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Traffix Group

Traffic Impact Assessment

Proposed Residential Subdivision 585 Bullumwaal Road, Mount Taylor

Prepared for Lindley Jones and Marcus Batt

September, 2022

G31167R-01B

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Traffic Impact Assessment

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Document Control

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585 Bullumwaal Road, Mount Taylor

1. Introduction

Traffix Group has been engaged by Lindley Jones and Marcus Batt to undertake a Traffic Impact Assessment for the Proposed Residential Subdivision at 585 Bullumwaal Road, Mount Taylor.

2. Proposal

The proposal is for a 25-lot residential subdivision at 585 Bullumwaal Road, Mount Taylor. Lot sizes generally range between 4,000m² and 1.67ha, with Lot 21 provided at 4.82ha.

The subdivision will be split into 2 stages, as follows:

- Stage 1: Lots 1-19, and
- Stage 2: Lots 20-25.

Vehicle access to the subdivision will be provided via a new public road which extends through the site, connecting to Bullumwaal Road along the site's eastern boundary. The road will terminate in a court bowl at the end of the road. A court bowl will also be provided between Lots 12 and 13 forming the end of Stage 1 of development. The road into Stage 2 will extend from this court bowl at a later date.

All of the subdivided lots will have access to the new public road. Lots 20 and 21 will also have access to the northern end of Chapman Court as alternative access to these lots.

A subdivision plan prepared by Crowther & Sadler (Version 5, dated 16th May, 2022) is attached at Appendix A, with an extract detailing the road network and lot configuration provided below.



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Figure 1: Subdivision Layout

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3. Existing Conditions

3.1. Subject Site

The subject site is located on the western side of Bullumwaal Road, in Mount Taylor. The site is currently occupied by a single dwelling located within the south-eastern portion of the site, with vehicle access provided to Chapman Court. An additional vehicle access is provided via an opening to Bullumwaal Road, located at the southern boundary of site. A locality plan is provided in Figure 2.

The site is located within a Low-Density Residential Zone (LDRZ) under the Planning Scheme as presented in Figure 3. Land use surrounding the site is residential in nature.



Figure 2: Locality Plan (Source: Melway Online)



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Figure 3: Land Use Zoning Map (Source: Planning Schemes Online)



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3.2. Road Network

Bullumwaal Road (between Damons Road and Main Street) is a Department of Transport (DoT) declared Arterial Road and Transport Zone 2 under the Planning Scheme. It is generally aligned in a north-south direction between Tabberabbera Road in the north (where it continues as Mt. Baldhead Road) and Main Street in the south.

In the vicinity of the site, Bullumwaal Road provides a single lane of traffic in both directions within a 6.3m undivided carriageway with shoulders on both sides. No on-street car parking is permitted on Bullumwaal Road.

A default speed limit of 100km/h applies to Bullumwaal Road in the vicinity of the site.

Photos of Bullumwaal Road are presented below.

Chapman Court is a local access road which extends from Mount Lookout Road in the south to a dead end in the north.

Chapman Court provides a two-way road width and provides access to 13 properties within the Low Density Residential Zone.



Figure 4: Bullumwaal Road - view north



Figure 5: Bullumwaal Road - view south

3.2.1. Existing Traffic Volumes Bullumwaal Road

Traffix Group has collected the typical hourly traffic volume data along Bullumwaal Road between Damons Road and Main Street in the vicinity of the subject site.

The data is sourced from DoT¹ and it is updated regularly, with the data collected in 2020. It is noted the data is derived from a combination of actual count and estimates based on historic data.

The volume of traffic travelling along Bullumwaal Road between Damons Road and Woodward Street (where the subject site is located) is 2,900 vehicles movements per day, including 1,400 vehicle movements in a southbound direction and 1,500 vehicle movements in a northbound direction.

¹ According to https://vicroadsopendata-vicroadsmaps.opendata.arcgis.com/datasets/traffic-volume, sourced September, 2022.



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3.3. Public Transport

Public transport services do not operate within the vicinity of the site. The closest bus stop, which is serviced by Bus Route 3 on the Bairnsdale bus network, is located approximately 3.6km walking distance south of the site on Woodward Street.

4. Traffic Engineering Assessment

The following presents an assessment of the traffic engineering issues associated with the proposed subdivision at 585 Bullumwaal Road, Mount Taylor.

4.1. Traffic Impacts

The RTA Guide to Traffic Generating Developments (2002) (RTA Guide) sets out traffic generation rates based on survey data collected in New South Wales for a range of land uses. This guide is used by DoT and is generally regarded as the standard for residential development characteristics.

The RTA Guide sets out the following rates for standard residential dwellings:

- daily vehicle trips = 9.0 per dwelling
- weekday peak hour vehicle trips = 0.85 per dwelling

However, the RTA Guide states that ... "The Australian Model Code for Residential Development (AMCORD) assumes a daily vehicle generation rate of 10.0 per dwelling, with 10% of that taking place in the commuter peak period. The use of these figures provides some allowance for later dual occupancy development."

Conservatively adopting a rate of 10 vehicle trip-ends (vte) per day results in a total of 250 daily vehicle trip-ends generated by the 25 residential lots, including a conservative estimate of 25 vehicle trip ends (vte) during each of the AM and PM commuter periods.

Traffic generated by the site is expected to demonstrate the following distribution:

AM Peak Hour

- 80% of traffic will exit the site during the AM peak hour, and
- 20% of traffic will enter the site during the AM peak hour.

PM Peak Hour

- 30% of traffic will exit the site during the PM peak hour, and
- 70% of traffic will enter the site during the PM peak hour.

Directional Distribution

Conservatively we have assumed that all traffic enters and exits the site via Bullumwaal Road via the new access road, despite two properties having access to Chapman Court.

- 80% of vehicle movements are expected to occur to and from the south, and
- 20% of vehicle movements are expected to occur to and from the north.

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The following figure sets out the anticipated traffic volumes generated by the site.

Figure 6: Traffic Distribution

We are satisfied that the traffic generated by this subdivision will have a minimal impact to the surrounding road network. The traffic generated to Bullumwaal Road represents 1 vehicle movement every 2 - 3 minutes. This level of traffic generated will be low in the context of the existing traffic volumes carried by Bullumwaal Road, a Department of Transport (DoT) declared Arterial Road and Transport Zone 2.

Overall, we are satisfied that the proposed subdivision will not have a detrimental impact to the safety or operation of the surrounding road network.

4.2. Vehicle Access to Site – Turn lane Warrants

In order to assess the warrants for turn lanes at the site's access point to Bullumwaal Road, we have undertaken a review of the requirements of *AustRoads Guide to Traffic Management Part 6 (2020)*. This is presented in the following figures for the more critical PM peak period (i.e. more entry movements into the site).

During the PM peak hour, a maximum of 14 left-turn entry movements are anticipated and 4 right turn entry movements are anticipated.

At Section 3.2.1, the existing traffic volumes along Bullumwaal Road were determined to be approximately 2,900 vehicle movements per day, including 1,400 vehicle movements in a southbound direction and 1,500 vehicle movements in a northbound direction.

Applying the general rule of 10% of vehicle movements occurring during the peak hour, a total of 140 southbound movements and 150 northbound movements are expected in the peak hours along Bullumwaal Road.



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The turning volumes and the relevant through traffic movements have been determined based on Figure 3.26 from *AustRoads Guide to Traffic Management Part 6 (2020)* extracted below.



Figure 7: Calculation of Relevant Values (Figure 3.26, Austroads)

In this case the relevant values have been adopted:





Accordingly, based on the chart above, the access requires a basic right turn lane (BAR) and a basic left turn lane (BAL) for access to the site. An example of a basic left turn lane for a rural setting as set out within *Austroads: Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* is provided below. We are satisfied that the provision of a rural basic left turn lane is appropriate in this case and we are satisfied that this type of turn treatment can be accommodated, with a functional layout plan being prepared as a condition of permit.

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However, we do not consider the provision of a basic right turn treatment to be appropriate in this case. The expected right turn movements into the site via a right turn movements is expected to be in the order of 1 movement in the AM peak hour and 4 movements in the PM peak hour.

The purpose of a basic right turn treatment is to ensure that there is space for through vehicles to travel around a turning vehicle. In this case there will not be a delay to through traffic as a result of right turning traffic. We have performed a SIDRA analysis of the proposed site access during the PM peak hour and the average delay for southbound through movements is 0.0 seconds, based on a turning movement of 4 vehicles per hour. We also performed some sensitivity analysis of this movement and the results of this analysis indicates that the right turning volume would need to be at least 10 movements per hour for any sort of average delay to be recorded in southbound movements. An average delay of 0.1 seconds was recorded when the turning movement was increased to 10 movements (250% higher than the predicted traffic volume performing this movement). Even if through movements along Bullumwaal Road were to be doubled under these circumstances, a delay of 0.1 seconds would result.

Accordingly, the provision of a basic right turn treatment and the need to widen Bullumwaal Road to accommodate this few movements is not a practical outcome. Furthermore, there is significant vegetation along the east side of Bullumwaal Road which would be lost for the provision of a basic right turn treatment, which would result in a poor environmental outcome.

We note that the strict application of the results from the above chart would result in a requirement for any and all access points to a road such as this requiring a basic right turn treatment and we are satisfied that discretion in this case should be applied to achieve an equitable outcome.



Figure 9: Rural Basic Left-Turn Treatment (BAL)

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4.3. Road Layout

4.3.1. New Public Road

Vehicle access to the site is provided via a new public road which will extend from Bullumwaal Road and will terminate at a court bowl. A court bowl will be provided at the end of the Stage 1 area (at dwellings 12 and 13). Once Stage 2 is to progress, an extension to the road at the court bowl will be provided with the original alignment of the court bowl to remain. The end of Stage 2 will also terminate in a court bowl.

The road reservation width is provided at 20m wide (some localised widening at the bend in the road). The 20m wide road reservation will accommodate a 7.3m wide pavement width, measured between the kerbs.

We are satisfied that these widths are appropriate, will facilitate appropriate traffic and pedestrian movements along the new public road and complies with the relevant requirements of the Infrastructure Design Manual (IDM Version 5.3 – March, 2020).

4.3.2. Court-Bowl

The end of the subdivision road network (at the end of Stage 1 and Stage 2) is controlled by a court-bowl arrangement, which has a pavement radius of 10m, and a total road reservation of 30m.

These dimensions are in accordance with the Infrastructure Design Manual (IDM Version 5.3 – March, 2020) and will allow for the relevant service vehicles to circulate the site.

4.4. Sight Distance Assessment

We have undertaken a sight distance assessment of the site access point to Bullumwaal Road based on the requirements and methodology set out within *The AustRoads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections* which sets out requirements for sight distances at unsignalised intersections.

There are no sight distance issues to both sides of the access point. The sight distance to the north of the access point is 220m, whereas the sight distance to the south of the access point is 250m when exiting to Bullumwaal Road.

(Safe Intersection Sight Distance) SISD for a 100km/h speed limit is 262m (corrected for a downgrade for 14m) based on a reaction time of 2.0 seconds.

The SISD criteria set out above often cannot be obtained at accesses in constrained situations, including on roadways with tighter horizontal and vertical alignments, or where there is significant roadside vegetation. This is applicable in this case with Bullumwaal Road's horizontal alignment on the approach to the site.

In these situations, minimum sight distances should comply with SISD using values given under the extended design domain (EDD) criteria for intersections.

The values adopted under the EDD are values outside of the normal design domain (NDD) that through research and/or operating experience, particular road agencies have found to provide a suitable solution in constrained situations.

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In the case of SISD under the EDD, the 'observation time' is permitted to be reduced based on the major road configuration and traffic volumes. Based on the type of intersection in this case, the observation time can be reduced to 1.5 seconds because the intersection satisfies the following criteria:

T-intersections on single carriageway roads (two-lane, two-way roads and one-way roads) that have a traffic volume < 4000 veh/d

The relevant SISD requirements as set out within the EDD are presented in the table below.

	Austroads Guide to Road Design Part 4A (Appendix A – EDD)		
Situation	Table A 11 Norm-Day SISD Observation Time 2.5 seconds	Measurement	Satisfactory?
	Reaction Time 2.0 Seconds		
Minor Road Approach (Sit	re Access)		
View to the north from site access	197m	220m	Yes
View to the south from site access	(increased to reflect down-grade)	250m	Yes
Major Road Approach (Wa	aiting to turn into site access)		
View to the south while propped to turn right	107m	220m	Yes
View on approach to intersection to see propped vehicle	(increased to reflect down-grade)	250m	Yes

Table 1: Minimum EDD Safe Intersection Sight Distance (SISD) Assessment – 90km/h

Accordingly, the site access/Bullumwaal Road intersection complies with the above requirements under Appendix A (Extended Design Domain for Intersections) of *Austroads Guide to Road Design Part 4A* and we are satisfied that the sight distance available at this intersection will not present an unsafe situation that would pose a risk to turning or approaching vehicles.



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4.5. Provision of Parking

Ample on-site parking will be provided for the dwellings constructed on each of these lots, which will cater for resident and some visitor demands.

There would be no reason to consider why this would not be easily achieved with each of the subdivision lots given the size of the lots.

The road pavement width of 7.3m will allow for on-street car parking to occur along both sides away from bends in the road and the access to Bullumwaal Road.

Accordingly, we are satisfied that sufficient parking will be available for any overflow visitors of the proposed subdivision, with no parking impact on the wider area.

4.6. Access for Waste Vehicle and Waste Collection

The road layout and the court-bowl design allow for waste vehicles up to the size of a 12.5m long HRV to circulate the site. We understand that Council's waste collection vehicle is smaller than this vehicle and accordingly, we are satisfied that the relevant waste collection vehicle can be accommodated on the site.

Swept path diagrams demonstrating access for this vehicle are provided at Appendix B.

Waste will be collected in front of each lot via Council's existing waste collection service. We are satisfied that this represents an appropriate approach to waste collection.

4.7. Access for Emergency Vehicles

The internal road will be designed to accommodate the CFA truck, as per the guidelines for Fire Rescue Victoria.

We are satisfied that adequate access for the CFA truck (nominally 8.8m long) can be provided within the profile of the internal road, which has been designed to accommodate a 12.5m long HRV.

We are satisfied that adequate access is provided for a CFA truck, and therefore all other emergency service vehicles can also be accommodated (ambulance and police).

4.8. Public Transport Considerations

The site has limited access to public transport services. It is not expected that additional public transport services would be required by residents of this development, with the majority of trips expected to be made by car due to the rural nature of this area.

4.9. Pedestrian and Cycling Provision

The road layout does not include specific provision for bicycles or separated pedestrian paths. Given the number of lots served, the low traffic expected to be generated and the rural nature of the area, we are satisfied that, cyclists sharing the road space with general traffic is acceptable in this case. There are no pedestrian paths along Bullumwaal Road and the site's rural setting results in a situation whereby the vast majority of trips will be

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585 Bullumwaal Road, Mount Taylor

undertaken by car based transport, so the provision of a footpath within the site would be largely redundant.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed residential subdivision at 565 Bullumwaal Road, Mount Taylor, we are of the opinion that:

- a) the traffic impacts of the development will be low, and we do not expect adverse impacts to the operation of Bullumwaal Road,
- b) the road layout and vehicle access arrangements accord with the relevant requirements and current practice,
- c) the provision of a basic left turn lane is warranted for the site access from Bullumwaal Road. Whilst the warrants for a basic right turn treatment are met under Austroads, we do not consider is provision appropriate in this case due to imperceptible impacts to through traffic along Bullumwaal Road,
- adequate sight distance is achieved at the site access point in accordance with the Extended Design Domain for intersections set out in Austroads Guide to Road Design Part 4A,
- e) access for emergency service vehicles is appropriately accommodated on the site,
- waste collection can be appropriately accommodated on the site for collection by Council's existing waste collection service,
- g) public transport, pedestrian connectivity and cyclist consideration has been appropriately considered for the subdivision, and
- h) there are no traffic engineering reasons why the application for a residential subdivision at 585 Bullumwaal Road, Mount Taylor, should not be approved subject to appropriate conditions.



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Appendix A

Subdivision Plan



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Appendix B

Swept Path Diagrams



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V5.dwg" DRAWINGS BY: Crowther & Sadler Pty Ltd, dated 16/05/2022



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INTERNAL ROAD - 12.5m SINGLE UNIT TRUCK - TURN-AROUND



INTERNAL ROAD - 12.5m SINGLE UNIT TRUCK - TURN-AROUND



 REV
 DATE
 NOTES
 DESIGNED BY
 CHECKED BY

 A
 26/09/2022
 TOWN PLANNING
 K. EWE
 M. WOOLLARD

585 BULLUMWAAL ROAD, MOUNT TAYLOR PROPOSED RESIDENTIAL SUBDIVISION GENERAL NOTES: BASE INFORMATION FROM: "19540 Prop V5.dwg" DRAWINGS BY: Crowther & Sadler Pty Ltd, dated 16/05/2022 FILE NAME: G31167-01 SHEET NO.: 03





END OF ROAD - 12.5m SINGLE UNIT TRUCK - TURN-AROUND



END OF ROAD - 12.5m SINGLE UNIT TRUCK - TURN-AROUND



CHECKED BY M. WOOLLARD REV DATE NOTES DESIGNED BY A 26/09/2022 TOWN PLANNING K. EWE

585 BULLUMWAAL ROAD, MOUNT TAYLOR PROPOSED RESIDENTIAL SUBDIVISION

GENERAL NOTES: BASE INFORMATION FROM: "19540 Prop V5.dwg" DRAWINGS BY: Crowther & Sadler Pty Ltd, dated 16/05/2022

FILE NAME: G31167-01 SHEET NO.: 04





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Tree #	Circumference at Breast Height	DBH (cm)	TPZ (m)	% TPZ Impacted	Comment
1.	150	47.75	5.73	28.8%	Tree To Be Removed - >10% TPZ Impacted
2.	130	41.38	4.97	14.4%	Tree To Be Removed - >10% TPZ Impacted
3.	170	54.11	6.49	8.4%	Tree To Be Retained <10% TPZ Impacted
4.	85	25.46	3.06	3.1%	Tree To Be Retained <10% TPZ Impacted
5.	>300	-	-	-	Tree To Be Removed - Directly Impacted
6.	220	-	-	-	Tree To Be Removed - Directly Impacted
7.	170	54.11	6.49	43.4%	Tree To Be Removed - >10% TPZ Impacted
8.	140	-	-	-	Tree To Be Removed - Directly Impacted
9.	85	27.06	3.2	40%	Tree To Be Removed - >10% TPZ Impacted
10.	110	35.01	4.20	22.5%	Tree To Be Removed - >10% TPZ Impacted
11.	150	47.75	5.73	24.1%	Tree To Be Removed - >10% TPZ Impacted
12.	80	25.46	3.06	3.1%	Small Tree Forming Part of Patch
13.	100	31.83	3.82	0%	Small Tree Forming Part of Patch
14.	170	54.11	6.49	1.4%	Small Tree Forming Part of Patch
15.	>300	-	15.0	0.6%	Tree To Be Retained - <10% TPZ Impacted
16.	110	35.01	4.2	24.1%	Tree To Be Removed - >10% TPZ Impacted
17.	90	28.65	3.44	29.2%	Tree To Be Removed - >10% TPZ Impacted
18.	>300	-	15.0	23.2%	Tree To Be Removed – Directly Impacted
19.	98	-	-	-	Tree To Be Removed – Directly Impacted
20.	170	-	-	-	Tree To Be Removed – Directly Impacted
21.	62	19.74	2.37	25%	Small Tree Forming Part of Patch
22.	73	23.24	2.79	42.3%	Small Tree Forming Part of Patch
23.	59	18.78	2.25	0%	Small Tree Forming Part of Patch
24.	46	14.64	2.0	0%	Small Tree Forming Part of Patch
25.	76	24.19	2.9	10.3%	Small Tree Forming Part of Patch
26.	85	27.06	3.25	0%	Small Tree Forming Part of Patch





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ADVERTISED This copied document is made available for the sole PROPOSED SUBDIVISION purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright. PARISH OF WY-YUNG STAGE I CROWN ALLOTMENTS 69B & 69C (PARTS) STAGE 2 LOTS 20-25 LOT 2 ON PS84068IL EXISTING POWERLINE EASEMENT TO BE REMOVED (SHOWN HATCHED) EXISTING POWERLINE TO BE RE-ALIGNED 107.45 PROPOSED POWERLINE ALIGNMENT & EASEMENT 46 522.8 46 46 46 12 (72)8 11-1.216ha 18 V 10 65 4600m² 18 9 4600m² 48.31 4600m² 53 4600m² 000 108.78 4600m² 6 239,17 MGA94 ZONE (46) 5780m² 5 Tra Be 46 7277m2 46 (9.67) 16 74.75 ROAD 51.50 31.97 4 58.88 13 1.275ha ROA 53.33 4000m² 66.08 41.27 14 0 2 72.01 4000m² 15 58.1s (Our * 16 * 4203m² 17.88 4000m² 35.46 23 135.60 58.13 ROAD 5⁹⁹ 17 1.378ha È 3 52.6 4923m² 24 18.33 6171m² 09.10 3 1.262ha 85.29 2 116.70 67.04 18 Ĵ_o 2 4540m² BUI 25 5672m² 121 61.38 1.757ha ද් B 23,43 30 107.51 22 100.71 197.04 5970m² 19 35.88 40 6763m² 87A2 4815m² 1000 127.46 ž 80 E. 70.44 EB 29: B 21 24.74 4.819ha 129.2 20 20 B 1.671ha 386.71 172,79

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Crowther & Saaler Pty. Ltd. LICENSED SURVEYORS & TOWN PLANNERS 152 MACLEOD STREET, BAIRNSDALE, VIC., 3875	585 BULLUMWA SCALE (SHEET SIZE A3)	LET JOINES LL ROAD, MOUNT TAYLOR SURVEYORS REF.