

Dear Jason Landers

This traffic impact assessment has been prepared for your client Victoria Caroli, for the proposed subdivision of one residential Lot into six Lots at 24 Flirtation Hill Lane, Gulgong NSW 2852. The property is located south-east of Gulgong, with access to Flirtation Hill Lane on the north side and Zimmler Lane to south, bounded green in Figure 1.



Figure 1: Locality Plan

Existing Situation

Flirtation Hill Lane is a quiet road around 5.2m wide with grass shoulders. It is sealed for 500m between Grimshaw Lane and the cul-de-sac at #50. Zimmler Lane is a quiet unsealed road approximately 4.3m wide, on a carriageway around 5.6m wide. With large properties and no street lights (see Photo 1, Attachment C), rather than a 100km/hr default limit, the area seems a relaxed environment less than 60km/hr, and vehicles were observed to move calmly.

Traffic counts were taken between 2:45pm – 3:45pm at the nearby Anderson Street / Cooyal Street intersection on Thursday, 7th December 2023, and are shown in Attachment A. No pedestrian crossing activity was observed, however, two pedestrians were seen travelling on the footpath around the north-east corner of the intersection.

The counts show existing two-way peak traffic on Anderson Street (south of Cooyal Street) is 20 veh/hr. Informal observations in the area between 2:00pm – 2:30pm showed only one vehicle using Flirtation Hill Lane, one vehicle using Zimmer Lane near the development site, and two vehicles on Grimshaw Lane south of Zimmer Lane.

Crash statistics were accessed from the Transport for NSW Centre for Road Safety on 28th November 2023 (see Attachment B). In the five-year data period 2018-2022, zero crashes were recorded near the development site.

Expansion Proposal

The RTA Guide to Traffic Generating Developments indicates the applicable peak traffic generation for low density residential sites is 0.78veh/hr per site in the evening and 0.71veh/hr per site in the morning (updated surveys, August 2013, p.2). With a total of five extra residential Lots, the evening peak generation expected is 4veh/hr.

Proposed subdivision plans by de Witt Consulting dated 21 September 2023 show that access to Lots 1 and 2 will be to Flirtation Hill Lane between 155m - 190m east of Anderson Street. Access to Lots 3, 4, 5 and 6 will be to Zimmer Lane between 195m – 260m east of Grimshaw Lane.

Photo 2 and Photo 3 in Attachment C shows the views from Anderson Street looking left and right onto Flirtation Hill Lane. Ample sight distance is available to the cul-de-sac on the left, and to the right through the horizontal curve and gaps in the trees. Photo 4 shows there is loose gravel that requires sweeping to reduce the risk that a vehicle may skid when turning at the sealed junction.

Photo 5 and Photo 6 show the views from Zimmer Lane looking left and right at Grimshaw Lane. There is ample sight distance in and around trees to vehicles approaching from the left, and as far as the horizontal curve to right.


The proposed Lots would mainly be accessed from Anderson Street which is sealed - particularly for residents going to destinations in Gulgong or the Golden Highway. Some residents may use the unsealed sections of Grimshaw Lane and Welcome Reef Lane to head to the southern areas of town, and to Mudgee. Photos 7, 8 and 9 of the Grimshaw Lane / Welcome Reef Lane junction show its 'Y' shape indicating priority may be unclear to some drivers. Priority could become more defined by installing a give way sign on the Grimshaw Lane (north) approach to the junction.

Summary

This letter outlines the existing traffic situation with a safe, calm environment and very low traffic volumes on Flirtation Hill Lane, Zimmer Lane and Grimshaw Lane. Only 4veh/hr extra peak traffic is expected to be generated by the proposed subdivision of one Lot into six Lots, and most would use Anderson Street to access areas to the north.

Two actions to improve traffic management in the area include: sweep loose gravel from the sealed Anderson Street / Flirtation Hill Lane junction, and; provide give way control at the Grimshaw Lane / Welcome Reef Lane 'Y' junction.

Regards



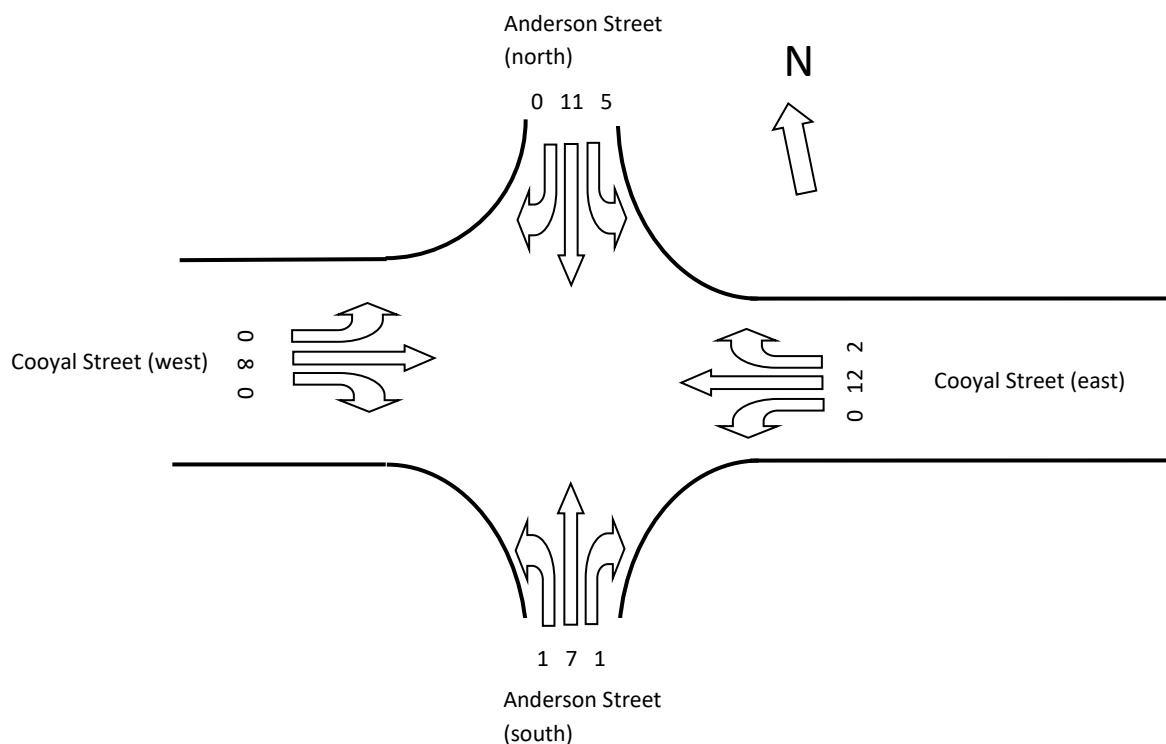
Samantha Green, BTrngDev, BE (Hons), MEngSc, RPEQ

Director

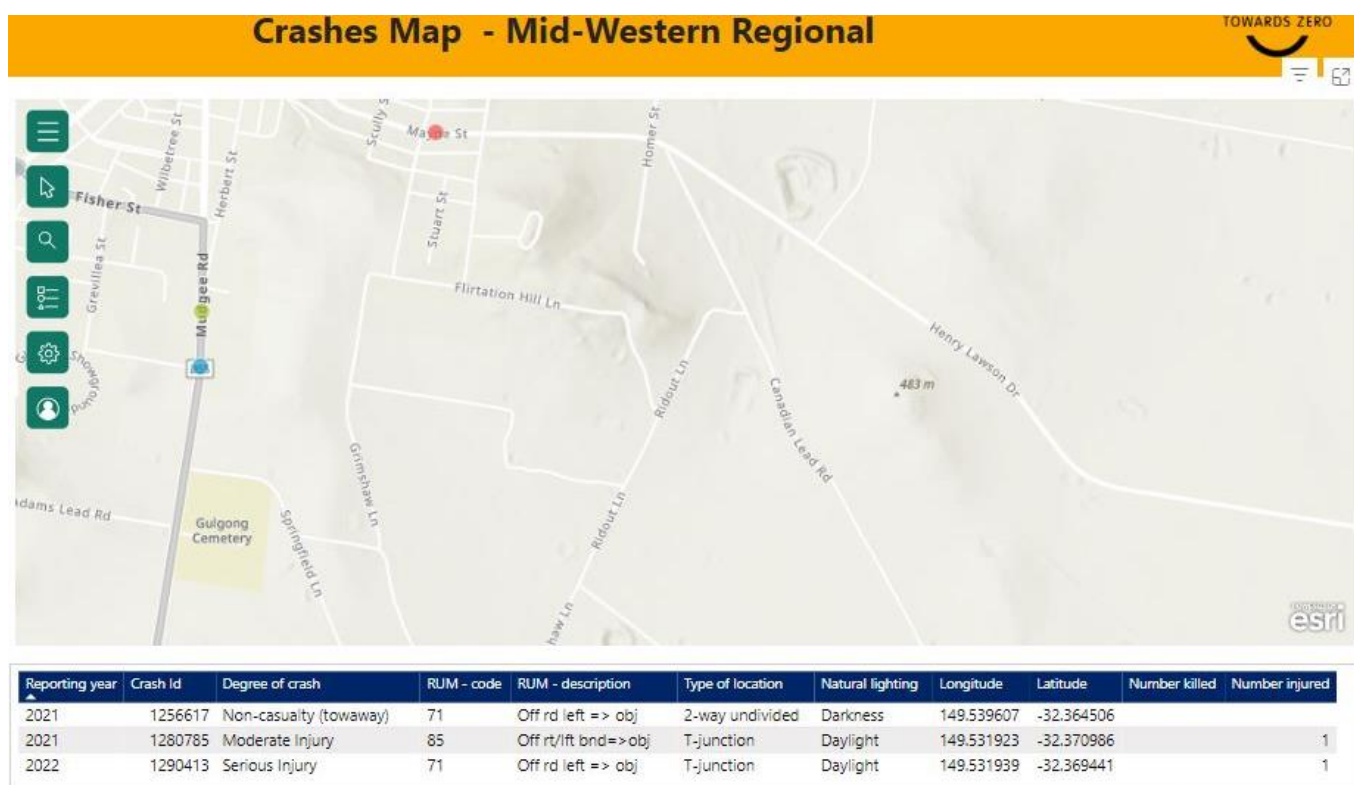
Attachment A - existing traffic volumes

2:30pm – 3:30pm Afternoon Peak

Counted Thursday, 11th April 2019 in fine weather



Attachment B - recorded crash locations (2018 - 2022)



Attachment C – photos



Photo 1: View from Flirtation Hill looking south-west toward proposed subdivision



Photo 2: Anderson Street (north) looking left toward cul-de-sac end of Flirtation Hill Lane



Photo 3: Anderson Street (north) looking right toward horizontal curve where Flirtation Hill Lane becomes Grimshaw Lane



Photo 4: Anderson Street (north) approach to Flirtation Hill Lane – note loose gravel at the junction



Photo 5: Zimmer Lane looking left along Grimshaw Lane



Photo 6: Zimmer Lane looking right along Grimshaw Lane



Photo 7: Grimshaw Lane (north) approach to Welcome Reef Lane



Photo 8: Grimshaw Lane (north) looking left along Grimshaw Lane (south)



Photo 9: Grimshaw Lane (north) looking right along Welcome Reef Lane