

TRAFFIC AND PARKING IMPACT STATEMENT FOR A RESIDENTIAL DEVELOPMENT

7 Hanley Place in Yass

Traffic and Parking Impact Report

Prepared for: The Price Group

N1916227A (Version 1a)

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1. INTRODUCTION

ML Traffic Engineers was commissioned by Mr S. Sharma to undertake a traffic and parking impact statement of a proposed residential development at 7 Hanley Place in Yass. Six townhouses are proposed.

The site is currently a vacant lot located at 7 Hanley Place, Yass, NSW. The surrounding area is primarily residential, with low-density housing to the West and east. Yass River is located to the north of the site.

The proposed residential development is a low trip generator.

This report focuses on the proposed residential development and changes in car usage and car park utilisation of the proposed residential development.

In the course of preparing this assessment, the subject site and its environs have been inspected, plans of the development examined.

2. BACKGROUND AND EXISTING CONDITIONS

2.1 Location and Land Use

The site is within a predominantly residential area. The site has narrow section for the driveway and is similar to a “battle-axe/” block. The site is located on the western side of Yass,

The immediate surroundings include residential properties to the north and east, and Yass River on the north of the site.

Figures 1 and 2 show the location of the development site from an aerial and street map perspective respectively.



Figure 1: Location of the Subject Site on Aerial

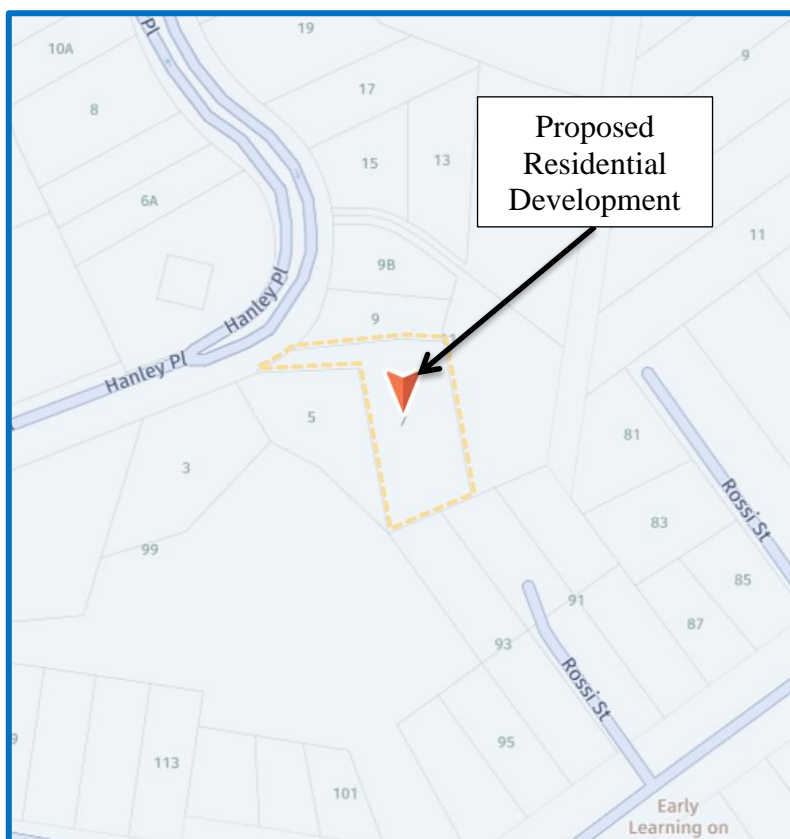


Figure 2: Street Map of the Location of the Development Site

2.2 Road Network

This section describes the roads near the proposed residential development.

Hanley Place is a local road featuring a single lane in each direction with a default speed limit of 50 km/hr. The road terminates in a cul-de-sac. On-street parking is permitted on both sides of the road and is time un-restricted.

Irvine Drive is a collector road within the residential network. It features one lane in each direction and operates under a default speed limit of 50 km/hr. Parking is not available on both sides of the road.

Rossi Street is a collector road providing direct access to residential and small commercial areas. It features one lane in each direction and adheres to the default speed limit of 50 km/hr. On-street parking is permitted on both sides of the road and is time un-restricted.

2.3 Public Transport within Yass

The nearest bus stop to the proposed development site is 900 metres away on southeast on Dutton Street. This bus stop is serviced by bus route 842 which provide transport to Canberra and within Yass.

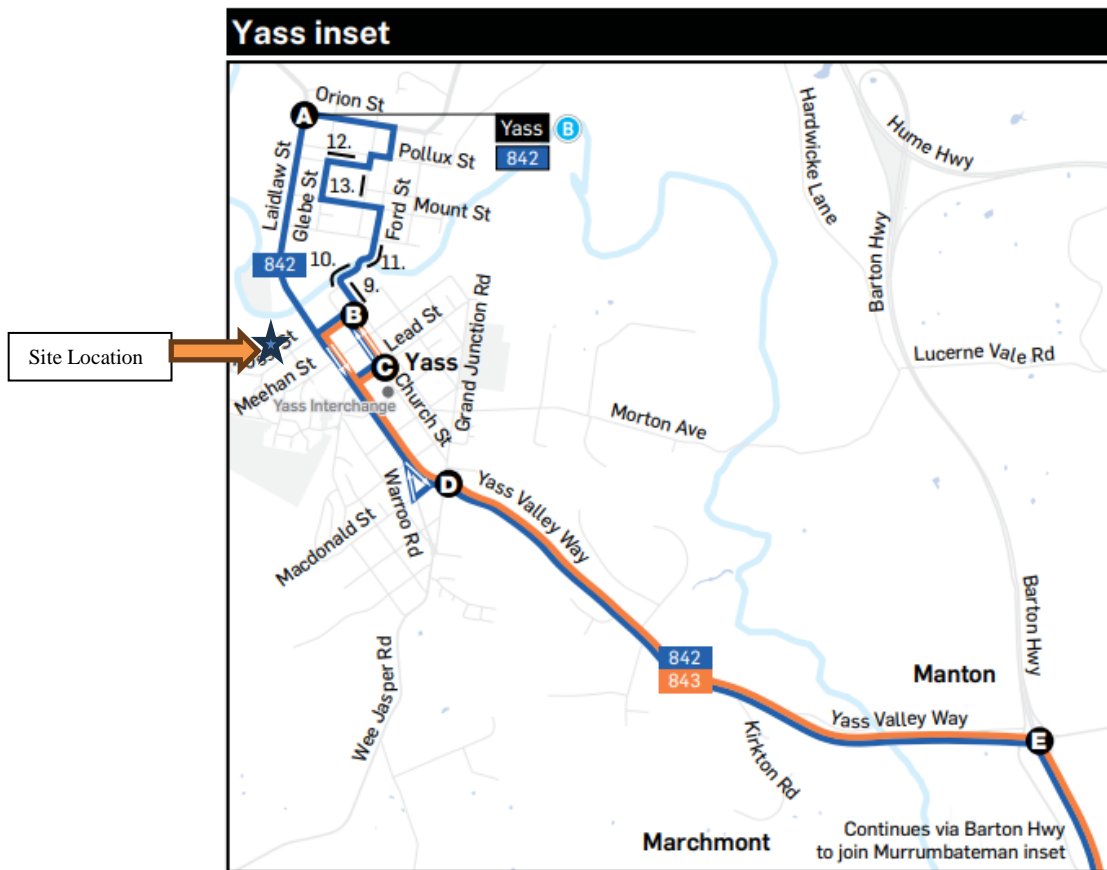


Figure 3: Bus Route 842/843 Map (Yass inset)

2.4 Intersection Description

As part of the traffic assessment, two intersections are assessed:

- Priority Intersection of Irvine Drive and Hanley Place
- Priority Intersection of Rossie Street and Irvine Drive

External traffic travelling to and from the development site will need to travel through one of the above intersections.

The priority intersection of Irvine Drive with Hanley Place is a three-leg intersection with all turn movements permitted. Drivers travelling on Hanley Place must give way to traffic on Irvine Drive. Figure 4 presents the layout of this intersection using SIDRA.

The priority intersection of Rossi Street with Irvine Drive is a three-leg intersection with all turn movements permitted. Drivers travelling on Irvine Drive must give way to traffic on Rossi Street. Figure 5 presents the layout of this intersection using SIDRA – an industry standard intersection software.

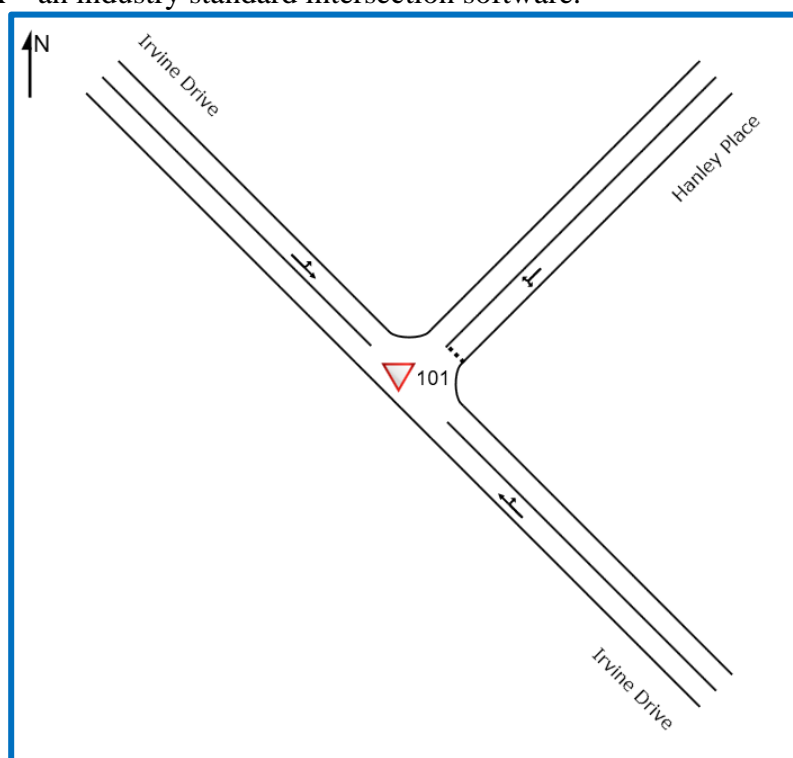


Figure 4A: The priority intersection of Irvine Drive with Hanley Place (SIDRA)

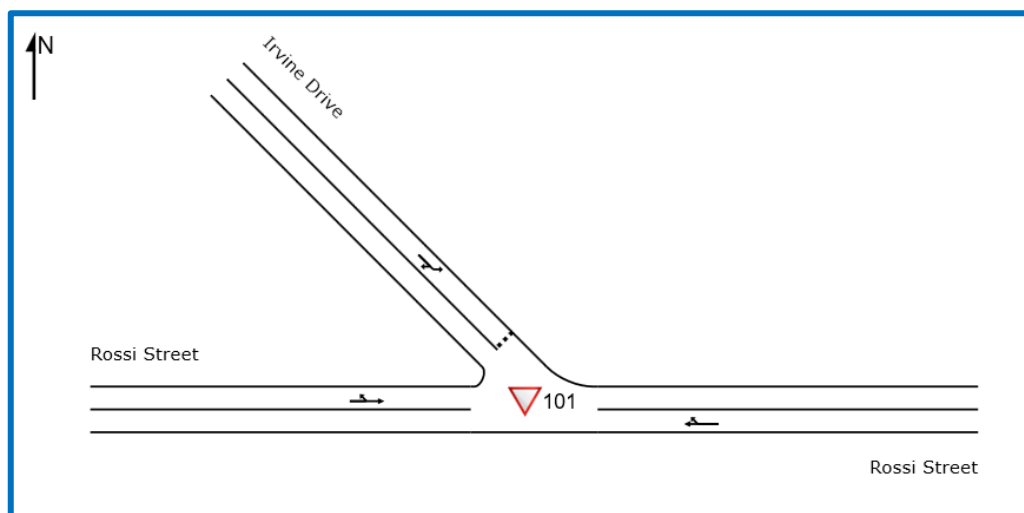


Figure 5: Priority intersection of Rossi Street with Irvine Drive (SIDRA)

2.5 Conclusions on the Existing Conditions

The proposed site is situated in a quiet residential area, surrounded by local amenities and community facilities.

The site is accessible via nearby roads and has convenient access to public transport options.

3. PROPOSED RESIDENTIAL DEVELOPMENT

The land use details for the proposed residential development are as follows:

Residential Development

- Six two-storey townhouses with three bedrooms each

Carparking is provided on the ground level with details as follows:

- Each townhouse has a double garage
- Two visit car spaces are provided as open car spaces

Vehicle access and egress is via Hanley Place.

A full scaled plan of the proposed residential development is provided as part of the Development Application. Scaled measurements should use these plans.

4. PARKING CONSIDERATIONS

4.1 Strathfield Consolidated Development Control Plan 2005

The car parking requirements for multiple unit housing are presented in *Part I of YASS VALLEY COUNCIL DEVELOPMENT CONTROL PLAN 2024* with the car parking rates as follows as it applies to the proposed residential development:

Multiple Unit Housing

- 1 space per 2-bedroom dwelling
- 2 spaces per 3-bedroom dwelling+1 visitor space per 3 units

Each three-bedroom townhouse has a double garage. Two visitor car spaces are provided.

5. VEHICLE TRAFFIC IMPACT CONSIDERATIONS

5.1 Traffic Generation

The *Guide to Transport Impact Assessment* publishes car trip rates as it applies to the proposed residential development, as follows:

- 0.83 and 0.84 trips per dwelling for the AM and PM peak hours respectively for low density residential dwelling in regional areas

Table 3 summarise the trip generation for the proposed residential development and existing two dwellings. The net trips are obtained by subtracting the trips generated by the existing development from the estimated trips generated by the proposed development. The proposed residential development is a low trip generator with the net trips presented in Table 4.

The proposed residential

Peak Hour	Use	Number of Units	Trip Generation Rate	Trip Generated
AM	Residential	6	0.83	5
PM		6	0.84	

Table 3: summarises the trip generation for the proposed residential development.

	Peak Hour	Origin	Destination	Net Trips
Dwellings	AM	4	1	5
	PM	1	4	5

Table 4: Net Trip Generation

5.2 Residential Development Traffic Volumes

The following presents the development traffic volumes for the AM and PM Peak Hours distributed onto the two intersections. The additional traffic is low when distributed to the local road network.

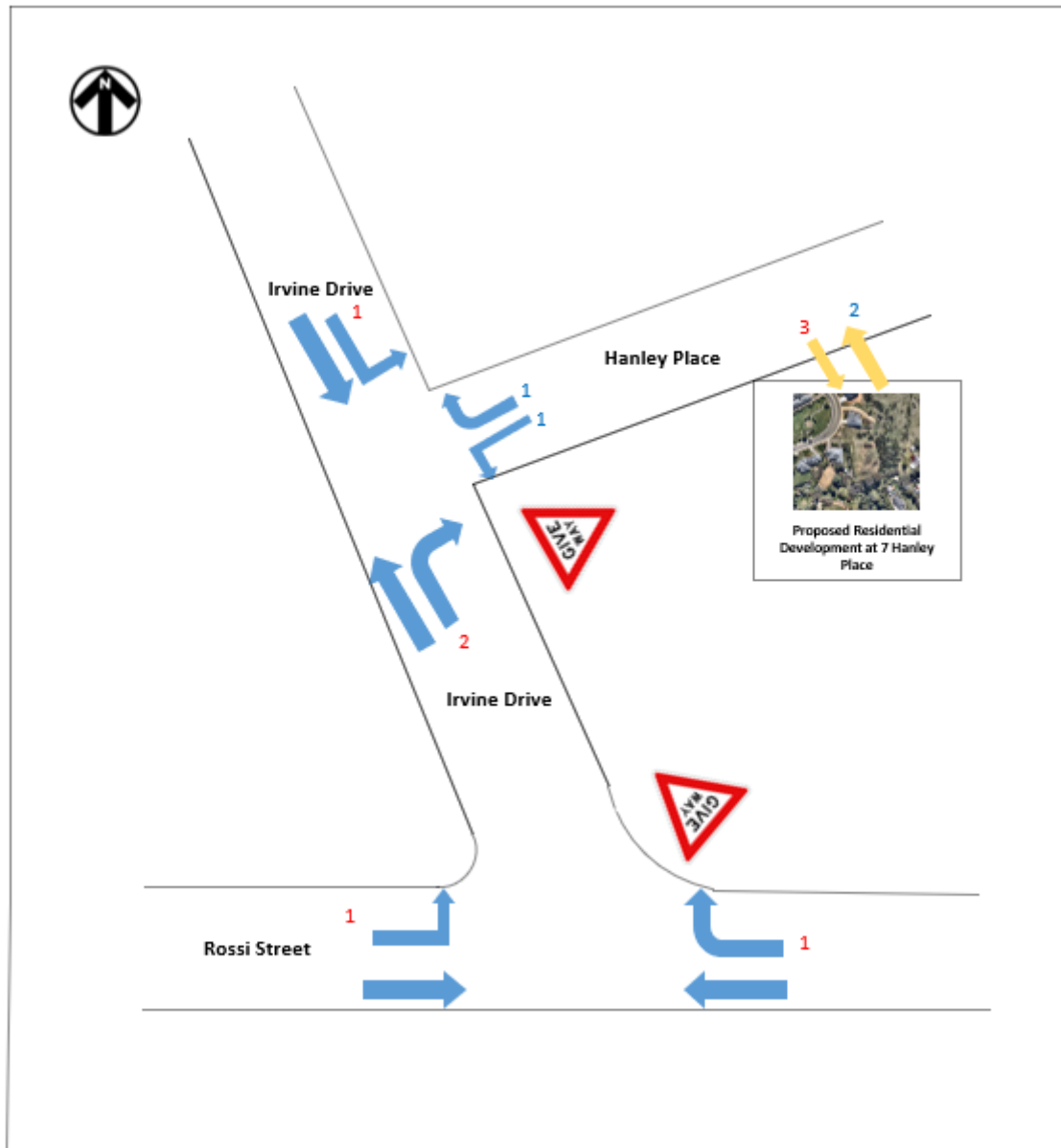


Figure 6: Weekday AM Hour estimated development Traffic

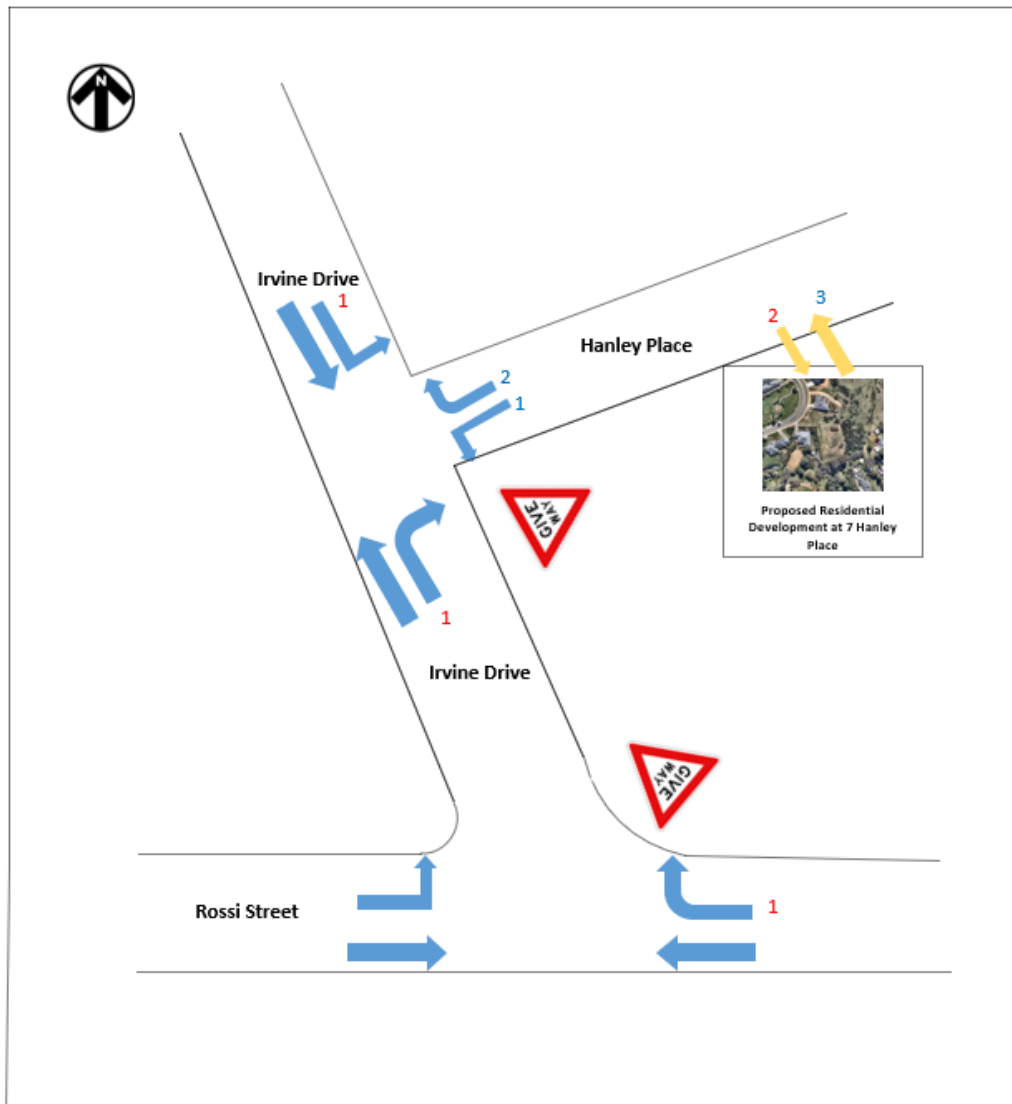


Figure 7: Weekday PM Hour estimated development Traffic

6. CONCLUSIONS

Based on the considerations presented in this report, it is considered that:

Parking

- The proposed residential development complies with Council's Development Control Plan for the number of car spaces required.
- The site has good access to public transport.

Traffic

- The development is a low trip generator in the weekday AM and PM peak hours.
- There are no traffic engineering reasons why a planning permit for the development at 7 Hanley Place in Yass should be refused.