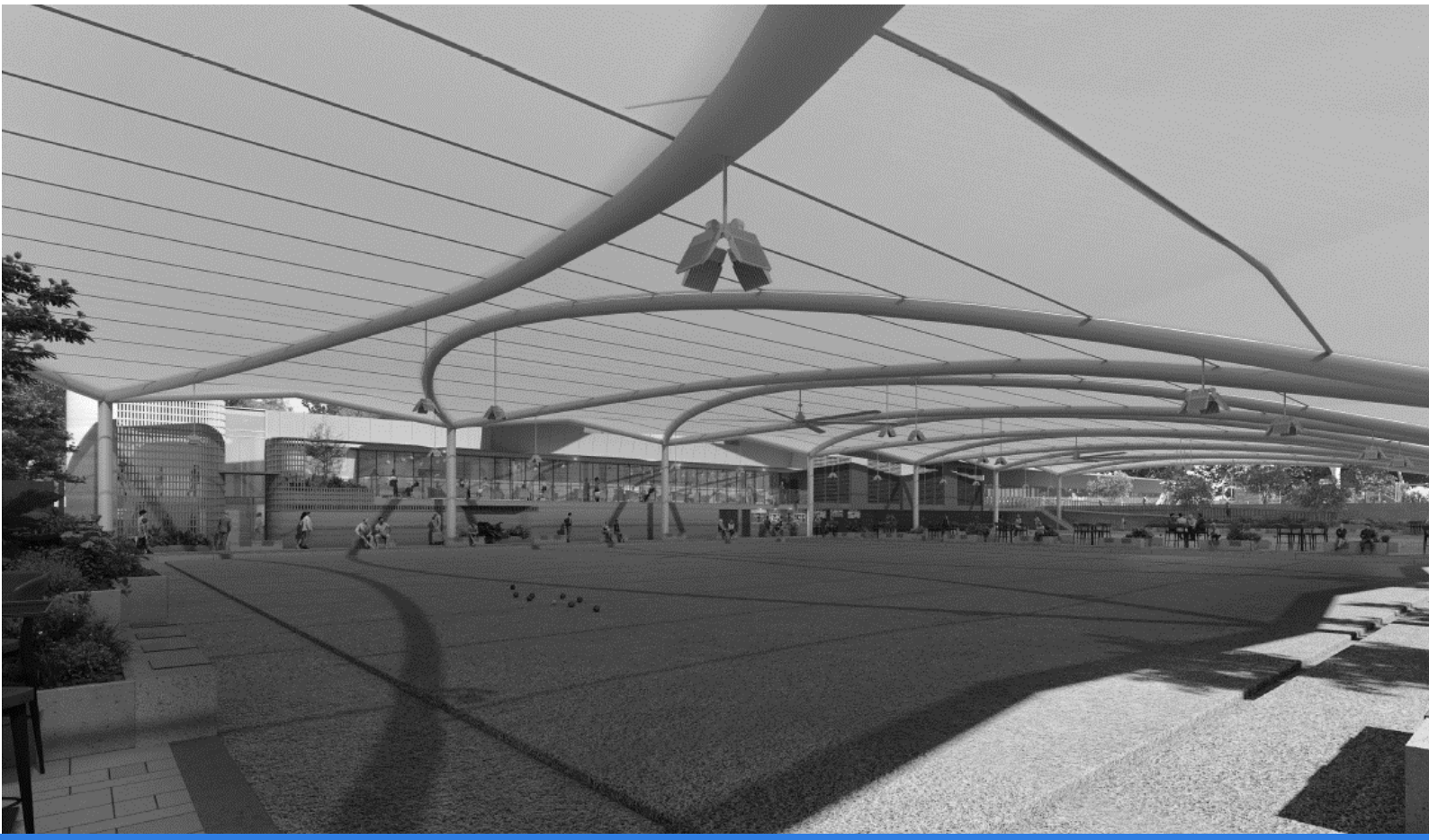

Club Maitland City

Traffic and Parking Assessment

Prepared for:

Transcend Property

14 June 2023

The Transport Planning Partnership

Club Maitland City

Traffic and Parking Assessment

Client: Transcend Property

Version: V02

Date: 14 June 2023

TTPP Reference: 22390

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	08/06/23	James Goodman	Jessica Ng	Ken Hollyoak	DRAFT
V01	14/06/23	James Goodman	Jessica Ng	Ken Hollyoak	

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A. ARCHITECTURAL PLANS

B. SWEPT PATH ANALYSIS

1 Introduction

The Transport Planning Partnership (TTPP) has prepared this traffic and parking assessment on behalf of Club Maitland City c/o- DACCA Architecture to accompany a development application (DA) to redevelop the bowling green facilities at Club Maitland City.

The proposal intends to upgrade two bowling greens with a shade, together with an extension to the building for amenities, an office and a lounge. The existing loading dock will also need to be redesigned to accommodate the upgrades.

This report has been prepared to assess the traffic and parking implications of the proposed development.

The remainder of the report is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the site.
- Chapter 3 presents a brief description of the proposed development.
- Chapter 4 assesses the proposed on-site parking provision and internal layout.
- Chapter 5 examines the traffic generation and its impact, if any.
- Chapter 6 presents the conclusions of the assessment.

2 Existing Conditions

2.1 Site Description

The site is located at 14 Arthur Street, Rutherford and is situated within the Maitland City local government area. It has frontages on Arthur Street, Woodberry Street and Melbee Street, and it borders a fast-food drive-through restaurant, a childcare centre, and a motel which is part of the Club.

There is a shopping centre directly north of the site on Arthur Street, and within the immediate vicinity it is generally surrounded by low density residential. The location of the site and its surrounding environs shown in Figure 2.1.

Figure 2.1: Site Location and Surrounds

Source: OpenStreetMap

2.2 Abutting Road Network

The site is surrounded by a network of roads which provide good connectivity to the wider arterial road network via the New England Highway. As indicated previously, the site generally fronts Woodberry Street, Arthur Street, and Melbee Street along the eastern, northern and southern boundary of the site respectively. A brief description of these roads is provided below.

New England Highway is a two-way state road and generally runs in a northwest to southeast direction along the western boundary of the site. The road provides two lanes in either direction, separated by a central median island, across a 19-metre-wide road carriageway. It forms a priority-controlled intersection with Melbee Street restricted to left-in and left-out to the southwest of the site, and a signalised intersection with Arthur Street to the northwest of the site. It has a posted speed limit of 60km/h. No kerbside parking is provided on either side of the road within the vicinity of the site.

Arthur Street is a two-way local road that is generally aligned in an east to west direction. It generally has one travel lane in either direction which is separated by a planted median. It has a roundabout to the north of the site which provides access to the site and the shopping centre to the north. It provides cycle lanes on both sides of the road with unrestricted parking available on both sides of the street directly east of the site.

Woodberry Street is a two-way local road that is generally aligned in a north to south direction and is bounded by Arthur Street and Melbee Street. It has one travel lane in each direction and a posted speed limit of 50km/h. Unrestricted parking is available on both sides of the road.

Melbee Street is a two-way local road that is generally aligned in an east to west direction. It has one travel lane in each direction and a posted speed limit of 50km/h. Unrestricted parking is available on both sides of the road.

2.3 Pedestrian and Bicycle Network

Pedestrian footpaths are provided on both sides of Arthur Street and New England Highway, with signalised crossings provided on three legs of the signalised intersection. In addition, pedestrian refuge islands are provided on Arthur Street for pedestrians crossing the road. There are limited pedestrian facilities on Woodberry Street and Melbee Street.

There is an extensive cycle network surrounding the site, with on-road cycleways provided on Arthur Street adjacent to the site connecting to the larger network. A map of the existing cycling facilities surrounding the site is shown in Figure 2.2.

Figure 2.2: Existing Cycle Network Map

Source: TfNSW Cycleways Map Finder (https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder/index.html, accessed on 30/05/23)

2.4 Public Transport Services

The primary bus stop is located on West Mall which is 300-metres (4 minute walk) north of the site. It provides access to the 177, 138, 179, 180, 181, 182, 183 and 186 services. In addition, a bus stop is provided on Arthur Street approximately 100-metres from the site which provides access to the 180 service.

The bus services link the site to the larger area, including Maitland city centre, East Maitland, Green Hills and the local Rutherford area.

A summary of the public transport services within the vicinity of the site are provided in Table 2.1.

Table 2.1: Public Transport Facilities and Services

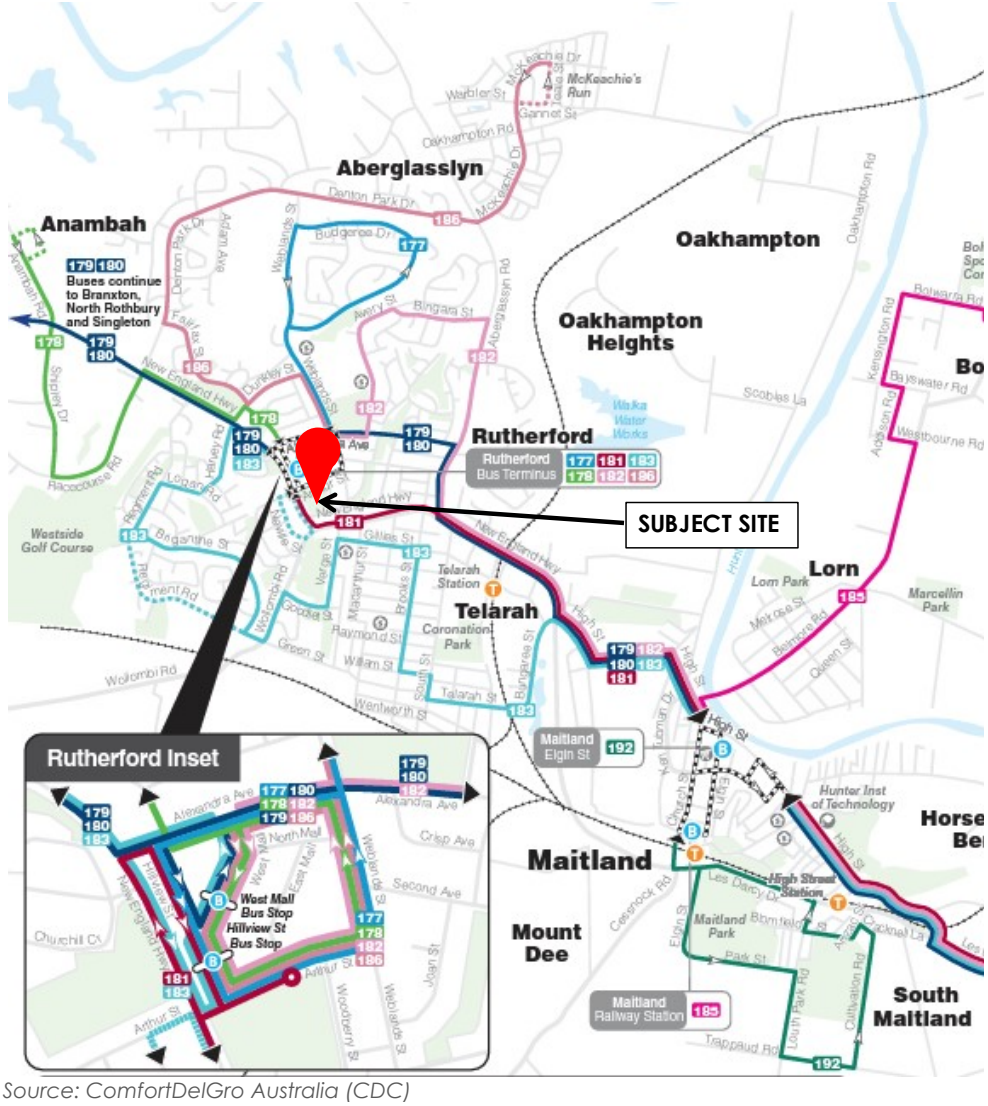
Route No.	Route Description	Typical Weekday Frequency	Proximity to Site
177	Rutherford to Aberglasslyn via Budgeree Dr (Loop Service)	• Every 60 minutes	• 300m (4-min walk)
178	Rutherford to Anambah Rd via Rutherford Industrial Estate (Loop Service)	• Every 60 minutes	• 300m (4-min walk)

Route No.	Route Description	Typical Weekday Frequency	Proximity to Site
179	North Rothbury to Green Hills Shopping Centre via Maitland	• Every 60-120 minutes	• 300m (4-min walk)
180	Singleton Heights to Green Hills Shopping Centre via Maitland	• Every 180 minutes	• 100m (1-min walk)
181	Rutherford to Woodberry via Maitland, Green Hills Shopping Centre & Beresfield	• Every 60 minutes	• 300m (4-min walk)
182	Rutherford to Thornton via Maitland, Green Hills Shopping Centre & Ashtonfield	• Every 60 minutes	• 300m (4-min walk)
183	Rutherford to Tenambit via Maitland & Green Hills Shopping Centre	• Every 30 minutes	• 250m (3-min walk)
186	Rutherford to Aberglasslyn via Denton Park Dr (Loop Service)	• Every 60 minutes	• 300m (4-min walk)

Source: Transport for NSW (accessed 30/05/23)

The existing local bus route network map is shown in Figure 2.3.

Figure 2.3: Existing Bus Network – Routes 671 and 741



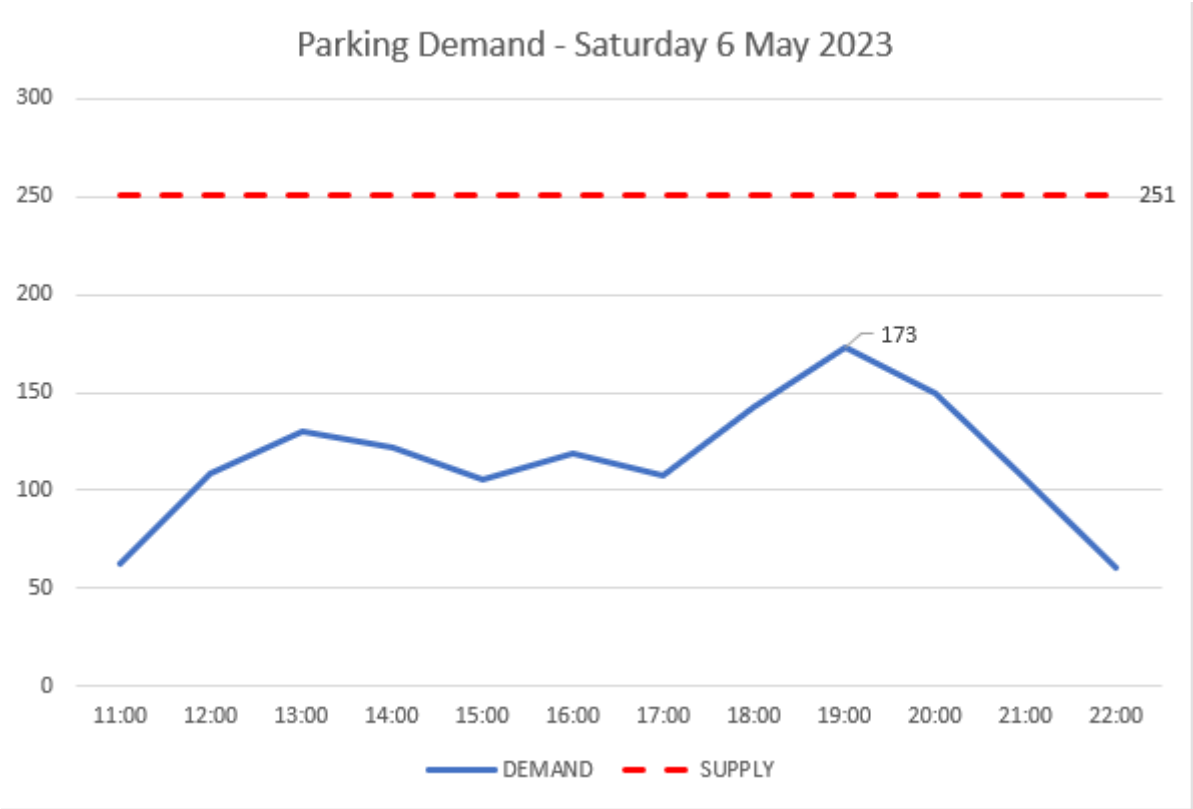
Source: ComfortDelGro Australia (CDC)

2.5 Existing Car Parking Supply and Demand

The existing site currently provides 251 car parking spaces. A parking survey was conducted on Saturday 6 May, 2023 to assess the peak parking demand of the car park.

A summary of the parking surveys is shown in Figure 2.4.

Figure 2.4: Parking Survey Summary



The surveys indicates that the peak parking demand occurred at 7:00pm, where 173 out of 251 spaces were occupied (with 78 spaces vacant). This equates to a peak parking demand of 69 per cent, which indicates that the existing car park at the time was more than adequate to accommodate the existing operations.

The existing peak car parking demand currently operates a rate of 4.8 spaces per 100m^2 (that is, 173 spaces for 3,569m^2).

Furthermore, based on information provided by the operator, the existing car parking currently operates satisfactory with ample spare parking capacity consistently available. A review of recent nearmap imagery also indicates that the existing car park currently operates with low demand, as shown in Figure 2.4 to Figure 2.8 .

Figure 2.5: Fri Aerial Imagery (5 May 2023)

Figure 2.6: Mon Aerial Imagery (9 Jan 2023)

Figure 2.7: Sat Aerial Imagery (6 Aug 2022)

Figure 2.8: Tue Aerial Imagery (3 Jan 2023)

In summary, the existing car park currently operates well below capacity with spare parking vacancies available.

3 Proposed Development

3.1 Proposal Description

The proposal seeks to upgrade the two southern bowling greens with a shade, and extend the building for amenities, an office and a lounge. The club yield GFA will increase from 3,569m^2 to 3,755m^2, an increase of 186m^2 (5 percent) which will primarily be the new bar that services the upgraded greens. The proposed additions are considered minor and are generally expected to be ancillary to the existing operation and use of the club.

It is also proposed to reconstruct the loading dock to accommodate for the building extensions.

3.2 Loading and Service Vehicles

The loading dock arrangement is required to be altered in order to accommodate the building extension. A ramp will be provided for vans (equivalent to a B99 vehicle) to reverse down and unload into the loading dock. Medium Rigid Vehicles are required for waste services at the site which will have a space adjacent to the ramp.

TTPP has undertaken a swept path assessment which demonstrates appropriate access to/from the site. This is enclosed in Appendix B.

4 Parking Assessment

4.1 Car Parking Requirements

The proposed additions to the site are generally ancillary to the existing operations of the club and therefore, could not be expected to generate any additional parking demand.

However, for the purposes of this assessment, the car parking requirements have been assessed against the provided parking rates in the Maitland City Council Development Control Plan 2011 (DCP).

The DCP stipulates that clubs outside the Maitland CBD should provide car parking at a rate of 1 space per 10m^2 of public or licensed floor area. In addition, the DCP requires 30 parking spaces for the first bowling green, and 15 spaces for each additional green.

Using these metrics, the existing development would require 417 parking spaces, and the proposed development would require 436 spaces. This equates to a net additional car parking requirement of 19 spaces for the proposed additions.

It should however be noted that the site currently provides a total of 251 car parking spaces, which is less than the DCP requirement for the existing site of 417 spaces (i.e. shortfall of 166 spaces compared to the DCP). Whilst it is unclear what the applicable parking rates were at the time of the original DA for the site, it is noted that the existing car park currently operates well below capacity with spare capacity based on existing parking surveys, as outlined in Section 2.5.

The DCP also notes the following regarding Registered Club parking rates:

> *"Parking must be provided to satisfy the peak cumulative parking requirements of the development as a whole. Council may consider relaxing this requirement depending on the characteristics of the proposed development. For this purpose a comparison survey of similar developments, in similar locations should be provided with the development application."*

Taking the above into consideration and the results of the existing parking surveys, it is noted that the existing car park has an abundance of car parking and operates below capacity.

The existing peak car parking demand currently operates a rate of 4.8 spaces per 100m^2 (that is, 173 spaces for 3,569m^2).

Based on the proposed additions to the site of 186m^2, an additional 9 spaces would be required based on the existing peak parking demand of the site. This means that a total of 182 spaces would be adequate to service the proposed development, that is 173 plus 9 spaces. This assumes that the proposed additions would generate additional parking

demand when in reality, this is not expected to be the case as the proposed additions are expected to be largely ancillary to the existing club.

Notwithstanding this, the existing site currently provides 251 car parking spaces. As demonstrated above, this is expected to be sufficient to accommodate existing and proposed parking demand of the site.

On this basis, the parking impacts associated with the proposal are considered acceptable.

4.2 Loading Dock and Waste Management

The loading dock is proposed to have capacity for a B99 vehicle (van) and a Medium Rigid Vehicle (MRV) concurrently.

Vans will access the loading dock by reversing down the ramp which has a grade of 1:7, which meets the minimum requirements for ramp grades for a B99 vehicle.

MRV's will access the bins in a space adjacent to the ramp, vehicles can enter and leave in a forward direction with no more than a 3-point turn required on site.

A swept path analysis is provided in Appendix B which show all the key internal movements.

5 Traffic Assessment

5.1 Traffic Generation

Transport for NSW's *Guide to Traffic Generating Developments* (the Guide) stipulates recommended trip generation rates for various land uses. However, the Guide does not include traffic generation for hotels, clubs or bars.

Given that the proposed additions of the club are minor in nature (net increase of 186m^2 in GFA) and expected to be ancillary to existing club operations, any additional traffic generation from visitors is expected to be minimal (if any).

As such, the traffic impacts associated with the proposal are considered acceptable. The proposed additions to the site are expected to be ancillary and could not be expected to generate any noticeable impacts on the surrounding road network from a traffic capacity perspective.

6 Conclusion

This traffic and parking assessment report relates to a proposed redevelopment of the existing Club Maitland City site.

The key findings of the report are presented below.

- The proposal seeks upgrade the two southern bowling greens with a shade, and extend the building for amenities, an office, and a lounge. The club yield GFA will increase from 3,569m^2 to 3,755m^2, an increase of 186m^2 (5 per cent).
- The existing car park of 251 spaces currently operates well below capacity with spare vacancies during peak operations (i.e. at least 78 spare parking vacancies during the site's busiest hour).
- The proposed additions to the site are largely ancillary to the existing operations of the club and therefore, could not be expected to generate any noticeable parking and/or traffic impacts on the surrounding road network.
- There is sufficient capacity within the existing car park to cater for any additional parking demand arising from the proposed additions to the club (if any).
- A loading dock will be provided to serve all loading and unloading activities associated with the proposal. This loading dock will be designed to accommodate two vehicles, one B99 and one MRV vehicle which will enter and exit the site in a forward direction.
- The proposed additions are not expected to generate any noticeable traffic generation, or additional independent trips. That is, the proposed additions to the club are expected to be used by existing patrons as per existing club operations.

Overall, the traffic and parking implications associated with the proposed development are not expected to create any noticeable impact on the surrounding road network and are considered satisfactory.

Appendix A

Architectural Plans

NORTH

NO WORKS TO EXISTING DRIVEWAY OUTSIDE BOUNDARY

RE-GRADE PAVED AREAS

REFER TO TRAFFIC CONSULTANT'S DETAIL FOR LARGER VEHICLE SWEPT PATH AND WASTE MANAGEMENT

REFER TO DRAINAGE LAYOUT FOR MORE DETAILS

NEW RAMP ACCESS TO VEHICLES BELOW 2200MM HEIGHT CLEARANCE TO TRAFFIC CONSULTANT'S DETAIL

NEW STAIRS TO BE ADDED TO EXITING (PARTLY DEMOLSHED) STAIRS

NEW LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAIL

NEW CONDENSER UNITS

OUTLINE OF SLAB ABOVE SHOWN DASHED

NEW FLOOR TILES

THE OUTLINE OF PROPOSED TENSILE SHADE OVER THE TWO GREENS SHOWN DASHED

NEW PERIMETER RETAINING WALL AROUND GREEN 3&2

NEW METAL FENCE AND SCREEN

NEW SOFT AND HARD LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAIL

NEW STREET LANDSCAPING TO LANDSCAPE ARCHITECT'S DETAIL

ACCESS LIDS TO NEW OSD TANK. REFER TO CIVIL ENG DETAILS FOR MORE DETAILS ON NEW OSD TANK

SETBACK FROM THE BOUNDARY. NEW RETAINNG WALL LOCATION TO BE SAME AS EXISTING RETAINING WALL LOCATION

EXISTING EQUIPMENT SHELTER

EX. CON

EX. TRI-GEN

EX. GREASE ARRESTOR

NEW BOLLARDS, STAIR AND HANDRAILS

EX. LOADING BAY

EX. CONCRETE

EX. STAIR

RE-LOCATED EX. CONDENSER UNIT BELOW EX. STAIR

1450 SETBACK

NEW WALL AND RAILING TO RAMP

EX. WALL

NEW BALUSTRADES

MODIFY EX. SEWAGE PUMP PIT

EX. DROLLER SHUTTER / DOOR / WALL

EX. DRAINAGE

EX. LOADING DOCK

NEW INTERNAL WALLS TO EXISTING LOAD DOCK

MAKE GOOD EX. FLOOR AFTER DEMOLITION WORKS

RE-LOCATE EX. SEWER ACCESS CHAMBER TO STORAGE AREA

LIFT

FOYER

ACC. WC

MALE LOCKERS

FEMALE LOCKERS

UNISEX WC

STORAGE

CAFE/BAR

VOID

EX. LIQUOR

EX. COOL ROOM

EX. PACKAGED BEVERAGE

EX. STORAGE

EX. WATER PUMP

EX. LIFT

EX. STAIR

EX. STORE

EX. STORE

EX. PASSAGE TO EX. STAIR

NEW SYNTHETIC GREEN -3

NEW SYNTHETIC GREEN -2

EXISTING GREEN-1 AT HIGHER LEVEL

MELBEE ST

WOODBERRY ST

SETBACK 1000

NEW EGRESS STAIR AND DOOR TO STREET

REFER TO DRAWING A1101 FOR GROUND FLOOR LANDING

NEW STAIRS AND RAMPS TO COMPLY WITH AS 1428.1

1 DA3001 | 2 DA3001 | 3 DA3001 | 4 DA3002 | 5 DA3002 | 6 DA3002 | 7 DA3002 | DA2001 | DA2002 | DA2003

1 PROPOSED LOWER GROUND PLAN
Scale:1 : 150

NOTES:

1. DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS ONLY
2. ALL DIMENSIONS TO BE CHECKED AND VERIFIED ON SITE PRIOR TO COMMENCING FABRICATION AND CONSTRUCTION.
3. DA IS TO BE NOTIFIED OF ANY VARIATIONS BETWEEN SITE MEASUREMENTS AND THOSE DIMENSIONS SHOWN ON THE DRAWINGS
4. REFER TO COVER SHEET FOR ADDITIONAL NOTES, LEGENDS ETC..
5. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE ARCHITECTURAL DRAWINGS, SPECIFICATION AND SCHEDULES INCLUDING CONSULTANT DOCUMENTATION, APPROVALS DOCUMENTATION & CLIENT DOCUMENTS (BRIEF, DRAWINGS AND SPECIFICATIONS)
6. LOCATION OF ALL EXISTING UNDERGROUND SERVICES IS INDICATIVE ONLY. REFER TO SURVEYORS DRAWINGS. THE CONTRACTOR IS TO ACCURATELY PHYSICALLY LOCATE ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION

No.	Description	Date
A	Revision 1	11/04/23
B	ISSUED FOR CO-ORDINATION	22/05/23
C	DRAFT ISSUE FOR DA SUBMISSION	05/06/23

ARCHITECT
DACCA ARCHITECTURE
Architect 9248
UNIT 101 18-20 VICTORIA STREET ERSKINEVILLE NSW 2043
PH: 0405 201 700
info@daccagroup.com.au

CLIENT
Club Maitland City
PROPOSED SITE - 14 ARTHUR STREET, RUTHERFORD NSW 2320

PROPOSED LOWER GROUND FLOOR PLAN

Project number	2021.15	DA1100	C
Date	REFER TO ISSUE DATE		
Drawn by	MR	Checked by	CS
Scale	1 : 150		

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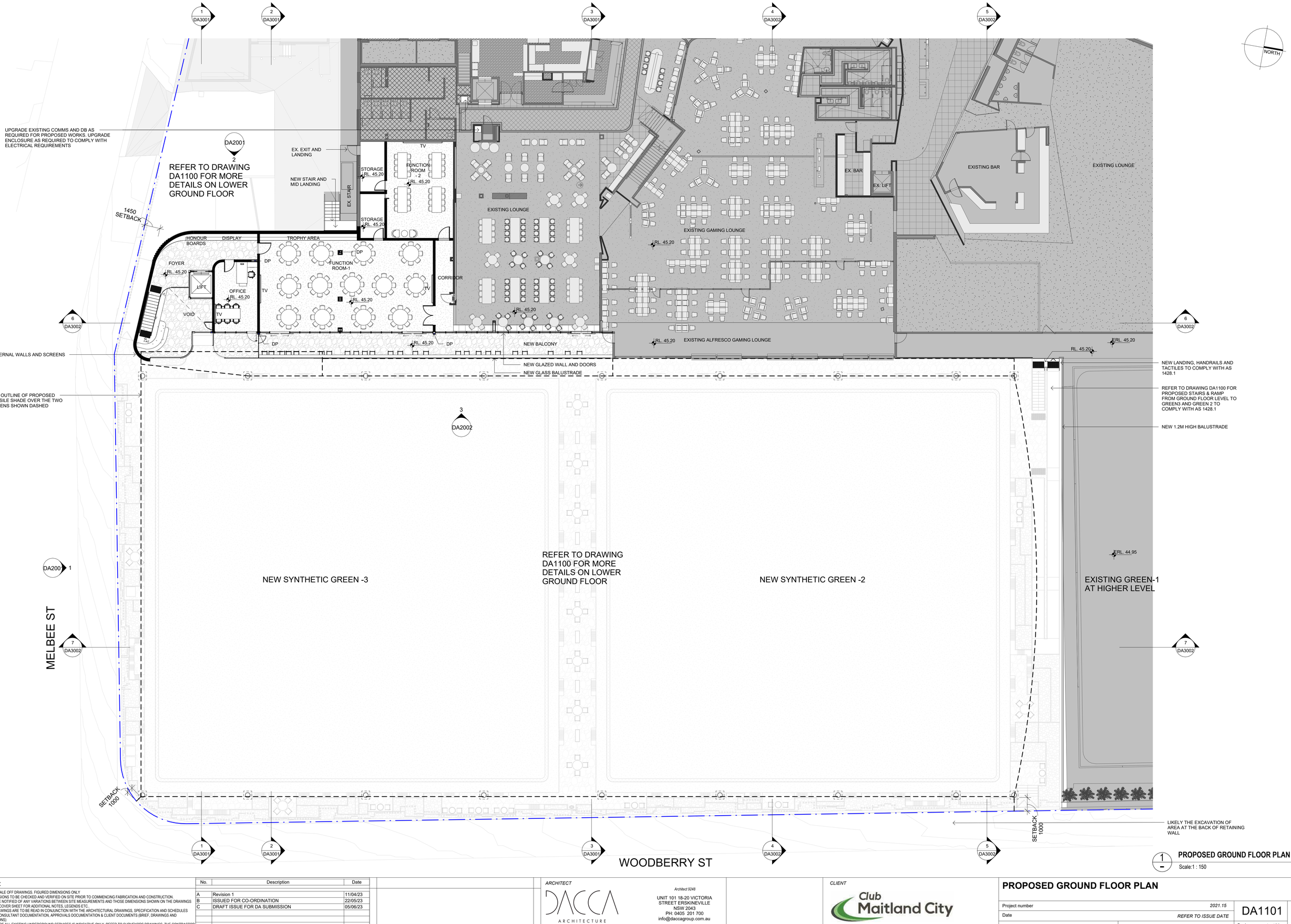

1 — PROPOSED GROUND FLOOR PLAN DA

Scale:1 : 150

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Architect 9248

UNIT 101 18-20 VICTORIA STREET ERSKINEVILLE NSW 2043
PH: 0405 201 700
info@daccagroup.com.au

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PROPOSED GROUND FLOOR PLAN

Project number	2021.15	DA1101	C
Date	REFER TO ISSUE DATE		
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Scale	1 : 150		

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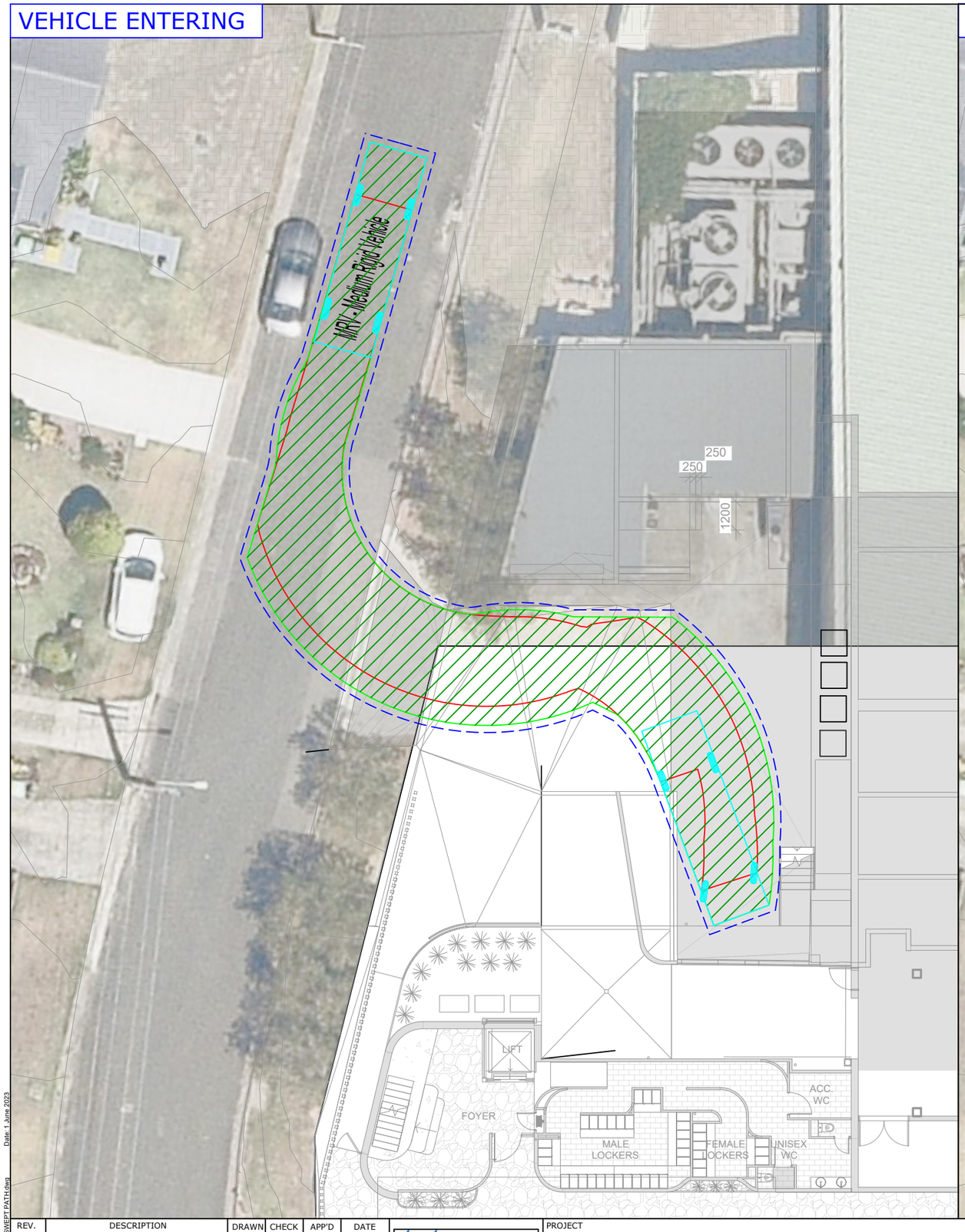
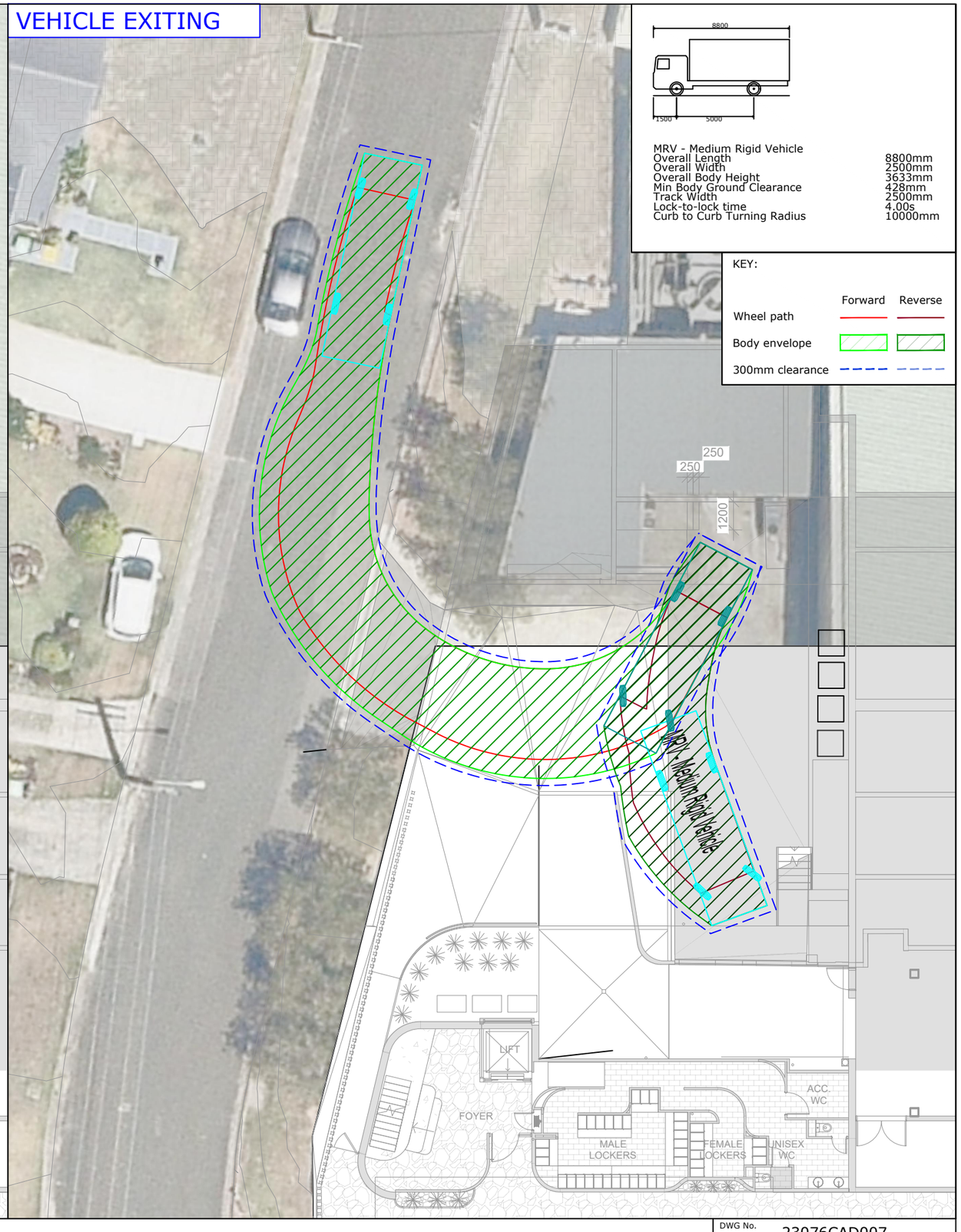
Appendix B

Swept Path Analysis

VEHICLE ENTERING



VEHICLE EXITING



MRV - Medium Rigid Vehicle

Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	JN	KH	01/06/23

ttpp transport planning

PROJECT: CLUB MAITLAND CITY

TITLE: SWEPT PATH ANALYSIS - LOADING DOCK
AS2890.2 8.8m MEDIUM RIGID VEHICLE

DWG No. 23076CAD007 FIGURE 1

DATE STAMP: 01 JUNE 2023

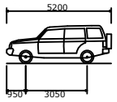
PROJECT No.	SCALE	REV.
23076	1:200 @A3	A

Date: 1 June 2023

Filename: 23076CAD007-230601-SWEPT PATH.dwg

VEHICLE ENTERING

VEHICLE EXITING



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	JG	JN	KH	01/06/23

ttpp transport planning

PROJECT

CLUB MAITLAND CITY

TITLE

SWEPT PATH ANALYSIS - LOADING DOCK
AS2890.2 5.2m B99 VEHICLE

DWG No. 23076CAD007 FIGURE 2

DATE STAMP 01 JUNE 2023

PROJECT No.	SCALE	REV.
23076	1:200 @A3	A

Filename: 23076CAD007-230601-SWEPT PATH.dwg Date: 1 June 2023

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au