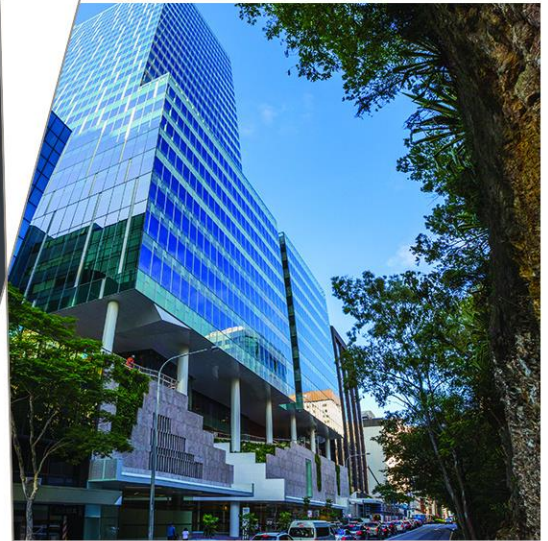


Traffic and Parking Impact Assessment

34-40 South Parade Wagga Wagga

304100940



Prepared for
NSW Land And Housing Corporation

21 December 2023



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Our report is based on information made available by the client. The validity and comprehensiveness of supplied information has not been independently verified and, for the purposes of this report, it is assumed that the information provided to Cardno is both complete and accurate. Whilst, to the best of our knowledge, the information contained in this report is accurate at the date of issue, changes may occur to the site conditions, the site context or the applicable planning framework. This report should not be used after any such changes without consulting the provider of the report or a suitably qualified person.

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1 Introduction

1.1 Purpose of This Report

This report has been prepared for the NSW Land and Housing Corporation (LAHC) to accompany the *Duke of Kent Development Wagga Wagga – 34-40 South Parade* submission regarding the proposed redevelopment 34-40 South Parade, Wagga Wagga.

The purpose of this report is to:

- > Summarise the current site, including its locality in the context of the Greater Wagga Wagga area;
- > Summarise the Proposed Development;
- > Describe the existing road network servicing the site and the existing traffic conditions;
- > Assess the adequacy of the proposed parking provisions;
- > Assess the potential traffic impacts on the surrounding network; and
- > Assess the suitability of the proposed vehicle access, internal circulation, and servicing arrangements.

1.2 Site Locality

34-40 South Parade (Lots 4, 5, & 6 DP35910), herein referred to as the 'Subject Site' is located within Central Wagga Wagga, to the west of the Central Business District (CBD). The Subject Site consists of three separate lots with a combined area of approximately 1,515m². **Figure 1-1** and **Figure 1-2** shows the locality of the Subject Site within their immediate and extended context, respectively.

Figure 1-1 Immediate Locality of Sites



Figure 1-2 Extended Locality of Sites



2 Standards / Review of Literature

The following Standards / Literature were used in the preparation of this report.

Table 2-1 Relevant Standards / Literature

Standard	Authority	Year
Guide to Traffic Generating Developments	NSW RTA (now TfNSW)	2002
Housing State Environmental Planning Policy	NSW Government	2021
AS 2890.1:2004 Parking Facilities – Off Street Parking	Standards Australia	2004

3 Proposed Development

It is proposed that the three existing lots will be amalgamated into a single lot and a multi-unit residential development constructed upon it. There will be a total of 17 units provided across two separate three-storey buildings with a mix of eleven 1-bedroom units and six 2-bedroom units.

Vehicular access for the Subject Site will be provided via South Pde and will allow access to an at-grade carpark between the two buildings containing ten parking spaces, including two accessible spaces. There is also an undercover accessible parking space on either side of the site, also accessible via South Pde.

Architectural plans of the proposed building and carpark layout of the developments are provided within the approval package.

4 Existing Road Network and Traffic Conditions

4.1 Road Network

From **Figure 4-1** below, the road networks servicing the stages consists of:

- > *Sturt Highway* – a State Road and Arterial route running east/west through Central Wagga Wagga;
- > *Olympic Highway* – a State Road and Arterial route running north/south west of Central Wagga Wagga, forming the main connection within the city between north and south of the Murrumbidgee River;
- > *Docker Street* – a Collector Road feeding traffic into the Sturt Highway and between north and south of the Highway;
- > *Shaw Street* – Major Local Road connecting the residential areas around the Sites to Kincaid Street;
- > *Bolton Street* – Major Local Road connecting the residential areas around the Sites to Docker Street; and
- > *South Parade* – Local Access Road servicing the Sites and other residential areas.
- > *South Parade Lane* – Small Laneway the predominantly acts as a egress route from the commercial developments on the north side of the Sturt Highway.

Figure 4-1 Existing Road Network



4.2 Traffic Conditions

There are no current traffic counts for South Pde, or the surrounding road network, however, South Pde is a local access road that is assumed to predominantly only service 25 dwellings across both South Pde and West Pde.

Due to these relatively low number of dwellings, it can be deduced that existing traffic on South Pde is also relatively low. Additionally, the overwhelming majority of vehicles from South Pde are expected to access the broader road network via a left-hand turn on to Shaw St, due to the southern end of Shaw St being one-way northbound traffic. This allows the easy egress from South Pde into the wider road network. Due to this, it was concluded that more detailed traffic investigations would not be required, and the existing traffic network would have sufficient capacity for a development of this magnitude.

4.3 Active Travel Services

The nearest bus stop to the development sites is at the intersection of Spring St, Shaw St, and Albury St, approximately 300m from site. One bus route (no. 966), which connects the city to the northern suburbs around Estella, services this stop, however other routes can be accessed from the bus station in the CBD. Access to the bus stop can be achieved by either cutting through the Duke of Kent Oval, or via a 1.2m concrete footpath along South Pde and Shaw St.

4.4 Traffic Controls

The existing traffic controls within the surrounding road network include:

- > 50kmph speed limit on all roads around the development excluding the Sturt Highway and Olympic Highway;
- > 60kmph speed limit on the Sturt Highway;
- > 80kmph speed limit on the Olympic Highway;
- > Give Way signs on all minor roads connected to Shaw St and Docker St;
- > Give Way sign from Shaw St onto Docker St;
- > Traffic Signals at the Docker St / Sturt Highway Intersection; and
- > Roundabouts at the Kincaid St / Olympic Highway and Sturt Highway / Olympic Highway intersections.

5 Parking

The relevant parking criteria for social housing developments is specified in the Housing SEPP (2023), which indicates the following required parking rates:

- > For each dwelling containing 1 bedroom – at least 0.4 parking spaces,
- > For each dwelling containing 2 bedrooms – at least 0.5 parking spaces
- > For each dwelling containing at least 3 bedrooms – at least 1 parking space.

By applying these rates to the proposed developments results in the following parking requirements:

- > 11 x one-bedroom units = 5 spaces required
- > 6 x two-bedroom units = 3 spaces required
- > **8 total spaces required.**

It is proposed that the development the development will contain 10 regular parking spaces designed to AS2890.1:2004, and 2 adaptable parking spaces designed to AS2890.6:2009, for a total of 12 parking spaces. This satisfies the Housing SEPP's minimum requirement. There is no restriction for on-street parking on South Pde, meaning there is ample on-street parking available in the vicinity of the development sites for additional visitor parking when required.

6 Traffic

The RTA Guide to Traffic Generating Developments (2002) specifies the following peak hour traffic generation rates:

- > 0.85 trips per low density dwelling
- > 0.4-0.5 trips per small (2 or less bedrooms) medium density flats

The application of the above rates to the proposed developments is as follows:

- > Remove dwellings ($-3 \times 0.85 = -3$)
- > Proposed 12 units ($17 \times 0.5 = 9$)
- > **Net additional peak hour traffic = 6 trips**

As can be seen, the proposed developments results in an additional six vehicles in the peak hours for South Pde as well as the broader road network. The six additional vehicles are insignificant compared to the expected current capacity of the surrounding road network, as well as to design capacity of the surrounding road network (300 peak hour vehicles). As a result, it is anticipated that the current local traffic movements will continue to operate without any significant reduction to traffic flow and remain well within the design capacity of the road network.

7 Access, Internal Circulation, and Servicing

7.1 Access

Three new accesses are proposed to service the development, all of which are from South Pde:

- > *Access 1 – A 5.5m wide driveway in the centre of the site, providing access to the main carpark. Designed and constructed in accordance with drawing EDS 02.08 from the Wagga Wagga City Council Engineering Guidelines for Subdivisions and Development Standards.*
- > *Access 2 – A 3m wide driveway on the eastern boundary of the site, providing access for a single carpark servicing Unit G5. Designed and constructed in accordance with drawing EDS 02.08 from the Wagga Wagga City Council Engineering Guidelines for Subdivisions and Development Standards.*
- > *Access 2 – A 3m wide driveway on the western boundary of the site, providing access for a single carpark servicing Unit G1. Designed and constructed in accordance with drawing EDS 02.08 from the Wagga Wagga City Council Engineering Guidelines for Subdivisions and Development Standards.*

7.2 Internal Circulation

Circulation within the proposed internal carparks has been designed in accordance with AS2890.1:2004 and AS2890.6:2009 in regards to the car space geometry, aisle widths, and circulation aisles for regular and accessible parking spaces. All vehicles utilising the main carparks of each development will be able to access and egress from the site in a forward manner. The two single driveways will require a single reversing manoeuvre when entering or exiting the parking space. This is acceptable arrangement that is commonplace for low order driveways that service four or less dwellings.

7.3 Site Servicing

The proposed developed has two main bin enclosures at the rear of the site. Waste will be collected via South Parade Lane to the rear of the site, where the waste contractors will enter the site via gates on the rear fence and collect and empty the bins.

8 Conclusion

This assessment of the proposed LAHC Housing Developments on 34-40 South Parade has established that:

- > The proposed parking provisions will be adequate and comply with the Housing SEPP 2023 requirements;
- > The design of vehicle access, car park, and internal arrangement has been done in accordance with the relevant Australian Standards and Council Design Requirements; and
- > The expected increase in traffic due to the proposed developments is negligible and has not adverse impact on the existing road network.