

Appendix 9: Traffic & Transport Planning Statement

Traffic and Transport Planning Statement

Introduction

The site is located directly west of the Cedar Grove Estate and has direct frontage to Lilly Pilly Way. Vehicular access is proposed to the site from Lilly Pilly Way.

The southern boundary of the site abuts the Cedar Ridge Estate. There is no opportunity for a road connection between the Cedar Ridge Estate and the site.

The western boundary of the site abuts farmland and some areas of bushland. Cuba Street which is a paper road abuts the western boundary of the Cedar Ridge Estate Road and abuts approximately 50m of the site's western boundary. There is an opportunity to provide pedestrian/ cycleway access along the paper road between Bland Street and the site.

The eastern boundary of the site abuts bushland. There is an opportunity to provide a pedestrian link from the site to the Willow Creek riparian corridor through the Noorinan paper road. Due to the grades along this section of Noorinan Street a cycleway could not be provided. We understand that Council has future plans to provide a pedestrian link through the Willow Creek riparian corridor from Bland Street to Jamberoo Road.

Vehicular Access between the site and Jamberoo Road is along Banksia Street and a small section of Lilly Pilly Way. Banksia Street has an 8m wide carriageway. Lilly Pilly has a 6m wide carriageway. It is proposed to widen the carriageway of the small section of Lilly Pilly that provides access to the site to 8m.

Proposed Development

The masterplan developed for the site is for 98 low density residential lots. The following points are noted regarding the layout

- All lots have frontage to at least one public street
- The masterplan was developed with input from heritage, environmental, engineering and bushfire consultants
- There are no cul-de-sacs in the development and the design will allow for all lots to be serviced by heavy vehicles for both building and servicing requirements.

Traffic Impacts

Once fully developed the development is expected to generate approximately 1,000 vehicle movements per day. This is based on a traffic generation of 10 vehicle trips per day per dwelling.

Peak traffic generation exiting the site onto Lilly Pilly Way is estimated as follows

AM Peak Hour	Outbound	0.6 trips/dwelling	=	60
	Inbound	0.3 trips/dwelling	=	30
PM Peak Hour	Outbound	0.3 trips/dwelling	=	30
	Inbound	0.6 trips/dwelling	=	60

When combined with traffic from the Cedar Grove Estate the total expected traffic along Banksia Street at Jamberoo Road is 1,870 trips per day calculated as follows

63 lots within the Cedar Grove Estate @10 trips per lot	=	630 vehicle trips per day
10 lots on land abutting Jamberoo Rd @ 10 trips per lot	=	100 vehicle trips per day
20 units within the Cedar Grove Estate@ 7 trips per unit	=	140 vehicle trips per day
100 lots within the subject site @ 10 trips per lot	=	1,000 vehicle trips per day.

Figure 1 overleaf shows the predicted average daily traffic volumes along key roads within the subject site and the adjacent Cedar Grove Estate.

Figure 2 overleaf shows the predicted peak hour traffic flows along key roads within the subject site and the adjacent Cedar Grove Estate

Street Widths

Part of this development is to widen the small section of Lilly Pilly Way between Coachwood Street and the proposed access way to the site. This will mean that the main accessway to the site from Jamberoo Road will be via a road with a carriageway width of 8m.

Under Kiama DCP 2012

- an access street with daily traffic volumes between 1,000 to 2,000 vehicles per day should have a carriageway width of 5.5m or 7m wide, and
- a minor collector road with daily traffic volumes between 1,000 and 3,000 vehicles per day should have a carriageway width of 7.0 to 7.5m or 6 to 6.5m with indented parking.

The existing 8m carriageway width along Banksia Street and the proposed 8m width along Lilly Pilly way satisfies the requirements of Kiama DCP 2012

Public Transport

No public bus routes exist in close proximity to the site. However the site allows for good circulation and a perimeter carriageway width of 8m which would suit a bus services if the future demand warrants the extension of a bus service.

Conclusions

The traffic impacts of this development do not impose any unacceptable effects on either the existing and proposed roads networks or residents within the Cedar Grove Estate



FIGURE 1

Average Annual Daily Traffic Flows

LOTS 1 & 2 DP 797732 & LOTS 1, 2, 3 & 4 SEC 67 DP 758563

JAMBEROO ROAD

KIAMA



FIGURE 2

Predicted AM Peak Hour Traffic Flows

LOTS 1 & 2 DP 797732 & LOTS 1, 2, 3 & 4 SEC 67 DP 758563

JAMBEROO ROAD

KIAMA