

Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

13th July 2023

Ref 22084

CMT Architects
Level 1, 61-65 Kingsway
Kingsgrove NSW 2208

Attention: Chris Tsioulos

Dear Chris,

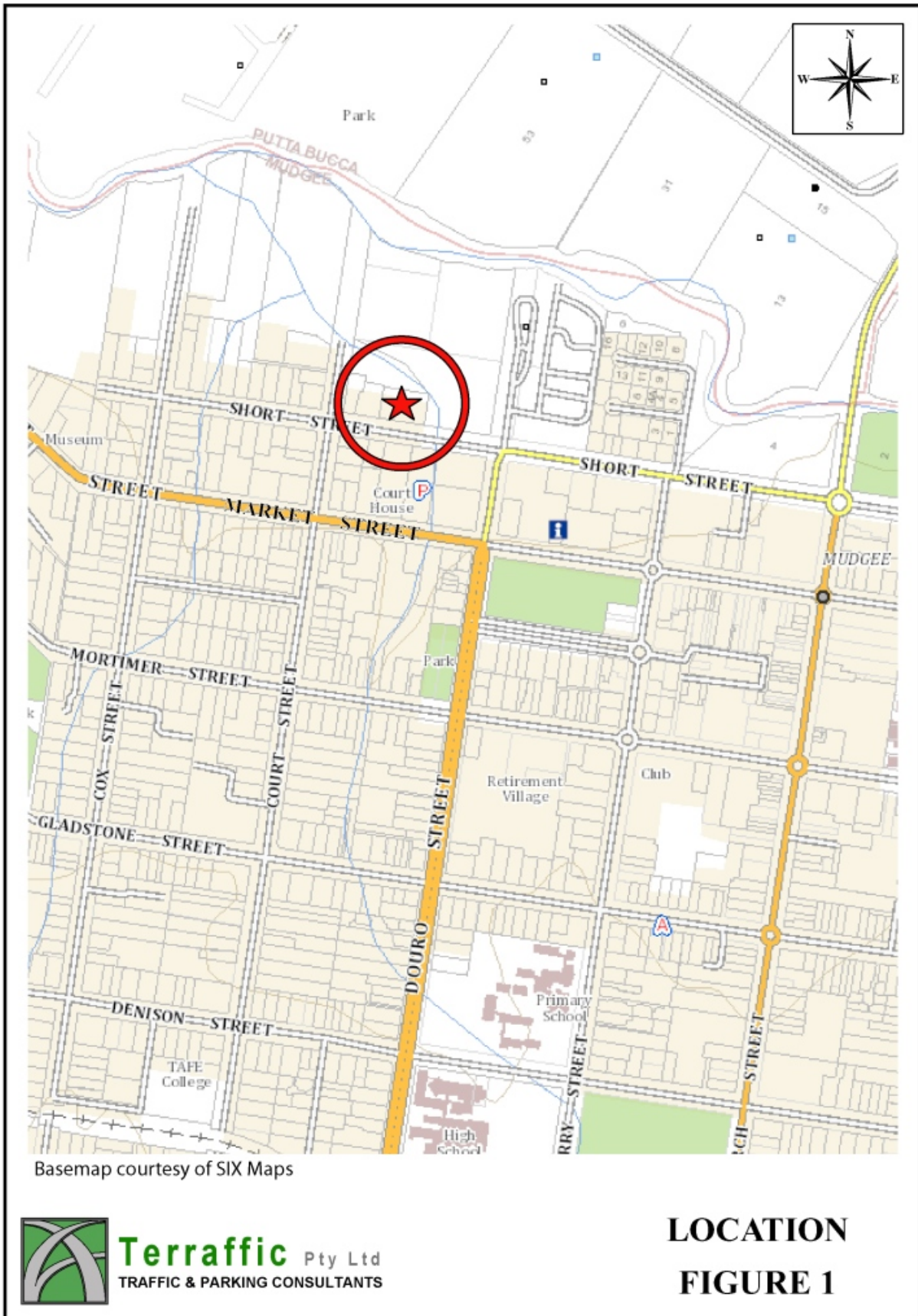
PROPOSED RESIDENTIAL FLAT BUILDING 36-42A SHORT STREET, MUDGEE TRAFFIC AND PARKING ASSESSMENT

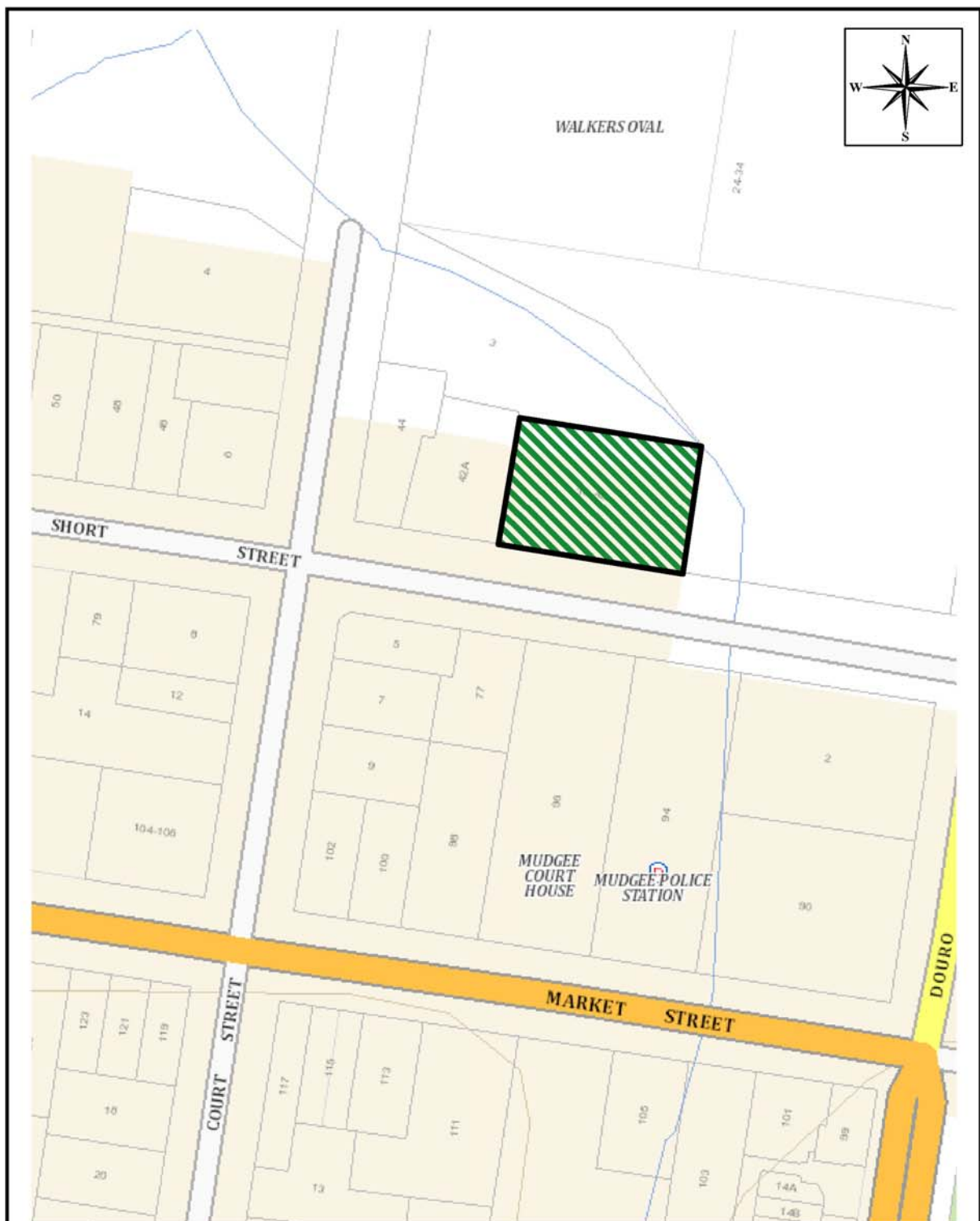
This Traffic and Parking Assessment has been prepared to accompany Planning Proposal to Mid-Western Council for a proposed residential flat building at 36-42A Short Street, Mudgee (Figures 1 and 2).

The development site is located on the northern side of Short Street approximately 60m east of Court Street. It has a total site area of 2,635m² with a frontage of 62m to Short Street. The site is zoned R1 General Residential under the controls of the Mid-Western Regional Local Environmental Plan 2012. The site is also located within Mudgee Conservation Area.



Aerial photograph of the Site courtesy of SIX Maps





Basemap courtesy of SIX Maps



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SITE
FIGURE 2

Existing Site Development

The existing site development comprises a single level commercial building with a floor area of approximately 1,200m². The site is only served by 3 off-street parking facilities and primarily relies on the availability of approximately 20 angled parking spaces along the site frontage.

Bicycle connectivity within the Mudgee Region





In April 2008, Mid-Western Regional Council assisted local bicycle groups to prepare a booklet containing 20 rides in and around the Mudgee, Gulgong and Rylstone areas. Of the 20 rides, 14 start and finish at the Clock Tower at the corner of Church and Market Streets in Mudgee. The rides have been prepared for tourists looking for “good places to ride” and to encourage local residents to explore and enjoy their local area by bicycle.

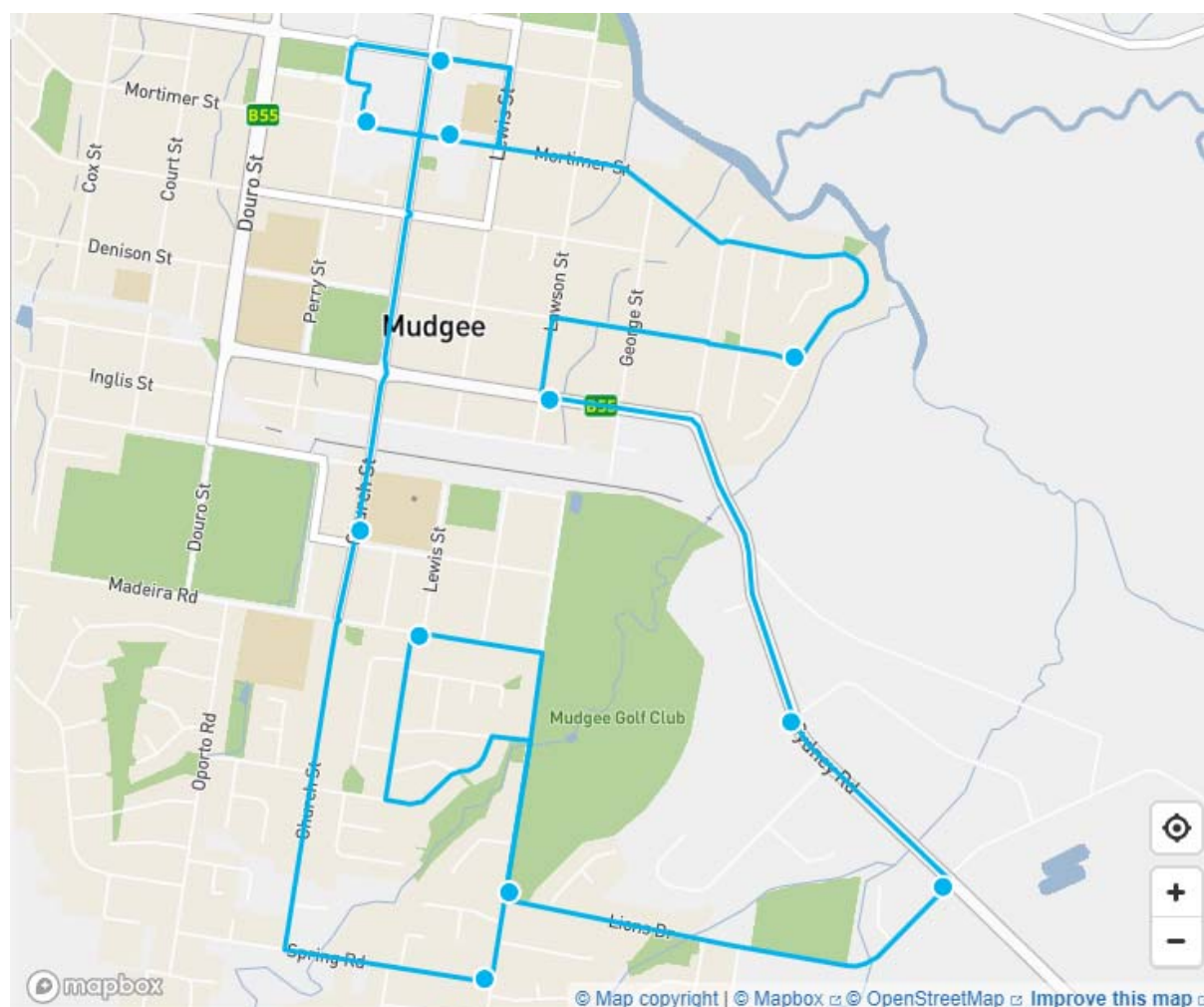
A list of the 14 rides in and around Mudgee is as follows:

Ride Route	Total Distance	Sealed/Unsealed
1. Winery ride	variable	All bitumen
2. Redbank Dam	11.3	1.1 km unsealed
3. Rocky Waterhole Road	18.1	All bitumen
4. Wilbertree Road	9.8	All bitumen
Longer option	26.8	5.1 km unsealed
5. Mt Pleasant Lane	24.6	7.6 km unsealed
6. Spring Flat Road	28.1	8.2 km unsealed
7. Lowes Peak Road	37.7	All bitumen
8. Queen's Pinch Road	49.9	10.1 km unsealed
9. Green Gully Road	66.0	12.0 km unsealed
10. Hayes Gap Road	51.3	15.6 km unsealed
Longer option	72.3	26.6 km unsealed
11. Cooyal Pub	54.4	All bitumen
Longer option	65.6	All bitumen
12. Mudgee – Gulgong return	65.6	All bitumen
13. Burrendong Dam	76.4	12.8 km unsealed
Shorter option	48.6	12.8 km unsealed
14. Windeyer circuit	79.5	11.0 km unsealed

Public Transport in Mudgee

Mudgee is served by a single bus service that connects Mudgee CDB to Mudgee East. The route and timetable for the service are reproduced below:

Monday to Friday				
Mortimer Centre, Mortimer St, Mudgee	10:02	11:40	14:39	16:15
Town Centre Shopping, Mortimer St, Mudgee	10:03	11:41	14:40	16:16
Market St and Church St, Mudgee	10:04	11:42	14:41	16:17
Mudgee District Hospital, Church St, Mudgee	10:08	11:46	14:45	16:21
Spring Rd at Robertson St, Mudgee	10:11	11:49	14:48	16:24
Madeira Rd at Bawden Rd, Mudgee	10:13	11:51	14:50	16:26
Robertson St at Lions Dr, Mudgee	10:16	11:54	14:53	16:29
Homeworks Centre, Lions Dr, Burrundulla	10:18	11:56	14:55	16:31
Sydney Rd opp Industrial Rd, Mudgee	10:20	11:58	14:57	16:33
Horatio St at Lawson St, Mudgee	10:22	12:00	14:59	16:35
Cedar Ave at Mulgoa Way, Mudgee	10:23	12:01	15:00	16:36
Market St and Church St, Mudgee	10:27	12:05	15:04	16:40
Mortimer Centre, Mortimer St, Mudgee	10:30	12:08	15:07	16:43



The Planning Proposal

The Planning Proposal comprises the demolition of the existing site development and construction of 28 x 2 bedroom dwellings as follows:

- A 3 level residential flat building fronting Short Street containing 24 x 2 bedroom units
- 4 x 2 bedroom townhouses at the rear of the site

The Proposal will be served by a single level basement containing a total of 36 spaces comprising 30 resident spaces (min 1 space per unit) and 6 visitor spaces. Vehicular access to the basement is via a 6.1m wide two-way access ramp located adjacent to the western site boundary.

Council Off-Street Parking Requirements

Part 5.1 of the Mid-Western Regional Development Control Plan 2013 specifies the following parking requirements for multi unit housing:

Resident parking	1 space per 1 bedroom flat
	2 spaces 2 bedroom flat (other than in the Conservation Areas of Mudgee and Gulgong and Village Zones ion Rylstone and Kandos where the provision is 1 space per 2 bedroom flat)
	2 spaces per 3 bedroom flat or cluster dwelling
Visitor Parking	1 space per 5 units

As noted in the foregoing, the subject site is located within the Mudgee Conservation Area.

Application of these parking rates to the Planning Proposal yields a total parking requirement of 34 spaces calculated as follows:

28 x 2 bedroom units/townhouses @ 1 space per unit	28.0 resident spaces
28 units @ 1 spaces per 5 units for visitors	5.6 spaces (say 6 spaces)
Total requirement	33.6 spaces (rounded to 34 spaces)

The proposed development satisfies these requirements with the provision of 36 off-street car parking spaces comprising 30 resident spaces and 6 visitor spaces.

The basement carpark and vehicular access arrangements will be designed to satisfy the following requirements of the Australian Standards AS/NZS2890.1:2004:

- Parking spaces have a minimum length of 5.4m and width of 2.4m
- An additional 0.3m to be provided for spaces adjacent to a wall or obstruction
- A 5.8m wide access/manoeuvring aisles
- A 1.0m wide blind aisle extension as per Figure 2.3 of the Standard
- Structural columns to be set back from the access aisle in accordance with Clause 5.2
- Pavement cross-falls at parking spaces not to exceed 5% (1 in 20) in any direction
- The access ramp to have a minimum width of 6.1m wall to wall comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- The maximum grade for the first 6.0m into the site from the property boundary to not exceed 5% (1 in 20)
- The maximum grade of the access ramp does not exceed 25% (1 in 4)
- 2.0m long transitions of 12.5% (1 in 8) have been provided on the ramp
- A minimum headroom clearance of 2.2m has been provided
- 2.5m x 2.0m pedestrian sight line triangles to be provided

Projected Traffic Generating Potential

An indication of the traffic generation potential of the proposed development is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)*. The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates for medium density residential flat buildings:

Smaller units and flats (up to 2 bedrooms)	0.4-0.5 peak hour vehicle trips per unit
Larger units and Townhouses (3 or more bedrooms)	0.5-0.65 peak hour vehicle trips per unit

Application of the above traffic generation rates to the proposed development yields a traffic generation potential of approximately 14vtph during commuter peak periods as set out below:

28 x 2 bedroom units @ 0.5vtph per dwelling	14vtph
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The traffic generation of the proposed development should be discounted by the traffic generating potential of the 1,200m² commercial building on the site. Based on the RMS traffic generation rate of 2vtph per 100m² for commercial offices, the existing site development will generate in the order of 24vtph during peak periods as follows:

1,200m ² office @ 2vtph per 100m ²	24vtph
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To that end the proposed development will generate approximately 10 less vehicle trips during the peak periods as follows:

Existing Development	24vtph
Proposed Development	14vtph
Reduction in traffic generating potential	10vtph

It will be readily appreciated that in circumstances where a proposal will potentially generate less traffic than an existing development, it can be concluded that the planning proposal will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

In the circumstances, it can be concluded that the planning proposal has no unacceptable traffic or parking implications.

Should you wish to discuss this matter further, please do not hesitate in contacting Michel Logan on 0411 129 346 during normal business hours.

Yours faithfully

A handwritten signature in black ink, appearing to read 'M Logan', with a horizontal line extending to the right.

Michael Logan *MTraff* (*Monash University*)
Director
Terraffic Pty Ltd