



## Proposed Development of the Dog on the Tuckerbox Site

### Transport Assessment

21 August 2023

Cootamundra-Gundagai Regional Council

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Dear Sir/Madam

### **Proposed Development of the Dog on the Tuckerbox Site - Transport Assessment**

#### **INTRODUCTION**

JMT Consulting was requested to prepare a transport assessment to support a Development Application (DA) for a mixed use development on the site of the Dog on the Tucker Box (DOTT). The site location and surrounding context is shown in Figure 1 below.



Figure 1 Site location



## VEHICLE SITE ACCESS

Currently access to the DOTT site is provided via Annie Pyers Drive which connects with the Hume Highway approximately 8km north of the town of Gundagai. Two connection points from Annie Pyers Drive are provided to the Hume Highway to the north and south of the DOTT as shown in Figure 2 below. The intersection intersections at the Hume Highway are at-grade, with vehicles turning in and out of Annie Pyers Drive having to give way to through traffic on the Hume Highway.

Transport for NSW are currently investigating options to significantly improve vehicle access to the DOTT which would support the overall masterplan. These options include the potential for grade-separated connections (i.e. flyovers) which removes the need for vehicles accessing the site to give way to Hume Highway traffic. Provision of this upgrade, while not required to support the proposal, would boost traffic capacity and improve driver safety for people travelling to the DOTT site.



Figure 2 Existing vehicle site access

More locally as shown in Figure 3 vehicles will be able to access the proposed on-site car parking area from both ends of Annie Pyers Drive. This arrangement provides a good level of flexibility in the way drivers enter and exit the site, dispersing traffic movements rather than concentrating these to a single location.

As shown in Figure 4 the car parking area has been designed to enable vehicles to access and travel through the site from both the north and the south, with the ability for cars travelling in opposing directions to pass one another at all times.

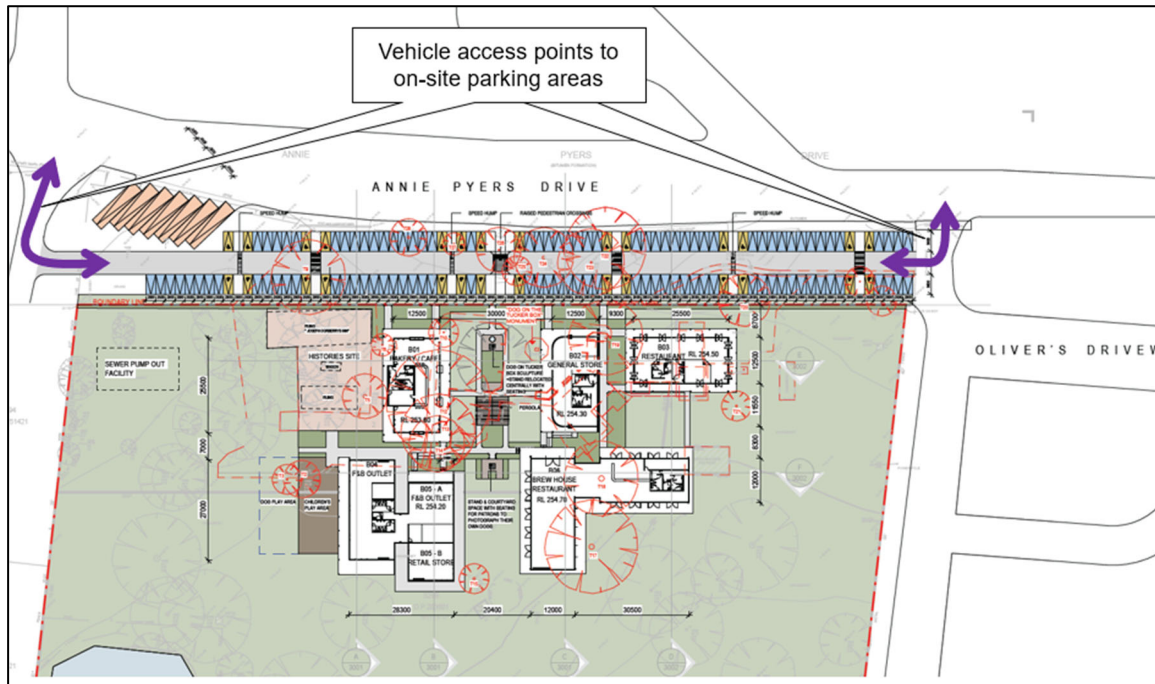


Figure 3 Vehicle access to proposed on-site car parking

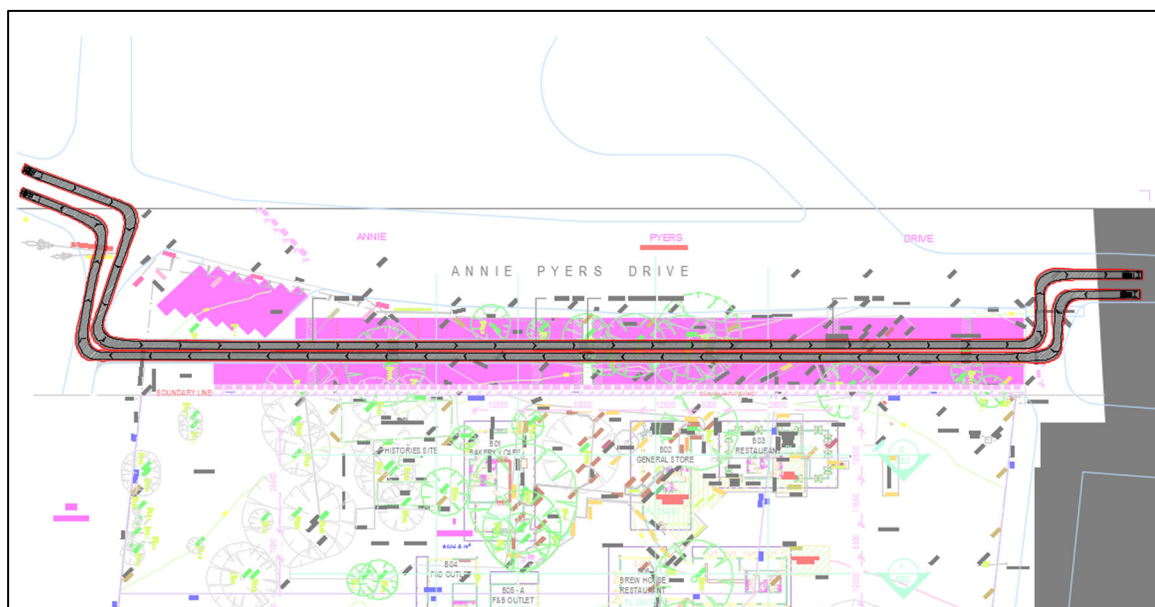


Figure 4 Vehicle swept paths through car parking area



### **CAR PARKING LAYOUT**

The car park has been designed in accordance with AS2890.1 with respect to circulation aisle widths and car space dimensions. A review of the plans has found that the car park layout complies with the requirements of AS2890.1-2004 for a Class 3 car parking area. Relevant dimensions provided include the following:

- 6.1m parking aisles
- 2.6m wide parking spaces
- 5.4m long parking spaces

Given the length of the car parking area speed control devices such as a raised pedestrian crossing and speed humps are to be provided within the car park, complying with the requirements of AS2890.1.

### **CAR PARKING PROVISION**

The proposal includes approximately 110 on-site car parking spaces which as noted previously have been designed in accordance with the requirements of the relevant Australian Standard for off-street car parking. This is a significant increase from the 10-15 parking spaces currently provided on the site – see Figure 5.

To confirm the suitability of this parking provision, in the absence of any Council controls, reference is made to the *RMS Guide to Traffic Generating Developments* document ('The Guide'). For retail centres with less than 10,000m<sup>2</sup> floor space The Guide recommends parking be provided at the rate of 4.58 spaces per 100m<sup>2</sup> GFA<sup>1</sup>. Based on the 2,224m<sup>2</sup> of GFA proposed in the application there would be a requirement under The Guide to provide for a minimum of 102 parking spaces. The proposal exceeds this minimum requirement by providing for approximately 110 parking spaces and the parking provision is therefore considered suitable to accommodate expected demands.



Figure 5 Existing car parking arrangements

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<sup>1</sup> Taking into consideration the recommended ratio of 0.75:1 for GLA to GFA noted in The Guide.

### **BUS / COACH PARKING**

The proposal includes dedicated parking for up to seven buses or coaches fronting Annie Pyers Drive as indicated in Figure 6. All bus/coach parking spaces have dimensions of 3.5m by 15m to accommodate vehicle entry and exit. Access to the bus and coach parking spaces would be directly from Annie Pyers Drive to minimise interactions with vehicles and pedestrians within the on-site parking area. This arrangements provides a much safer environment in comparison to buses/coaches travelling into the parking area, given this would result in buses/coaches reversing in the car park and conflicting with cars and pedestrians accessing the parking spaces and broader site.

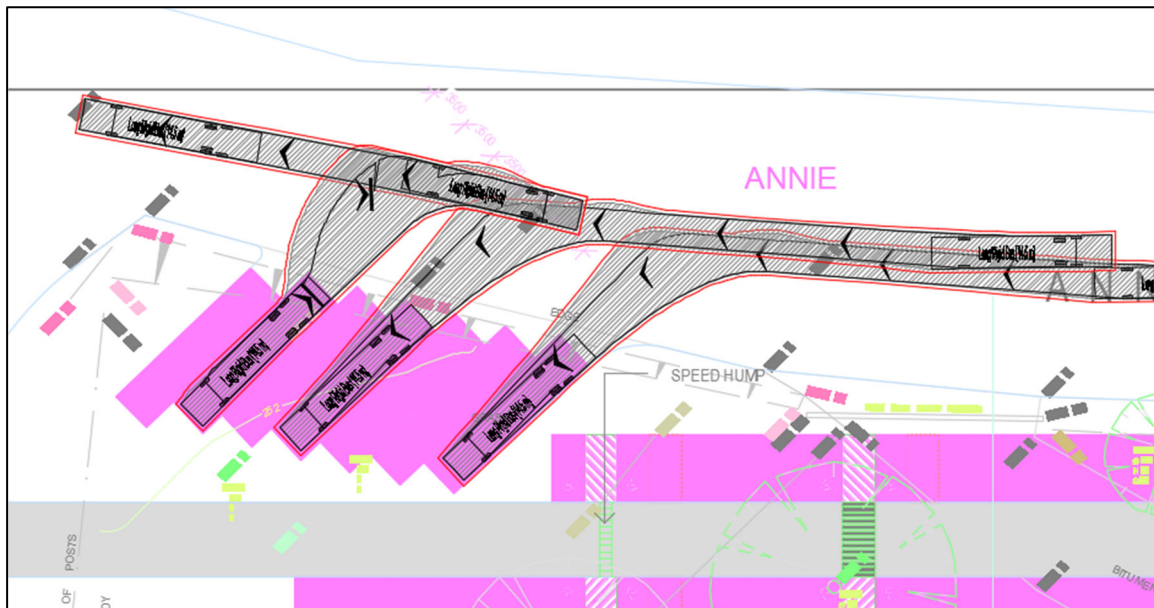


Figure 6 Vehicle swept paths – 14.5m coaches

### **TRAFFIC IMPLICATIONS**

The suite of uses proposed, including the enhancement of the Dog on the Tuckerbox itself, are complementary to one another and will support multi-purpose trips to the site. For example on their one journey people may the DOTT while also making use of the food and beverage facilities as well as potentially staying in the on-site accommodation provided.

Further, the majority of the vehicle trips to the site will be 'pass by' trips which are people already travelling along the Hume Highway for another reason and stopping in at the DOTT on their way to or from the final destination. This prevalence of pass by trips reduces the traffic impacts associated with the masterplan.

The uses contemplated in the proposal are not in themselves high generators of vehicle traffic. Up to 2,000 vehicles per day may access the site, however this will be distributed across all hours of the day and evening and not be concentrated during peak hours. Annie Pyers Drive and the broader road network can easily accommodate this level of traffic movements under the proposed access arrangements. The proposed access provides a strong level of flexibility in the way drivers enter and exit the site with access points provided at both the northern and southern ends of Annie Pyers Drive. This arrangement allows traffic to disperse across these access points rather than being concentrated at a single location.



## **PEDESTRIAN ARRANGEMENTS**

The proposal includes upgraded pedestrian infrastructure on Annie Pyers Drive as well as the provision of new pedestrian crossings within the internal car parking area. This new pedestrian infrastructure will complement the existing footpath along Annie Pyers Drive (see Figure 7) and facilitate safe and efficient pedestrian movements in the vicinity of the site.



Figure 7 Existing footpath along Annie Pyers Drive

## **SUMMARY**

This transport assessment has considered the implications of the proposed development on the site of the Dog on the Tuckerbox. Given the nature and scale of the proposed uses, quantum of car parking proposed and future vehicle access arrangements no traffic and transport issues have been identified that would preclude the development from satisfactorily proceeding.

Please do not hesitate to contact the undersigned should you require any further information.

Regards

A handwritten signature in black ink, appearing to read 'J. Milston'.

**Josh Milston**

Director | JMT Consulting

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