STANBURY TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

TRAFFIC & PARKING IMPACT ASSESSMENT

PROPOSED RESIDENTIAL SUBDIVISION
1 RAILWAY STREET
GULGONG

PREPARED FOR GULGONG HOLDINGS PTY. LTD.
OUR REF: 21-226-2

MARCH 2022

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1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning was commissioned by Gulgong Holdings Pty. Ltd. to prepare a Traffic & Parking Impact Assessment to accompany a Development Application (DA) for a proposed residential subdivision at 1 Railway Street in Gulgong (hereafter referred to as the 'subject site').

The aim of this assessment was to investigate and report upon the potential traffic and parking consequences of the DA and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 2 describes the site location, details, existing and surrounding land-uses;
- Section 3 describes the existing nearby road network in the vicinity of the subject site;
- Section 4 describes the proposed subdivision; and
- Section 5 assesses the proposed subdivision layout and the traffic generating ability of the proposed site use, the adequacy of the proposed access arrangements, internal circulation and servicing arrangements with reference to relevant Council, Transport for NSW (TfNSW, formerly Roads & Maritime Services) and Australian Standard specifications.

1.2 Reference Documents

Reference is made to the following documents throughout this report:

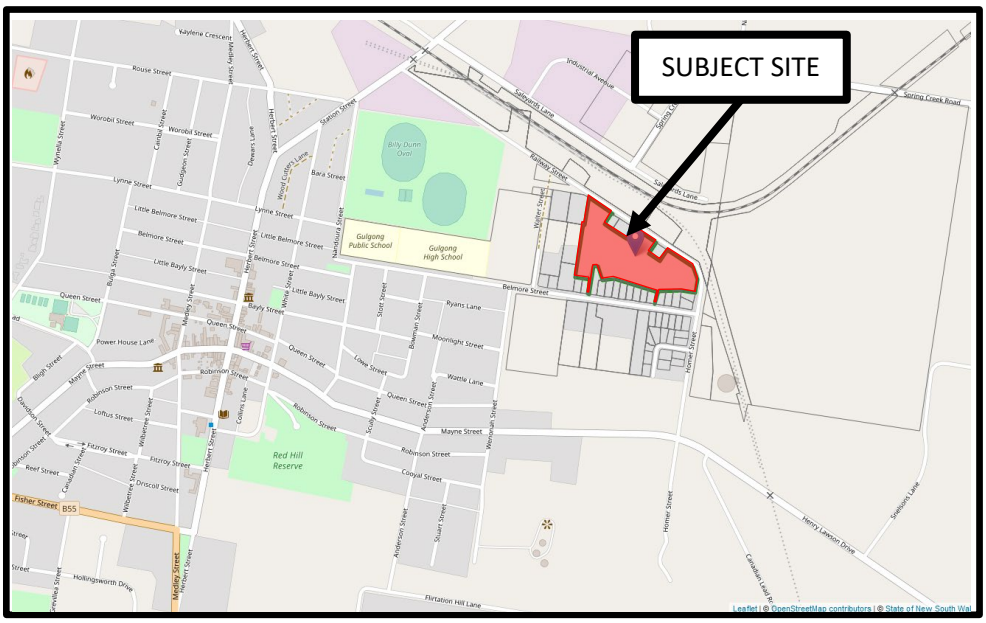
- TfNSW's Guide to Traffic Generating Developments;
- Mid-Western Regional Local Environmental Plan 2012 (LEP 2012);
- Mid-Western Regional Development Control Plan 2013 (DCP 2013);
- Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (Part 4A);
- Austroads Guide to Road Design Part 3: Geometric Design (Part 3);
- Fire safety guideline Access for fire brigade vehicles and firefighters, Version 05, Issued 4 October 2019, Fire Safety Branch, Community Safety Directorate (Fire Safety Guideline);
- Pedestrian Access and Mobility Plan, Prepared for Gulgong, Kandos, Mudgee and Rylstone, Mid-Western Regional Council Operations: Works, 3 February 2016 (PAMP 2016);
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004);
- Australian Standard for Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2:2018);
- Australian Standard for Parking Facilities Part 5: On-Street Parking (AS2890.5:2020); and
- Subdivision plans prepared by Premise Pty. Ltd. and should be read in conjunction with this report, reduced copies of a selection of which are included as **Appendix 1** for reference.

2. EXISTING SITE CONDITIONS

2.1 Site Location

The subject site is situated on the southern side of Railway Street and at the eastern end of the Gulgong town centre. The site location is illustrated within a local context by **Figure 1** and within an aerial context by **Figure 2**.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: checkthisproperty.com.au

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT

Source: bingmaps.com

2.2 Site Description

The subject site is identified as 1 Railway Street, Gulgong, being legally described as Lot 2 of DP613429. The irregular shaped lot exhibits an approximate area of 4.2 Ha with a frontage of approximately 400m to Railway Street on the northern boundary, excluding the existing properties. The site is zoned R1 – General Residential and is subject to the applicable provisions of LEP 2012.

2.3 Existing Site Use

The existing site is currently vacant. A review of aerial images using Google Earth going back to 2002 indicate that the site appears to have been vacant since that time.

The subject site is shown in **Figure 3**.

FIGURE 3
EXISTING SITE – PHOTO TAKEN ON 18/10/21

The site inspection undertaken on 18/10/2021 indicated that there were no identified traffic safety issues along the frontage of the site in Railway Street and Homer Street.

2.4 Surrounding Uses

The subject site is on the eastern edge of the Gulgong Town Centre. To the east of the site is agricultural land, to the north is the railway line and industrial uses, to the south and west are mainly residential uses with recreational uses at Billy Dunn Park, Gulgong Public School and Gulgong High School also provided to the west of the site.

3. SURROUNDING TRANSPORT NETWORK

3.1 Existing Road Construction and Function

Table 1 provides a summary of the key features of the surrounding public road network.

TABLE 1
SUMMARY OF MAIN ROADS IN THE SURROUNDING ROAD NETWORK

Road	Classification / Care and Control by	Alignment	Configuration in the Vicinity of the Subject Site	Road Reserve / Carriageway Width	Speed Limit
Homer Street	Local Road / Mid-Western Regional Council	North-south connecting Henry Lawson Drive and Railway Street	1 travel lane in each direction with generally unsealed shoulders / grass verges	20-30m / 6.5-9m (approx.)	50km/h
Railway Street	Local Road / Mid-Western Regional Council	East-west connecting Homer Street and Station Street	1 travel lane in each direction with generally unsealed shoulders / grass verges	20-30m / 6.5-10m (approx.)	50km/h
Mayne Street	Local Road / Mid-Western Regional Council	East-west connecting Goolma Road / Fisher Street with Henry Lawson Drive	1 travel lane in each direction with edge lines and generally unsealed shoulders	30m / 6-8m (approx.)	50km/h
Henry Lawson Drive	Local Road / Mid-Western Regional Council	East-west and north-south connecting Mayne Street and Ulan Road, Mudgee	1 travel lane in each direction with edge lines and generally unsealed shoulders	28m / 8m (approx.)	50km/h
Cope Road / Station Street	Local Road / Mid-Western Regional Council	North-east / south-west connecting Gulgong and Ulan	1 travel lane in each direction and generally unsealed shoulders	30m / 10-13m (approx.)	50 to 100km/h to the north

Table 1 indicates that there all roads in the vicinity of the subject site are local roads and there are a number of different road cross sections. All intersections and junctions in the vicinity of the subject site are priority controlled.

3.2 Existing Road Network Performance

This Practice undertook a site inspection on Monday 18/10/21 and completed an AM peak hour traffic count to understand the existing operation of the intersections that provide access to the subject site. The existing traffic volumes are shown in **Figure 4**.

FIGURE 4
EXISTING TRAFFIC VOLUMES – 18/10/21 8:00AM TO 9:00AM

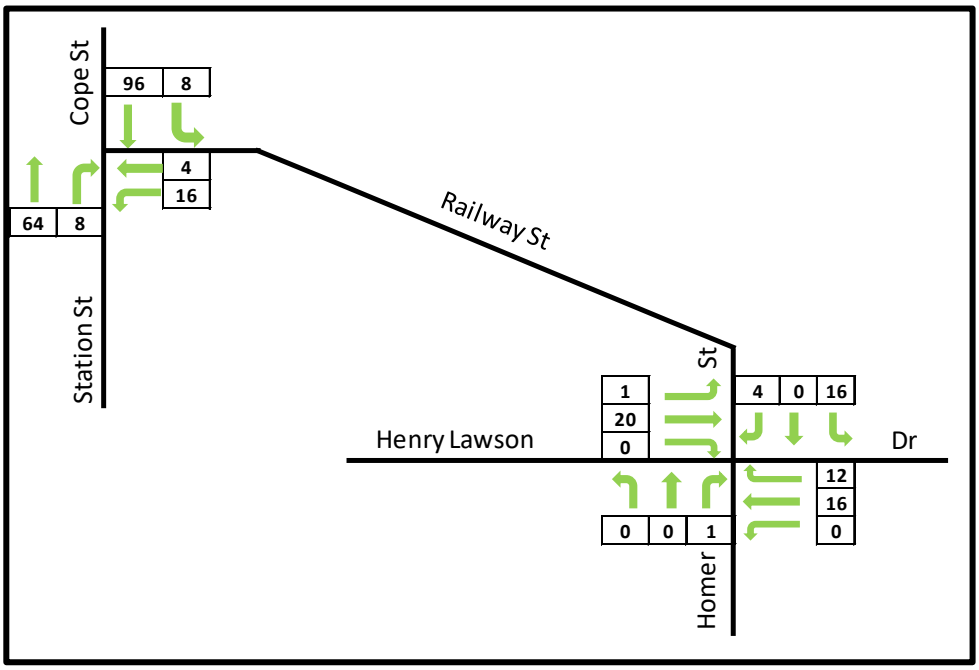


Figure 4 indicates that the following during the weekday AM peak hour:

- Directional traffic demands within Station Street / Cope Street are generally less than 100 vehicles;
- Directional traffic demands within Railway Street and Homer Street are 10 – 20 vehicles; and
- Directional traffic demands within Henry Lawson Drive are less than 40 vehicles per hour.

A review of COVID-19 cases indicated that there were an average of 350 locally transmitted cases per day across NSW in the week preceding the surveys[1]. Stay at home orders were lifted for the Mid-Western Regional Council area on Friday 1 October 2021[2]. Based on this, it is considered that the surveys were not significantly affected by COVID-19 and provide a reasonable basis on which to assess the impact of the proposed development.

1 https://covidlive.com.au/report/daily-source-overseas/nsw - accessed 8/2/22
2 https://www.health.nsw.gov.au/news/Pages/20210930_00.aspx - accessed 8/2/22

4. PROPOSED DEVELOPMENT

4.1 Subdivision and Potential Dwelling Yield

The Development Application seeks consent for the subdivision of one existing allotment into 39 Torrens Title residential allotments and two open space / drainage reserve lots.

The proposed development is to be constructed and is capable of being released in four stages.

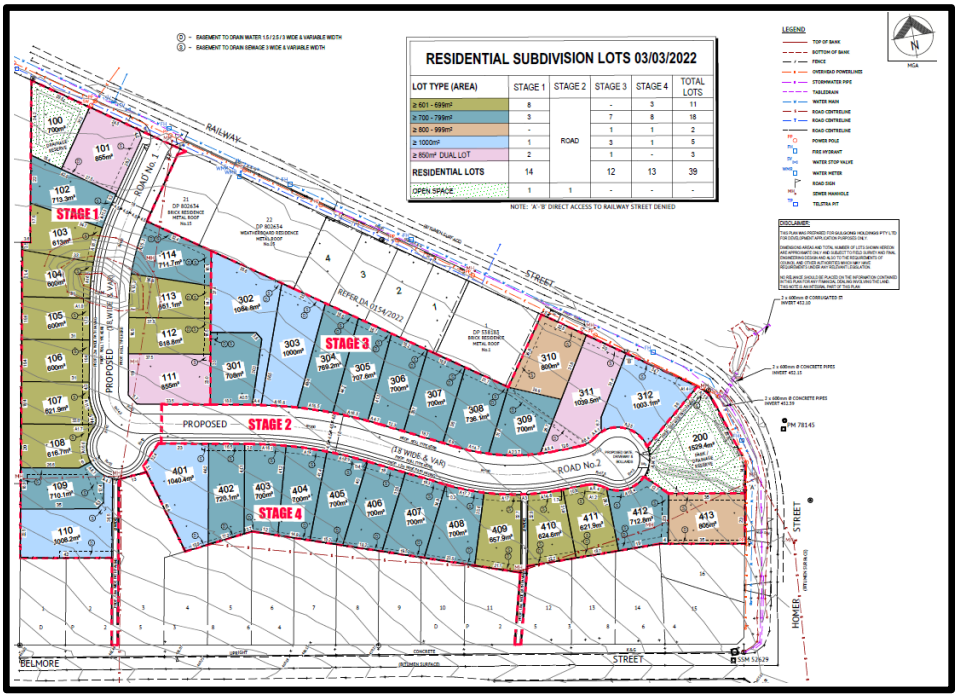
Plans illustrating the abovementioned subdivision have been prepared by Premise Pty. Ltd., reduced copies of a selection of which are contained within **Appendix 1**.

4.2 Road Infrastructure

The development yield presented within Section 4.1 of this report is proposed to be serviced by a planned new Local Street which intersects with Railway Street approximately at the north-west corner of the subdivision.

The abovementioned Local Street is proposed to provide an 'L- shaped' alignment through the centre of the subdivision as shown in **Figure 5**.

FIGURE 5
PROPOSED SITE PLAN



The proposed subdivision access road junction will necessitate the relocation of existing services as it was identified at a site inspection that there is a manhole and power pole in this location.

5. ASSESSMENT OF SUBDIVISION

5.1 DCP 2013 Relevant Assessment Clauses

A summary of the relevant clauses in DCP 2013 are summarised in **Table 2**.

TABLE 2
SUMMARY OF RELEVANT DCP 2013 ASSESSMENT

DCP 2013 Clause	Requirement	Design Meets Requirement	Further Discussion
7.1 Street Layout and Design	c) Where a cul de sac treatment is unavoidable, the applicant will need to incorporate pedestrian linkages between streets throughout the subdivision	Yes	Section 5.7
	d) The maximum number of lots services by a cul de sac in a residential zone is 12, or otherwise a cul-de-sac is restricted to less than 150 metres in length	No but considered satisfactory in this instance.	Section 5.2
	All lots must have a minimum width of 16m at the building line (4.5 metres from the front property boundary) in the case of lots within residential and village zones	All Lots comply. Information provided by the Applicant indicates that Lot 109 has a width of 16m at the building line.	
	Battleaxe handles in R1 General Residential and R3 Medium Density Residential and RU5 Village zones must have a minimum width of 4m	Yes – all battleaxe handles have a minimum width of 4m.	
Urban Road Standards	Residential Road – serves 31-120 Dwellings: 18m road reserve 9m carriageway 2 x 4.5m nature strips 1 x 1.2m footpath Roll over Kerbing Minimum radius of Cul-de-sac kerb return is 8.5m with road reserve of 12.5m	Yes	Section 5.2
Cycleways and Footpaths	(a) Cycle ways and alternative pedestrian networks are encouraged within new subdivisions. Where the site is included in a cycleway plan or pedestrian strategy, the design of the development will need to address this. In other cases, all new residential subdivisions are required to plan and provide combined pedestrian/cycle ways, which will provide direct, convenient and safe access to major facilities e.g. schools, playing fields, playgrounds, shops, bus stops, etc	Yes	Section 5.7
	(b) Ends of cul-de-sacs may be required to include pedestrian pathways (or share ways) preferably in conjunction with stormwater drainage to provide access to adjacent streets or parks. The minimum width of pathway and/or drainage overland flow outlets is 10 metres.	Yes	Section 5.7

5.2 Subdivision Road Layout

The civil plans prepared by Premise Pty. Ltd. illustrate that the subdivision is proposed to be serviced by the construction of a new Local Street which will connect to the proposed subdivision to Railway Street in the north-west. The road construction will comprise:

- A 9m wide new road pavement; and
- 2 x a 4.5m verges adjacent to properties.

The western and southern verges are proposed to provide a 1.2m wide footpath as required by DCP 2013.

The subdivision road is proposed to be a cul de sac which is longer than the 150m identified in DCP 2013. In this instance, the proposed subdivision road is considered satisfactory for the following reasons:

- A single connection to the subdivision road is proposed from Railway Street due to the sight distance associated with the bend in Railway Street / Homer Street to the east of the site;
- There are two turn around locations within the cul de sac; and

Multiple active transport pathways are provided in addition to the subdivision vehicle access road to provide permeability for residents of the subdivision and the surrounding residential properties.

5.3 Junction Control and Sight Distance Assessment

Consideration was given to providing a 'crescent' shaped road which connected to Railway Street at the east and the west of the subdivision, however due to the proximity of the bend in Railway Street / Homer Street to the east of the site, a single intersection was proposed.

The intersection providing access to the subdivision is proposed to be priority control with priority given to traffic on Railway Street.

Guidance on appropriate sight distance has been sought from Austroads Guide to Road Design Part 4A.

The view from the approximate proposed junction location is shown in **Figure 6**.

FIGURE 6
APPROXIMATELY PROPOSESD ACCESS JUNCTION LOCATION

The sight distance at this location has been assessed and is reported in the following sections of this report.

5.3.1 Design Speed

While a tube survey was not undertaken to determine the 85th percentile of vehicles travelling along the frontage of the subject site, a site inspection was undertaken on Monday 18/10/21 which involved driving along the frontage road behind vehicles travelling on Railway Street and observing vehicle speeds.

Observations by staff at this Practice indicated that vehicles appeared to travel consistently no faster than the speed limit around the bend at the eastern end of the subject site.

A number of heavy vehicles and light vehicles were also observed travelling slowly adjacent to the subject site, slowing down to turn into the petrol station opposite the subject site.

The result of the site inspection indicated that a design speed of 50km/h is considered satisfactory.

5.3.2 Required Sight Distance

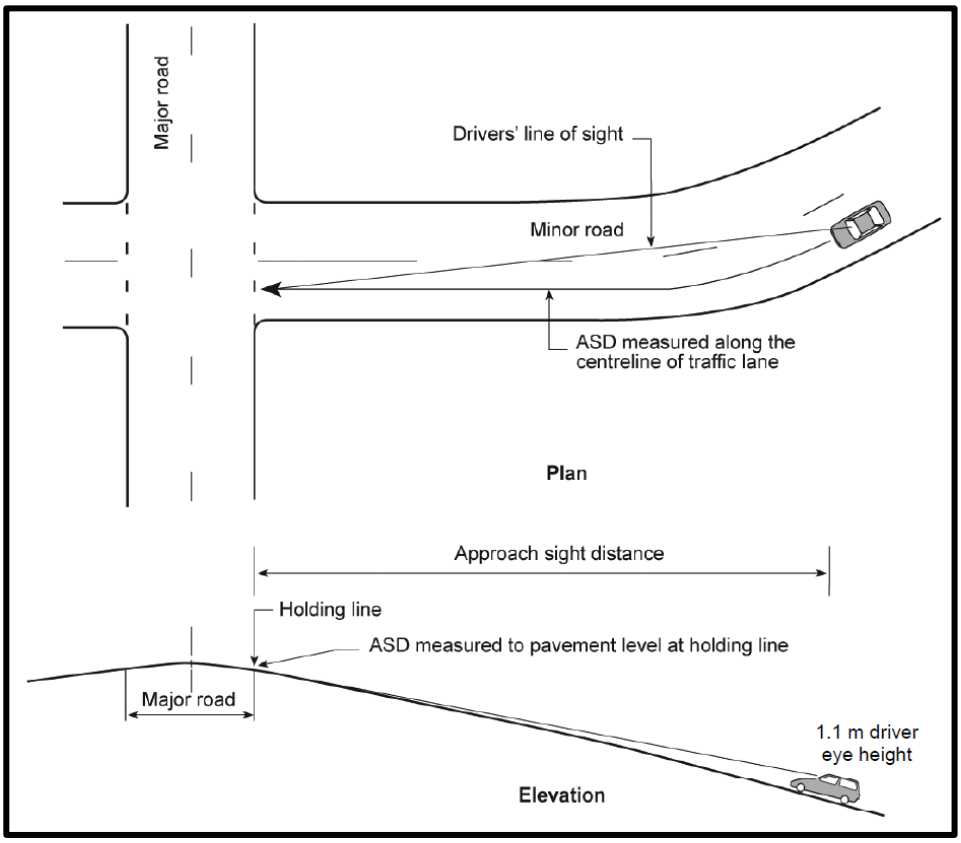
For a 50km/h road, it nominates the following sight distance requirements set as out in the following sections.

5.3.2.1 Approach Sight Distance (ASD)

As outlined in Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (Part 4A), Section 3.2.1, Approach Sight Distance is *"the minimum level of sight distance which must be available on the minor road approaches to all intersections to ensure that drivers are aware of the presence of an intersection."* ASD *"is also desirable on the major road approaches so that drivers can see the pavement and markings within the intersection and should be achieved where practicable."*

The application of ASD is shown in **Figure 7**.

FIGURE 7
APPROACH SIGHT DISTANCE APPLICATION



Source: Part 4A Figure 3.1

As outlined in Part 4A, ASD is equal to the Stopping Sight Distance for trucks which is provided in Table 5.6 of Austroads Guide to Road Design Part 3: Geometric Design. It nominates a minimum of 55m for a 50km/h road.

The ASD assessment for the proposed subdivision intersection is shown in **Figure 8**.

FIGURE 8
APPROACH SIGHT DISTANCE ASSESSMENT
RED ARROWS ARE APPROXIMATELY 60M LONG

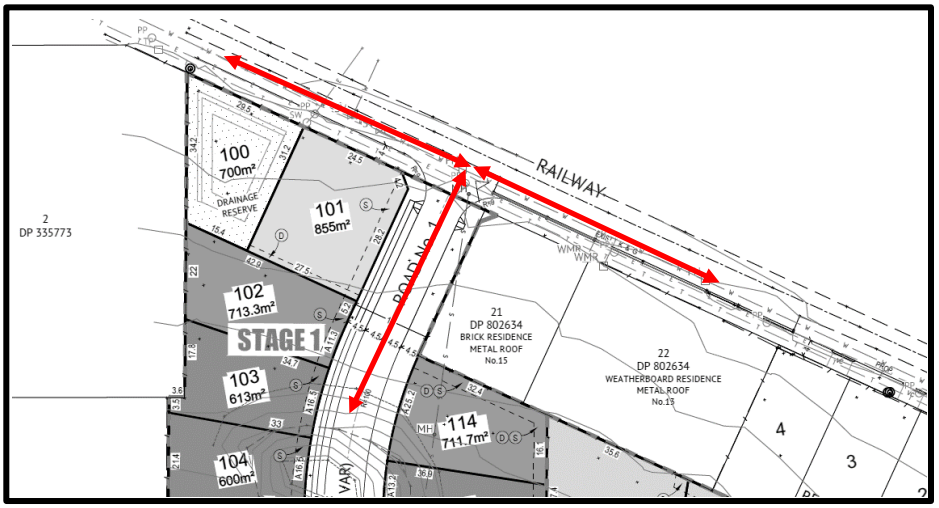


Figure 8 indicates that the minimum ASD is exceeded for the proposed access junction for all approaches with greater than 60m ASD for all approaches and accordingly, ASD is considered satisfactory.

5.3.2.2 Safe Intersection Sight Distance (SISD)

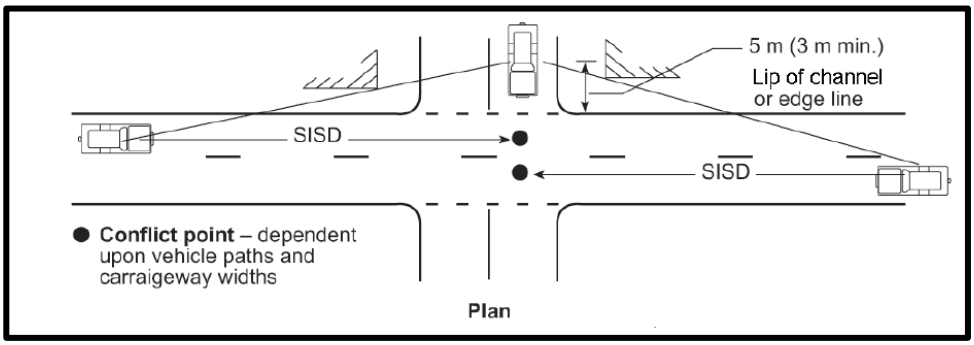
As noted in Part 4A, SISD "is measured along the carriageway from the approaching vehicle to the conflict point; the line of sight having to be clear to a point 5.0 m (3.0 m minimum) back along the side road from the conflict point".

It "provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes), and to decelerate to a stop before reaching the collision point".

Table 3.2 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections identifies a minimum and desirable SISD for a 50km/h road of 90m and 97m, respectively.

The application of SISD is shown in **Figure 9**.

FIGURE 9
APPROACH SIGHT DISTANCE APPLICATION



Source: Part 4A Figure 3.2

The SISD at the proposed junction to the subject site is shown in **Figure 10**.

FIGURE 10
SIGHT DISTANCE REVIEW OF THE PROPOSED ACCESS JUNCTION

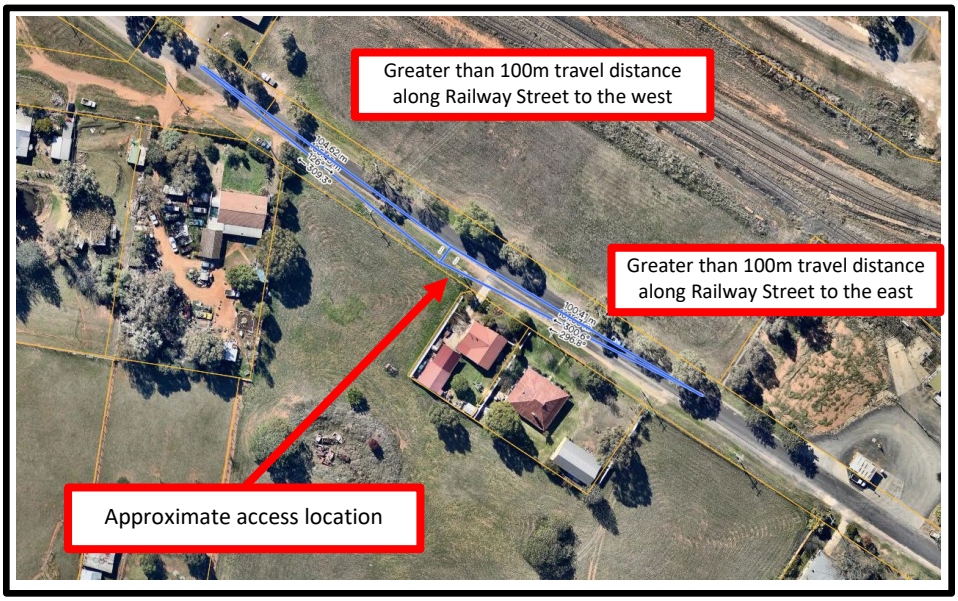


Figure 10 indicate that a minimum of 100m SISD is available for the proposed access junction, meeting the minimum requirements of 90m and the desirable minimum of 97m and accordingly, SISD for the proposed intersection is considered satisfactory.

5.3.2.3 Minimum Gap Sight Distance (MGSD)

As outlined in Part 4A, Section 3.2.3, the MGSD *"required for the driver of an entering vehicle to see a vehicle in the conflicting streams in order to safely commence the desired manoeuvre is dependent upon the length of the gap being*

sought (critical acceptance gap time ta) and the observation angle to approaching traffic".

Based on a design speed of 50km/h and a critical gap of 5 seconds for the left turn and right turn out of the new access locations, the MGSD required is 69m.

The MGSD is less than the SISD which can be achieved at the proposed access junction.

5.3.2.4 Stopping Sight Distance (SSD)

As outlined in Part 3, *"Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead."*

Railway Street is approximately flat in the vicinity of the two access locations and for cars, SSD is a desirable minimum of 48m and for trucks is a minimum of 55m to 69m depending on the reaction time.

The SSD is less than the SISD which can be achieved.

5.3.2.5 Summary of Junction Sight Distance Assessment

A review of the ASD, SISD, MGSD and SSD indicate that all can be met for the proposed access junction and as such, the proposed new road junction sight distance in accordance with Austroads requirements and is considered satisfactory.

5.4 Driveway Sight Distance Restrictions

As outlined in Section 3.2.4 of AS2890.1:2004, *"Access driveways need to be located and constructed so that there is adequate entering sight distance to traffic on the frontage road and sight distance to pedestrians on the frontage road footpath for traffic entering the frontage road".*

For a 50km/h road, Figure 3.2 requires a minimum of 45m, with a desirable sight distance of 69m.

This Practice has reviewed the proposed lot layout and all lots have the ability to provide a driveway that accords with AS2890.1 in relation to minimum sight distance. This includes all lots that front Railway Street and all internal lots with access from the new access road.

As a result of the bend in Railway Street / Homer Street at the eastern end of the subdivision, the following restrictions on driveway location are provided in **Figure 11**.

FIGURE 11
SIGHT DISTANCE REVIEW OF THE RAILWAY STREET/ HOME STREET BEND

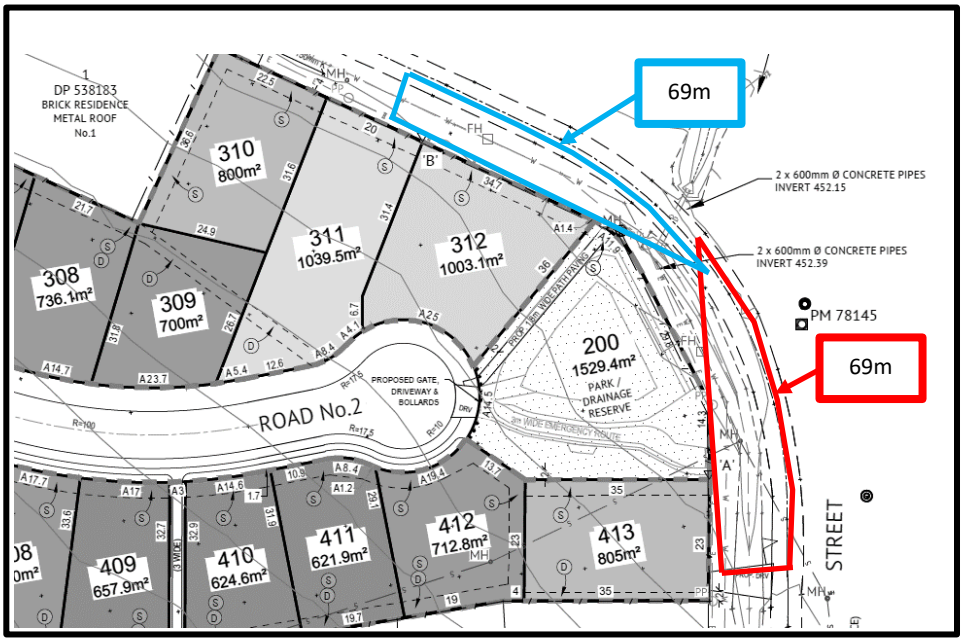


Figure 11 indicates that the proposed driveway location for Lot 413 provides for a sight distance the desirable 69m around the Railway Street bend and accordingly the location is considered satisfactory.

It is recommended that Lot 312 be accessed solely from the internal access road as there is insufficient sight distance from Railway Street to meet the desirable sight distance identified in AS2890.1:2004.

Lot 311 could be accessed from Railway Street from the western side of the proposed lot as that would provide sight distance in excess of 69m.

All other lots can provide satisfactory driveway sight distance required by AS2890.1:2004.

5.5 On-Street Parking

AS2890.5:2020 identifies a minimum width of 2.0m for an on-street car parking space for low speed / low traffic roads.

Based on a 9m wide carriageway, if cars were to park on both sides of the carriageway, this leaves 5m, sufficient for a single light or heavy vehicle to pass between the parked cars.

Statutory 'No Stopping' signage and / or pavement marking is also recommended to be provided in the vicinity of the junction that provides access to the subject site from Railway Street.

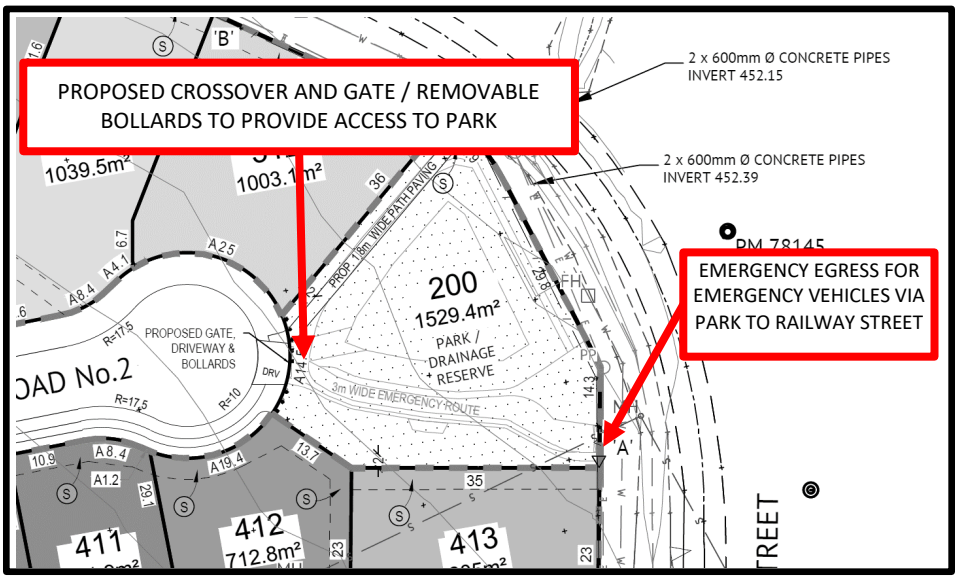
5.6 Heavy Vehicle Servicing and Emergency Vehicle Access

The development is envisaged to generate regular demand for servicing by refuse collection vehicles and occasional demand for servicing by removalist vehicles. It is understood that refuse collection activities are to be undertaken by rigid vehicles providing a maximum length of approximately 10m. Further, removalist activities are expected to be undertaken by vehicles up to and including 8.8m long Medium Rigid Vehicles (MRVs) as defined by AS2890.2:2018.

Access may also be required by emergency vehicles or vehicles to service the reserve at the eastern end of the subdivision and as such, in order to test the ability of a large truck to access the subdivision, swept path plans demonstrating access by a garbage vehicle and an 8.8m MRV have been prepared by this Practice and are attached as **Appendix 2**, demonstrating that the largest vehicles expected to service the site are capable of manoeuvring throughout the proposed local road.

Access to the reserve the eastern end of the subdivision is proposed via a new crossover and lockable gate / removable bollards. The key to the gate is proposed to be provided to Council and emergency services so that access can be gained in an emergency. The proposed gate and driveway to service the reserve at the eastern end of the subdivision is shown in **Figure 12**.

FIGURE 12
EMERGENCY VEHICLE EGRESS VIA THE EASTERN PARK / DRAINAGE RESERVE



The proposed gate, bollards and driveway are considered satisfactory to provide regular servicing and mowing of the park and emergency vehicle access if required which requires a minimum of 3.2m at pinch points[3].

It is acknowledged that any emergency vehicle access between Railway Street / Homer Street and the drainage reserve may require the provision of an informal vehicular crossing which could include civil works to negotiate the prevailing drainage channel along the western side of Homer Street.

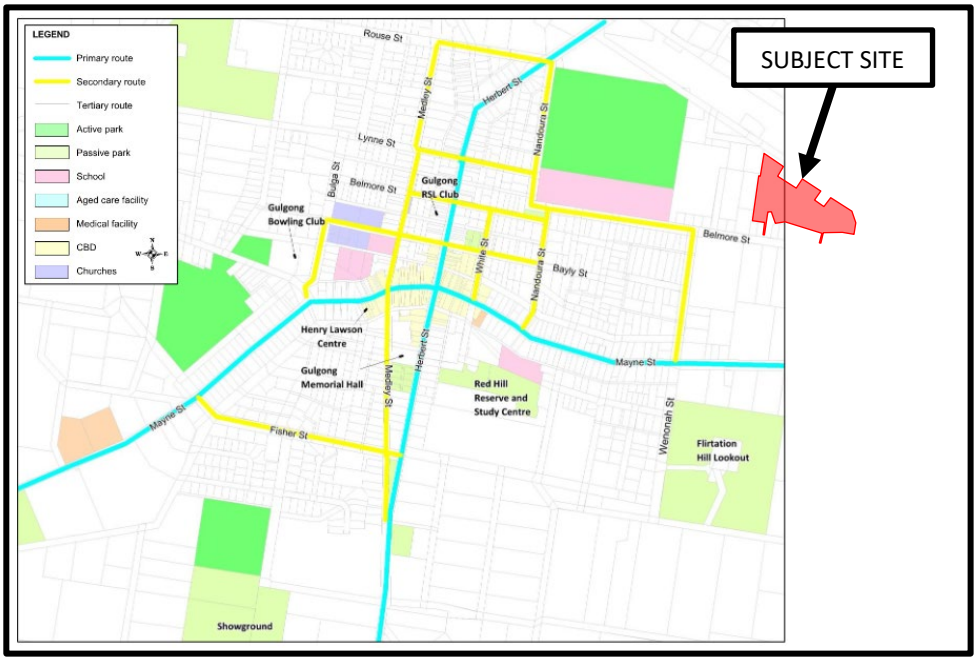
While the proposed emergency route is 3m wide, it is adjacent to a 1.2m wide pedestrian path. A swept path assessment has been undertaken using an MRV as required by the Fire Safety Guideline and is provided in **Appendix 2**.

The swept path assessment shows that access for an emergency vehicle can be provided with appropriate clearance and accordingly, the proposed emergency egress via the eastern park / drainage reserve is considered appropriate.

5.7 Active Transport Servicing

To understand the existing and proposed public active transport infrastructure that is proposed to service the subject site, this Practice reviewed PAMP 2016. The proposed primary and secondary active transport routes for Gulgong as identified in the PAMP 2016 are shown in **Figure 13**.

FIGURE 13
GULGONG PRIMARY AND SECONDARY ROUTES



Source: PAMP 2016 Figure 6-1

Figure 13 indicates that there are no routes proposed adjacent to or within the subject site and as such, guidance has been sought from DCP 2013.

Section 7.1 of DCP 2013 states that for a residential road servicing 31-120 dwellings, a 1.2m wide footpath is required on one side of the road. The proposed design provides a footpath on the western and southern sides of the proposed road.

[3] https://www.fire.nsw.gov.au/gallery/files/pdf/guidelines/vehicle_access.pdf - Section 7.3.2

Additional pedestrian connections are proposed to Belmore Street to the south and to the proposed reserve to the east, further increasing formal active transport connectivity.

The proposed active transport arrangements are consistent with PAMP 2016, DCP 2013 and are considered satisfactory.

5.8 Traffic Generating Ability & Impacts

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within their *Guide to Traffic Generating Developments* and the more recently released *Technical Direction TDT 203/04a*.

The Roads & Maritime Services' *Guide to Traffic Generating Developments* provides an average traffic generation rate of 0.85 peak hour trips per dwelling for detached houses. The more recently released *Technical Direction TDT 2013/04a* specifies average traffic generation rates of 0.71 peak hour vehicle movements per dwelling during the morning peak and 0.78 peak hour vehicle movements per dwelling during the evening peak.

Section 4.1 of this report specifies that the Application proposes the creation of 39 Torrens Title residential allotments. The traffic generating capacity of these allotments in the event that each allotment was to accommodate a single detached dwelling would therefore be 28 movements in the AM peak hour and 31 movements in the PM peak hour in accordance with the abovementioned *Technical Direction TDT 203/04a*.

Based on the site inspection and traffic surveys undertaken and considering the limited extent of the traffic generating ability of the subdivision, representing one vehicle movement every 2 minutes during weekday commuter peaks in addition to the existing traffic volumes, is not expected to result in any unreasonable impacts on the safety and efficiency of the public road network.

Based on the preceding assessment, the proposed development is not expected to compromise the safety or function of the surrounding road network.

6. CONCLUSION

This report assesses the potential traffic implications associated with a Development Application involving the subdivision of one existing allotment within 1 Railway Street in Gulgong, into 39 Torrens Title residential allotments and civil works including the partial construction of a new 'L-shaped' Local Street, intersecting with Railway Street. Based on this assessment, the following conclusions are now made:

- The proposed alignment and construction design of the new Local Street servicing the site is generally in accordance with the relevant requirements of the *Mid-Western Regional Development Control Plan 2013.* One junction with Railway Street is proposed rather than two due to the alignment of Railway Street and the bend at the eastern end of the subdivision;

- Appropriate public road intersection control treatments (line marking and signage) are proposed to safely and efficiently accommodate conflicting movements as required. These can be determined at a later stage and will have to be approved by the Local Traffic Committee;

- It is recommended that Lot 312 be accessed solely from the internal access road as there is insufficient sight distance from Railway Street to meet the desirable sight distance identified in AS2890.1:2004. The driveway for Lot 413 is recommended to be provided as shown on the southern boundary and for Lot 311, if access if provided from Railway Street, the driveway for Lot 311 is recommended to be on the western boundary to meet the desirable sight distance outlined in AS2890.1:2004. All other lots accessed from Railway Street or the internal access road have satisfactory sight distance in accordance with AS2890.1:2004;

- No parking restrictions are proposed along the new access road with the exception of the statutory No Stopping restrictions near the junction with Railway Street;

- The proposed pedestrian access and mobility infrastructure in association with the new Local Street construction is in accordance with the relevant requirements of the *Mid-Western Regional Development Control Plan 2013.* Additional active transport connections are also provided to Belmore Street and through the park at the eastern end of the subdivision and are considered satisfactory to support the existing nearby residents and new residents of the proposed subdivision;

- The proposed emergency vehicle access via the eastern park / drainage reserve can accommodate the swept path of the emergency vehicle required by the Fire Safety Guideline and accordingly is considered satisfactory;

- The subdivision is capable of generating up to 28 to 31 peak hour vehicle trips in accordance with the abovementioned Roads & Maritime Services' relevant

rates specified within *Guide to Traffic Generating Developments* and *Technical Direction TDT 203/04a*; and

- The limited extent of the traffic generating ability of the subdivision, representing one vehicle movement every 2 minutes during weekday commuter peaks, is unlikely to result in any unreasonable impacts on the safety and efficiency of the surrounding public road network.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic related issues that should prevent approval of the subject application. This action is therefore recommended to Council.

APPENDIX 1

Ⓓ ~ EASEMENT TO DRAIN WATER 1.5 / 2.5 / 3 WIDE & VARIABLE WIDTH

Ⓢ ~ EASEMENT TO DRAIN SEWAGE 3 WIDE & VARIABLE WIDTH

RESIDENTIAL SUBDIVISION LOTS 03/03/2022

LOT TYPE (AREA)	STAGE 1	STAGE 2	STAGE 3	STAGE 4	TOTAL LOTS
≥ 601 - 699m²	8	ROAD	-	3	11
≥ 700 - 799m²	3		7	8	18
≥ 800 - 999m²	-		1	1	2
≥ 1000m²	1		3	1	5
≥ 850m² DUAL LOT	2		1	-	3
RESIDENTIAL LOTS	14		12	13	39
OPEN SPACE	1	1	-	-	-

NOTE: 'A'-'B' DIRECT ACCESS TO RAILWAY STREET DENIED

LEGEND

- TOP OF BANK
- BOTTOM OF BANK
- FENCE
- OVERHEAD POWERLINES
- STORMWATER PIPE
- TABLEDRAIN
- WATER MAIN
- ROAD CENTRELINE
- ROAD CENTRELINE
- ROAD CENTRELINE
- POWER POLE
- FIRE HYDRANT
- WATER STOP VALVE
- WATER METER
- ROAD SIGN
- SEWER MANHOLE
- TELSTRA PIT

MGA

DISCLAIMER:

THIS PLAN WAS PREPARED FOR GULGONG HOLDINGS PTY LTD FOR DEVELOPMENT APPLICATION PURPOSES ONLY.

DIMENSIONS AREAS AND TOTAL NUMBER OF LOTS SHOWN HEREON ARE APPROXMATE ONLY AND SUBJECT TO FIELD SURVEY AND FINAL ENGINEERING DESIGN AND ALSO TO THE REQUIREMENTS OF COUNCIL AND OTHER AUTHORITIES WHICH MAY HAVE REQUIREMENTS UNDER ANY RELEVANT LEGISLATION.

NO RELIANCE SHOULD BE PLACED ON THE INFORMATION CONTAINED IN THIS PLAN FOR ANY FINANCIAL DEALING INVOLVING THE LAND. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

RAILWAY STREET (BITUMEN SURFACE)

ROAD No. 1

PROPOSED (18 WIDE & VAR)

PROPOSED STAGE 1

PROPOSED STAGE 2

STAGE 3

STAGE 4

ROAD No.2

HOMER STREET (BITUMEN SURFACE)

BELMORE STREET (UPRIGHT CONCRETE K&G (BITUMEN SURFACE))

REFER DA 0154/2022

2 DP 335773

A DP 335426

B DP 335426

21 DP 802634 BRICK RESIDENCE METAL ROOF No.15

22 DP 802634 WEATHERBOARD RESIDENCE METAL ROOF No.13

1 DP 538183 BRICK RESIDENCE METAL ROOF No.1

100 700m² DRAINAGE RESERVE

101 855m²

102 713.3m²

103 613m²

104 600m²

105 600m²

106 600m²

107 621.9m²

108 616.7m²

109 710.1m²

110 1008.2m²

111 855m²

112 618.8m²

113 651.1m²

114 711.7m²

200 1529.4m² PARK / DRAINAGE RESERVE

301 708m²

302 1084.8m²

303 1000m²

304 769.2m²

305 707.6m²

306 700m²

307 700m²

308 736.1m²

309 700m²

310 800m²

311 1039.5m²

312 1003.1m²

401 1040.4m²

402 720.1m²

403 700m²

404 700m²

405 700m²

406 700m²

407 700m²

408 700m²

409 657.9m²

410 624.6m²

411 621.9m²

412 712.8m²

413 805m²

2 x 600mm Ø CORRUGATED S1 INVERT 452.10

2 x 600mm Ø CONCRETE PIPES INVERT 452.15

2 x 600mm Ø CONCRETE PIPES INVERT 452.39

PM 78145

SSM 52629

ISSUED FOR APPROVAL

DATE	REV	DESCRIPTION	REC	APP
03/03/22	F	ISSUED FOR APPROVAL - REVISED FOOTPATH LOT 200, EASEMENTS & LOT 311 ACCESS TO RAILWAY ST	PS	WRS
21/12/21	E	ISSUED FOR APPROVAL - REVISED STAGINGS AND EASEMENTS ADDED	PS	WRS
10/12/21	D	ISSUED FOR APPROVAL - AMENDED AS PER RPS & ADJUSTED LOTS 207 - 210 & LOTS 300, 311 - 314	PS	WRS
08/12/21	C	ISSUED FOR APPROVAL - REVISED CUL-DE-SAC HEAD TO R=10, ADJUSTED LOTS 207-210 & LOTS 300, 311-314	PS	WRS
18/11/21	B	ISSUED FOR REVIEW - TOTAL 43 LOTS	PS	WRS
16/09/21	A	ISSUED FOR REVIEW - TOTAL 48 LOTS	PS	WRS

REVISIONS

Premise

DUBBO OFFICE
1ST FLOOR
62 WINGEWARRA STREET
DUBBO, NSW 2830
PH: (02) 6887 4500
WEB: www.premise.com.au

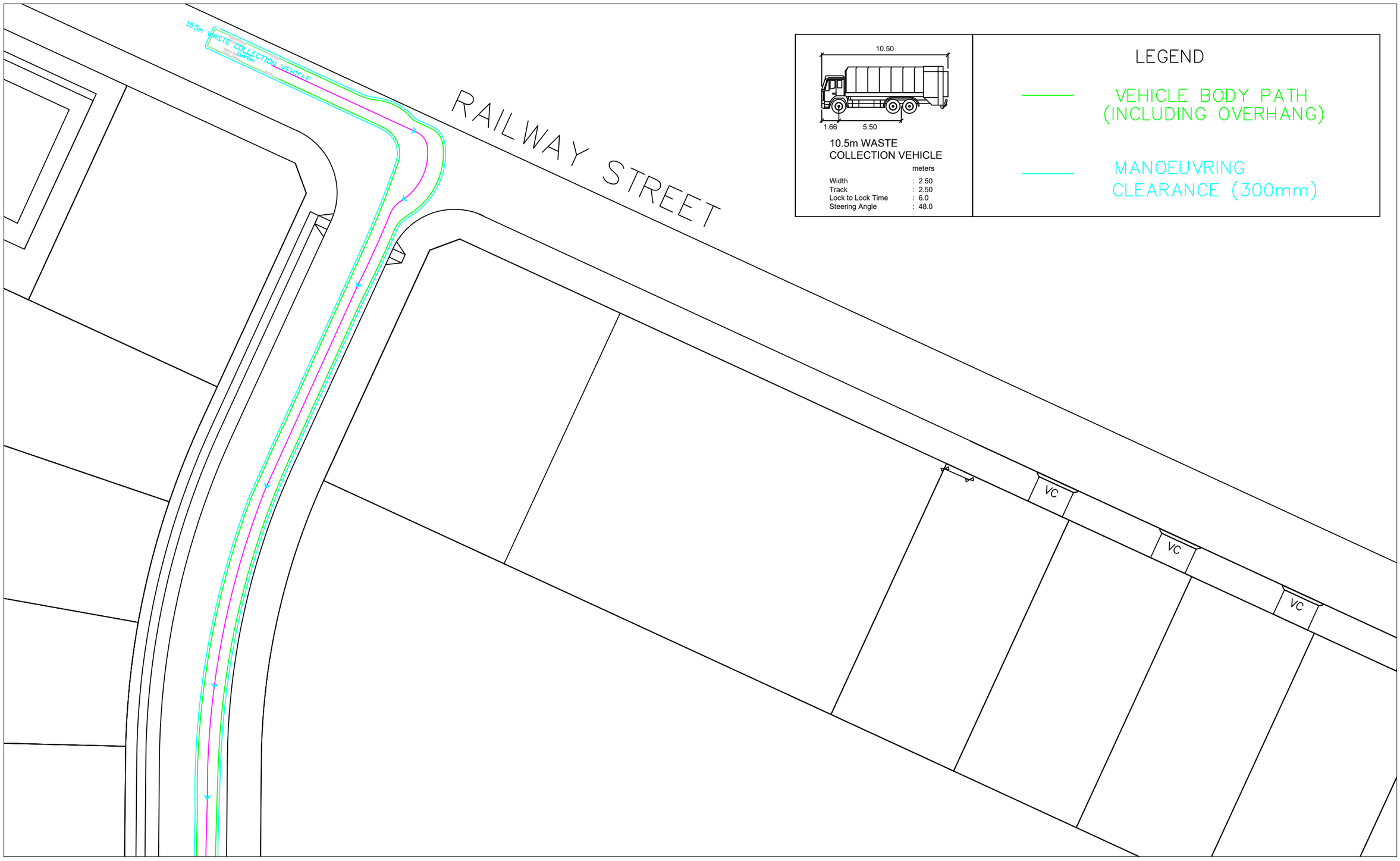
DESIGNED P. SITHIRAJVONGSA
CHECKED W. SAUNDERS
PROJECT MANAGER W. SAUNDERS
REGISTERED SURVEYOR [redacted]

SCALE
SCALE 1:600 (A1)
0 12 24 36m
0 12 24 36m
SCALE 1:1200 (A3)
ORIGINAL SHEET SIZE A1

CLIENT GULGONG HOLDINGS PTY LTD
PROJECT SUBDIVISION OF LOT 5 BEING SUB.. OF LOT 2 IN DP 613429
LOCATION 1 RAILWAY STREET, GULGONG
SHEET TITLE PROPOSED SUBDIVISION PLAN - OVERALL PLAN

JOB CODE 322037_02
SHEET NUMBER TP01
REV F

APPENDIX 2



10.5m WASTE
COLLECTION VEHICLE

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	48.0

LEGEND

VEHICLE BODY PATH
(INCLUDING OVERHANG)

MANOEUVRING
CLEARANCE (300mm)

STANBURY TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

NOTES:

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2. THE SWEPT PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 11 IN CONJUNCTION WITH MANOEUVRING SPECIFICATIONS FOR A 10.5m LONG REFUSE COLLECTION VEHICLE.

STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEPT PATHS

SUBJECT SITE PRECINCT MANOEUVRING

PROPOSED RESIDENTIAL SUBDIVISION

1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

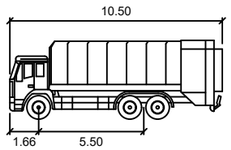
FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 1



10.5m WASTE
COLLECTION VEHICLE

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 48.0

LEGEND

VEHICLE BODY PATH
(INCLUDING OVERHANG)

MANOEUVRING
CLEARANCE (300mm)

H PAVING (3 WIDE)

STANBURY TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

[redacted]

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STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEPT PATHS

SUBJECT SITE PRECINCT MANOEUVRING

PROPOSED RESIDENTIAL SUBDIVISION

1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

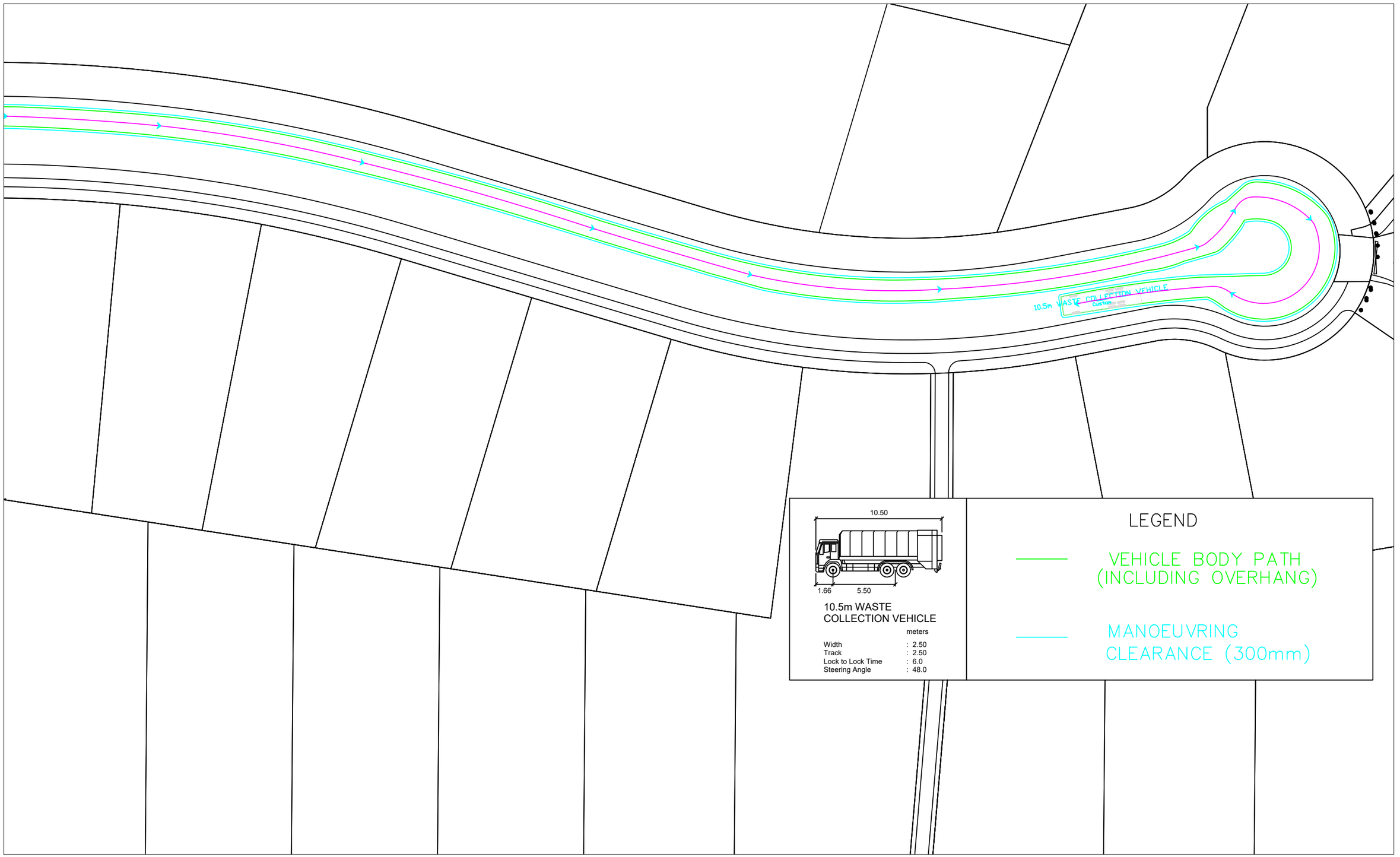
FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 2



10.5m WASTE
COLLECTION VEHICLE

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 48.0

LEGEND

VEHICLE BODY PATH
(INCLUDING OVERHANG)

MANOEUVRING
CLEARANCE (300mm)

STANBURY TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

[redacted]

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STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEPT PATHS

SUBJECT SITE PRECINCT MANOEUVRING

PROPOSED RESIDENTIAL SUBDIVISION

1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

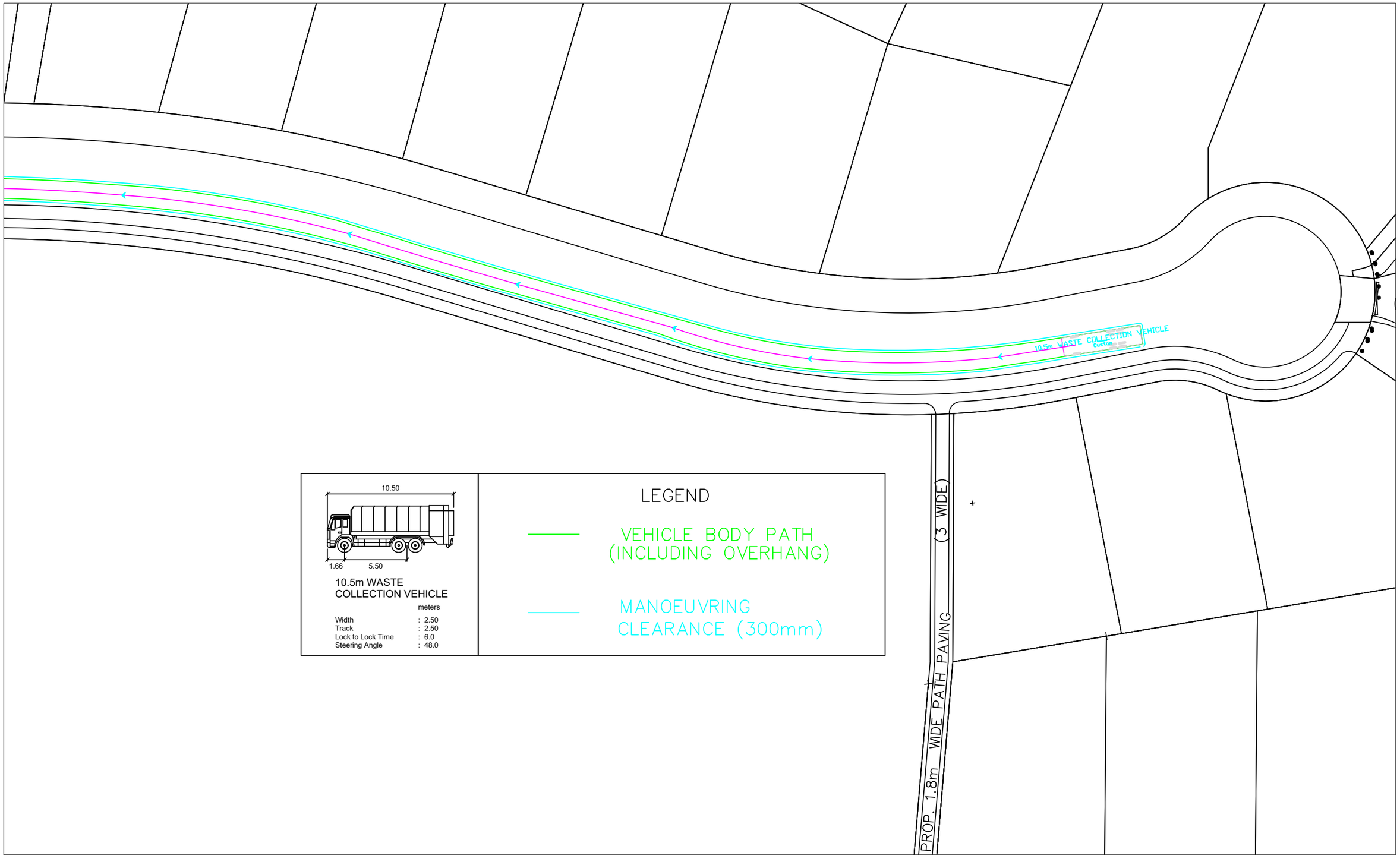
FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 3



10.5m WASTE COLLECTION VEHICLE

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	48.0

LEGEND

VEHICLE BODY PATH (INCLUDING OVERHANG)

MANOEUVRING CLEARANCE (300mm)

STANBURY TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

[redacted]

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STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEPT PATHS

SUBJECT SITE PRECINCT MANOEUVRING

PROPOSED RESIDENTIAL SUBDIVISION

1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

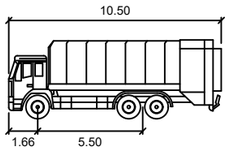
FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 4



10.5m WASTE
COLLECTION VEHICLE

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	48.0

LEGEND

VEHICLE BODY PATH
(INCLUDING OVERHANG)

MANOEUVRING
CLEARANCE (300mm)

STANBURY TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

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STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEPT PATHS

SUBJECT SITE PRECINCT MANOEUVRING

PROPOSED RESIDENTIAL SUBDIVISION

1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

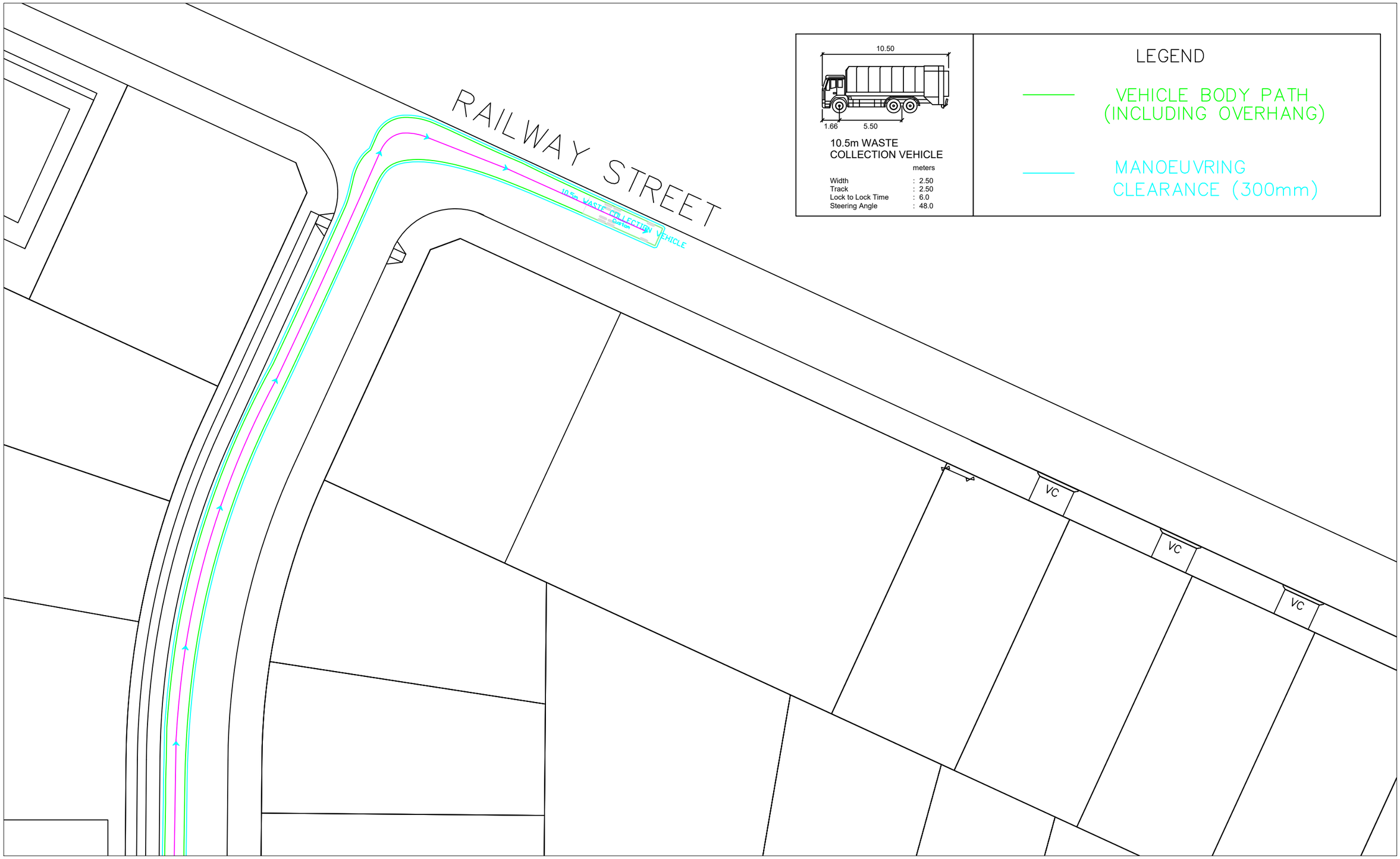
FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 5



10.5m WASTE
COLLECTION VEHICLE

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	48.0

LEGEND

VEHICLE BODY PATH
(INCLUDING OVERHANG)

MANOEUVRING
CLEARANCE (300mm)

STANBURY TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

[redacted]

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STANBURY TRAFFIC PLANNING

10.5m LONG REFUSE COLLECTION VEHICLE SWEPT PATHS

SUBJECT SITE PRECINCT MANOEUVRING

PROPOSED RESIDENTIAL SUBDIVISION

1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 6

PROP. 1.8m WIDE PA

PARK / DRAINAGE RESERVE

MRV STANDARDS 2018 CAD

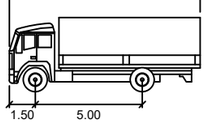
(3 WIDE)

PROP. 1.8m WIDE PATH PAVING

PROP. DRV

HOMER STREET

8.80



1.50 5.00

MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0

LEGEND

VEHICLE BODY PATH (INCLUDING OVERHANG)

MANOEUVRING CLEARANCE (300mm)

STANBURY TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

STANBURY TRAFFIC PLANNING

[redacted]

NOTES:

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STANBURY TRAFFIC PLANNING

MEDIUM RIGID EMERGENCY VEHICLE SWEPT PATHS SUBJECT SITE PRECINCT MANOEUVRING PROPOSED RESIDENTIAL SUBDIVISION 1 RAILWAY STREET, GULGONG

SCALE: 1:500 AT A3

FILE: 21-226

SUPERSEDES SHEET/ISSUE -

DATE: 3/03/2022

ISSUE A

SHEET 7