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**BLOCK 11 SECTION 31 GIRALANG – TT ARCHITECTURE  
STATEMENT OF TRAFFIC & PARKING IMPACT**

Sellick Consultants has been engaged to provide a statement on traffic & parking impacts resulting from the redevelopment of the above site to contain two residential dwellings.

To inform this statement a site visit was undertaken on 26<sup>th</sup> June 2018 to assess existing traffic and parking conditions. The following observations were taken between 8am and 8.30am:

- The weather was fine;
- Traffic speeds on both Neworra Place and Fornax Street are designated 50km/hr.
- There was no activity at the nearby construction site – aerial photos available on Nearmap indicate that construction on the site has not progressed since October 2016;
- 1 ute was parked on the street at the end of the cul-de sac for the duration of the observations. It was assumed to belong to a townhouse resident/visitor.
- 4 vehicles were observed exiting the street and turning right onto Fornax Street. There weren't any opposing traffic movements, so traffic could turn onto Fornax Street with minimal delay

Based on the observed traffic volume and standard industry practices the traffic generation from existing residences on Neworra Place is estimated to be 80 vehicles per day (vpd). This indicates that Neworra Place operates as per an 'Access Street A' under the Territory Plan's Estate Development Code (EDC). Under the EDC's road hierarchy scheme there are 0 – 300 vpd on an Access Street A.

The proposed development provides each residence with a double garage, and sufficient space on site to accommodate 1 visitor car park on the hardstand adjacent to the Garage door. An additional parking space for each unit will also be provided on a section of decomposed granite adjacent to the driveway. This is compliant with the ACT Government's Residential Zones Development Code Rule 18 "At least one parking is provided in addition to that required for the primary residence". Additionally, the site has a 37m long frontage onto Neworra Place, which could accommodate approximately 10 parked cars (a 6m allowance per car). Subsequently, the proposed development and site has an adequate level of parking that should not impact on the existing residents.

Visitor parking for the proposed development is unlikely to impact on the amenity of the street any further than the existing residences. It is also permissible under the Parking and Vehicular Access General Code, which state visitor parking to a residence can be within 100m of the site.

A single residential dwelling under the estate development code generates 8 traffic movements per day. Subsequently, the proposed development will increase traffic volumes on Neworra Place to 88

vpd. This, increase of a single dwelling and 8 vpd will not have a noticeable impact to the existing operations of which will not have a noticeable impact on the existing road operation.

When construction commences on the proposed development or the nearby shops some contractor parking can be expected on Neworra Place. Contractor's parking demand is typically between 7am and 3pm. Subsequently, the amenity of the street is unlikely to be impacted at times (5pm + or on weekends) when residents arrive home from work, or when residents host visitors during the evenings/weekends. Should contractor parking cause inconvenience to residents, they could consult with Roads ACT and consider requesting the erection of temporary 'No Parking' signs along Neworra Place.

In conclusion, as an experienced civil and traffic engineer the proposed development of the existing site from a single residential dwelling to two individual dwellings will have negligible impact on the existing situation with regards to traffic and parking arrangements.

Should you have any comment or query pertaining to the above, please do not hesitate to contact the undersigned.

*Yours faithfully,*



*Paul Williams*  
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for **Sellick Consultants Pty Ltd**