

Proposed Residential Subdivision and
Residential Development

**28 Addison Street,
Goulburn**

TRAFFIC AND PARKING ASSESSMENT REPORT

27 November 2024

Ref 23087

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

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1. INTRODUCTION

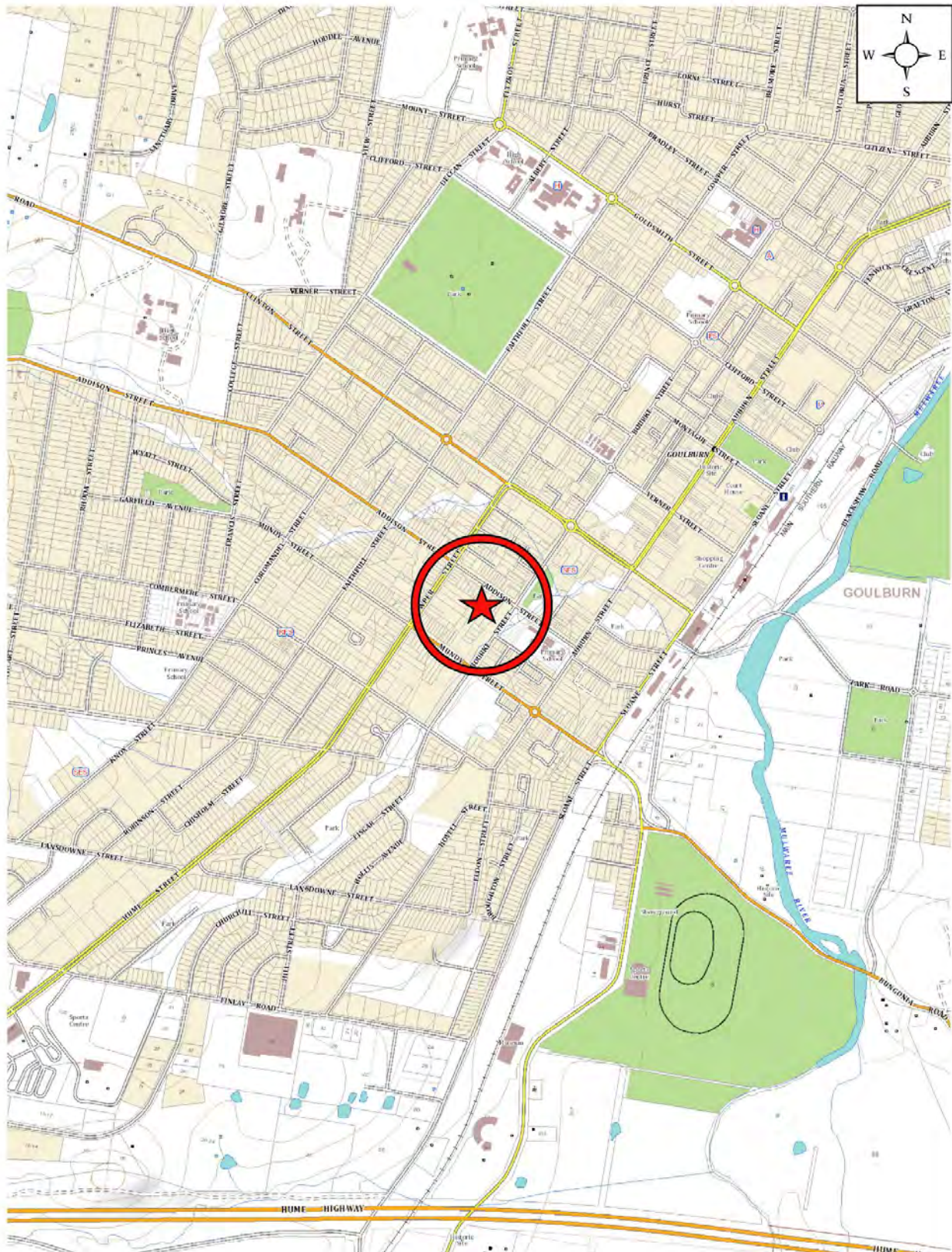
This report has been prepared to accompany a development application to Goulburn Mulwaree Council for the proposed residential subdivision and a residential development to be located at 28 Addison Street, Goulburn (Figures 1 and 2).

The proposed development involves the subdivision of the site into four separate lots, and the construction of a residential development comprising three new 4-bedroom dwellings. The existing residential flat building on site is to remain *unchanged*.

Off-street car parking is to be provided for each of the proposed dwellings and the existing residential flat building in accordance with Council's *DCP* requirements. Vehicular access to the parking areas is to be provided via the existing entry/exit driveway located towards western end of the Addison Street site frontage.

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

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- reviews the public transport services in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.



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Traffic and Parking Consultants



LOCATION
FIGURE 1



2. DEVELOPMENT PROPOSAL

Site

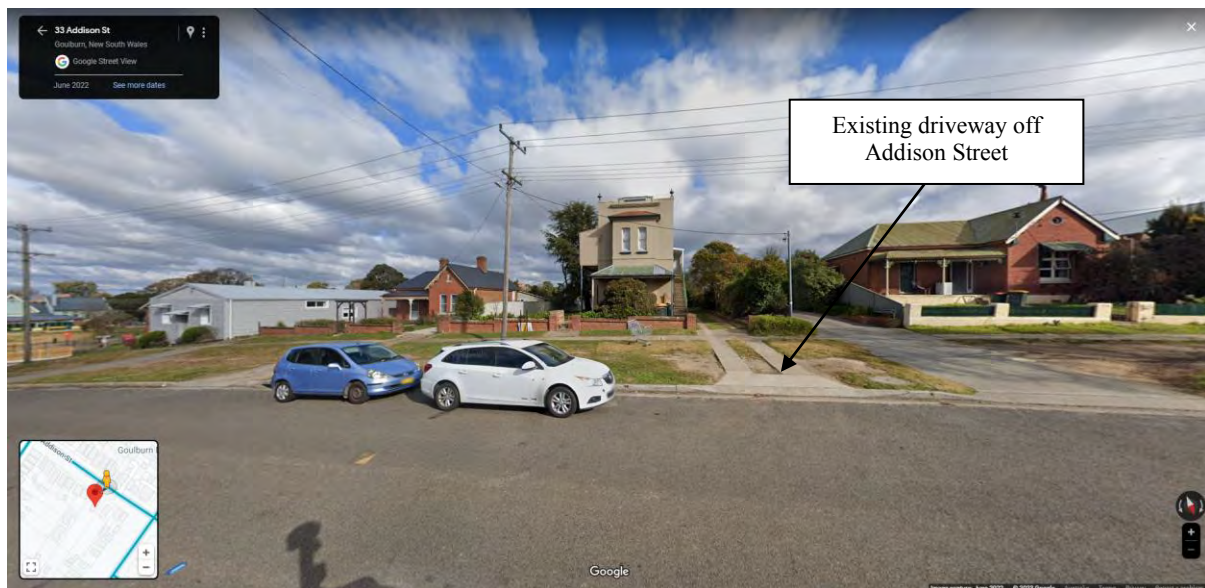
The subject site is located on the southern side of Addison Street, approximately 65m northwest of the Addison Street and Bourke Street intersection. The site has a street frontage of approximately 20 metres in length to Banksia Street, and occupies an area of approximately 2,094.5m².

The site is zoned *RI – General Residential* and is currently occupied by a residential flat building comprising 4 apartments and with informal, out-door off-street parking spaces, as shown in the recent aerial image of the site and its surroundings reproduced below.



Source: Nearmap

Vehicular access to the site is provided via a single driveway located towards the western side of Addison Street site frontage, as shown in the *Streetview* image reproduced below.



View of the site along Addison Street

Proposed Development

The proposed development involves the subdivision of the land into 4 new residential allotments and the subsequent construction of a new residential development, comprising three new 4-bedroom dwellings. Lot 1 will comprise the existing residential flat building on site, which is to remain *unchanged*. The proposal therefore results in a *nett increase* of 3 x residential dwellings.

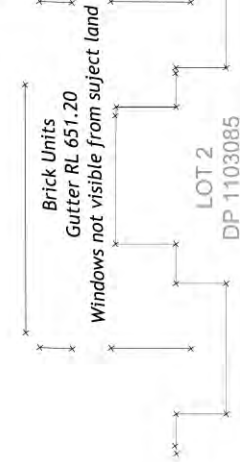
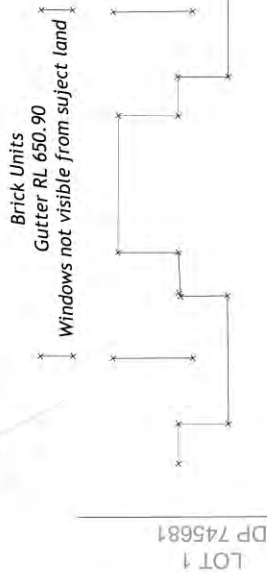
Off-street car parking is to be provided for each of the new dwellings in the form of a double lock-up garage and for the existing residential flat building in the outdoor parking area at the rear of the building, in accordance with Council's *DCP* requirements.

Vehicular access to the proposed parking areas is to be provided via the existing entry/exit driveway located towards western end of the Addison Street site frontage.

Garbage collection is expected to be undertaken by Council's waste contractor, with bins to be lined up on "bin night" and collected from the Addison Street kerbside area.

Plans of the proposed development have been prepared by *Paul Meyer Design Pty Ltd* and are reproduced in the following pages.

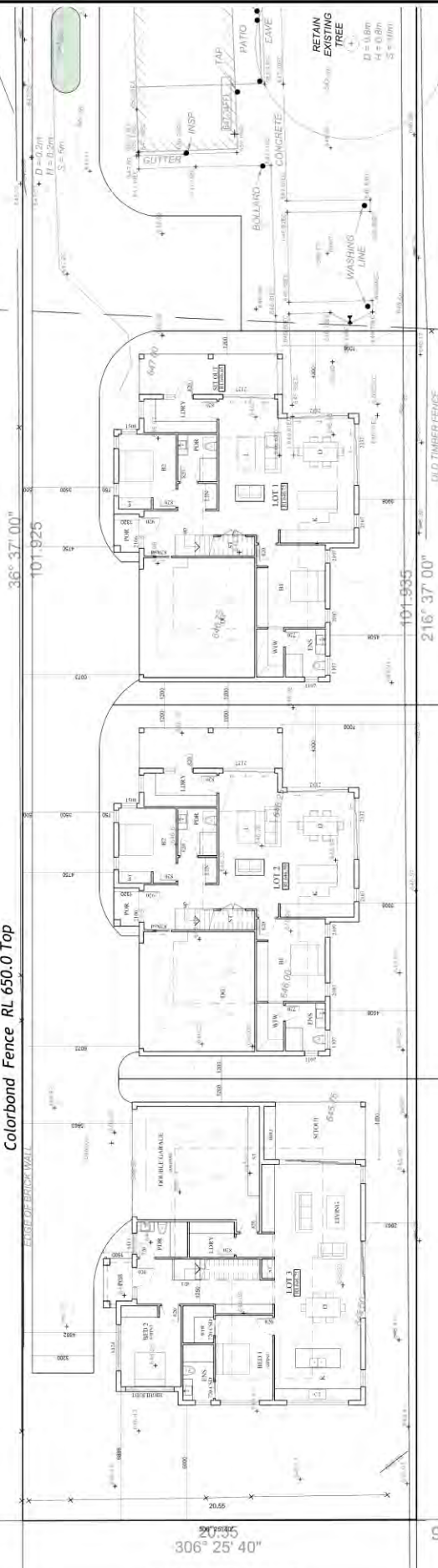
PROPOSED 3 RESIDENCES
at 28 Addison St Goulburn NSW 2580
for The Trustee for 28 Addison Property Trust
REF:22R019



Wind



Colorbond Fence RL 650.0 Top



LOT 2
DP 61148

GROUND FLOOR PLAN
SCALE - 1:100

CALCULATION					TABLES	
Lot No	GFA	HFA	Garage	Set-out	Porch	Total floor area (m ²)
Lot 1	124	124	38	16	3.5	205.5
Lot 2	124	124	38	16	3.5	205.5
Lot 3	138	138	38	16	3.5	265.5
Total	386	386	114	48	10.5	792.5

Site Area	2864.5m ²
Visitor Parking Lots	2

Paul Meyer Design Pty Ltd
1/15 Victoria St, Goulburn NSW 2580
Phone: (02) 6071 2977 Fax: (02) 6071 1623
REF: 22R 019 DATE: JULY 2022
SCALE: 1:100 (G/A) DRAWN: JL
GROUND FLOOR PLAN 04

3. TRAFFIC ASSESSMENT

Road Hierarchy

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

Hume Highway is classified by the TfNSW as a *State Road* and provides the key east-west road link in the area, linking Yass Valley to Liverpool. It typically carries two traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Clearway restrictions apply in each direction, within the vicinity of the site.

Hume Street and Cowper Street are classified by the TfNSW as *State Roads* and provide the key north-south road link in the area, linking Goulburn to Hume Highway. They typically carry two traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a central median island. Kerbside parking is permitted along both sides of the roads, subject to sign-posted restrictions.

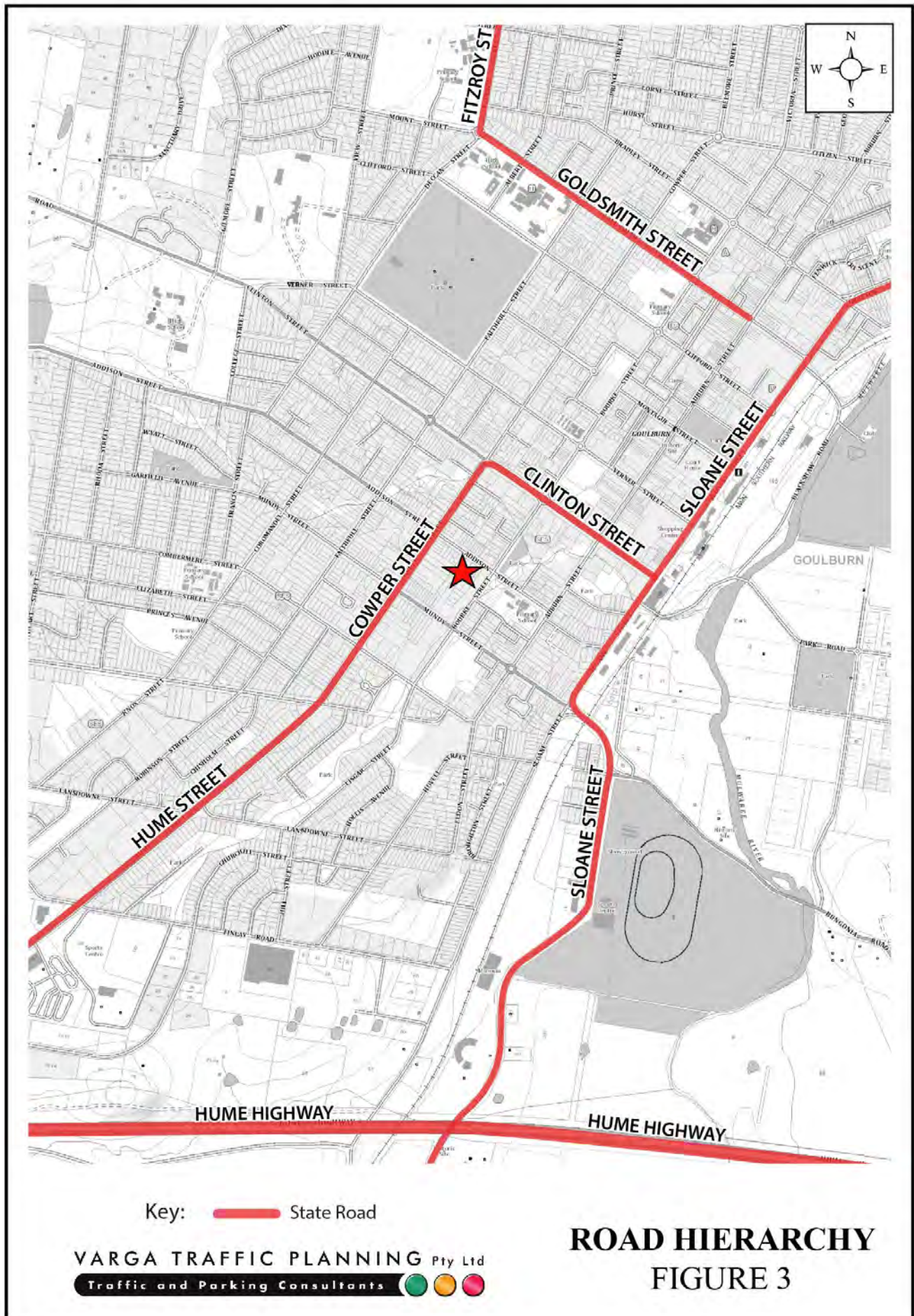
Sloane Street (north of Mundy Street) and Grafton Street are classified by the TfNSW as *State Roads* and provide the key north-south road link in the area, linking Goulburn to Mulwaree River. They typically carry one traffic lane in each direction in the vicinity of the site. Unrestricted kerbside parking is permitted along both sides of the roads in the vicinity of the site.

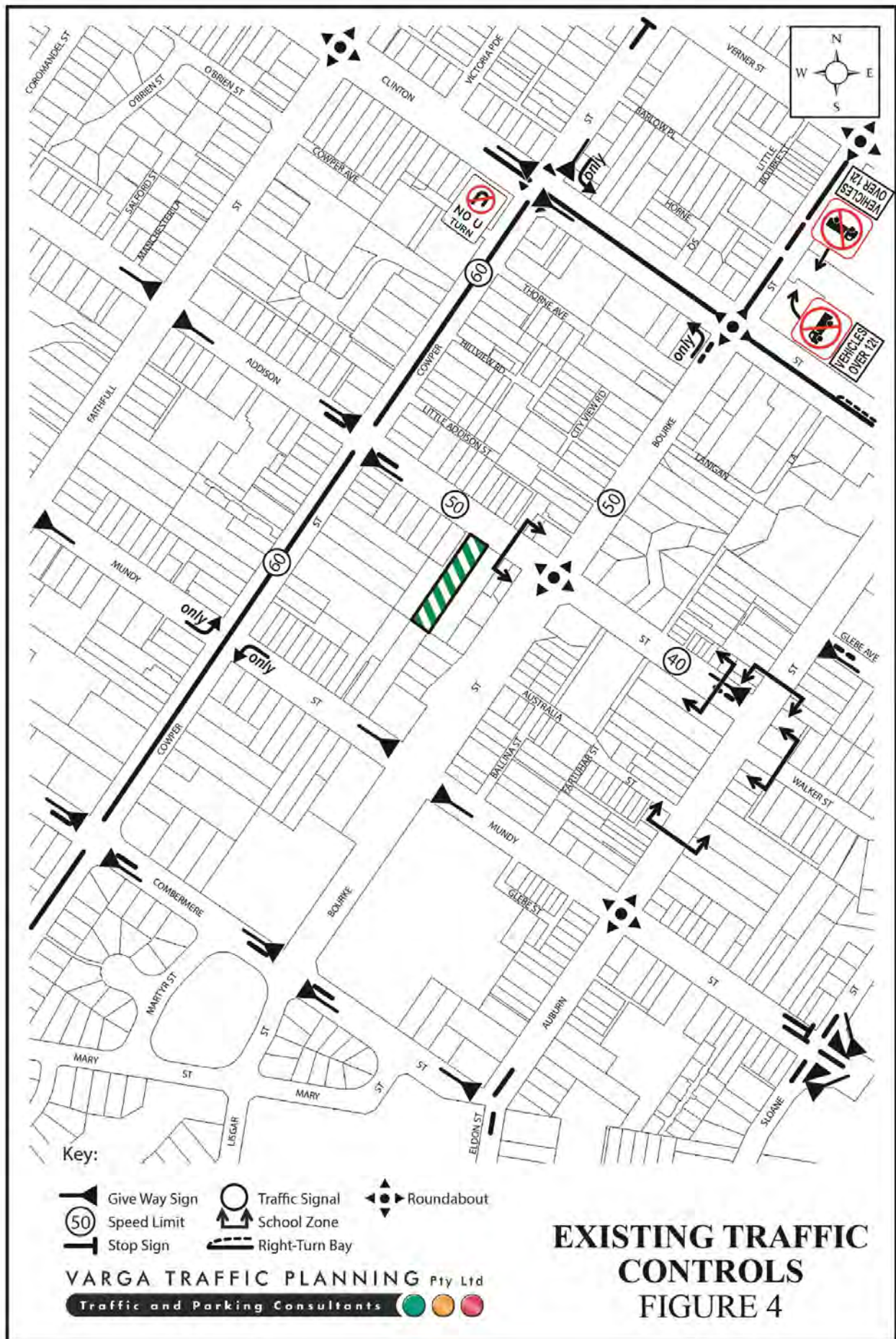
Addison Street is a local, unclassified road which is primarily used to provide vehicular access and pedestrian access to frontage properties. The road typically carries one traffic lane in each direction, and kerbside parking is generally permitted on both sides of the road.

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 Cowper Street





- a 40 km/h SCHOOL ZONE SPEED LIMIT which applies to local roads in the vicinity of Goulburn South Public School
- a 50 km/h SPEED LIMIT which applies to Addison Street and other nearby local roads
- ROUNDABOUTS in Bourke Street where it intersects with Addison Street, Clinton Street, and Verner Street, and in Auburn Street where it intersects with Mundy Street
- a CENTRAL MEDIAN ISLAND in Cowper Street in the vicinity of the site.

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 proposal, and its potential 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 Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated *Technical Direction TDT2013/04a*.

The RMS *Guidelines* and *TDT2013/04a* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rate which is applicable to the development proposal:

Dwelling Houses (regional areas)

0.78 peak hour vehicle trips per dwelling

Application of the above traffic generation rate to the 3 new dwellings proposed on the site yields a *nett increase* of traffic generation potential of approximately 2 vehicle trips per hour during commuter peak periods.

That projected increase in traffic activity as a consequence of the development proposal is *statistically insignificant*, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

Given the residential nature of Addison Street and the surrounding area, there are generally no kerbside parking restrictions which apply in the vicinity of the site, including along the site frontage.

Off-Street Car Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in the *Goulburn Mulwaree Development Control Plan 2009, Part 3 – General Development Controls* document in the following terms:

Multi dwelling housing

2 spaces per dwelling unit, plus 0.25 spaces per dwelling unit (visitor spaces)

Application of the above parking requirements to the proposed 3 x 4-bedroom dwellings outlined in the development proposal and the existing residential flat building yields an off-street parking requirement of 8 residential spaces and 2 visitor spaces.

The proposed development makes provision for a total of 8 off-street residential parking spaces, thereby there is a shortfall of 2 visitor parking spaces in accordance with Council's *DCP 2009* parking requirements.

It is noted in the pre-DA minutes however that "*Council may consider waving requirements for on-site visitor parking as there is generally adequate on-street parking availability*". This is consistent with observations at the site that there is substantial on-street parking availability in the area surrounding the subject site, on both sides of Addison Street, including 2 on-street parking spaces directly in front of the site frontage. The shortfall of 2 visitor car parking spaces is therefore considered to be acceptable because:

- visitor parking occurs on a short-term, intermittent basis only

- there are 2 on-street parking spaces located directly in front of the site which could be used by visitors
- ample on-street kerbside parking is readily available elsewhere in Addison Street and throughout the local area.

Vehicular access to the site will continue to be provided via the existing single lane driveway. The driveway will provide vehicular access to only 4 pairs of parking spaces, and is similar in configuration to the adjacent development located immediately to the north-west of the subject site. Traffic activity generated by the site is expected to be minimal, and can be satisfactorily accommodated by retention of the existing single lane driveway.

In addition, it is noted that the opening for the 2 parking spaces proposed at the rear of the existing building can function as a passing bay approximately 40m from the street should the need ever arise, as indicated by the swept turning path diagrams reproduced at the end of this report.

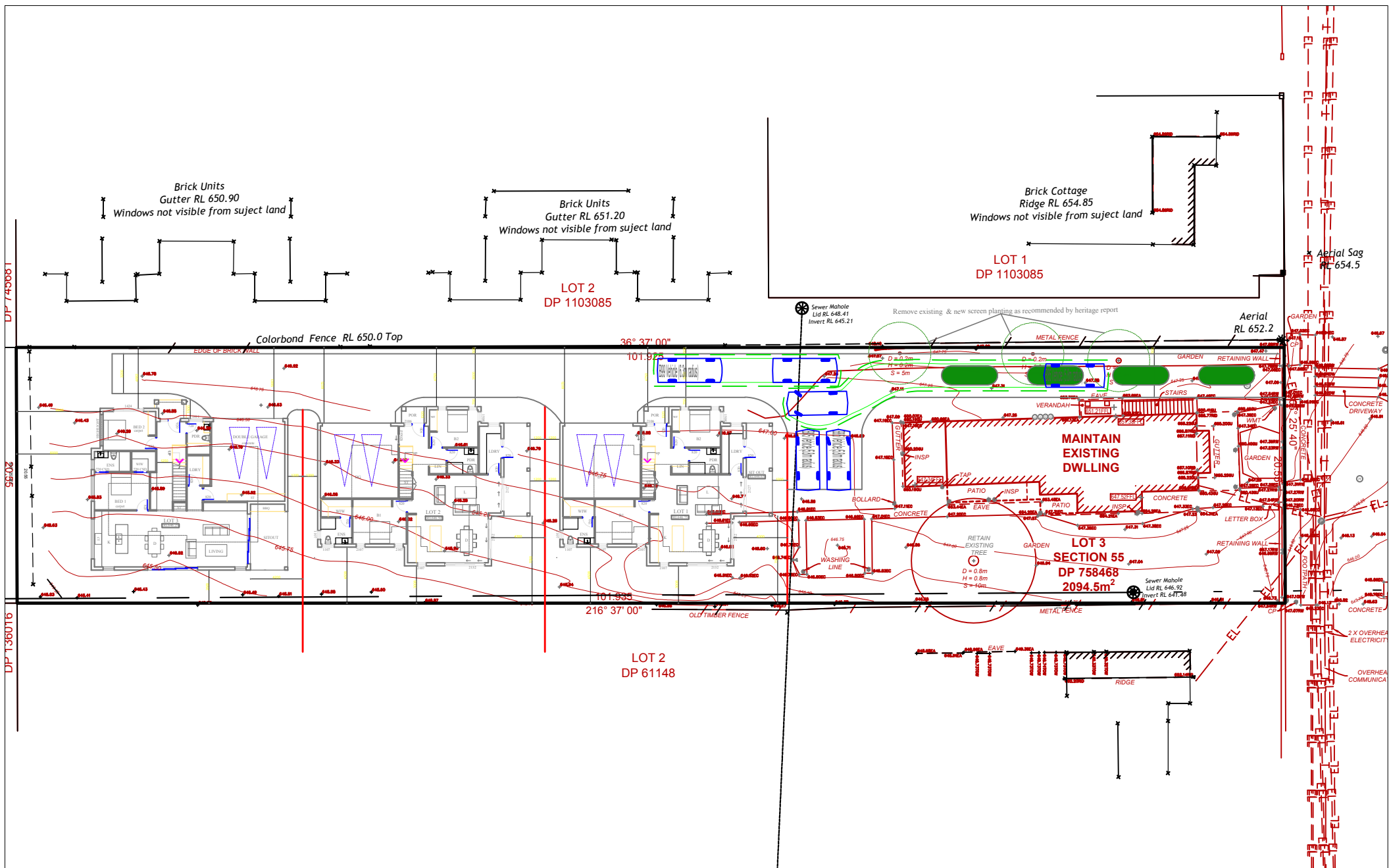
The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* in respect of garage/parking space dimensions, overhead clearances, ramp gradients and aisle widths.

Swept turning path diagrams of a B85 design vehicle accessing each of the proposed parking spaces have also been prepared which are reproduced in the following pages, demonstrating that all vehicles will be able to enter and exit the site without difficulty and whilst maintaining sufficient clearances at all times.

Conclusion

In summary, the proposed parking facilities satisfy the relevant requirements specified in Council's *DCP 2009*, as well as the relevant aspects of Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.

DP 743085
DP 136016



VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089
www.vargatrafic.com.au
Sydney, Australia

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatrafic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT



DRAWING TITLE
B99&B85_Passing (1)

ADDRESS
28 Addison St,
Goulburn

PROJECT NO.
23087
REVIEWED
RV

1:400 @ A4

DATE DRAWN
2023-8-2
PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

DP 743085

20:35

DP 136016

Brick Units
Gutter RL 650.90
Windows not visible from subject land

Brick Units
Gutter RL 651.20
Windows not visible from subject land

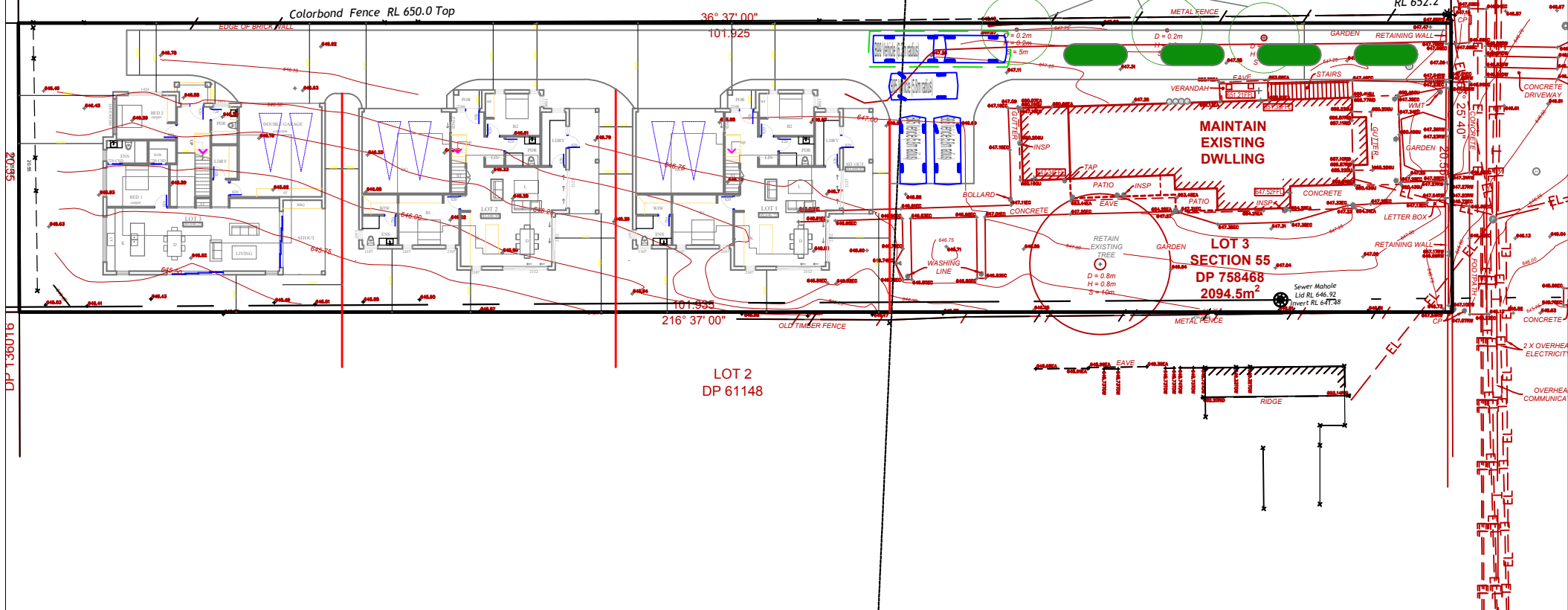
LOT 2
DP 1103085

Brick Cottage
Ridge RL 654.85
Windows not visible from subject land

LOT 1
DP 1103085

Aerial Sag
RL 654.5

Aerial
RL 652.2



VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089
www.vargatrafic.com.au
Sydney, Australia

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatrafic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT



DRAWING TITLE
B99&B85_Passing (2)

ADDRESS
28 Addison St,
Goulburn

PROJECT NO.
23087
REVIEWED
RV

1:400 @ A4

DATE DRAWN
2023-8-2
PREPARED
MN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



DP 743085

DP 743085

DP 136016

VARGA TRAFFIC PLANNING Pty Ltd
 AS/NZS 88:071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089
 www.vargatransport.com.au
 Sydney, Australia

Phone +61 2 9904 3224
 PO Box 1868
 Neutral Bay, NSW 2089
 www.vargatransport.com.au
 Sydney, Australia

PROJECT
 RESIDENTIAL DEVELOPMENT



DRAWING TITLE
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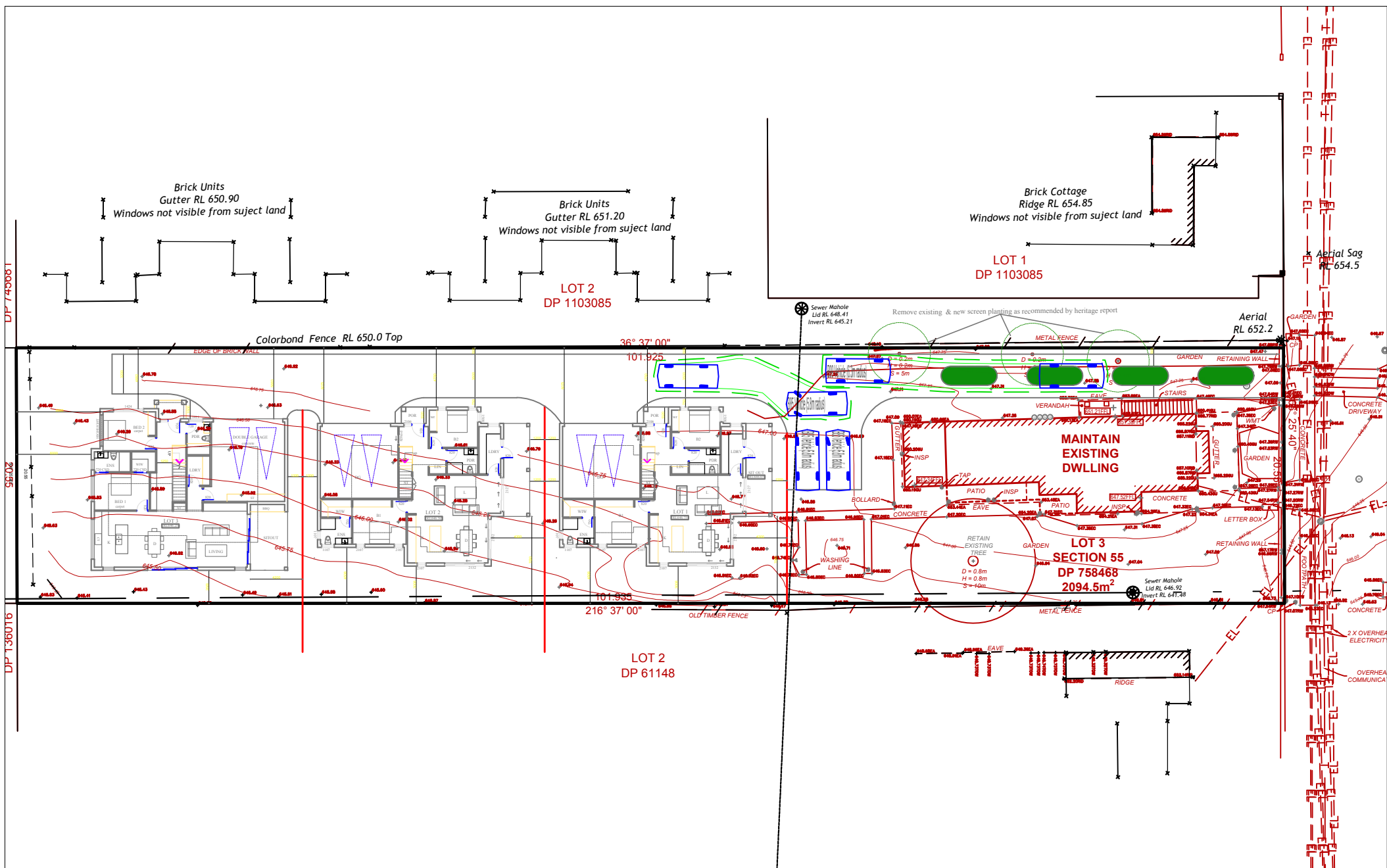
ADDRESS
 28 Addison St,
 Goulburn

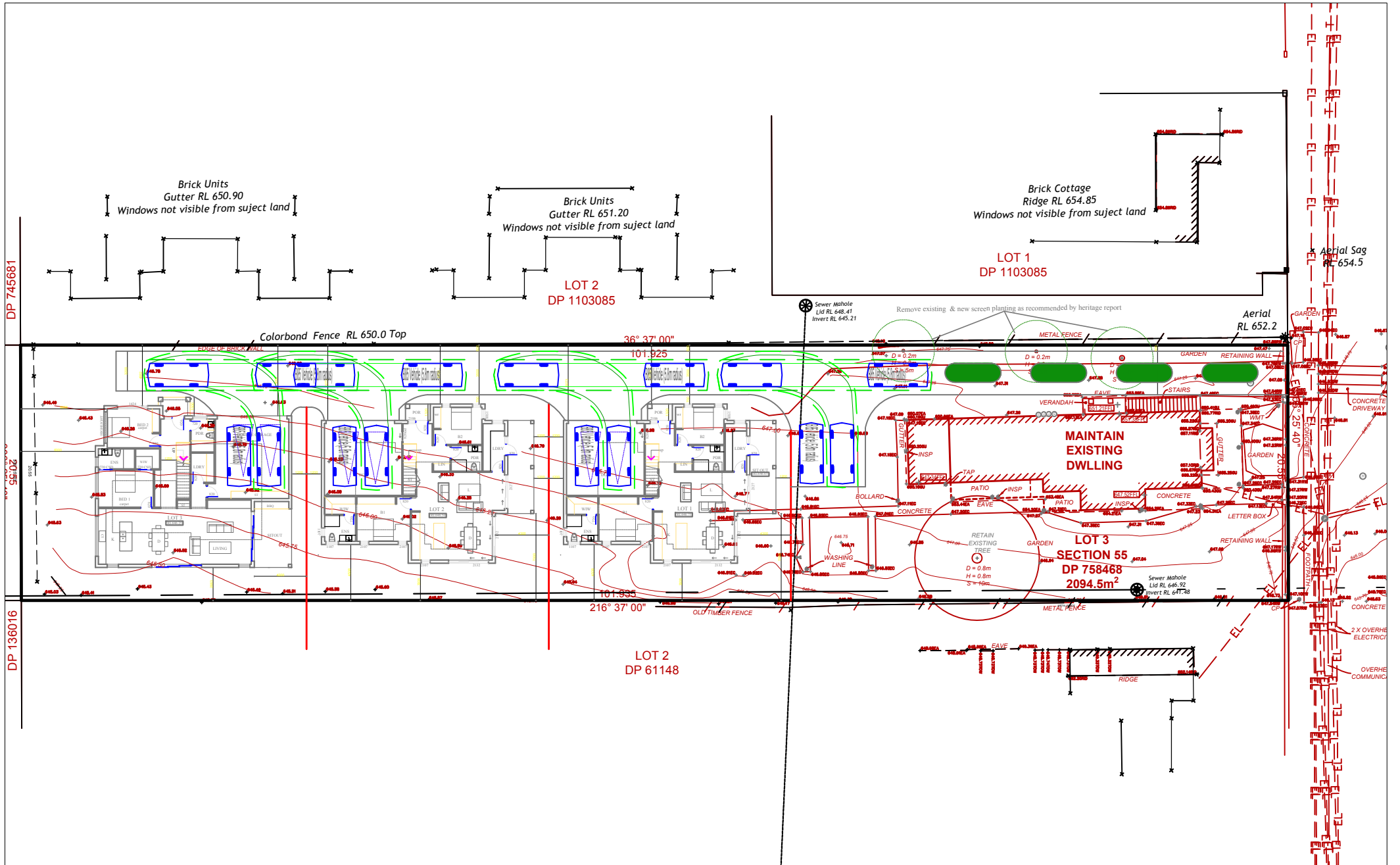
PROJECT NO.
 23087
 REVIEWED
 RV

1:400 @ A4

DATE DRAWN
 2023-8-2
 PREPARED
 MN

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DP 745681

LOT 2
DP 1103085

DP 136016

Brick Units
Gutter RL 650.90
Windows not visible from subject land

Brick Units
Gutter RL 651.20
Windows not visible from subject land

LOT 2
DP 1103085

Brick Cottage
Ridge RL 654.85
Windows not visible from subject land

LOT 1
DP 1103085

Aerial Sag
RL 654.5

Aerial
RL 652.2

Sewer Mahole
Lid RL 648.41
Invert RL 645.21

Remove existing & new screen planting as recommended by heritage report

Colorbond Fence RL 650.0 Top

36° 37' 00"

101.525

101.935

216° 37' 00"

LOT 2
DP 61148

MAINTAIN
EXISTING
DWLLING

LOT 3
SECTION 55
DP 758468
2094.5m²

RIDGE

VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatrafic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT



DRAWING TITLE
B85_Exit (1)

ADDRESS
28 Addison St,
Goulburn

PROJECT NO.
23087
REVIEWED
RV

1:400 @ A4

DATE DRAWN
2023-8-2
PREPARED
MN

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