

100 SOUTH CREEK ROAD, CROMER – WAREHOUSE 7 & 8

TRANSPORT IMPACT ASSESSMENT

PREPARED FOR BOUNCE INC. AUSTRALIA
15 DECEMBER 2022
300304301

100 South Creek Road, Cromer

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1 Introduction

1.1 Background

It is understood that a development application is to be lodged with Northern Beaches Council (Council) for a proposed Bounce Inc. recreational facility within Warehouses 7 and 8 of the approved and currently-under-construction Northern Beaches Business Park at 100 South Creek Road, Cromer.

The proposal is for an indoor trampoline and adventure centre that would typically accommodate up to 15 staff and a maximum of 115 customers/ patrons. The proposal will have a combined area of 2,364 square metres gross floor area (GFA) including 324 square metres of mezzanine office space.

Bounce Inc engaged Stantec to undertake a transport impact assessment for the proposal.

1.2 Proposal

Bounce Inc proposes to operate the indoor trampoline and adventure centre with the following operating characteristics:

- Hours of Operation: 9:00am – 9:00pm Monday to Sunday
- Staff: 10-15 employees at any one time
- Person capacity: typically, maximum of 130 persons (including staff)
- Parking allocation: 20 car spaces (14 spaces adjacent to the warehouses and six spaces within the basement), with access to 62 additional shared spaces within the basement on weekdays and 82 spaces on weekends.

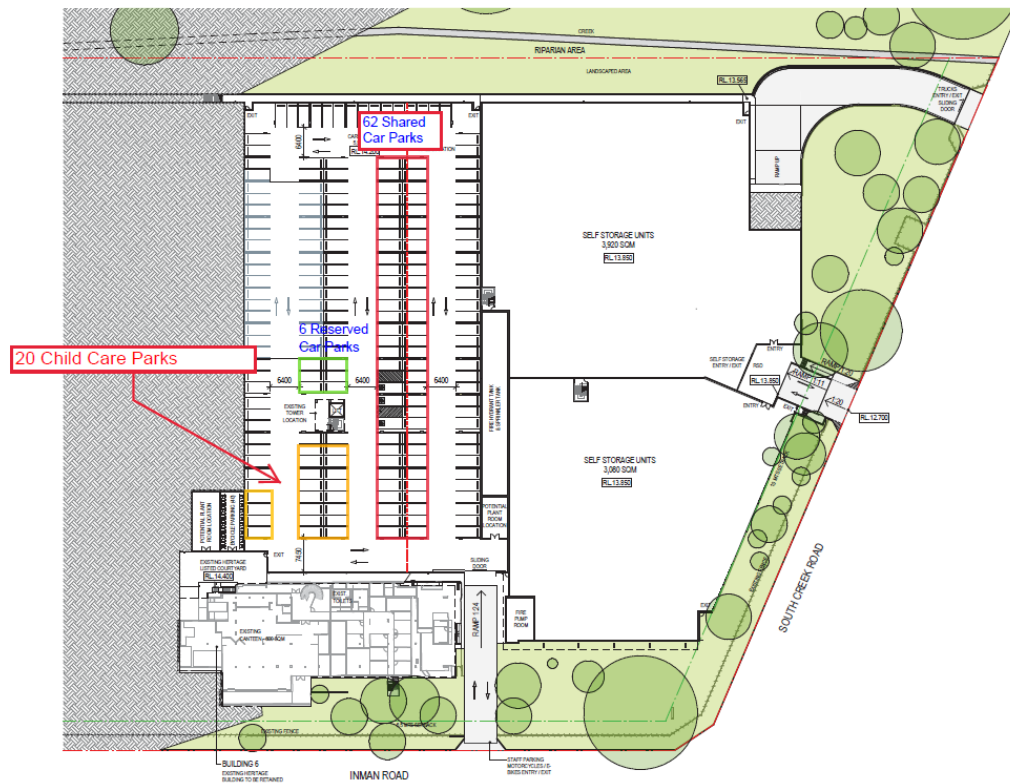
It is expected that the centre would operate at 100 per cent capacity on a weekend after 3:00pm, with the centre expected to be at 75 per cent capacity during the weekend midday road network peak.

On a typical weekday, the centre is expected to peak at 50 per cent capacity at 11:00am, reducing to a level of 30 per cent during the PM road network peak. The centre will not be operational during the weekday AM road network peak, with only staff trips expected during this period.

Figure 1 shows the overall approved layout for the Northern Beaches Business Park, whilst the proposed layout and parking allocation for Bounce Inc is shown in Figure 2, Figure 3 and Appendix A.



Figure 3: Bounce Inc Basement Parking Allocation



Source: Drawing: Proposed Bounce Car Park Basement Plan provided by Transcend Property

1.3 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposal, including consideration of the following:

- existing traffic and parking conditions surrounding the site
- suitability of the proposed parking in terms of supply (quantum) and layout
- pedestrian and bicycle requirements
- service vehicle requirements
- suitability of the proposed access arrangements to the site
- the traffic generating characteristics of the proposal
- the transport impact of the proposal on the surrounding road network.

1.4 References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds for the approved Northern Beaches Business Park Development Application



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1 Introduction

- Warringah Development Control Plan (DCP) 2011
- Warringah Local Environmental Plan (LEP) 2011
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- Northern Beaches Business Park, 100 South Creek Road, Cromer, TIA, prepared by GTA Consultants, dated 27 October 2020
- other documents and data as referenced in this report.



2 Existing Conditions

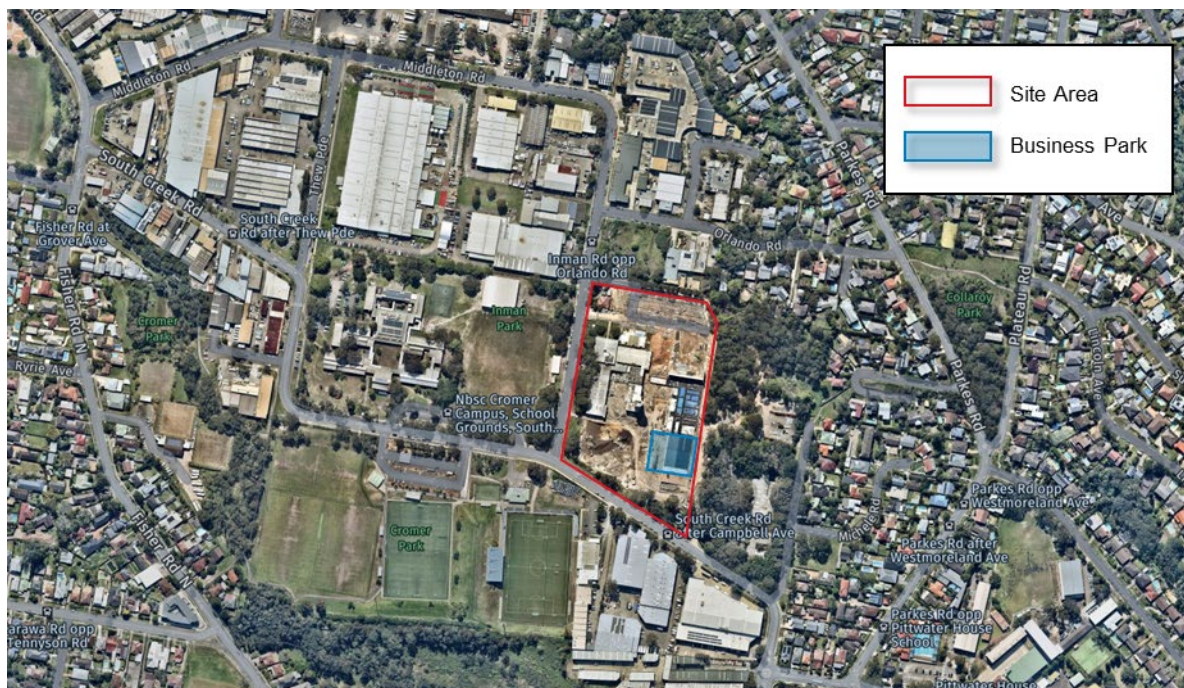
2.1 Location

The subject site is Warehouses 7 and 8 of the approved Northern Beaches Business Park at 100 South Creek Road, Cromer. Warehouses 7 and 8 comprises of 2,040 square metres GFA of warehouse area and an additional 324 square metres of mezzanine office bringing the total area to 2,364 square metres GFA. The overall site has a land use classification of IN1 General Industrial, with construction having commenced for the approved business park.

The surrounding properties predominantly include industrial developments to the north and south, Cromer Park sports fields to the southwest, Northern Beaches Secondary College (Cromer Campus) to the west and residential uses to the east of the site.

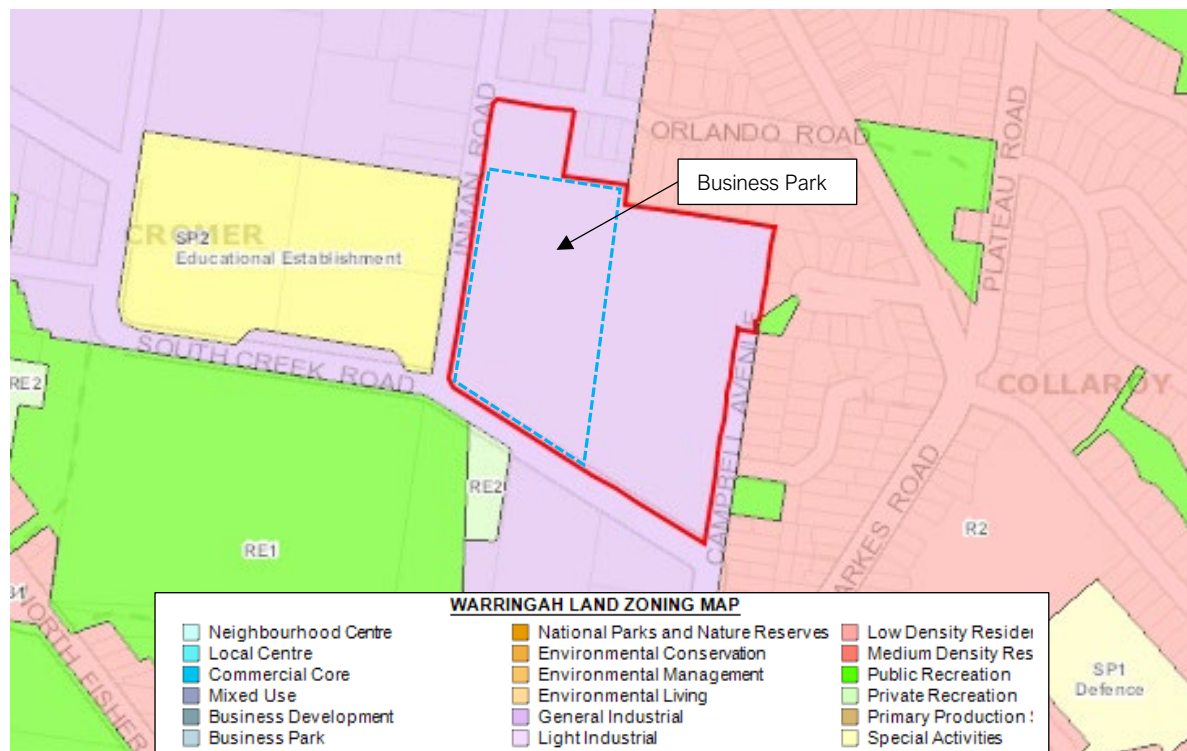
The location of the Northern Beaches Business Park and its surrounding environs is shown in Figure 4, while the Local Environmental Plan (LEP) land use map is shown in Figure 5.

Figure 4: Subject site and its environs



Base image source: Nearmap, accessed 4 November 2022

Figure 5: Land use map



Base image source: Warringah LEP 2011 (note: red outline represents the entire lot boundary)

2.2 Transport Network

2.2.1 ROAD HIERARCHY

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules, most recently amended on 19 March 2018.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

Arterial Roads – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

Sub-Arterial Roads – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).

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2 Existing Conditions

Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.

Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2 SURROUNDING ROAD NETWORK

Along the frontages of the site, South Creek Road, Inman Road, Orlando Road and Campbell Avenue function as local roads. South Creek Road and Campbell Avenue become sub-arterial roads east and south, respectively, of where they intersect.

These roads have a posted speed limit of 50 kilometres per hour, with one traffic lane and kerbside parking in each direction. There is a combination of unrestricted and eight-hour time restricted kerbside parking near the site. Inman Road and Orlando Road have dedicated on-road bicycle shoulder lanes between the kerbside parking and the traffic lanes.

Further to the south and east of the site, Pittwater Road provides the main arterial road connection for the area. Pittwater Road is a 20-kilometre arterial road that generally aligns north-south linking Mona Vale to the north with Manly to the south. It is a two-way road configured with three traffic lanes in each direction, including peak direction kerbside bus lanes (southbound in the morning peak periods and northbound in the afternoon peak periods) with kerbside parking at other times. It has a posted speed limit of 60 kilometres per hour.

The key roads are shown in Figure 6 to Figure 11, taken for the approved Northern Beaches Business Park Development Application.

Figure 6: Inman Road (looking north)



Figure 7: Inman Road (looking south)



Figure 8: South Creek Road (looking east)



Figure 9: South Creek Road (looking west)



Figure 10: Pittwater Road (looking east)



Figure 11: Pittwater Road (looking west)



2.3 Car Parking

A review of publicly available car parking near the site indicates that eight-hour restricted parking is available on both sides of Inman Road and South Creek Road, with unrestricted parking on Orlando Road.

Historic observations of on-street car parking for the approved Northern Beaches Business Park Development Application suggest there is low demand during the afternoon peak period. There were less than 30 vehicles parked in the afternoon along Inman Road (19 spaces both sides) and South Creek Road (nine spaces both sides), which have a kerbside supply of approximately 80 spaces and 75 spaces respectively on both sides. This suggests there are at least 125 spaces available historically. A review of more recent Nearmap aerial imagery suggests that there has been an increase in on-street demand since construction commenced for the business park, most likely attributable to construction worker parking activities.

2.4 Public Transport

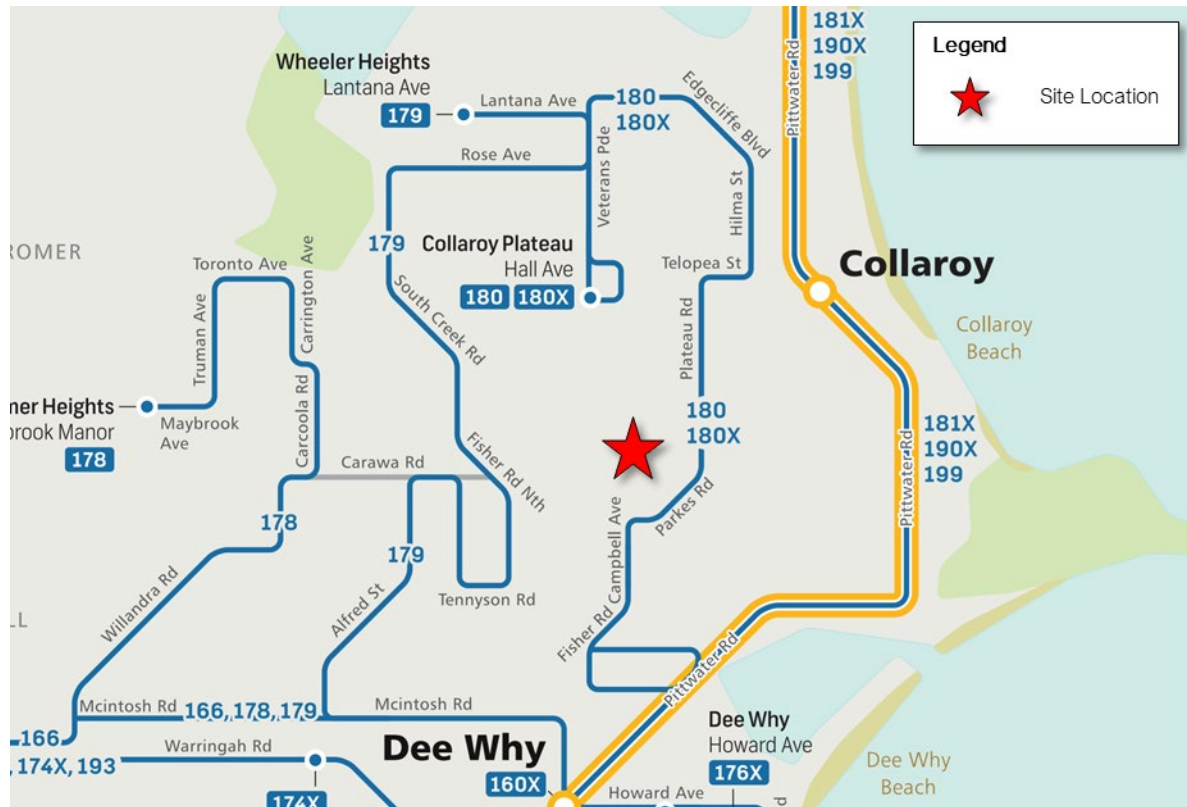
The site is serviced by the 180 bus route, with several stops within a 400-metre radius of the site (along Parkes Road). The 180 bus route links Collaroy Plateau and Warringah Mall. It operates at 20-



100 South Creek Road, Cromer 2 Existing Conditions

minute intervals in the AM peak, interpeak and the PM peak. It operates at 30-minute intervals in the evening off-peak. A review of the public transport is shown indicatively in Figure 12.

Figure 12: Surrounding public transport network



Base image source: Transport for NSW, accessed 4 November 2022

In addition, the 179 bus route operates along Fischer Road North, an approximately 12-minute walk from the site, linking Wheeler Heights and Warringah Mall.

2.5 Walking and Cycling Infrastructure

Footpaths are available on the south side of South Creek Road near the site and on the east side of Inman Road. The existing South Creek Road footpath ends at the bus stop adjacent to the site, with opportunity to extend the footpath to the South Creek Road/ Campbell Avenue roundabout.

On-road cycle shoulder lanes are located on both sides of Inman Road and Orlando Road, with off-road shared paths provided adjacent to Cromer Park and Northern Beaches Secondary College (Cromer Campus). The draft Northern Beaches Bike Plan proposes new and extended shared paths along Inman Road and South Creek Road towards Pittwater Road, illustrated in Figure 13.

3 Parking and Loading Appraisal

3.1 Car Parking Requirements

3.1.1 INDUSTRIAL PARK PROVISIONS

The approved Northern Beaches Business Park will provide at least 279 car spaces across the estate, split between basement parking and spaces adjacent to warehouses on the ground level hardstand area.

Vehicle access to the basement car park is via Inman Road. Access to the ground level hardstand area warehouses is also via Inman Road, with an egress driveway provided on South Creek Road. Pedestrian access from the street is via Inman Road, with no changes proposed under this proposal to the arrangement approved as part of the broader business park.

Bounce Inc proposes to have 20 exclusive parking spaces, including 14 parking spaces adjacent to Warehouses 7 and 8 and six parking spaces in the basement. This includes 12 spaces as part of the approved design, with eight spaces adjacent to the warehouse proposed to be added as part of this DA in front of two approved roller doors that will not be used.

Bounce Inc will also have access to an additional 62 shared parking spaces in the basement for overflow demand on weekdays which increases to 82 spaces on weekends when many of the other uses on site (childcare, offices, etc) are not operating. No changes are proposed to the basement car parking layout/ arrangement as part of this DA.

In general, swept paths and design review were completed as part of the approved Northern Beaches Business Park. The additional parking adjacent to Warehouses 7 and 8 complies with Australian Standards (AS2890.1:2004).

3.1.2 EMPIRICAL ASSESSMENT OF CAR PARKING DEMAND

The car parking requirements for different development types are set out in the Warringah DCP 2011. A review of the Warringah DCP 2011 suggests there are no closely related land uses to the proposal.

As such, an empirical assessment has been completed using the following input variables provided by Bounce Inc. based on their other operating indoor trampoline and adventure centres:

- People per vehicle: most customers come in groups (i.e. on average 3 people per vehicle).
- Staff on duty: typically 10 to 15 staff members on duty at any given time.
- Customers per day: The number of customers is expected to fluctuate depending on the day and time of day (as detailed in Table 1), with the typical maximum number of customers being 115 people.

The resultant anticipated demands during the surrounding road network and facility peak periods are provided in Table 1.



Table 1: Average parking demand estimate

Time	Operating Capacity	Category	Number of people	Parking Spaces (excl changeover)
Weekday AM (road network peak)	-	Staff	15	15
		Bounce Inc customers	-	-
Subtotal			15	15
Weekday site peak (11am)	50%	Staff	15	15
		Bounce Inc customers	58	19
Subtotal			73	34
Weekday PM (road network peak)	30%	Staff	15	15
		Bounce Inc customers	33	11
Subtotal			48	26
Weekend Midday (road network peak)	75%	Staff	15	15
		Bounce Inc customers	87	29
Subtotal			102	44
Weekend site peak (After 3pm)	100%	Staff	15	15
		Bounce Inc customers	115	38
Subtotal			130	53

Table 1 suggests that the proposal would generate a maximum demand for 34 parking spaces during the weekday. This increases to 53 spaces on weekends. The staff parking demand is considered worst-case as it does not factor in journey to work by other travel modes or compensate for any carpooling.

3.1.3 ADEQUACY OF CAR PARKING SUPPLY

The proposal will have a total of 20 parking spaces adjacent to the warehouse (14 spaces) or within the basement (six spaces) that are specifically allocated to the tenants. On weekdays, Bounce Inc will also have access to an additional 62 spaces within the basement car park for overflow demand (i.e. total of 82 spaces). The additional overflow basement parking available to Bounce Inc on weekends will increase to 82 spaces (i.e. total of 102 spaces). The additional basement car parking is currently only accessible by Bounce Inc as no other approved or prospective tenants have requested access to this shared/ overflow parking. Should there be additional demand for the shared/ overflow parking by other tenants, it is understood that the supply can be expanded if/ as required.

With a maximum anticipated demand of 34 spaces on a weekday and 53 spaces on a weekend, the allocated parking and available overflow parking is more than suitable to accommodate the expected demand. It is also noted that any additional demand generated during changeover periods can be adequately accommodated for within the available supply.

3.2 Bicycle Parking Requirements

Warringah DCP 2011 provides bicycle parking rates for recreational facilities which are considered to be suitable for the proposed indoor trampoline and adventure centre use. The DCP bicycle parking requirement for a recreational facility is summarised in Table 2, which indicates 15-16 bicycle parking spaces would be required for the proposal.



Table 2: Warringah DCP 2011 bicycle parking spaces

Use	Size	AS2890.3 Class	Bicycle parking rate	Bicycle parking requirement
Recreational Facility	Max. 15 staff (at any one time)	Class 1-2	1 per 4 employees + 1 per 1,500 spectators	3-4 bicycle parking spaces
	2,364m ² GFA	Class 3	1 per 200m ² GFA + 1 per 250 spectator spaces	12 bicycle parking spaces

The business park will have some 40 on-site bicycle parking spaces that can accommodate the modest demand expected to be generated by the proposal, noting that the proposal's peak periods of demand occur outside of traditional commercial, warehouse and industrial peaks.

3.3 Loading Requirements

Warringah DCP 2011 does not provide service vehicle parking rates. It is expected that the Bounce Inc facility will be serviced by vehicles up to the size of 6.4-metre-long small rigid vehicles, with less than one delivery daily during typical operation.

Out of operating hours, service vehicles can utilise the angled parking provided adjacent to Warehouses 7 and 8.

On this basis, the available loading arrangement is more than suitable for the proposal, with swept path analysis and design review completed as part of the approved Northern Beaches Business Park.

4 Transport Appraisal

4.1 Traffic Generation

4.1.1 APPROVED DEVELOPMENT

The approved business park was assessed to generate 168 and 181 vehicle trips in the weekday AM and PM peak hours respectively (GTA, now Stantec, 2020). Warehouses 7 and 8 would have accounted for up to 14 of these vehicle trips in the weekday AM and PM peak hours. The proposed business park was determined to generate less traffic than the historic use on the site. Specifically, the approved business park was determined to generate approximately 134 vehicles less during the peak hours, or at least 40 per cent less traffic compared to the historic use.

4.1.2 WAREHOUSE 7 & 8 - BOUNCE INC

The TfNSW Guide 2002 does not provide traffic generation rates for indoor trampoline and adventure centre uses. As such, an empirical assessment has been completed expanding on the parking demand estimates completed in Table 1. The assessment assumes that visitor parking turns over once each hour and that staff are only expected to generate vehicle trips during the weekday morning peak hour based on the proposed operating hours.

Table 3: Traffic Generation Estimates

Time	Operating Capacity	Directional flow	Vehicle trips per hour
Weekday AM (road network peak)	-	Inbound	15
		Outbound	-
Subtotal			15
Weekday site peak (11am)	50%	Inbound	19
		Outbound	19
Subtotal			38
Weekday PM (road network peak)	30%	Inbound	11
		Outbound	11
Subtotal			22
Weekend Midday (road network peak)	75%	Inbound	29
		Outbound	29
Subtotal			58
Weekend site peak (After 3pm)	100%	Inbound	38
		Outbound	38
Subtotal			76

On this basis, the proposal could generate up to 38 vehicle trips per hour (two-way) during the weekday centre peak and up to 22 vehicle trips per hour (two-way) during the weekday road network peaks. The latter is of a similar order but slightly higher than indicated in Section 4.1.1 above for the approved use.

On weekends when most other business park land uses (e.g. commercial and childcare) are not operating, the proposal is expected to generate up to 76 vehicle trips per hour (two-way) during the



weekend centre peak and up to 58 vehicle trips during the typical weekend midday road network peak.

4.2 Distribution and Assignment

The directional distribution and assignment of traffic generated by the proposal will be influenced by several factors, including the:

- configuration of the arterial road network near the site
- existing operation of intersections providing access between the local and arterial road network
- likely distribution of customers in relation to the site
- configuration of access points to the site.

Unlike traditional commercial, warehouse and industrial uses that generate traffic with broader and wider origins and destinations, catchments for indoor trampoline and adventure centres are typically more local. As a result, most of the anticipated traffic generated by the facility will not use Pittwater Road to access the site but will instead use the local road network that provides more direct and free flowing access.

In addition, the directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) for the proposal is expected to be 50 percent entering and 50 per cent exiting for most of the time, except during the weekday morning peak.

4.3 Traffic Impact

4.3.1 INTERSECTION OPERATION

The transport impact assessment (GTA, 2020) that accompanied the broader Northern Beaches Business Park development application assessed the operation of the 2019 surveyed intersections using SIDRA INTERSECTION¹, a computer based modelling package which calculates intersection performance.

The commonly used measure of intersection performance, as defined by Transport for NSW, is vehicle delay. SIDRA INTERSECTION determines the average delay that vehicles encounter and provides a measure of the level of service.

Table 4 shows the criteria that SIDRA INTERSECTION adopts in assessing the level of service.

¹ Program used under license from Akcelik & Associates Pty Ltd.

Table 4: SIDRA INTERSECTION level of service criteria

Level of Service (LOS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity, at signals incidents will cause excessive delays	At capacity, requires other control mode
F	Greater than 70	Extra capacity required	Extreme delay, major treatment required

4.3.2 2019 CONDITIONS

Table 5 presents a summary of the 2019 operation of the intersections, extracted from the Northern Beaches Business Park transport impact assessment (GTA, 2020). Signalised intersection results are based on the overall operation, whilst unsignalised intersection results are based on the worst movement.

Table 5: 2019 weekday operating conditions

Intersection	Peak	Leg	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pittwater Road/ South Creek Road (traffic signals)	Weekday AM	East	0.83	13	312	A
		North	0.80	57	115	E
		West	0.53	20	138	B
		Overall	0.83	21	312	B
	Weekday PM	East	0.70	11	74	A
		North	0.60	54	75	D
		West	0.71	9	144	A
		Overall	0.71	14	144	A
South Creek Road/ Inman Road (priority control)	Weekday AM	East	0.14	6	4	A
		North	0.11	7	3	A
		West	0.11	5	0	A
	Weekday PM	East	0.17	6	5	A
		North	0.16	8	4	A
		West	0.14	6	0	A

Table 5 indicates that the study intersections historically operated satisfactorily during the weekday peak periods. There is some queuing along Pittwater Road in the peak direction, which is expected along an arterial road. South Creek Road experiences some delays during the peak periods as the green time priority is given to Pittwater Road.



4.3.3 BASE CONDITIONS (2019 PLUS APPROVED NORTHERN BEACHES PARK)

The Northern Beaches Business Park transport impact assessment (GTA, 2020) also reassessed the study intersections to include traffic associated with the proposed business park, with the SIDRA modelling results reproduced in Table 6.

Table 6: 2019 plus approved NBBP development operating conditions

Intersection	Peak	Leg	Existing Level of Service (LOS)	Degree of Saturation (DOS)	Average Delay (sec)	95th Percentile Queue (m)	Level of Service (LOS)
Pittwater Road/ South Creek Road (traffic signals)	Weekday AM	East	A	0.85	16	343	B
		North	E	0.81	60	127	E
		West	B	0.74	19	245	B
		Overall	B	0.85	23	343	B
	Weekday PM	East	A	0.61	11	100	A
		North	D	0.71	52	92	D
		West	A	0.78	14	203	A
		Overall	A	0.78	17	203	B
South Creek Road/ Inman Road (priority control)	Weekday AM	East	A	0.23	6	9	A
		North	A	0.13	8	4	A
		West	A	0.11	5	0	A
	Weekday PM	East	A	0.18	6	5	A
		North	A	0.22	9	6	A
		West	A	0.14	6	0	A

Table 6 indicates that the Northern Beaches Business Park would not affect the existing LoS for any movement such that it drops below an acceptable LoS D (note: South Creek Road is already LoS E in the AM peak under 2019 conditions).

The 95th percentile queuing from Pittwater Road into South Creek Road in the right turn bay was expected to increase marginally from 59 to 66 metres (one vehicle) and therefore at the limit of the right turn bay and taper. It was also noted that the filtered right turn allows at least the first vehicle to store in front of the stop line during the phase. Given this is an infrequent occurrence (statistically less than twice in the PM peak hour), GTA, now Stantec did not consider that this warranted mitigation, which was accepted by relevant authorities as part of the development application approval process.

On this basis, the anticipated traffic volumes associated with the Northern Beaches Business Park were not expected to compromise the safety or function of the surrounding road network.

4.3.4 WAREHOUSE 7 & 8 - BOUNCE INC

Although the proposed indoor trampoline and adventure centre is anticipated to generate slightly more traffic during the weekday road network peaks than traditional commercial, warehouse and



industrial uses, most of the traffic is anticipated to be from nearby residential areas thus using the local road network to access the facility more directly.

In addition, peak activities at the facility are expected to occur on weekends, with the ultimate peak being after 3:00pm. Therefore, the peak development traffic is unlikely to have a significant effect on the road network, as it would operate at peak outside both the weekday peaks of the surrounding roads, and outside opening hours of traditional commercial, industrial and warehouse uses.

The post-development traffic modelling completed for the Northern Beaches Business Park suggested that the Pittwater Road/ South Creek Road signalised intersection would operate at LoS B in the weekday peak hours. A review of nearby TfNSW permanent counter data for Pittwater Road suggests that average daily two-way traffic volumes in 2018- 2019 are around 15 per cent lower on a weekend compared to a weekday. Therefore, the intersection would operate better on a weekend, with the additional vehicle trips generated by the proposal expected to have minor impact to its operation.

The post development traffic modelling also suggested that the South Creek Road/ Inman Road priority-controlled intersection, which will carry most of the development traffic, would operate at LoS A in the weekday peak hours, with plenty of capacity to accommodate the increased demand.

Overall, the anticipated traffic volumes associated with the proposed indoor trampoline and adventure centre are not expected to materially change the impacts previously assessed in relation to the approved Northern Beaches Business Park, nor to compromise the safety or function of the surrounding road network during either the weekday or weekend, road network or facility peaks.

5 Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- Based on a first-principles assessment, the proposed indoor trampoline and adventure centre is expected to generate a demand for up to 34 parking spaces during the weekday, increasing to 53 spaces during the weekend.
- The proposed allocation of 20 exclusive parking spaces adjacent to the warehouse (14 spaces) or within the basement (six spaces) and an additional 62 to 82 spaces within the basement car park (i.e. total 82 to 102 spaces) on weekdays and weekends respectively will accommodate the anticipated demand, including any increased demand during changeover periods.
- The proposal requires 15-16 bicycle parking spaces. There are 40 bicycle spaces provided across the business park to accommodate the demand associated with the proposal, noting the different peaks for the various uses within the business park.
- The proposal will have low demand for deliveries and waste collection; therefore the available provision would be suitable for the proposal.
- Based on a first-principles assessment, the proposal could generate 38 vehicle trips per hour (two-way) during the weekday centre peak and up to 22 vehicle trips during the weekday road network peaks. This increases to 76 vehicle trips per hour (two-way) during the weekend centre peak and up to 58 vehicle trips during the typical weekend midday road network peak.
- It is anticipated that traffic generated by the facility will primarily use the local road network, which provides more direct and free flowing access, rather than Pittwater Road given that the catchment of such recreational centres is typically more local.
- There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposal.

On this basis, the proposed indoor trampoline and adventure centre can be supported from a traffic and transport perspective.

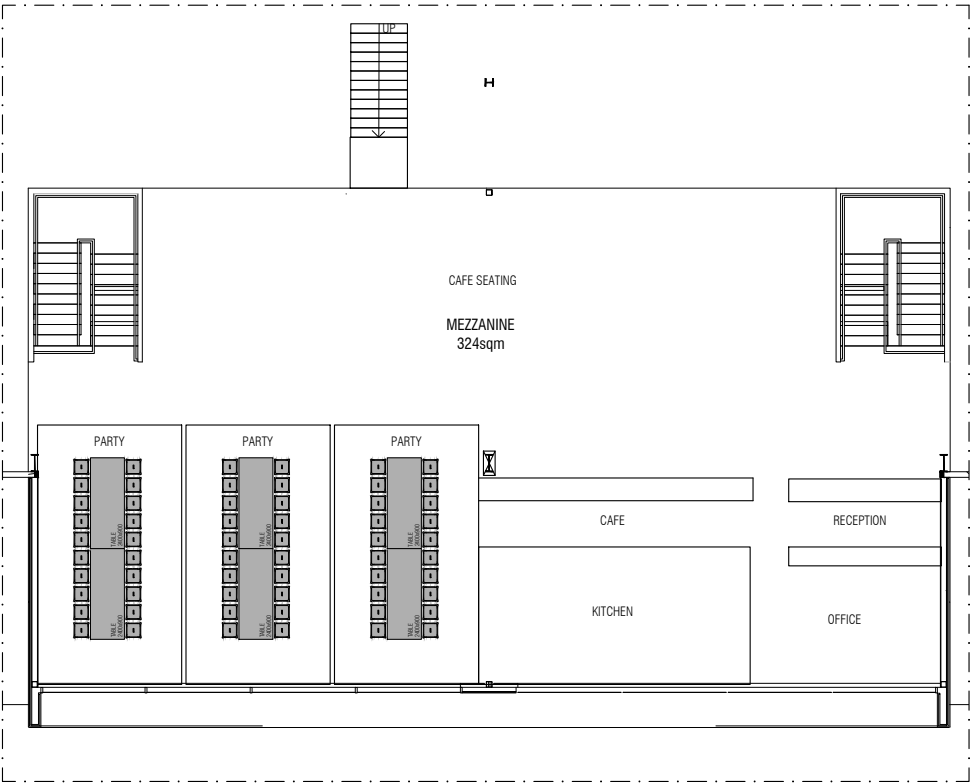


Appendix A Architectural Plans





GROUND FLOOR	2,040m ²
MEZZANINE	324m ²
TOTAL AREA	2,364m²



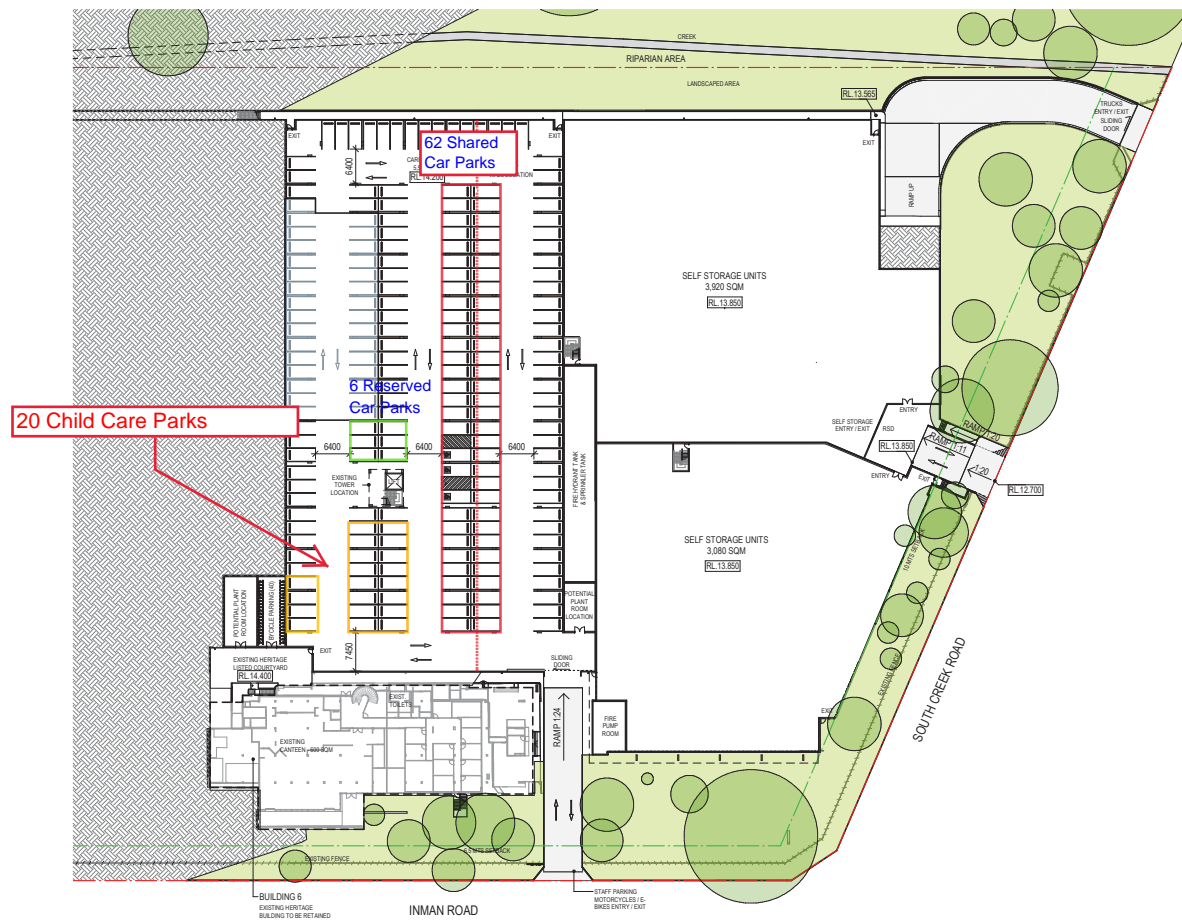
REV	DATE	DESCRIPTION
A	03.10.2022	PRELIMINARY PLANS SUBMITTED FOR APPROVAL

PROJECT	BOUNCE 170 MORAYFIELD ROAD MORAYFIELD QLD 4506
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CLIENT	
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SCALE	1:200 @ A3
STATUS	FOR CONSTRUCTION
REVISION DATE	15.12.22

DRAWING TITLE	GF FLOOR PLAN	
START DATE	15.12.22	DRAWING NO.
DRAWN BY	MM	A-100



1 SELF STORAGE LEVEL 1 : 500

