

RESIDENTIAL DEVELOPMENT 7 SEBASTOPOL ROAD, MARYBOROUGH

Client: JCP Property Pty Ltd

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1 INTRODUCTION

SALT has been engaged by JCP Property Pty Ltd to undertake a traffic engineering assessment of the residential development to be located at 7 Sebastopol Road in Maryborough.

An RFI was received from Central Goldfields Shire Council (dated 3 July 2025) requesting a Traffic Impact Assessment to be prepared and submitted for the development.

A second RFI was received (dated 5 September 2025) requesting the TIA report be updated to address a parking shortfall associated with non-compliant second parking spaces for the three-bedroom dwellings and to review the service vehicle swept path analysis.

Following this, an RFI was received from the Department of Transport and Planning (DTP) (dated 21 May 2026) requesting the TIA be amended to include an assessment of parking against the revised car parking requirements of Clause 52.06-5 following gazettal of scheme amendment VC277 and removal of reference to the car parking reduction.

In the course of preparing this report, the following has been undertaken:

- A desktop investigation of the subject site and its environs has been conducted;
- The development plans and background information have been reviewed;
- Design advice has been provided to the project team;
- Swept path analysis has been conducted; and
- The traffic and parking implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering matters of the proposal.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is situated on the western side of Sebastopol Road toward the south-western end of Maryborough. The site is currently largely undeveloped with one shed building toward the northern boundary.

Surrounding land is largely residential in nature, with parkland toward the west. The site is situated west of Derby Road which provides a small number of commercial and industrial land uses in proximity to the site, and also provides access to the Maryborough town centre.

Figure 1 depicts the location of the subject site with respect to the surrounding road network and land uses. An aerial view of the site is provided in Figure 2.

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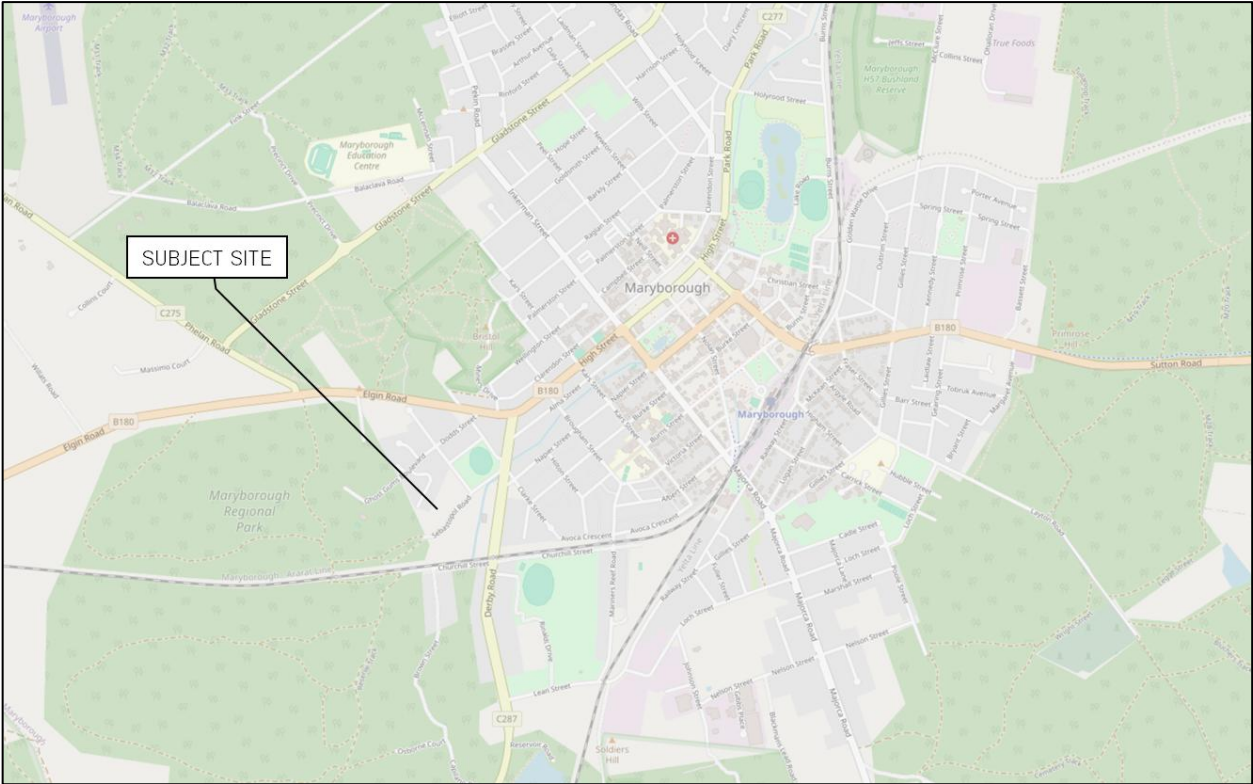


Figure 1 Subject site locality



Figure 2 Aerial view of subject site

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2.2 ZONING AND OVERLAY

The subject site lies within a General Residential Zone – Schedule 1 (GRZ1) under the Central Goldfields Planning Scheme. It is subject to a Bushfire Management Overlay (BMO) which states that the application must meet the requirements of Clause 53.02.

Clause 53.02 specifies that vehicle access is to be designed and constructed as specified in Table 5 to Clause 53.02-5. Table 5 to Clause 53.02-5 is reproduced as provided in Table 1 below.

Table 1 Bushfire vehicle access requirements (Table 5 to Clause 53.02-5)

Column A	Column B
Length of access is less than 30 metres	There are no design and construction requirements if fire authority access to the water supply is not required under AM4.1.
Length of access is less than 30 metres	Where fire authority access to the water supply is required under AM4.1 fire authority vehicles should be able to get within 4 metres of the water supply outlet.
Length of access is greater than 30 metres	The following design and construction requirements apply: <ul style="list-style-type: none"> • All-weather construction. • A load limit of at least 15 tonnes. • Provide a minimum trafficable width of 3.5 metres. • Be clear of encroachments for at least 0.5 metres on each side and at least 4 metres vertically. • Curves must have a minimum inner radius of 10 metres. • The average grade must be no more than 1 in 7 (14.4%) (8.1°) with a maximum grade of no more than 1 in 5 (20%) (11.3°) for no more than 50 metres. • Dips must have no more than a 1 in 8 (12.5 per cent) (7.1 degrees) entry and exit angle.
Length of access is greater than 100 metres	A turning area for fire fighting vehicles must be provided close to the building by one of the following: <ul style="list-style-type: none"> • A turning circle with a minimum radius of eight metres. • A driveway encircling the dwelling. • The provision of other vehicle turning heads – such as a T or Y head – which meet the specification of Austroad Design for an 8.8 metre Service Vehicle.
Length of access is greater than 200 metres	<ul style="list-style-type: none"> • Passing bays must be provided at least every 200 metres. • Passing bays must be a minimum of 20 metres long with a minimum trafficable width of 6 metres.

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2.3 ROAD NETWORK

Sebastopol Road is a local road under the care and management of Central Goldfields Shire Council. Between Clarke Street and Crimea Street it is classified as an Urban Access 1 street, and south of Crimea Street (including at the site frontage) it is classified as a Rural Access 2 street.

At the site frontage, Sebastopol Road has a width of approximately 4.2m and allows two-way vehicle movements. It terminates to the south of the site, becoming a gravel road through the reserve.

2.4 SUSTAINABLE TRANSPORT

The subject site has somewhat limited access to sustainable transport.

Bus route 1 operates in the area with the nearest stop located at Napier Street / Derby Street, accessible via a 350m (5-minute) walk from the subject site. This bus route services circulates around Maryborough including connection to the train station, bus interchange, shops and parks.

Maryborough Railway Station is situated to the east of the site, accessible via a 1.9km (26-minute) walk.

3 PROPOSAL

It is proposed to develop the site to provide 34 residential dwellings including 18 two-bedroom dwellings and 16 three-bedroom dwellings. A reserve is proposed in the western corner of the site.

An internal (private / common property) road is proposed to circulate the site, connecting to Sebastopol Road in two locations. Each dwelling is proposed to be provided with a single garage. An additional six (6) indented parking spaces are proposed along the internal road.

10 of the dwellings are to be accessed directly off Sebastopol Road, with the remaining dwellings to be accessed via the internal road.

Each garage is proposed to be provided with a wall-mounted bike rack.

The development plans assessed by this report are provided in APPENDIX 1.

4 CAR PARKING PROVISIONS

Table 1 to Clause 52.06 of the Planning Scheme specifies the statutory car parking requirements for various land uses. The site lies within a Car Parking Requirement Zone 1 for which the following rate of car parking is applicable:

- Dwelling: 1.2 spaces to each dwelling.

Applying this to the proposed 34 dwellings results in a requirement for 40 car parking spaces (rounded down to the nearest whole number as per Clause 52.06).

The proposal includes a total of 40 car parking spaces on-site (including 34 single garages and 6 indented on-street spaces), thus meeting the above requirement.

5 BICYCLE PARKING PROVISIONS

Table 1 to Clause 52.34 of the Planning Scheme specifies the statutory car parking requirements for various land uses. For dwellings, the following bicycle parking requirements apply:

- For residents: in developments of four or more storeys, 1 space to each 5 dwellings
- For visitors: in developments of four or more storeys, 1 space to each 10 dwellings

The proposal is not four or more storeys; thus, no bicycle parking is required.

Regardless, it is proposed to provide a wall-mounted bike rack within each garage; thus, the bicycle parking provisions exceed the statutory requirements.

6 TRAFFIC CONSIDERATIONS

6.1 TRAFFIC GENERATION

The TfNSW Guide to Traffic Impact Assessment (2024) provides a consolidated source of traffic generation information based on surveys undertaken at similar established sites.

For low density residential developments in regional locations, the following traffic generation rates are provided:

- AM peak hour: 0.83 trips per dwelling
- PM peak hour: 0.84 trips per dwelling
- Daily: 7.53 trips per dwelling

In the AM peak hour, trips are typically distributed as 20% arrivals / 80% departures, and in the PM peak hour, trips are typically distributed as 60% arrivals / 40% departures. Over the day, trips are generally distributed as 50% arrivals / 50% departures.

Applying the above to the proposed 34-dwelling development, the following traffic generation is expected:

- AM peak hour: 28 trips (6 in / 22 out)
- PM peak hour: 29 trips (17 in / 12 out)
- Daily: 256 trips (128 in / 128 out)

6.2 TRAFFIC DISTRIBUTION

The distribution of traffic can be estimated based on the layout of the road network and the locations of nearby employment catchments. In this case, all traffic will be distributed to/from the north on Sebastopol Road.

There are two points of access to the site from Sebastopol Road, with the internal road circulating the site. For simplicity, it is estimated that residents will access the site via the point of access closest to their dwelling.

A total of 10 dwellings will be accessed directly from Sebastopol Road. It is estimated that 13 dwellings will access the site via the northernmost point, with the remaining 11 dwellings accessed via the southernmost point. Applying the same traffic generation rates to these dwellings results in the estimated peak hour traffic distribution as presented diagrammatically in Figure 3.

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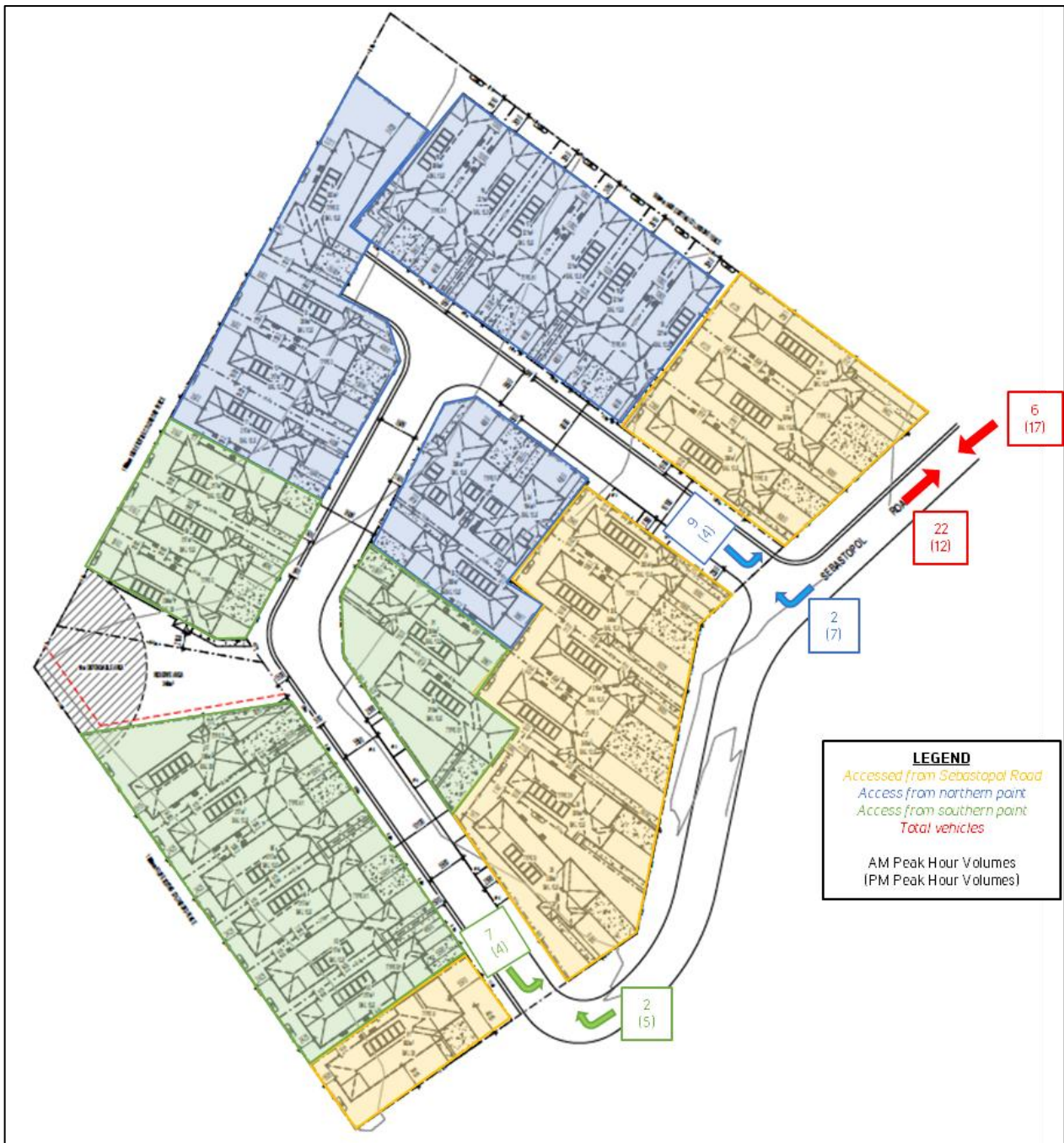


Figure 3 Estimated peak hour traffic distribution

6.3 TRAFFIC IMPACTS

The proposal is anticipated to generate a total of 256 daily vehicle trips which is a low to moderate amount of traffic that is expected to be readily adsorbed by the surrounding road network. The addition of up to 29 vehicles to Sebastopol Road during the peak hours equates to one vehicle every 2 minutes on average. This is not anticipated to have any major adverse impacts on the operation of the surrounding road network.

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7 DESIGN CONSIDERATIONS

7.1 INTERNAL ROAD LAYOUT

The internal road is expected to function as a Local Access Street / Place and carry low traffic volumes considering the relatively low number of dwellings to which it provides access. As per the Infrastructure Design Manual, local access streets carry between 0-2,500 vehicles per day. As determined in Section 6.1, the development is expected to generate a total of 256 daily vehicles, not all of which will utilise the internal road, thus it is well below the street capacity of 2,500 vehicles per day.

7.2 ROAD CROSS SECTION

The plans show the internal road to consist of a road reserve between 9.0m-10.1m with a carriageway of 5.5m wide. The verges are to vary in width between 1.5m to 2.3m, with a 1.5m pedestrian footpath proposed on the outside edge of the internal road.

These cross sections are appropriate considering the low traffic volumes and local context of the surrounding area.

7.3 PARKING AND GARAGES

Each dwelling is proposed to be provided with a single garage of minimum 3.5m wide and 6.0m long. These dimensions comply with Design Standard 2 of the Planning Scheme.

The indented parallel parking spaces are proposed to be 2.3m wide and 5.5m long. It is recommended that these spaces be increased in length to minimum 6.0m to comply with Australian Standards AS2890.5 for on-street spaces obstructed at both ends. Preferably these spaces would be 6.7m in length to accord with the Planning Scheme.

7.4 EMERGENCY AND SERVICE VEHICLE ACCESS

As per Section 2.2, the site is subject to a Bushfire Management Overlay, with vehicular access requirements outlined depending on the accessway length. In this case, the internal road loops around the site such that the maximum length is considered from one access to a dwelling toward the centre, around 80m.

From Table 1, an access over 30m is required to provide a minimum trafficable width of 3.5m, clear of encroachments for at least 0.5m on each side. The proposed internal road exceeds these requirements at 5.5m wide.

The internal road can accommodate heavy vehicles including 8.8m long Medium Rigid Vehicles and 12.5m long Heavy Rigid Vehicles, as demonstrated by swept path analysis, with diagrams provided in APPENDIX 2. In the case of the HRV, the vehicle body may overhang the kerbs or nature strips when turning some corners however the vehicle tyres do not conflict with kerbs.

7.5 PEDESTRIAN AND CYCLIST ACCESS

The proposal includes a 1.5m wide pedestrian footpath to one side of the internal access road. This complies with the Austroads Guidelines and is suitable for the residential context. A practical width of 1.2m is also acceptable.

The internal road, and surrounding local roads, will provide a low traffic and low speed environment suitable for sharing between vehicles and cyclists.

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8 CONCLUSIONS

Based on the preceding assessment, the following can be concluded:

- It is proposed to develop the site to provide 34 dwellings comprising both two- and three-bedroom dwellings.
- The proposal has a statutory requirement for 40 car parking spaces which is met by the proposal which includes a total of 40 parking spaces on-site (34 single garages and 6 indented on-street spaces).
- Each garage is proposed to include a wall-mounted bike rack, exceeding the statutory bicycle parking requirements.
- An internal private road is proposed to circulate the site and connect to Sebastopol Road in two locations, towards the north and south of the site.
- The proposed car parking, garage and access arrangements are generally compliant with the Planning Scheme and Australian Standards.
- Suitable provisions are made for emergency vehicles and pedestrian access.
- The level of traffic anticipated to be generated by the proposal is low and is not anticipated to have any significant adverse impacts on the operation of the surrounding road network.

Therefore, the proposal is supported from a traffic engineering perspective.

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APPENDIX 1 DEVELOPMENT PLANS

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STANDARD B5-4
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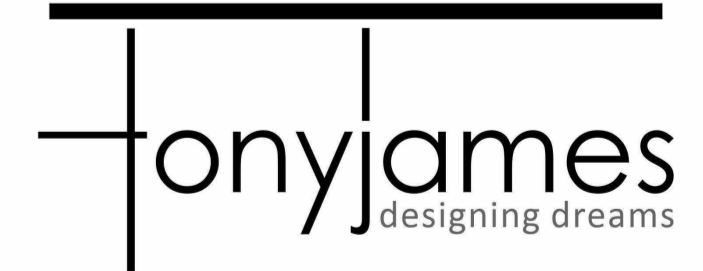
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APPENDIX 2 SWEPT PATH DIAGRAMS

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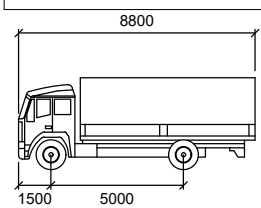
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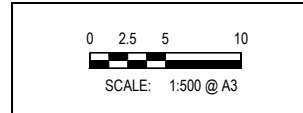
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Track : 2500
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Steering Angle : 34.0

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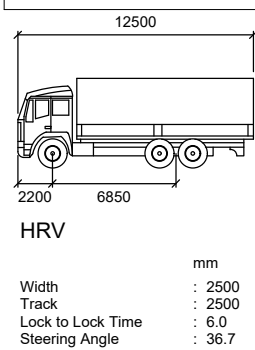


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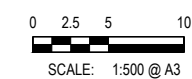


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