

KING STREET TARAGO TRAFFIC IMPACT ASSESSMENT

Final Report

19 JULY 2023






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We pay our respects to Elders past, present and emerging.



Quality Assurance

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Executive Summary

Purpose of study

The landowner is preparing a re-zoning application for a rural site at King Street, Tarago in the Southern Tablelands, in the Goulburn Mulwaree LGA. The site is located south of the Tarago town centre and train station, approximately 40km south of Goulburn.

The future proposed development site is of 10ha in size, with blocks planned to have an average block size of 3,500 m², and the yield of the re-zoning being approximately 30 - 35 lots. The purpose of this qualitative Traffic Impact Assessment is to support the re-zoning application of the site.

The report assesses the impact of the future proposed development of the site in terms of the net increase in trips generated, connectivity and access to the surrounding road network, car parking requirements, public and active transport facilities, and any potential infrastructure upgrades.

Existing conditions

The site is located south of King Street and west of Rosebery Street and Covan Street, which are local roads of rural nature, with no formal footpaths or formal on-street parking provided. The regional road of Goulburn Street / Bungendore Road / Tarago Road links the site to the surrounding arterial road network such as the Kings Highway (B52) to the south.

Much of the land surrounding the site is rural in nature, with the existing zoning of the site being RU2 (Rural landscape), and surrounding land uses being RU5 (Village), RU6 (Transition) and C3 (Environmental Management).

The 2016 Method of Travel to Work data for the Goulburn Mulwaree LGA suggests that a large proportion (76 per cent) either drive or is a car passenger to get to work, with only a small proportion using public or active transport. Approximately 77 per cent of residents live and work within the LGA, while 19 per cent work outside of the LGA, with the ACT being the most common work destination.

There are currently no public transport options within 800m walking distance of the site. The site is approximately 1km south of the Tarago Train Station, with trains running between Canberra and Sydney. Only one school bus route is located near the site. Active transport facilities in proximity to the site are limited to a footpath along the western side of Goulburn Street.

The future proposed subdivision and impact assessment

The site proposed to be re-zoned is located south of King Street in Tarago and consists of approximately 10ha of rural land. Subsequent to re-zoning, a future development of the land is likely to result in approximately 30-35 lots, with future access provided via King Street and Covan Street.

Based on a yield of 30 dwellings, the future proposed development of the site is expected to generate 26 vehicles in the AM and PM peak hour respectively and 270 vehicle trips per day, with most trips expected on King Street, Goulburn Street and Braidwood Road north of the site. If dual occupancy were to occur for each of the lot which is permissible in the RU5 zoning, the expected traffic generation could double, to 52 vehicles per AM and PM peak hour and 540 vehicles per day. This level of increase in traffic will not exceed the environmental capacity of the surrounding local residential streets (of 300 veh/hr). The regional roads surrounding the site are expected to be able to cater for these volumes.

In accordance with the Goulburn Mulwaree DCP, parking requirements for residential developments are one off-street parking space per dwelling or 2 spaces per dwelling unit, plus 0.25 spaces per dwelling unit for visitor spaces. Off-street parking provision will minimise the impact of parking on the surrounding local road network.

Future proposed traffic and transport upgrades

Infrastructure upgrades are required to the site's future proposed external access points at the Covan Street / Rosebery Street intersection and the King Street cul-de-sac. A new internal road network will also be introduced as part of the future development of the site.

No public transport upgrades are expected to be required because of the negligible increase in demand of public transport services from future residents of the future development of the site.

There are currently no footpaths along King Street and Covan Street which are the key access routes to the site. With the future development of the site, additional footpaths along these routes, as well as along the internal road network, should be considered to improve connectivity to the wider street network.

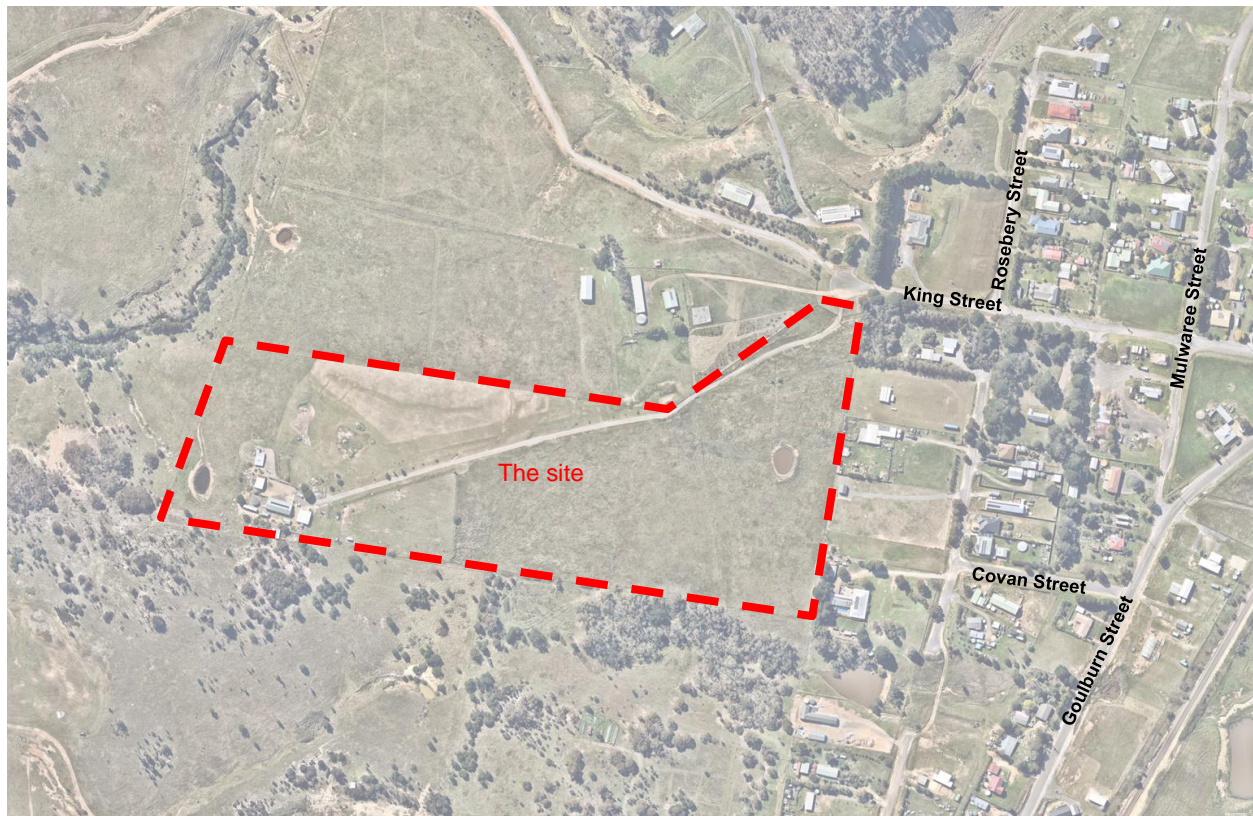
1.0 Introduction

1.1 Background

The landowner is preparing a re-zoning application for a rural site at King Street in Tarago in the Goulburn Mulwaree Local Government Area (LGA) NSW. The future proposed development site is 10ha in size, with blocks planned with an average block size of 3,500 m², and the yield being approximately 30 - 35 lots. Spiire has engaged SCT Consulting to prepare a qualitative Transport Impact Assessment (TIA) to support the re-zoning application.

The site is in the Southern Tablelands of NSW, south of the Tarago town centre and train station, approximately 40km south of Goulburn and is located west of Covan Street and south of King Street, as seen in **Figure 1-1**.

Figure 1-1 The site location



Source: Nearmap, June 2023

1.2 Purpose of report

The purpose of this qualitative TIA is to support the proposed re-zoning application for a 10ha site in Tarago, NSW. The TIA has assessed the impact of the proposed re-zoning and future proposed development in terms of the net increase in trips generated, connectivity and access to the surrounding road network, car parking and servicing requirements, public and active transport facilities, and any potential mitigation measures. The report includes:

- A review of trip generation guidelines and the Goulburn Mulwaree Council Development Control Plan (DCP).
- A desktop review of existing traffic and transport conditions including key active and public transport routes to / from the site.
- An estimate of the net increase in trip generation according to relevant guidelines and codes.
- A review of required car parking provision in accordance with the Goulburn Mulwaree Council DCP.
- A qualitative appraisal of traffic impacts on the road network, including active and public transport facilities.

1.3 Report Structure

This report has been structured into the following sections:

- **Section 2.0** describes the existing transport conditions for all modes of transport.
- **Section 3.0** describes the future development of the site and its access strategy and the likely trip generation and parking requirements because of the proposed re-zoning and future development.
- **Section 4.0** describes the likely impacts for all transport modes and parking impacts because of the future development of the site.
- **Section 5.0** proposes traffic and transport upgrades based on the potential traffic and transport impact.
- **Section 6.0** summarises the report content and presents the conclusions.

2.0 Existing Conditions

2.1 The site

The site has an area of approximately 10ha and sits in the Southern Tablelands of NSW, south of King Street and west of Goulburn Street in Tarago, in the Goulburn Mulwaree LGA. It is located approximately 40km south of Goulburn and 70km north-east of Canberra, ACT. From the site, Tarago town centre and train station (approximately 1km north) is accessed via Goulburn Street which runs east of the site.

The location of the site in a regional context is shown in **Figure 2-1**.

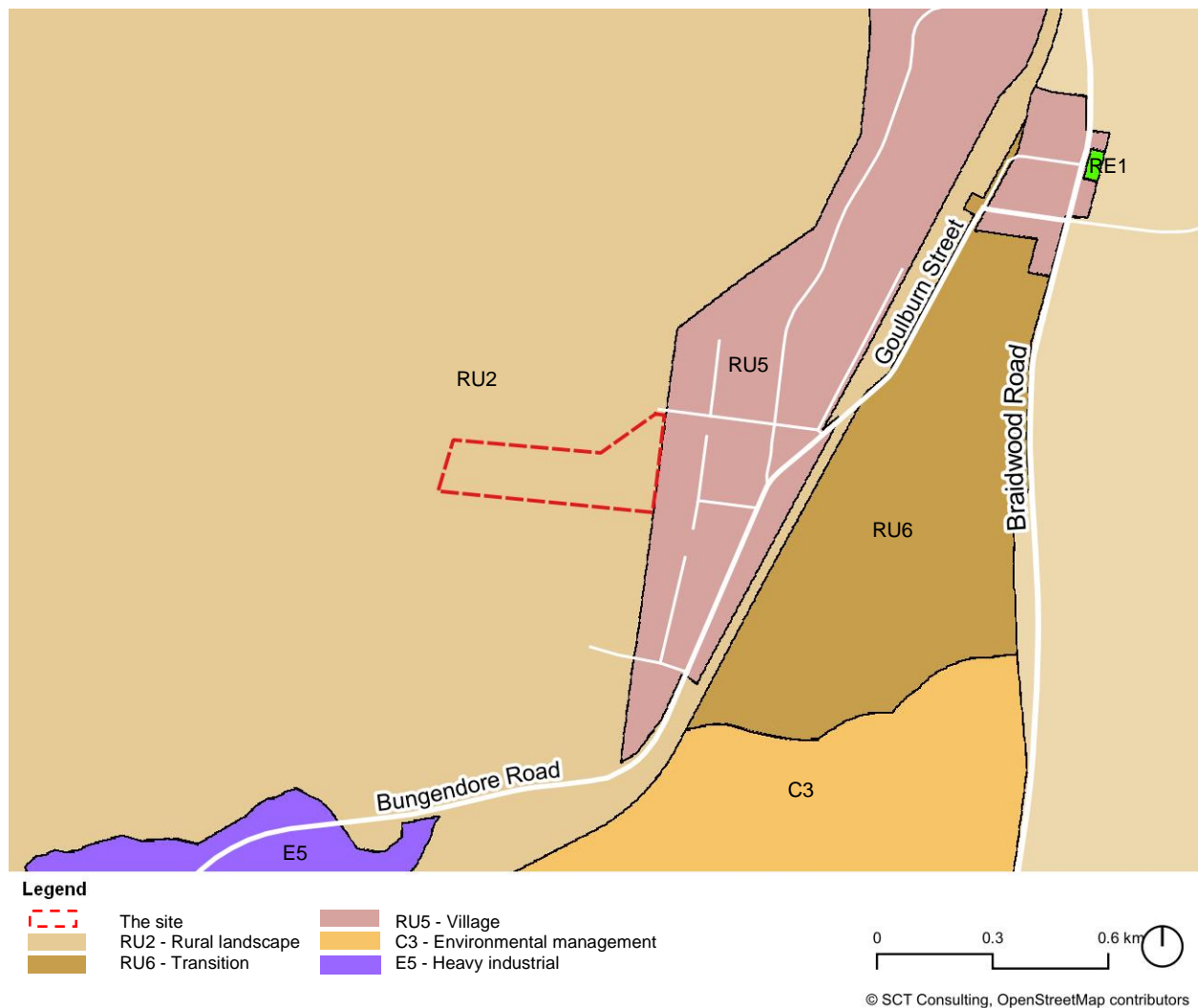
Figure 2-1 The site location in a regional context



Land use in and around the township of Tarago is mainly residential in character, with a few community and commercial facilities to service the community. These include a school, convenience store, service station, hotel, rural fire shed, community hall, two churches, police station and railway station. Much of the surrounding land is rural in nature, except for the township of Tarago and the former Woodlawn Mine site positioned on the railway line to the west of the village.

The existing zoning of the site is RU2 (Rural landscape) as shown in **Figure 2-2**. The surrounding land uses include RU5 (Village), RU6 (Transition) and C3 (Environmental Management).

Figure 2-2 The current zoning of the site and surrounding area



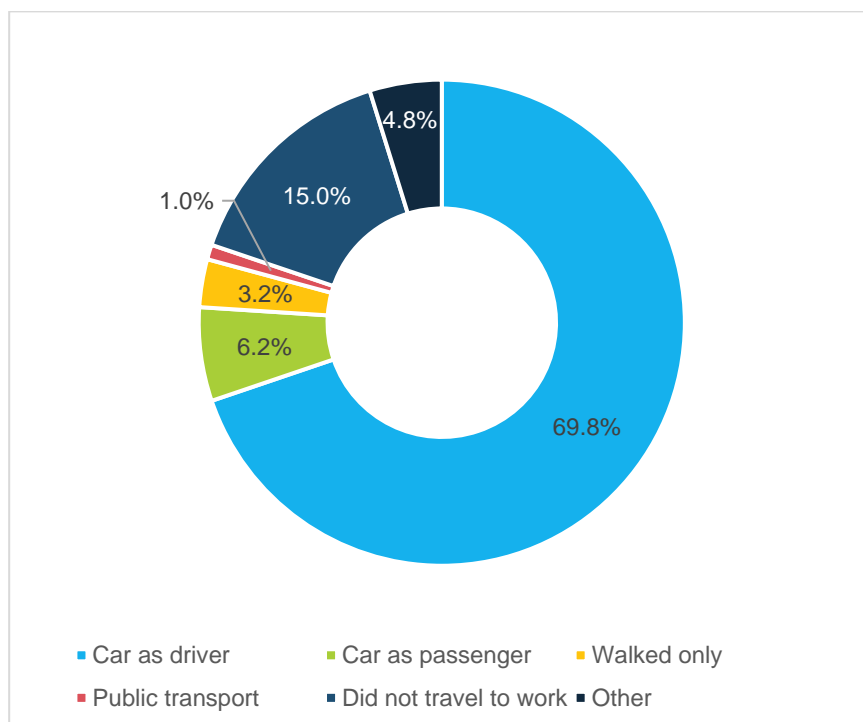
2.2 Travel behaviour

The 2016 Method of travel to work data for the Goulburn Mulwaree LGA was analysed to understand how existing residents in the LGA currently travel to get to work. At the time of data collected, 12,741 responses were received for the LGA. The year of 2016 was used for analysis instead of 2021, for travel patterns not to be influenced by Covid lockdowns.

As seen in **Figure 2-3**, the analysis suggests that a large proportion (76 per cent) either drive or is a car passenger to get to work, while only one percent currently travel to work by public transport. As expected for a rural LGA, only a small proportion (three per cent) walked only to get to work while less than one per cent cycled.

The journey to work analysis shows that approximately 77 per cent of residents of the Goulburn Mulwaree LGA live and work within the LGA, while 19 per cent live in the area but work outside of the LGA. Most residents not working in the Goulburn Mulwaree LGA, work in the ACT (7%), the Wingecarribee LGA (3%) and the Queanbeyan-Palerang Regional LGA (2%).

Figure 2-3 Method of travel to work for the Goulburn Mulwaree LGA



Source: <https://profile.id.com.au>, June 2023

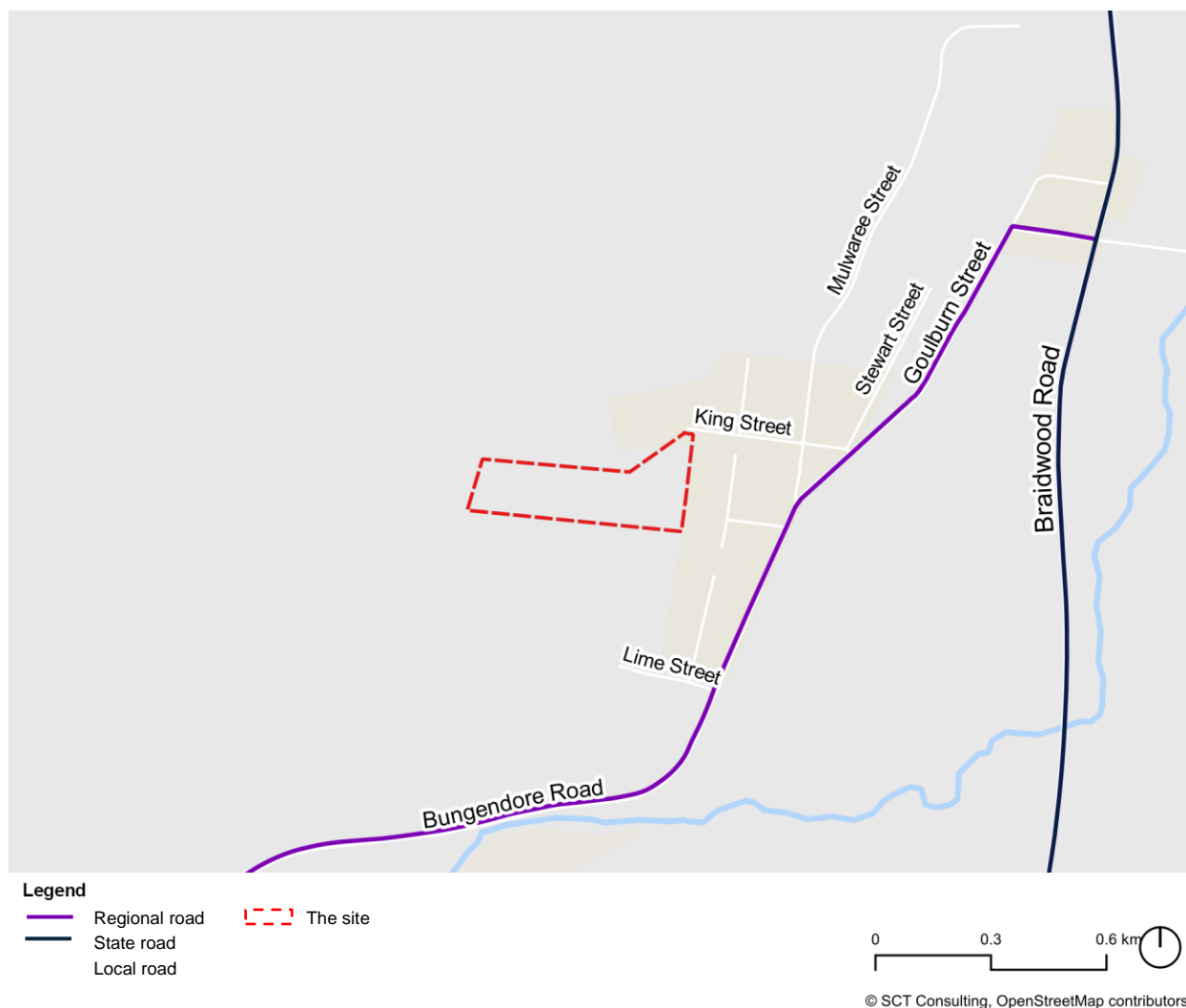
2.3 Road network

2.3.1 Road classification

The site is located south of King Street and west of Rosebery Street and Covan Street. King Street and Covan Street, which are local roads, provide access to the regional road Goulburn Street / Bungendore Road / Tarago Road which links the site to the surrounding arterial road network such as the Kings Highway (B52) to the south. The local roads in proximity to the site are currently of rural nature, with no formal footpaths or formal on-street parking provided. The road network surrounding the site is shown in **Figure 2-4**, and their key characteristics are:

- **King Street** is a local two-way, two-lane road that runs in an east-west direction between the site in the west and Goulburn Street in the east. No footpaths are currently provided along the road, and informal parallel parking is permitted on both sides. At the western end, King Street currently has a cul-de-sac arrangement that provides access to four existing rural properties.
- **Rosebery Street** is a local two-way, two-lane road, that runs in a north-south direction as a loop and connects to King Street at two locations north of King Street. At the southern end it connects to Lime Street, but the road currently does not connect through across the existing east-west creek line that runs south of the site. No footpaths are currently provided along the road, and informal parallel parking is permitted on both sides.
- **Covan Street** is a local two-way, two-lane road that runs in an east-west direction between the site and Goulburn Street. No footpaths are currently provided along the road, and informal parallel parking is permitted on both sides. At the western end, Covan Street currently connects to Rosebery Street via a T-intersection arrangement.
- **Goulburn Street / Bungendore Road / Tarago Road** is a regional two-way, two-lane road that runs in a north-south direction between Malbon Street in the south and Braidwood Road (via Wallace Street) in the north. In proximity to the site, a footpath is provided along the western side of Goulburn Street between King Street and Wallace Street. Goulburn Street / Bungendore Road / Tarago Road is the key connection between the site and the surrounding arterial road network and connects Tarago to Bungendore and the B52 (which runs to Canberra) in the south and to Braidwood Road and Goulburn in the north.
- **Braidwood Road** is two-way, two-lane state road that runs in a north-south direction east of the site and connects the site to Goulburn in the north and Kings Highway (B52) via Goulburn Road in the south. Near the site it has a speed limit of 60 or 100 km/h, with no parking permitted on either side of the road.

Figure 2-4 Road network around the site



2.4 Public Transport

There are currently no public transport options within 800m walking distance of the site and the public transport options located further away from the site are limited, as shown in **Figure 2-5**.

2.4.1 Train

The site is located approximately 1km south of the Tarago Train Station, which is accessible from Goulburn Street and serviced by the Southern NSW train services between Canberra and Sydney. Footpaths are provided along the western side of Goulburn Street between the station and King Street, but there are currently no footpaths along King Street between the site and Goulburn Street.

The frequency of the regional trains servicing Tarago during weekdays and weekends is limited and summarised in **Table 2-1**. Goulburn Station which is the next station north of Tarago also provides access to services between Sydney and Melbourne as well as between Canberra and Sydney.

Table 2-1 Number of trains per day between Canberra and Sydney via Tarago Train Station

Direction	Weekdays	Weekends
To Canberra	3	3
To Sydney	4	4

Source: Transport for NSW Timetable, effective from June 2022

2.4.2 Bus

There are currently no bus services in proximity to the site, except for a school bus that runs along Braidwood Road between Braidwood schools and Tarago.

Figure 2-5 Public transport services in proximity to the site



2.4.3 Active transport

As expected with the rural nature of the site's location, there are no dedicated formal cycle lanes in the proximity to the site.

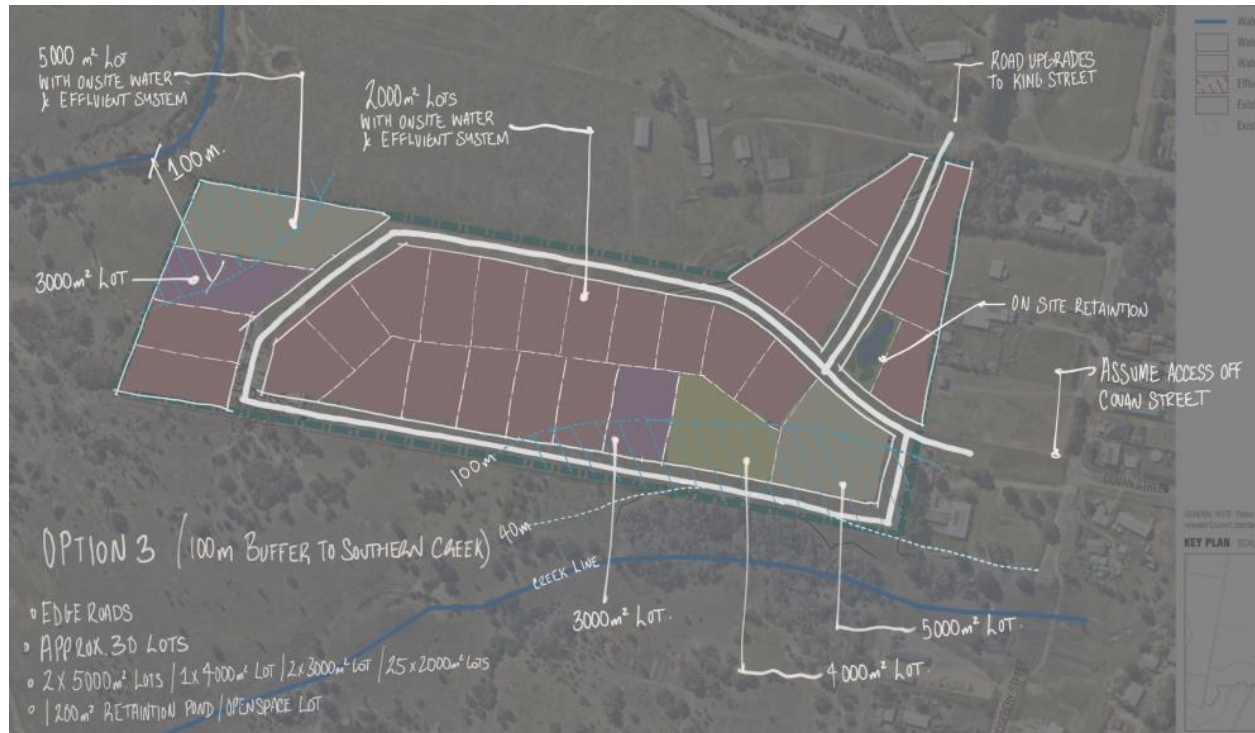
Except for a footpath that runs along the western side of Goulburn Street between King Street and Wallace Street, there are no footpaths provided in proximity to the site.

3.0 Future Proposed Subdivision

3.1 Future proposed site layout and yield

The site proposed for future re-zoning is located south of King Street in Tarago in the Goulburn Mulwaree LGA. The site is currently zoned 'Rural landscape' and consists of approximately 10ha of rural land. Subsequent to re-zoning, a future development of the land is likely to result in approximately 30-35 lots, as shown conceptually in **Figure 3-1**, with the proposed sizing of the different lots outlined in **Table 3-1**.

Figure 3-1 The site's future proposed lot layout



Source: Place Logic, June 2023

Table 3-1 Future indicative development yield for the site

Type of use	Number of lots (indicative)	Approximate area (m²)	Total area (m²)
Residential lot	2	5,000 m²	10,000 m²
Residential lot	1	4,000 m²	4,000 m²
Residential lot	2	3,000 m²	6,000 m²
Residential lot	25	2,000 m²	50,000 m²
Retention / open space lot	1	1,200 m²	1,200 m²
Total	31		71,200 m²

Source: Spiire, June 2023

3.2 Future proposed access arrangements and road layout

As seen in **Figure 3-1**, the main access to the site will be from the eastern part of the site via Covan Street, which provides access to Goulburn Street, and from an additional northern access off King Street. The access road from King Street is expected to mainly cater for access to the seven new lots located at the northern end of the future proposed subdivision, while the access road from Covan Street will provide access to the remaining southern lots. The implementation of the two new access points will require:

- An extension of Covan Street to the internal site road network and an upgrade of the current T-intersection with Rosebery Street to a four-way intersection.
- An upgrade of the existing cul-de-sac at King Street to include a new road access which will intersect with the Covan Street extension within the site.
- A new internal 'loop' road that extends from Covan Street and intersects via a T-intersection arrangement with the new internal road at two locations.

3.3 Review of the Goulburn Mulwaree DCP

The following sections outline development objectives and requirements relevant for the site as per the Goulburn Mulwaree DCP (effective 15 February 2021).

3.3.1 Development objectives and requirements

General objectives relating to transport and traffic for future residential developments include:

- Residential areas should promote opportunities for walking and cycling as alternative modes for local transport.
- Integrated open space and drainage networks should provide the framework for an off-road pedestrian and cyclist network.

Requirements for residential subdivision related to traffic and transport include:

- Encourage subdivision layouts that are based on a hierarchy of roads for efficient movement of vehicle traffic.
- Ensure residential lots have a sufficient area to allow for the siting of a dwelling and ancillary buildings, including private open space, vehicle access and parking.

3.3.2 Traffic safety and management requirements

Requirements related to road networks and hierarchy for future residential developments and subdivisions include:

- A road hierarchy must be indicated and designed in accordance with Council's Engineering Standards. If there is an inconsistency between these standards and the DCP, the DCP prevails to the extent of the inconsistency.
- Road widths and hierarchy must be designed to accommodate the maximum dwelling yield identified for the subdivision.
- Road widths and hierarchy must be designed to allow for increased traffic and on-street parking for services that may reasonably be expected to occur in the subdivision (e.g. childcare facilities, neighbourhood shops). The nominated road network must also include an assessment of how it is the optimal means of achieving:
 - Safety for all road users
 - Access to community centres and recreational areas
 - Access from within the subdivision to surrounding areas
 - Integration or compatibility with pedestrian and cycling routes within the subdivision (e.g. ensuring safe crossings)
 - Minimisation of through traffic in residential areas
 - Adequate provision of on-street parking
 - Compliance with other controls in the DCP

3.4 Parking requirements

Objectives relating to parking for residential developments include:

- Ensure that garages meaningfully contribute to the parking capacity of the dwelling.
- Reduce the visual impact of garages, carports and parking areas on the streetscape and improve dwelling presentation.
- Provide sufficient and convenient parking for residents, visitors, and service vehicles.
- Ensure vehicular and pedestrian safety.
- Encourage access design to form part of the overall landscape design.
- Provide acceptable levels of access, safety, and convenience for all road users.

Guidance for off-street car parking requirements for residential developments is provided under 'Section 3.6 – General development controls (Vehicular access and parking)' and under 'Section 4.1 – Principal Development Controls for residential developments' of the DCP. These requirements are outlined in **Table 3-2**. Parking areas and driveways shall be designed in accordance with the current version of Council's Standards for Engineering Works.

Table 3-2 DCP Off-street car parking requirements for residential developments

Residential dwelling type	Number of parking spaces required
Based on Section 3.6 (General Development Controls)	
Dwelling house	1 space per dwelling
Dual occupancy	2 spaces
Multi dwelling housing	2 spaces per dwelling unit, plus 0.25 spaces per dwelling unit (visitor spaces)
Housing for older people or people with a disability	Refer to State Environmental Planning Policy (Seniors Living 2004)
Based on Section 4.1 (Principal Development Controls for residential developments)	
Dwelling house	A minimum of two (2) parking spaces is required per dwelling unit for a dwelling house, attached dwelling, dual occupancy or semi-detached dwelling development

Source: The Goulburn Mulwaree Council DCP

3.5 Trip generation and distribution

A trip generation review has been undertaken based on the future proposed development's indicative yield to:

- Understand likely weekday peak hours (AM and PM) and weekday vehicular and person trip generation
- Understand likely impacts on the surrounding road network (compared to the existing situation).

3.5.1 Vehicle trip generation

According to the *Guide to Traffic Generating Developments (RTA, October 2002)*, residential dwelling houses are expected to generate:

- 0.85 vehicle trips per dwelling during the AM and PM peak hours respectively
- Nine vehicle trips per dwelling per day

Based on the expected yield of **30 dwellings** (excluding the retention / open space lot), the future proposed development of the site is expected to generate a maximum of **26 vehicles in the AM and PM peak hour** respectively and **270 vehicle trips per day**. Because the site is currently unoccupied, these trips would all be in addition to the existing situation.

If dual occupancy were to occur for each of the lot which is permissible in the RU5 zoning, the expected traffic generation could double, to 52 vehicles per AM and PM peak hour and 540 vehicles per day. For this assessment however, future single dwelling development has been assumed.

3.5.2 Traffic distribution

Based on the future proposed site location and layout of the site's lots, it has been assumed that the access road from Covan Street will service the 23 southern lots, while the King Street access point will mainly service the seven northern lots. This would result in an additional **20 trips per peak hour on the Covan Street / Rosebery Street intersection** and an **additional six trips per peak hour on the new access arrangement at King Street**.

As described in **Section 2.2**, the journey to work analysis showed that approximately 77 per cent of residents of the Goulburn Mulwaree LGA live and work within the LGA, while 19 per cent live in the area but work in another LGA. Most residents not working in the Goulburn Mulwaree LGA, work in the ACT (7%), the Wingecarribee LGA (3%) and the Queanbeyan-Palerang Regional LGA (2%). This distribution has been used as a guide to understand where vehicles would travel to from the site, to get to work.

Based on the above, the AM and PM peak hour trips would be distributed to the surrounding road network as outlined in **Table 3-3**. As seen, the highest level of additional trips generated by the future proposed development of the site is expected on King Street and on Goulburn Street and Braidwood Road north of the site.

Table 3-3 Traffic distribution to the surrounding road network

Location	Proportion of trips (AM and PM peak hour)	Number of two-way trips (AM and PM peak hour)
King Street (site access)	77%	20
Covan Street (site access)	23%	6
Goulburn Street (south of Covan Street)	44%	11
Goulburn Street (north of King Street)	56%	15
Braidwood Road (north of Boyd Street)	56%	15

Source: SCT Consulting, June 2023

3.5.3 Person trip generation

Surveys at locations with low density residential developments and a low public transport accessibility score were chosen from the *Guide to Traffic Generating Development's Update Surveys (TDT 2013 / 04a)* for person trip generation estimation for the future proposed development of the site. The average peak hour person trip rates were estimated to be 1.27 trips per dwelling during the peak hour.

Based on a yield of 30 dwellings, the person trip generation for the future proposed development of the site is expected to be **38 person trips per peak hour**. This however includes the person trips that arrive to the site by car. The net peak hour person trip generation (without the car trips) are shown in **Table 3-4**.

Table 3-4 Net peak hour person trip generation

Future proposed activity	Yield	Person trip rates [^]	
		AM Peak	PM Peak
Residential	+30 dwellings	1.27	1.27
Total	+30 dwellings	38 trips	38 trips
<i>Less people in cars</i>		<i>-31 trips</i>	<i>-31 trips</i>
Total non-car trips		7 trips	7 trips

Source: SCT Consulting, 2023

[^]Assuming the car occupancy for the vehicle trip generation is 1.2 person / vehicles. Weekday AM and PM Peak trip generation = $26 \times 1.2 = 31$ persons

Most of the seven non-car trips are expected to be using surrounding public transport services, and some would be walking or cycling from trip origins. If more public transport options are however implemented in the future, a further shift towards public and active transport away from cars could be expected. This would result in a larger number of non-car person trips to and from the site.

4.0 Transport and Traffic Impact Assessment

4.1 Road network impacts

As described in **Section 3.5**, the future proposed development of the site is expected to generate 26 peak hour trips and 270 daily vehicle trips. Most of these trips (20 trips) are expected to arrive at the site via Covan Street, while six trips will access the site via King Street. These trips are expected to then be distributed to the surrounding road network via Goulburn Street (with 11 trips) and Braidwood Road (with 15 trips).

The scale of additional vehicle trips in the network is less than 30 vehicles per hour in the peak periods, which is insignificant in terms of the general traffic variance of the network. If dual occupancy were to occur for each of the lot which is permissible in the RU5 zoning, the expected traffic generation could double, to 52 vehicles per AM and PM peak hour and 540 vehicles per day. This level of increase in traffic will not exceed the environmental capacity of the surrounding local residential streets (of 300 veh/hr). The regional roads surrounding the site are expected to be able to cater for these volumes.

4.2 Parking impacts

Off-street parking for the site can be provided in accordance with the Goulburn Mulwaree DCP requirements for residential developments. The provision of off-street parking will reduce the need for drivers to park on the road and hence minimise the impact of parking on the surrounding local road network.

4.3 Public and active transport demand

There are currently limited public and active transport options in proximity to the site. The person trips expected to be generated by the future development of the site are less than 10 person trips during peak hours. These trips can be expected to arrive to the site via public or active transport. The small number of person trips are however not expected to have a negative impact on the existing public and active transport facilities in proximity of the site.

If more public and active transport options are implemented in the future, a further shift towards public and active transport could however be expected. This would result in a larger number of public and active transport trips to and from the site.

With the introduction of the future development of the site, there may also be an increased cycling demand in the future, in particular from the site to public transport facilities such as the train station and bus stops.

5.0 Future Proposed Traffic and Transport Upgrades

5.1 Road network upgrades

As described in **Section 4.1**, the existing road network surrounding the site is adequate to cater for the increased number of vehicle trips likely to be generated by the future development of the site as intended by this proposed re-zoning proposal.

The following infrastructure upgrades are however required to the site's proposed external access points because of the future development of the site:

- An extension of Covan Street to the internal site road network and an upgrade of the current T-intersection with Rosebery Street to a four-way intersection.
- An upgrade of the existing cul-de-sac at King Street to include a new road access which will intersect with the Covan Street extension within the site.
- A new internal 'loop' road that extends from Covan Street and intersects via a T-intersection arrangement with the new internal road at two locations.

5.2 Public and active transport upgrades

As described in **Section 4.3**, there are currently limited public transport options in proximity to the site. The person trips expected to be generated by the future development of the site are less than 10 person trips during peak hours. These trips can be expected to arrive to the site via public or active transport.

No public transport upgrades are expected to be required because of the negligible increase in demand of public transport services from residents of the future development of the site.

There are currently no footpaths along King Street and Covan Street which are the key access routes to the site. With the future development of the site, additional footpaths along these routes, as well as along the internal road network, should be considered to improve connectivity to the wider street network.

6.0 Summary and Conclusion

6.1 Summary

6.1.1 Background

The landowner is preparing a re-zoning application for a rural site at King Street, Tarago in the Southern Tablelands, in the Goulburn Mulwaree LGA. The site is located south of the Tarago town centre and train station, approximately 40km south of Goulburn. The site has an area of 10ha, with future blocks planned to have an average block size of 3,500 m², and the yield of the re-zoning being approximately 30 - 35 lots. Spiire has engaged SCT Consulting to prepare a qualitative Transport Impact Assessment to support the re-zoning application.

6.1.2 Existing conditions

The site is located south of King Street and west of Rosebery Street and Covan Street, which are local roads of rural nature, with no formal footpaths or formal on-street parking provided. The regional road Goulburn Street / Bungendore Road / Tarago Road links the site to the surrounding arterial road network. The 2016 Method of Travel to Work data for the Goulburn Mulwaree LGA suggests that a large proportion (76 per cent) either drive or go as a car passenger to get to work, with only a small proportion using public or active transport.

The site is approximately 1km south of the Tarago Train Station, with trains running between Canberra and Sydney. Only one school bus route is located near the site. Active transport facilities in proximity to the site are limited to a footpath along the western side of Goulburn Street between King Street and Wallace Street.

6.1.3 Impacts of future proposed subdivision

The future proposed development of the site is likely to result in approximately 30-35 residential lots, with access provided via King Street and Covan Street. Based on a yield of 30 dwellings, the future proposed development is expected to generate 26 vehicles in the AM and PM peak hour respectively and 270 vehicle trips per day. If dual occupancy were to occur for each of the lot which is permissible in the RU5 zoning, the expected traffic generation could double, to 52 vehicles per AM and PM peak hour and 540 vehicles per day. Because the site is currently unoccupied, these trips would be in addition to the existing situation. The roads surrounding the site are expected to be able to cater for these additional volumes.

Off-street parking for the site can be provided in accordance with the Goulburn Mulwaree DCP requirements for residential developments. The future provision of off-street parking will reduce the need for drivers to park on the road and hence minimise the impact of parking on the surrounding local road network.

The surrounding public and active transport facilities are expected to be able to cater for the additional person trips generated by the future development of the site. If more public and active transport options are however implemented in the future, a further shift towards public and active transport could be expected.

With the introduction of the future development of the site, there may be an increased cycling demand in the future, from the site to public transport facilities such as the train station and bus stops.

6.2 Conclusion

The scale of additional vehicle trips in the network is less than 30 vehicles per hour in the peak periods, which is insignificant in terms of the general traffic variance of the network. This level of increase in traffic will not exceed the environmental capacity of the surrounding local residential streets (of 300 veh/hr). The regional roads surrounding the site are expected to be able to cater for these volumes.

Infrastructure upgrades are however required to the site's future proposed external access points at the Covan Street / Rosebery Street intersection and the King Street cul-de-sac. A new internal road network will also be introduced as part of the future development of the site.

No public transport upgrades are expected to be required because of the negligible increase in demand of public transport services from residents of the future development of the site.

There are currently no footpaths along King Street and Covan Street which are the key access routes to the site. With the future development of the site, additional footpaths along these routes, as well as along the internal road network, should be considered to improve connectivity to the wider street network.



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