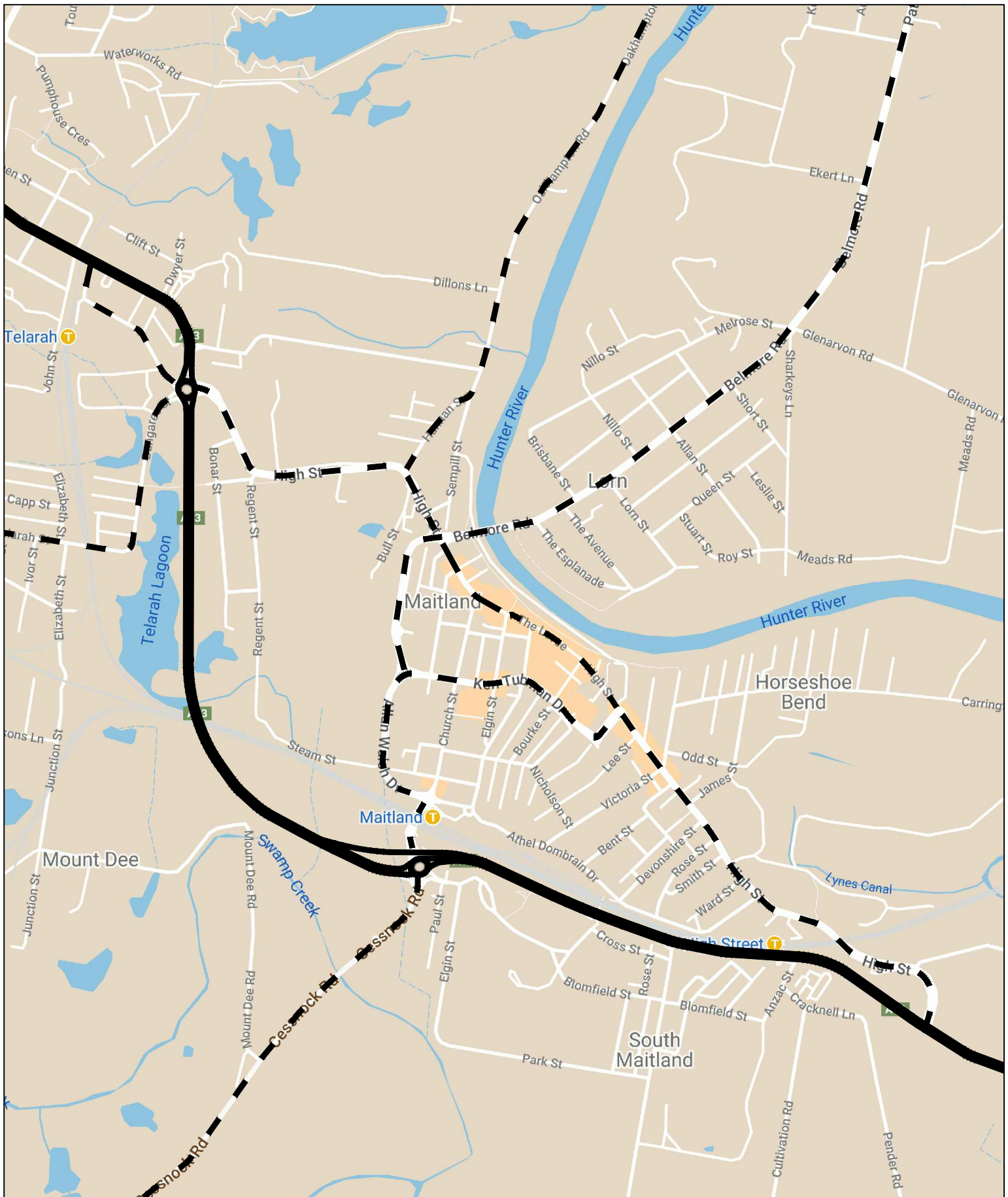
### 3.2 Traffic Controls

The existing traffic controls which have been applied to the road network serving the site (Figure 4) include:




- ❖ 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

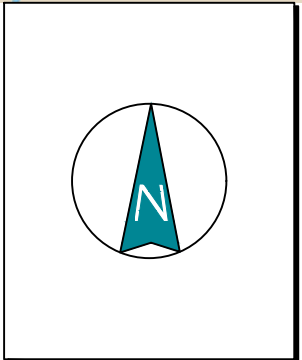
### 3.3 Traffic Conditions

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.



**LEGEND**

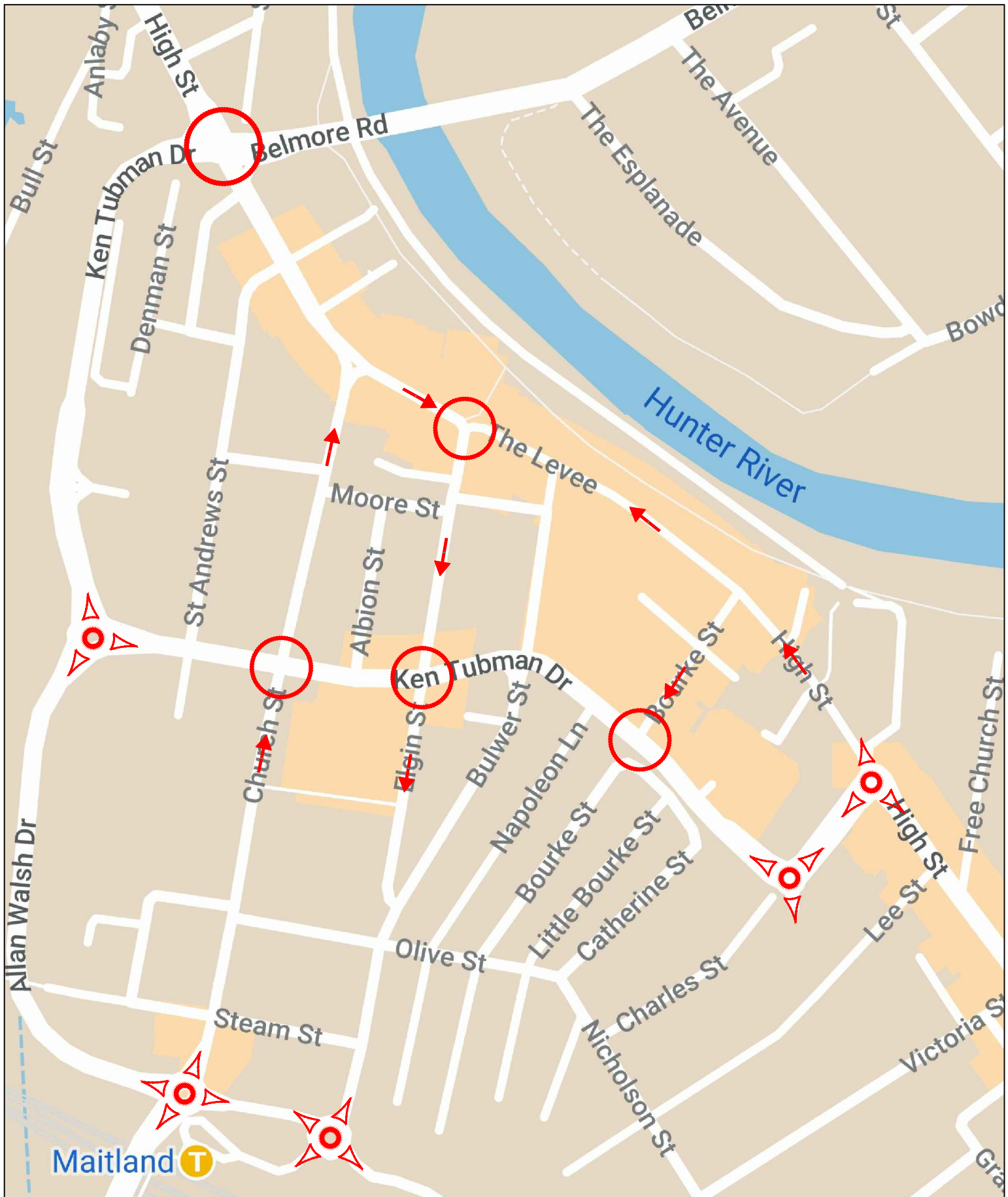
-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR






**ROAD NETWORK**

**FIG 3**





**LEGEND**

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



**TRAFFIC CONTROLS**

**FIG 4**

## 4.0 Parking

---

SEPP 65 specifies the following parking criteria in relation to multi-dwelling housing in the Maitland Regional Centre:

One Bedroom	0.6 space
Two Bedroom	0.9 space
Three Bedroom	1.4 spaces
Visitors	1 space per 5 to 7 apartments

Application of this to the proposed development would indicate the following:

3 x Two Bed	- 2.7 spaces
3 x Three Bed	- 4.2 spaces
Visitors	- 1.0 space
<b>Total</b>	<b>- 7.9 spaces</b>

It is proposed to provide a total of 7 spaces, including 1 accessible space and while this is slightly less than the provisions of the SEPP, it is considered to be acceptable on the basis of providing 1 space per apartment with any visitors being reliant on the numerous off-street public parking facilities available in the Maitland Centre. This will also avoid the circumstance of a visitor's car arriving to find the visitor space occupied and needing to turn around to egress the site.



## 5.0 Traffic

---

The TFNSW Development Guidelines specify a peak traffic generation rate for medium density residential development (i.e. smaller units and flats up to two bedrooms) of 0.4 – 0.5 vtpd per dwelling and 0.5 – 0.65 vtpd for three beds. Application of this traffic generation criteria to the proposed 6 apartments would indicate some 3 – 4 vtpd in the AM and PM peak periods. This level of traffic generation is very minor and will not have any impact on the proposed vehicle access or the surrounding road network.

## 6.0 Access, Internal Circulation and Servicing

---

### Access

The vehicle access arrangement will involve the existing circumstances with a ROW through adjoining lot to the east providing connection to High Street. This ROW access will be quite satisfactory for the minor vehicle movements which will be generated by the proposed development.

### Internal Circulation

The design of the internal circulation arrangements including aisle, bay, headroom etc will comply with the requirements of AS 2890.1 and 6. Details of the turning path assessment confirming satisfactory provision for turning and manoeuvring are provided in Appendix B.

### Servicing

Refuse will be collected from the laneway by Council's truck while small service/delivery vehicles (e.g. service personnel) will be able to use the visitor space. Any occasional larger service/delivery vehicle will be reliant on kerbside parking in Hunter Street or nearby.



## 7.0 Conclusion

---

The traffic and parking assessment provided in this report confirms that the proposed development at Maitland will:

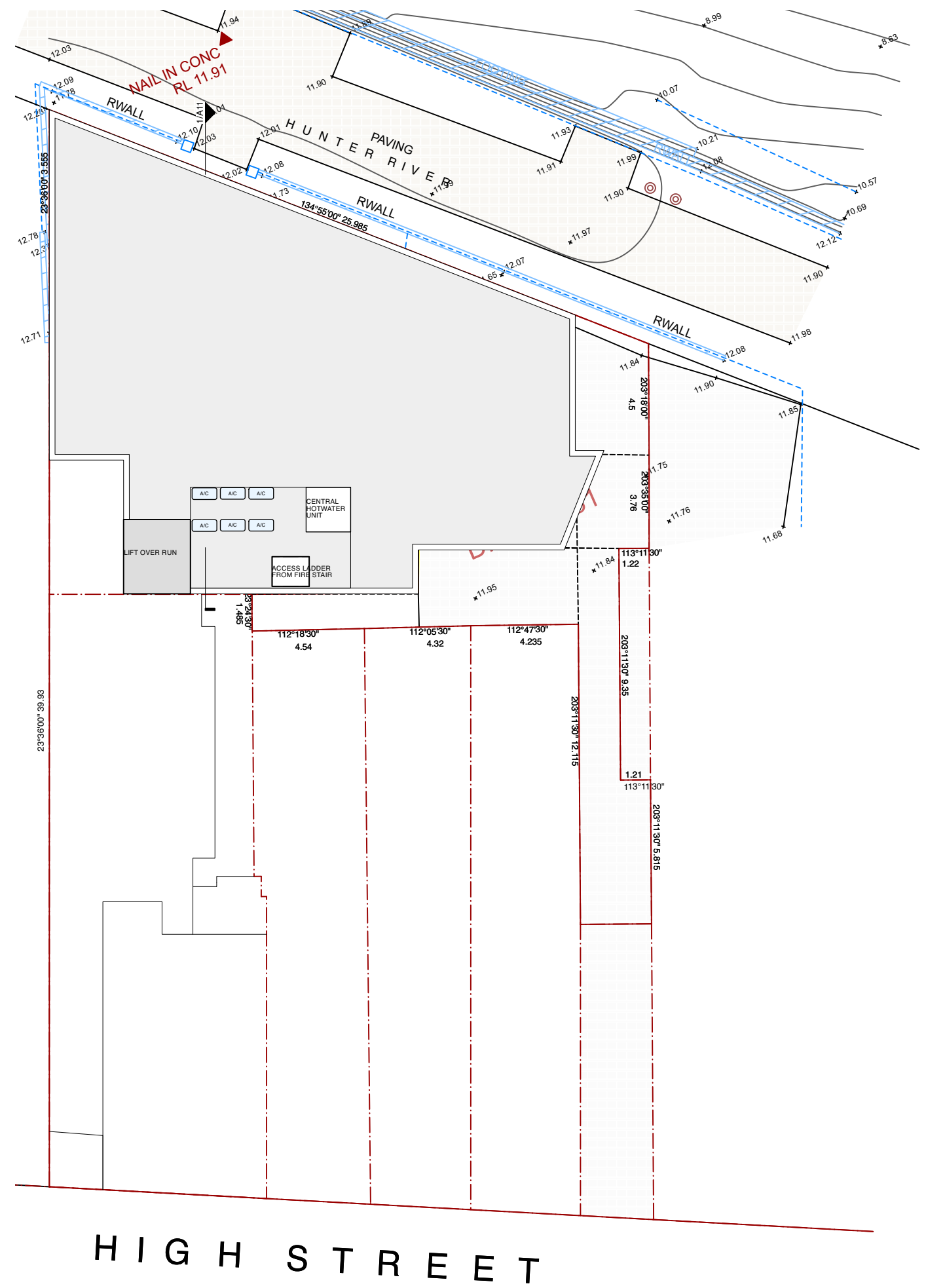
- ❖ not present any unsatisfactory traffic capacity related implications
- ❖ incorporate a suitable and appropriate parking provision
- ❖ incorporate suitable vehicle access, internal circulation and servicing arrangements

# Appendix A

## Development Plans

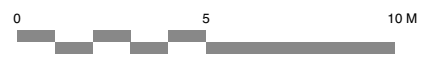






H I G H S T R E E T

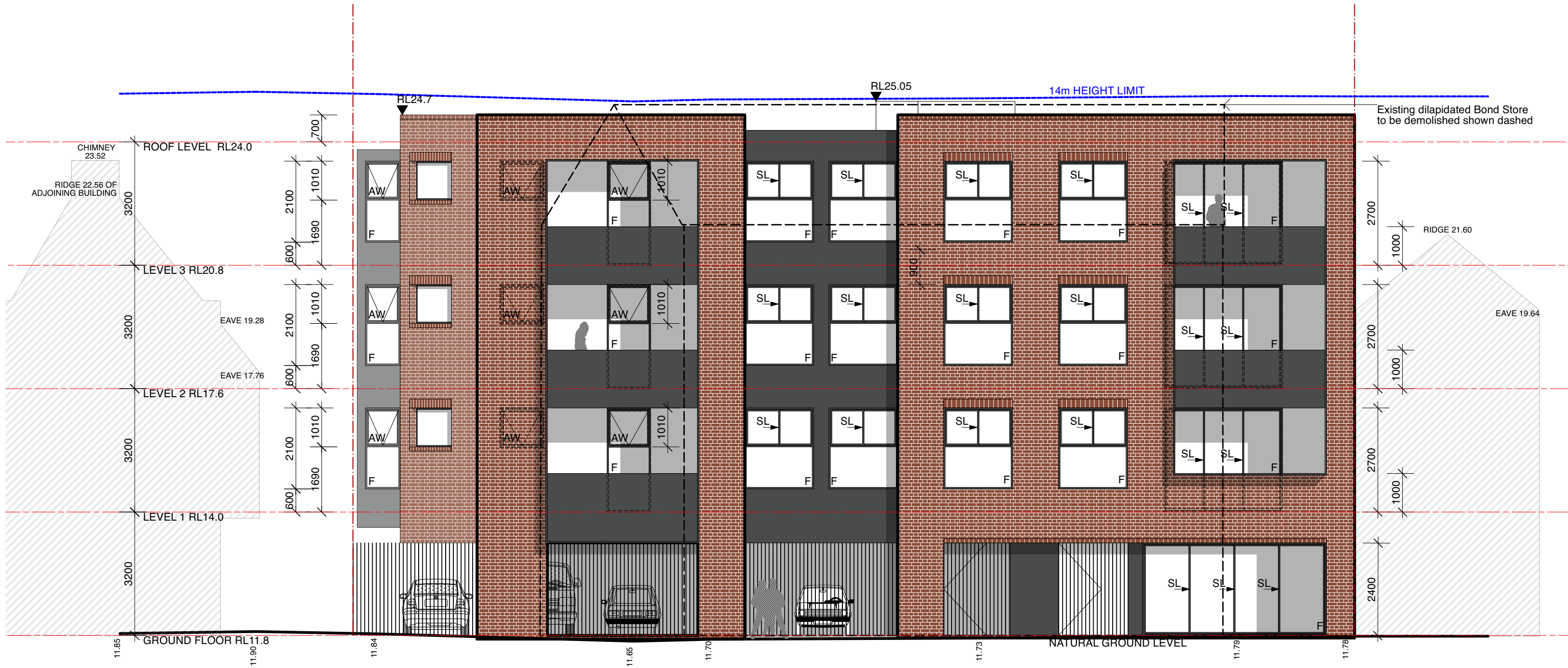
A Issued for DA approval  
 Revision Amendment  
 PB  
 By  
 20/5/22  
 Date



**architects**  
**Becerra**

The Grace Building  
 G01, 1 Layton Street  
 Camperdown NSW 2050  
 Cnr Pyrmont Bridge Road & Mallett Street  
 t 02 9557 2288  
 f 02 9557 2287  
 w www.archb.com.au  
 Registered Architect 5387  
 ABN 87 123 916 807

Project	416 High Street Maitland	Drawn By	PB	Dwg Date:	March 22	Project No.	2217
	NEW RESIDENTIAL DEVELOPMENT	Checked By	AB	Scale	1:200@A3	Drawing No.	A01
Client	Glen Greedy					Rev	A
Title	SITE PLAN						



A Issued for DA approval  
 Revision Amendment

PB 20/5/22  
 By Date

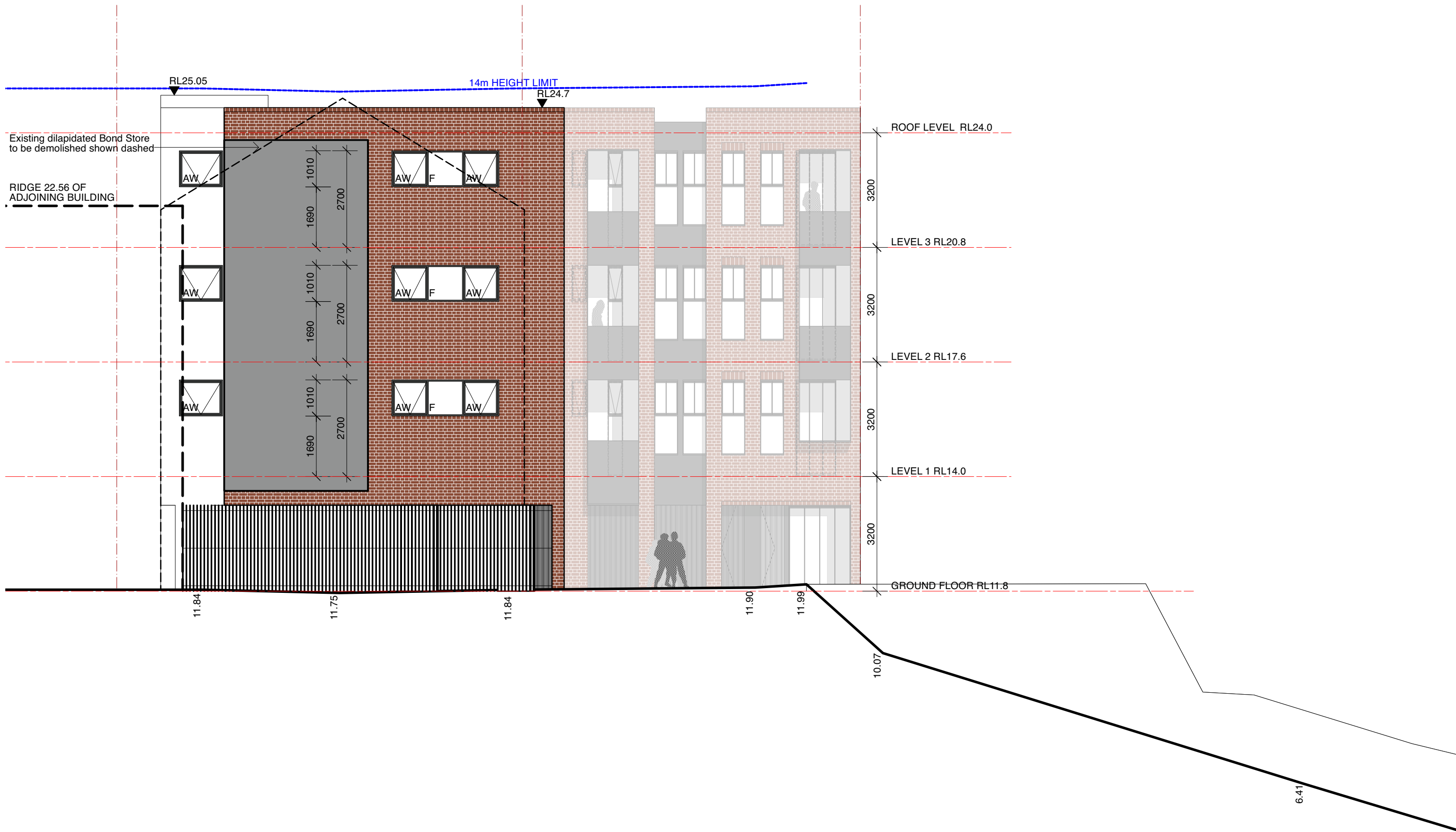


The Grace Building  
 G01, 1 Layton Street  
 Camperdown NSW 2050  
 Cnr Pyrmont Bridge Road & Mallett Street  
 t 02 9557 2288  
 f 02 9557 2287  
 w www.archb.com.au  
 Registered Architect 5387  
 ABN 87 123 916 807

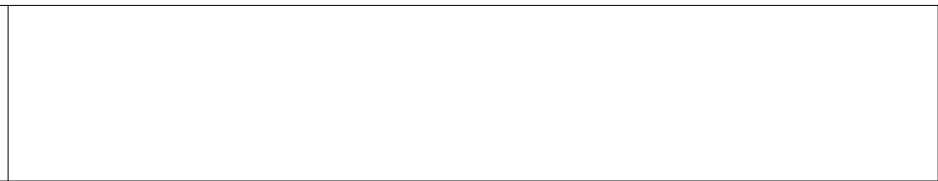
Project 416 High Street Maitland  
 NEW RESIDENTIAL DEVELOPMENT  
 Client Glen Greedy  
 Title NORTH ELEVATIONS

Drawn By PB	Dwg Date: March 22	Project No. 2217
Checked By AB	Scale 1:100@A3	Drawing No. Rev A07 A





A	Issued for DA approval	PB	20/5/22
Revision	Amendment	By	Date



The Grace Building  
 G01, 1 Layton Street  
 Camperdown NSW 2050  
 Cnr Pyrmont Bridge Road & Mallett Street

t 02 9557 2288  
 f 02 9557 2287  
 w www.archb.com.au

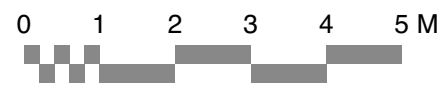
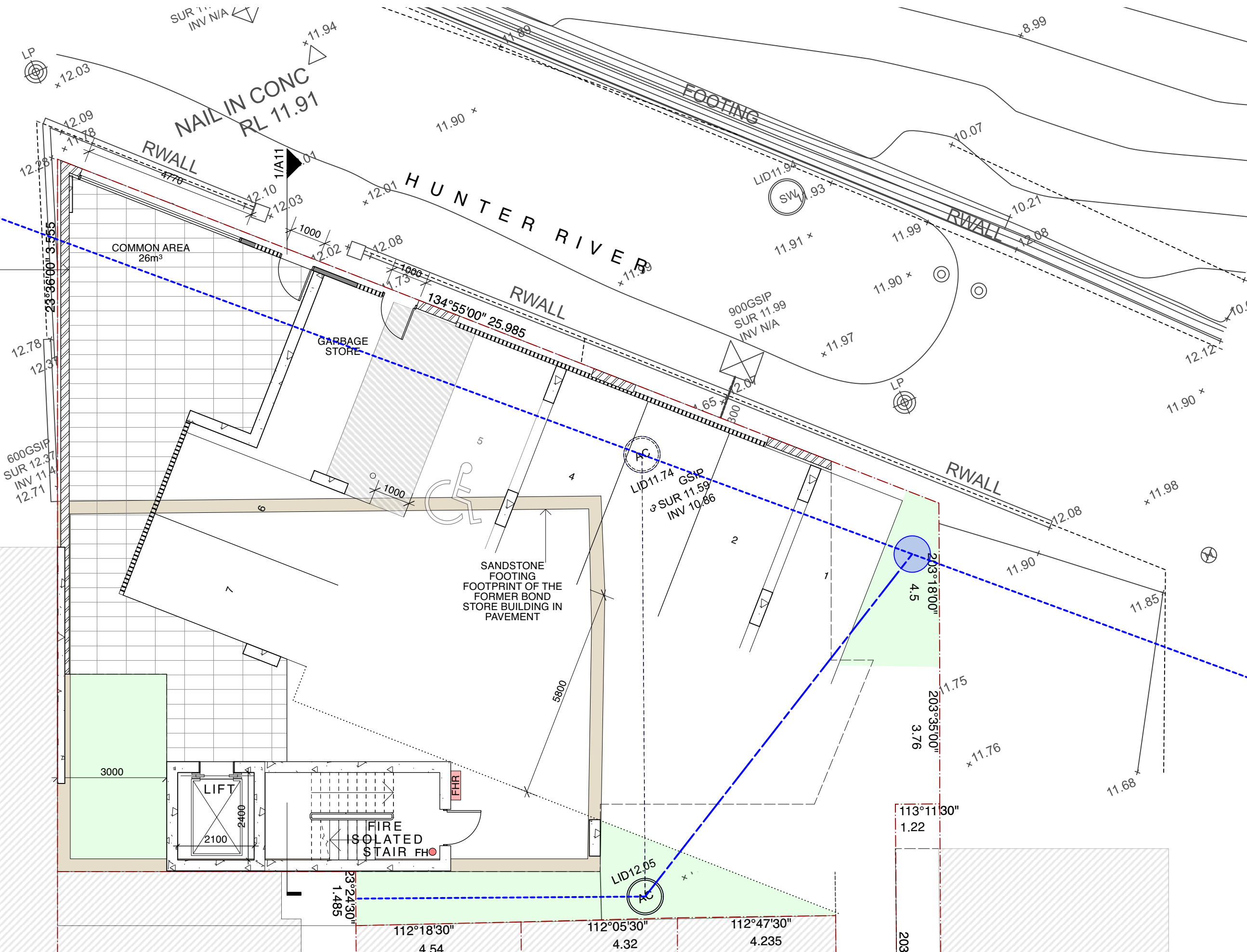
Registered Architect 5387  
 ABN 87 123 916 807

Project	416 High Street Maitland	Drawn By	PB	Dwg Date:	March 22	Project No.	2217
	NEW RESIDENTIAL DEVELOPMENT	Checked By	AB	Scale	1:100@A3	Drawing No.	A09
Client	Glen Greedy	Rev					A
Title	EAST ELEVATIONS						

- LEGEND**
- FH Fire hydrant
  - FE Wall mounted fire extinguisher
  - SD Ceiling mounted smoke detector
  - FHR Fire hose reel

- LEGEND**
- Existing access chamber to be removed
  - Existing sewer line to be removed
  - Existing sewer line to be concrete encased
  - New sewer line
  - New access chamber

INTERPRETIVE WALL HUNG DISPLAY OF THE FORMER BOND STORE



**architects**  
**becerra**

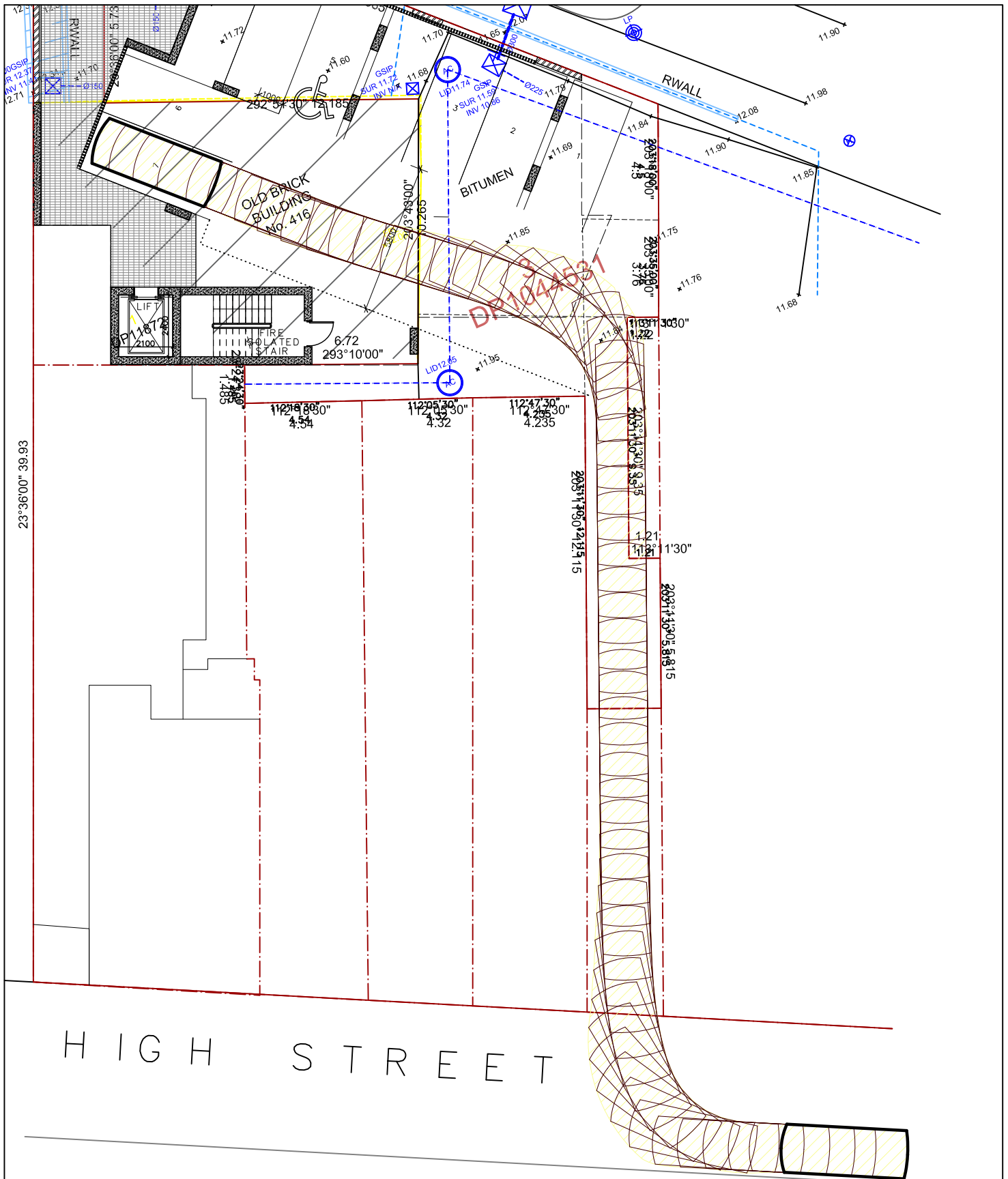
The Grace Building  
G01, 1 Layton Street  
Camperdown NSW 2050  
Cnr Pyrmont Bridge Road & Mallett Street  
t 02 9557 2288  
f 02 9557 2287  
w www.archb.com.au  
Registered Architect 5387  
ABN 87 123 916 807

Project	416 High Street Maitland	Drawn By	PB	Dwg Date:	March 22	Project No.	2217
	NEW RESIDENTIAL DEVELOPMENT	Checked By	AB	Scale	1:100@A3	Drawing No.	A02
Client	Glen Greedy	Rev					A
Title	GROUND FLOOR PLAN						

# Appendix B

## Turning Path Assessment

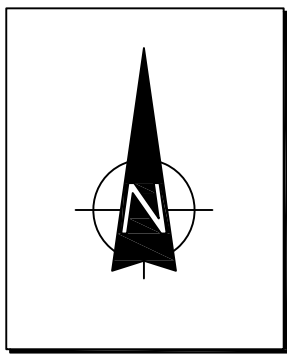




23°36'00" 39.93

H I G H S T R E E T

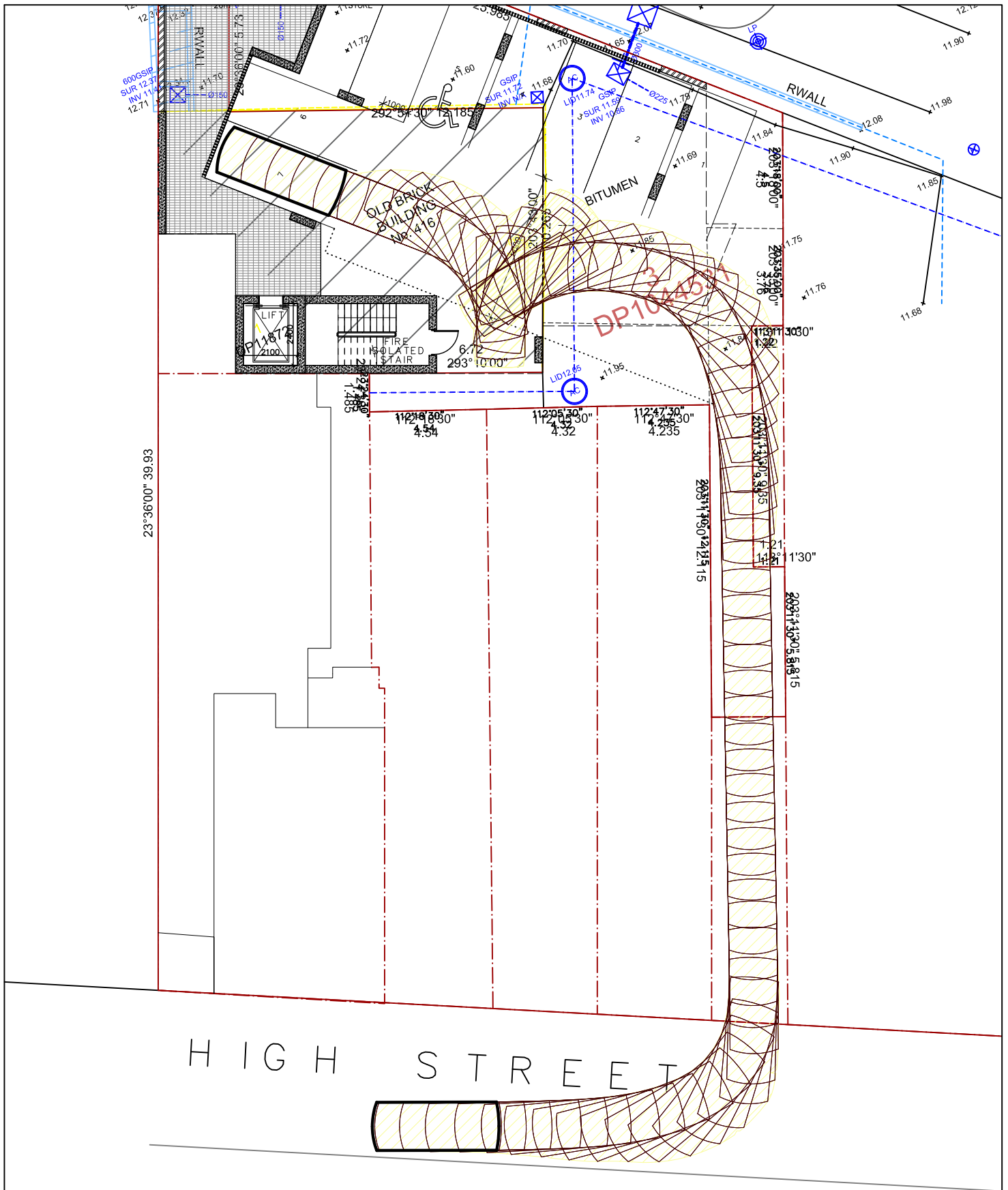
**NOTE**  
 This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
 OF AN 85th PERCENTILE  
 VEHICLE ENTERING THE SITE**

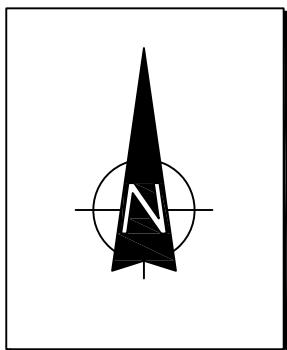
**SP 1**





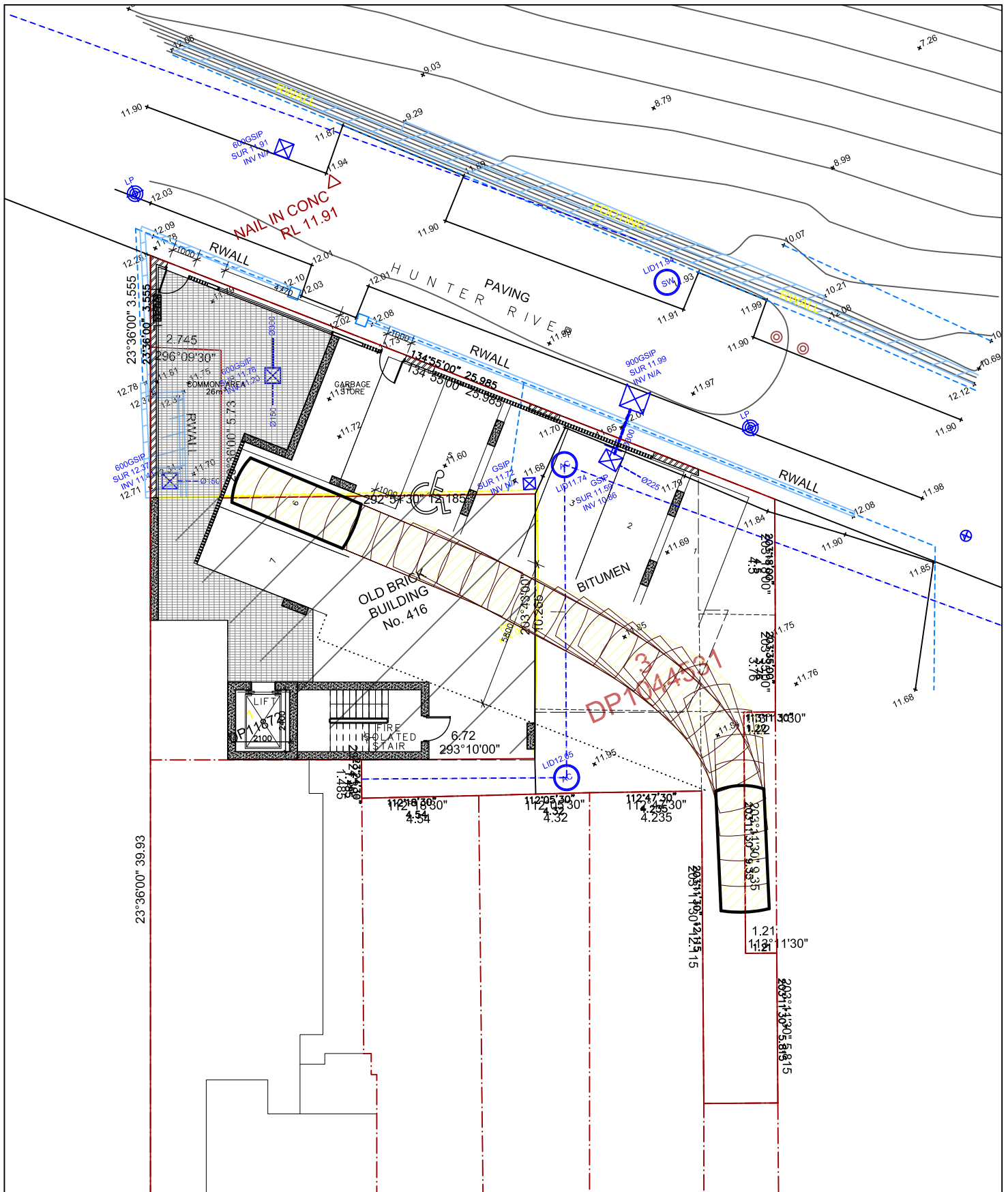
**NOTE**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



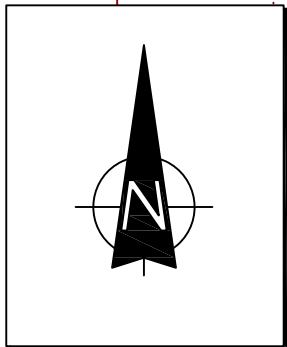
**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE EXITING THE SITE**

**SP 2**



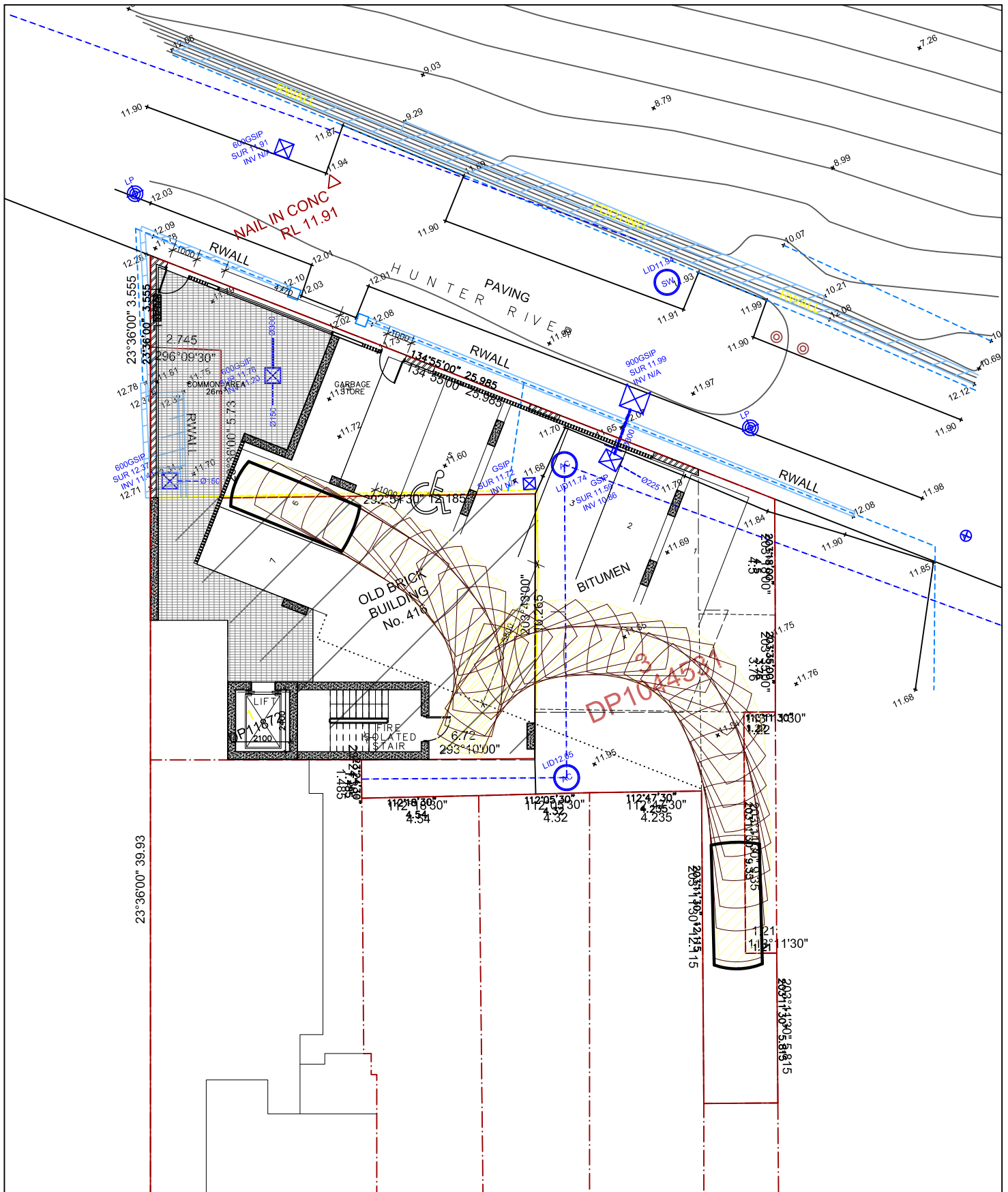
**NOTE**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



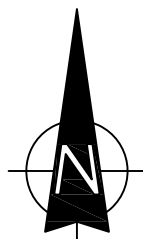
**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE ENTERING THE SITE**

**SP 3**

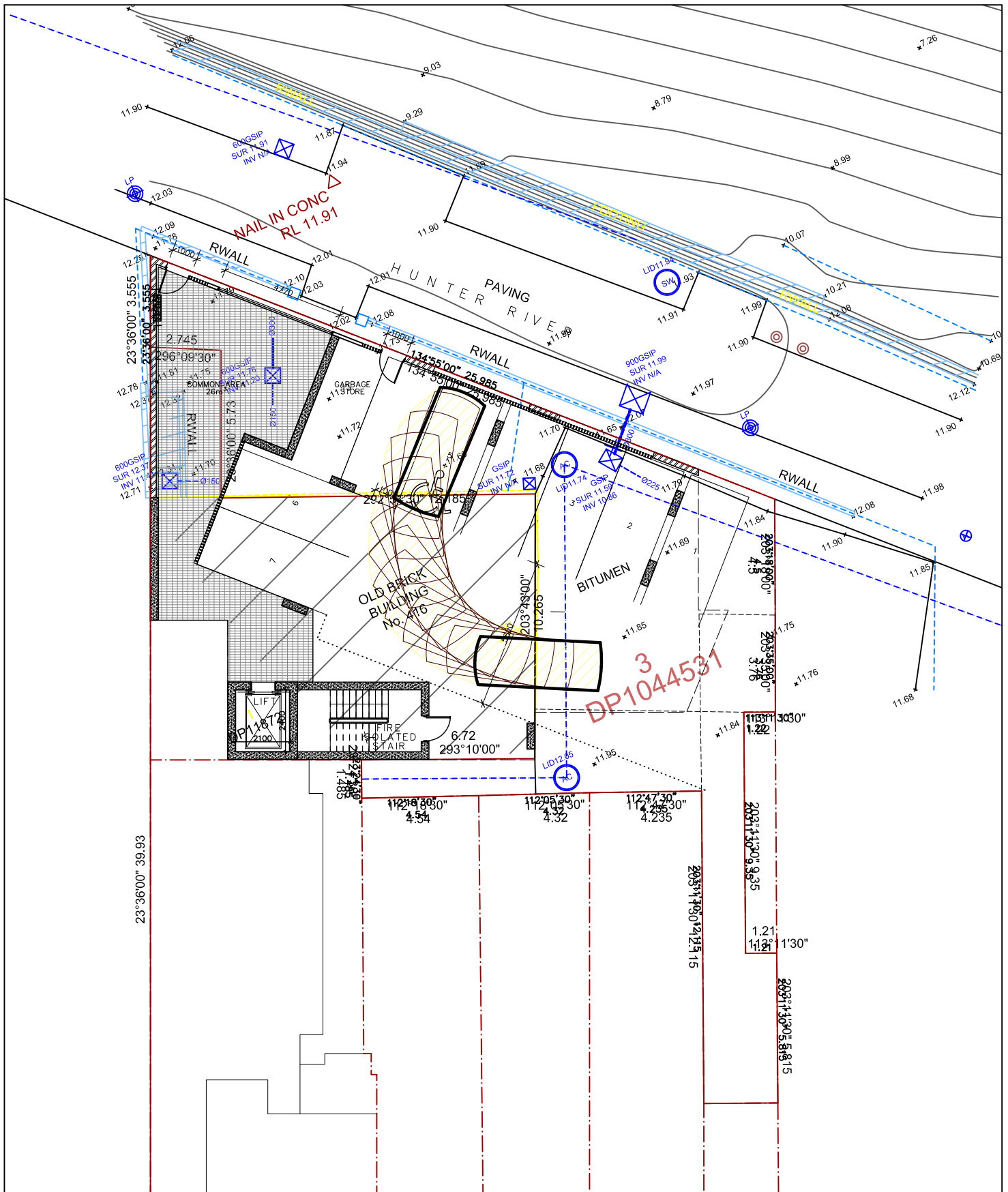


**NOTE**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

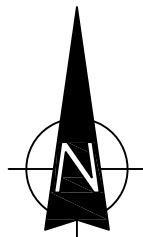


**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE EXITING THE SITE**



**NOTE**

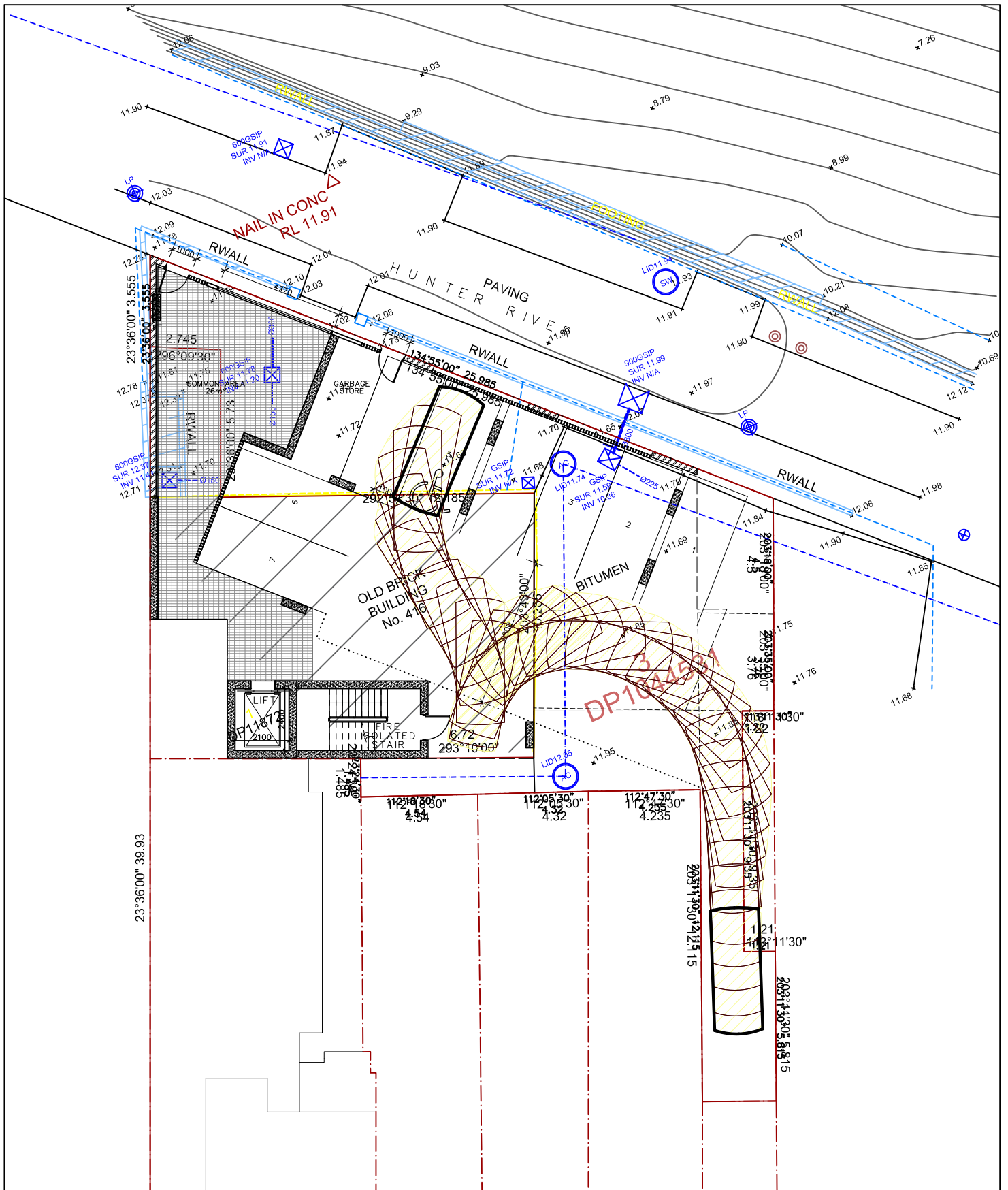
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE ENTERING THE SITE**

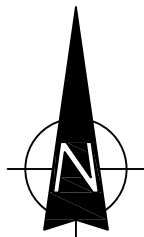
**SP 5**





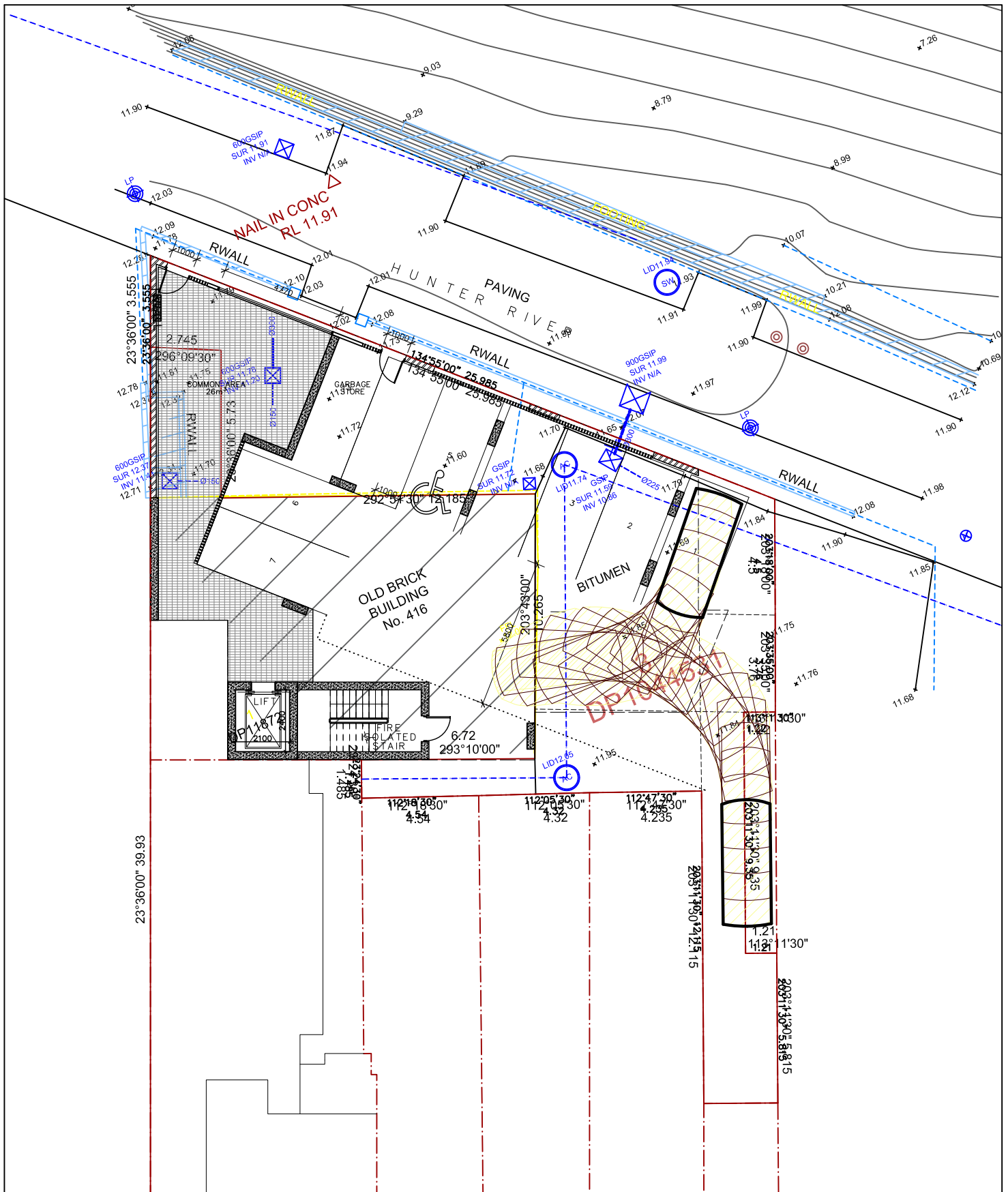
**NOTE**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



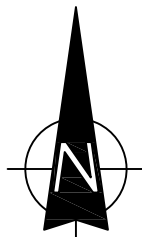
**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE EXITING THE SITE**

**SP 6**

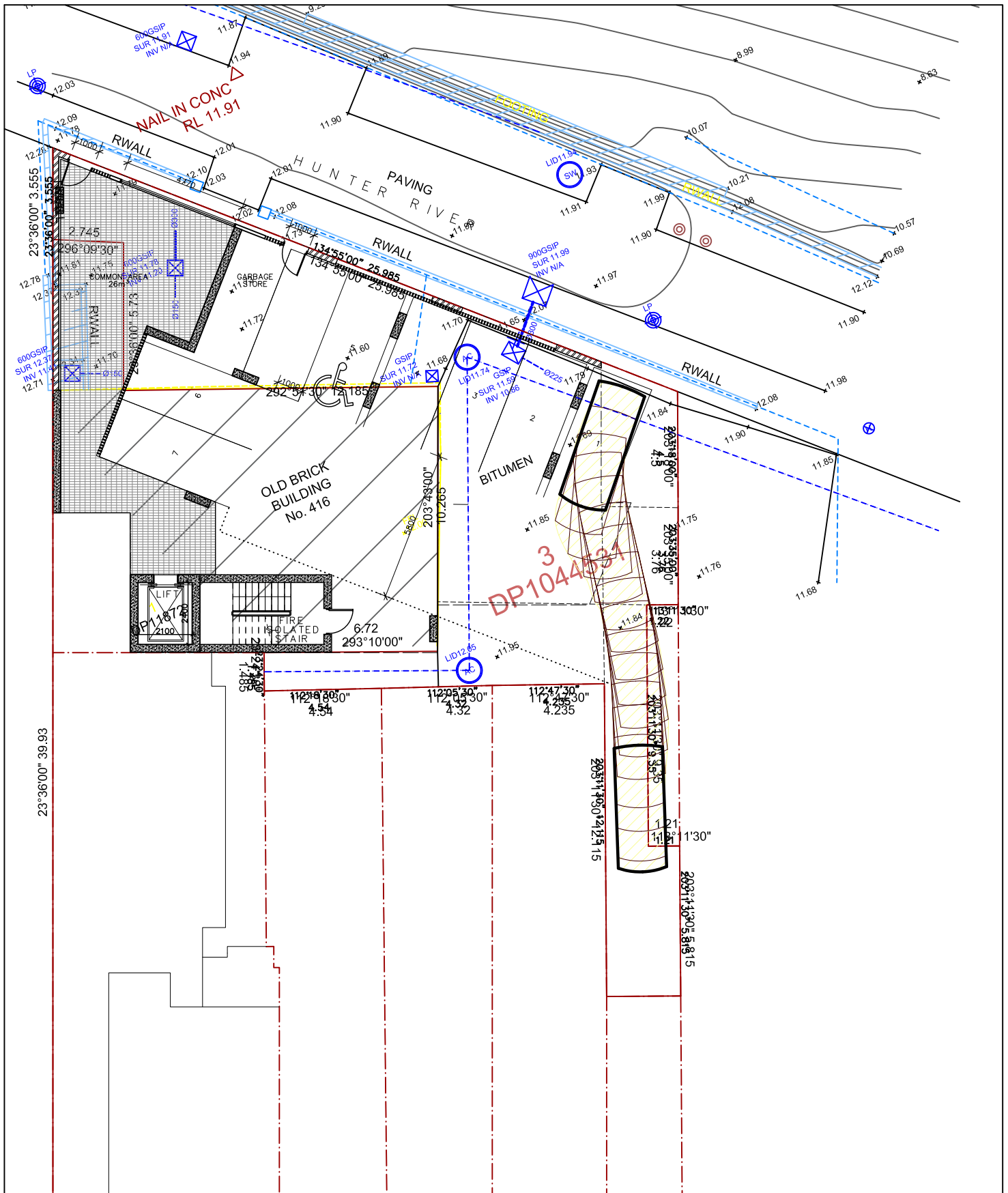


**NOTE**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

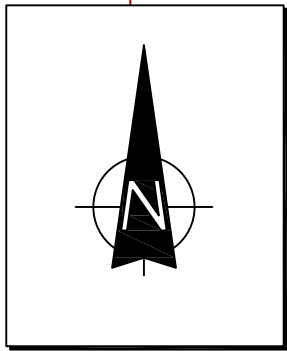


**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE ENTERING THE SITE**



**NOTE**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE EXITING THE SITE**

**SP 8**