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1 TRAFFIC IMPACT STATEMENT AND VEHICLE ACCESS GUIDELINE

This guideline provides additional information on Traffic Impact Statements and Vehicle Access requirements. This Guideline supplements Council's current Development Control Plan (DCP).

1.1 TRAFFIC IMPACT STATEMENT

Traffic Impact Statements are required to be prepared for certain classes of development as outlined in Council's DCP. A Traffic Impact Statement or Traffic Study should address the following issues:

Checklist: Traffic Impact Statement

A Traffic Impact Statement should address:

- Specific measures to ensure the proposal will contribute towards encouraging walking, cycling and the greater use of public transport in preference to using private cars.
- The need to improve public transport services and infrastructure because of the development.
- Measures to ensure maximum accessibility to public transport, including future expanded service.
- A review of the existing and proposed:
    - traffic network and traffic operating conditions,
    - Pedestrian network and infrastructure based on an adequate planning horizon (with a minimum of ten years from completion of development).
- The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect of traffic on the movement of traffic on the road system. This includes the impact of generated traffic on:
    - Key nearby intersections,
    - Local roads in the neighbourhood of the development,
    - The local environment
    - Existing nearby major traffic generating development,
    - The major road network.
    - Accessibility and safety for pedestrians
- Existing parking supply and demand near the proposed development.
- Level of provision for parking in the development based on land use and public transport provision
- Whether the proposed means of ingress and egress to and from the site are adequate and suitably located according to the City's Road Hierarchy.
- The suitable location and adequate provision of loading, unloading, manoeuvring and parking of vehicles within that development or on the land.
- Movements of freight carrying vehicles associated with the proposal and how (the negative impact of) these movements are to be minimised – eg. Limiting movements during busier working hours.
- The effects on public transport, traffic operations and parking, of any temporary works required during construction.
- Any comments received from the Roads and Maritime Services. They must be consulted on developments adjoining or directly accessed from a State controlled road.
- The existing and likely future amenity of the surrounding area.

A statement of all the assumptions made in the preparation of the report and the design parameters adopted in the technical analysis.

The above list is not intended to be exhaustive. The attributes and issues relating to the site will determine the extent of information necessary for the preparation of a Traffic Impact Statement.

1.2 VEHICLE ACCESS

Development access and service areas are required to be designed to accommodate the largest vehicle likely to access the site. Table 1 – Design Vehicle Types describes the type of design vehicle and Table 2 – Design Vehicle by Development Type lists the development types recognised in the LEP and the corresponding design vehicles for which provision should be made.

Provisions may be varied from those specified, particularly for multiple use/activity development, or for the unique characteristics of purpose-built development.

Design vehicle types are nominated in the Table for each development type, based on occasional or regular access and whether the regular access is on the Major or Other Road Network.

1.3 OCCASIONAL ACCESS

The vehicles nominated in Column 2 - Occasional Access are used for access driveway design, and adequate on-site standing areas. Occasional Access sites ensure that:

1. The vehicle can stand wholly contained within the site,
2. Reverse manoeuvres are limited to one only, either to or from the site,
3. The swept path of the vehicle does not have a greater overall width than the access driveway.

1.4 REGULAR ACCESS – MAJOR ROAD NETWORK

Where access to the site is via an Arterial or Sub-Arterial Road, provision is to be made for servicing by the design vehicle nominated in Column 3 to ensure it can:

1. Enter and leave the site in a forward direction,
2. Traverse the site on circulation roads/aisles to access service areas, and
3. Manoeuvre on-site, to allow parking and loading/unloading in a designated service area.

1.5 REGULAR ACCESS – OTHER ROADS

Where site access is via a Collector or Local Road, on-site manoeuvring and full loading bay provision for the largest design vehicle is not essential. Therefore, the design vehicle nominated in Column 4 of the Table is to be used for the design of on-site servicing provisions as per Regular Access – Major Roads, subject to the following:

1. The Column 3 design vehicle can stand wholly contained within the site without occupying any designated queue areas, or blocking access to more than 50 percent of car parking spaces,
2. Any on-street manoeuvring by the Column 3 design vehicle is limited to reversing on or off the site in one movement only,
3. The swept path of the Column 3 design vehicle may cover the overall width of a two-way undivided driveway.

Table 1 - Design Vehicle Types

Design Vehicle	Description / Type
C&T	Car and trailer, equivalent to *AUSTROADS* 'Car and Caravan' and similar
VAN	An ^{h}85 percentile vehicle, equivalent to a 'large car'.
SRV	Small Rigid Vehicle as in AS 2890.2, but incorporating a body width of 2.33 metres.
MRV	Medium Rigid Vehicle equivalent to an 8.0 tonne truck.
LRV	Large Rigid Vehicle described by AS 2890.2 as a Heavy Rigid Vehicle.
RCV	Industrial Refuse Collection Vehicle.
COACH	Inter-City 12.2 metre Tourist Bus from AUSTROADS.
AV	Articulated Vehicle, 17.0 metres from AUSTROADS.
DRCV	Domestic Refuse Collection Vehicle.

Table 2 - **Design Vehicle by Development Type**

Development Type	Design Vehicle		
	Column 2	Column 3	Column 4
	Occasional Access	Regular Access	
Residential Flat Building	MRV	VAN	VAN
Airline Terminal and Heliport	AV	AV	AV
Animal Boarding or Training Establishment	SRV	SRV	SRV
Boarding House	MRV	VAN	VAN
Brothel	DRCV	VAN	VAN
Bulk Store	AV	AV	AV
Bulky Goods Shops	AV	AV	AV
Bus Station	COACH	COACH	COACH
Car Parking Facility	MRV	SRV	SRV
Car Repair Station	MRV	MRV	C&T
Caravan Park	AV	RCV	MRV
Cemetery and Crematorium	MRV	MRV	MRV
Child Care Centre	VAN	VAN	VAN
Club – Licensed	RCV	COACH	LRV
Commercial Premises[1]	RCV	SRV, MRV, LRV	
Community Facility *Where a* ▪ *Hall/theatre etc* ▪ *Youth Club*	RCV RCV COACH	RCV RCV SRV	MRV LRV VAN
Dual Occupancy	LRV	VAN	VAN
Educational Establishment	COACH	COACH	COACH
Entertainment Facility	RCV	LRV	MRV
General Store	RCV	MRV	SRV
Group Home	MRV	VAN	VAN
Home Business	SRV	VAN	VAN
Home Industry	RCV	SRV	VAN
Hospital ▪ *Except where a nursing home, hospice or similar*	RCV RCV	RCV RCV	LRV MRV
Hotel	RCV	COACH	COACH
Housing for People aged over 55 or People with Disabilities	MRV DRCV	VAN	VAN

Development Type	Design Vehicle		
	Column 2	Column 3	Column 4
	Occasional Access	Regular Access	
Industry	AV	AV	AV
Liquid Fuel Depot	AV	AV	AV
Manufactured Home Estate	AV	AV	AV
Marina	RCV	AV	AV
Multiple Dwelling Housing	MRV	VAN	VAN
Place of Worship	DRVC	COACH	COACH
Professional Services	RCV	SRV	VAN
Restaurant	RCV	RCV	MRV
Retail Plant Nursery	RCV	MRV	SRV
Self Storage Facility	AV	AV	LRV
Service Station • *Where a car wash or car wash only*[2]	AV SRV	AV SRV	AV SRV
Shop [3]	RCV	MRV, LRV, AV	
Specialist Medical Centre *Where a* • *Heath centre or collection centre* • *Day surgery* • *Laboratory*	RCV RCV RCV	SRV MRV MRV	VAN SRV SRV
Sporting Facility Indoor *Where a* • *Sports and convention centre* Outdoor *Where a* • *Motor/water sport* • *Riding school*	 RCV AV RCV AV LRV	RCV AV RCV AV LRV	LRV AV MRV RCV MRV
Tourist Accommodation *Where a* • *Motel* • *Serviced Apartment* • *Rural Tourist Facility* • *Backpackers Hostel* • *Camping Ground*	 RCV RCV RCV RCV RCV	 SRV RCV RCV SRV COACH	 SRV RCV RCV SRV SRV
Veterinary Hospital	RCV	SRV	VAN
Warehouse	AV	AV	AV
Waste Management and/or Recycling Facility	AV	AV	AV

Notes –

1. Dependent upon GFA where:
   - Less than 999m^2 – SRV
   - 1000m^2 to 19 999m^2 – MRV
   - Greater than 20 000m^2– LRV
2. Where a separate entrance is provided for the car wash facility.

3. Dependent on GFA where:
   - Less than 499m^2 – MRV
   - 500m^2 – 999m^2 – LRV
   - Greater than 1000m^2 – AV