



# Traffic Impact Assessment

69 Basset St Mona Vale NSW

URaP Project Number 23.02

Client: Chrome Temple

C/- - MHDP Architects

271 Alfred Street North

North Sydney NSW 2060

1 May 2023

Revision 3

## URaP International

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## Revision Register

Rev	Date	Amended By	Approved By	Remarks
0	20/03/2023	David Pavey	K Tara	Draft for client review
1	29/03/2023	David Pavey	K Tara	Final for DA submission
2	17/04/2023	David Pavey	K Tara	Minor revisions
3	1/05/2023	David Pavey	K Tara	Update of Appendix A and B

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## **INTRODUCTION**

Urban Research and Planning Pty Ltd (URaP) has been commissioned to prepare a Traffic Impact Assessment for the development at 69 Basset St Mona Vale NSW for the construction of a vehicle storage building to store private car collections.

This report will assess the implications of the proposed development on existing traffic, parking and transport conditions surrounding the site. The following items have been included in the subsequent sections of this report:

- Public and active transport accessibility at the site;
- Existing Traffic and Parking conditions surrounding the site;
- Expected traffic and parking generation characteristics of the proposed development and their impact on the surrounding road network;
- Suitability of the proposed access arrangements for the site;
- Conclusions of the above findings.

During the course of preparing this assessment, the subject site and its environment have been inspected, and all relevant traffic and parking data collected and analysed.



## SUITABILITY OF AUTHOR

This Traffic Impact Assessment has been prepared by David Pavey B.E (Civil) Grad Dip LGE, NSW LGE Cert.

David Pavey has been endorsed by the Secretary Department of Planning and Environment as a suitably qualified and experienced person to prepare Traffic Management Plans.

The author also holds the appropriate Safe Work NSW Certificate No: TCT1017730 - Prepare a Work Zone Plans.

## BACKGROUND AND EXISTING CONDITIONS

### Subject Site Location

The location of the subject site and its surrounding suburbs are depicted in **Figure 1**.

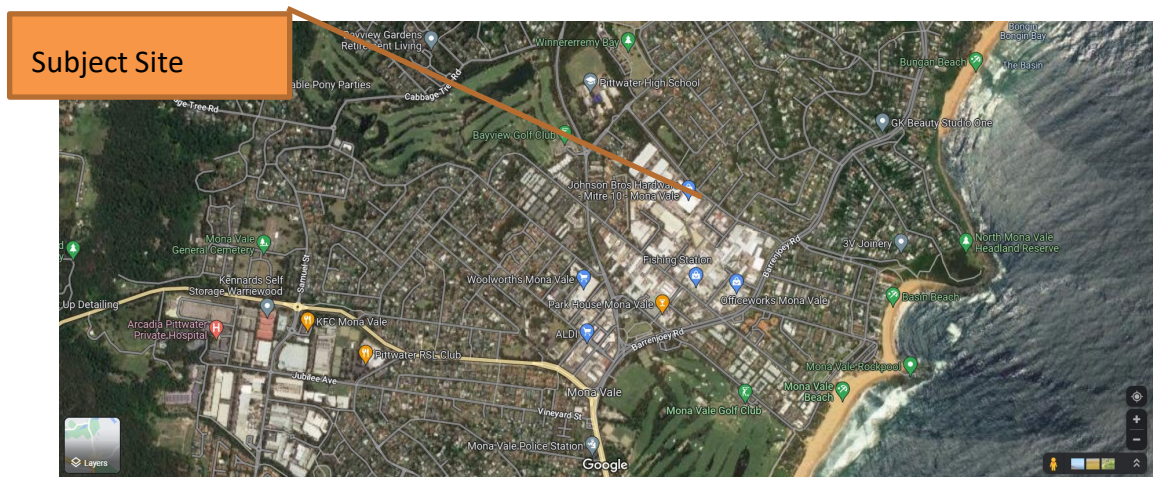


Figure 1 Location of the Subject Site (Source: Google Maps)

The proposed development is bounded by Basset Street and Tengah Cres as shown in **Figure 2** below.



Figure 2 Aerial view of the subject site (Source: Google Maps-)

## Public Transport

The subject site is in an area that has excellent access to public transport with connects to nearby suburbs and the Sydney CBD.

Bus frequency vary from 15 to 60-minute intervals and operate 7 days a week.

**Figure 3** below displays the public transport map around the site.

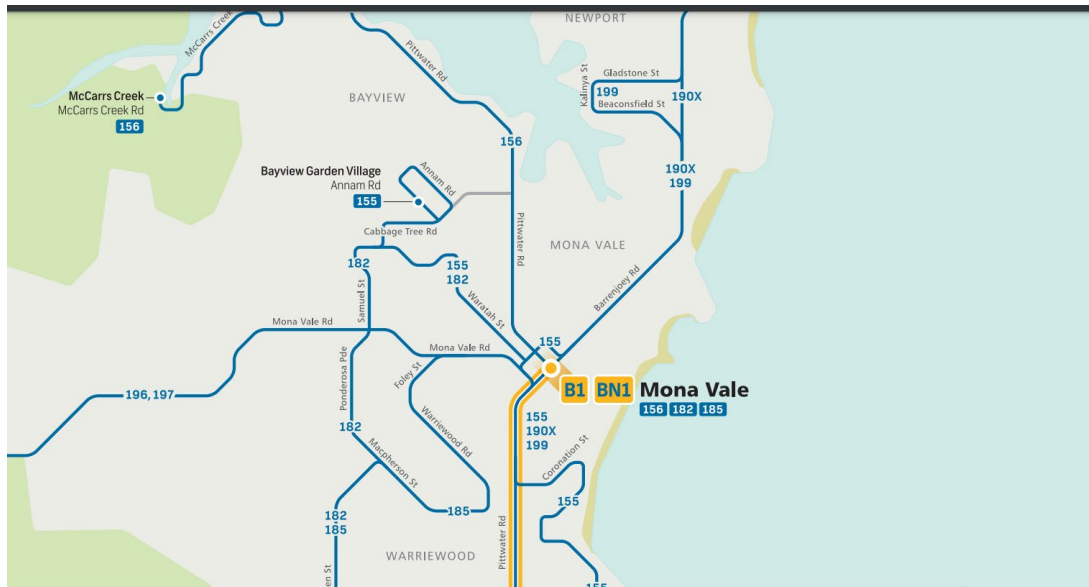


Figure 3 Public Transport Map (Source – (<https://transportnsw.info/travel-info>))

**Figure 4** below show the proximity of the numerous bus stop to the site.

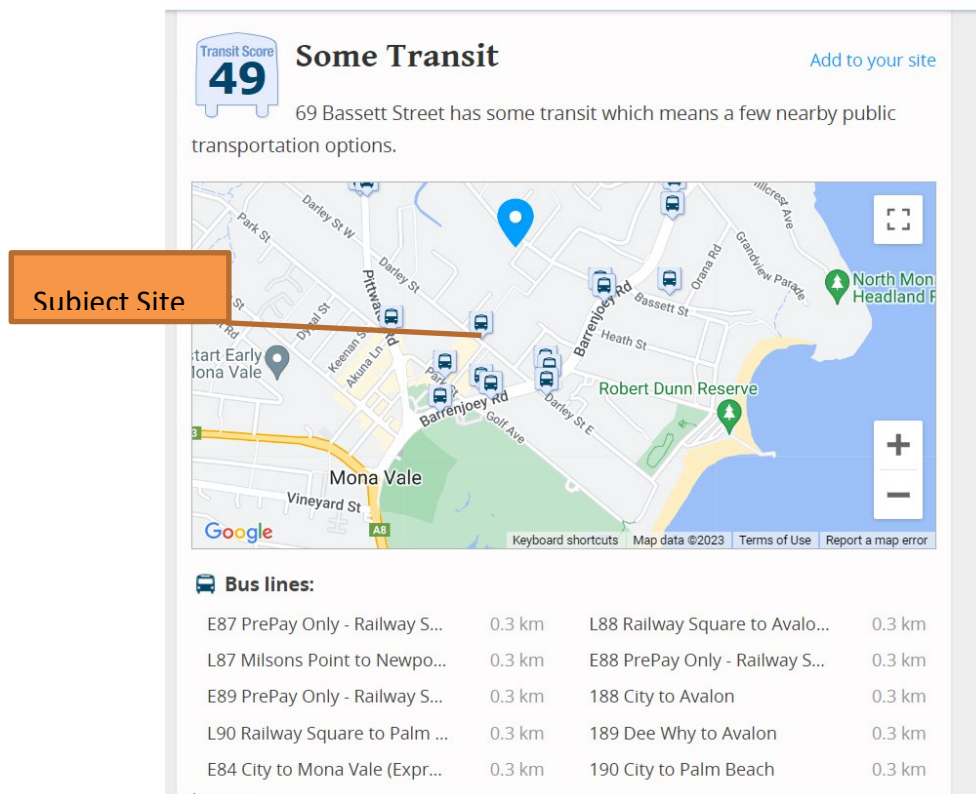


Figure 4: Proximity to Bus Stops (Source: <https://www.walkscore.com/score>)

## Walkability

The locality was assessed for nearby features that would encourage residents and visitors to walk/cycle. Reference is made to the 15-minute walking catchment area outlined in **Figure 5**.

The 'walkability' of a site is a measure of its proximity to other facilities by walking and can be ascertained from [www.walkscore.com](http://www.walkscore.com). The subject site is rated as **"Somewhat Walkable"** meaning that some errands can be accomplished on foot with a score of 69 out of 100 (obtained from the 'Walk Score' web tool).

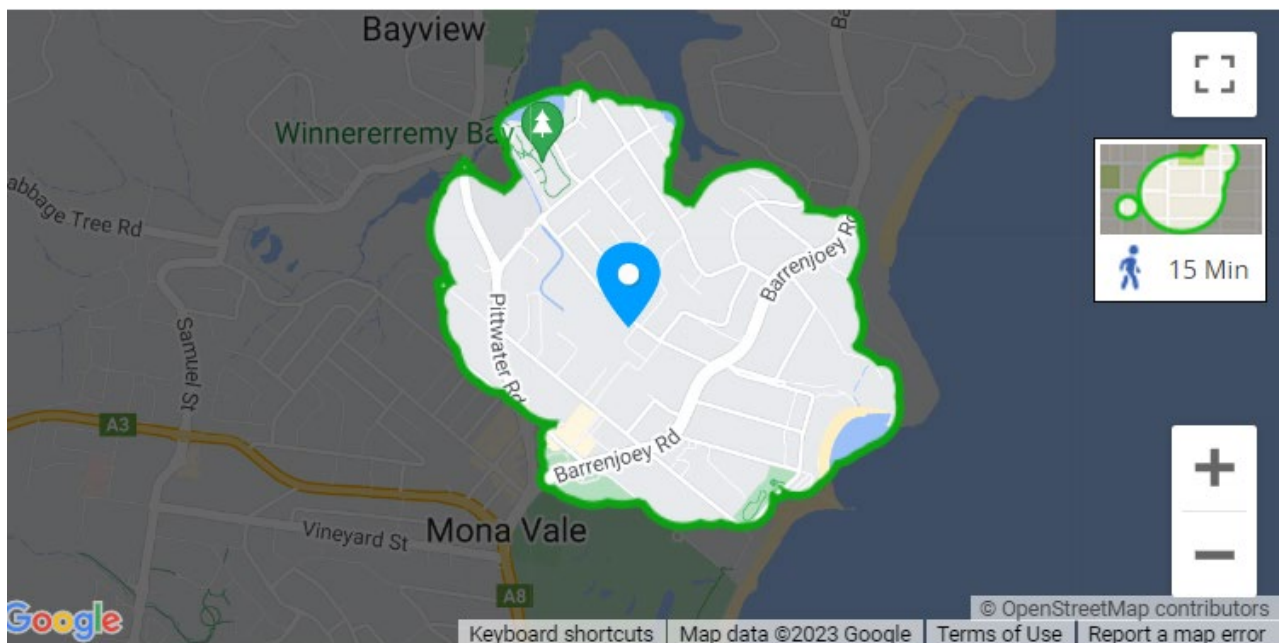


Figure 5 15 Minute walking catchment area (Source - [www.walkscore.com](http://www.walkscore.com))

## Councils Requirements for Parking and Access

Council acknowledges that this a unique development, and therefore cannot specify the exact number of parking spaces required.

However, the Applicant should apply sections of the Pittwater21 DCP where applicable, with any variations to be based on the Roads and Maritime Services Guide to Traffic Generating Developments.

According to Pittwater 21 DCP the following broad requirements parking are outlined below.

### Car Parking Requirements

Business Premises and Office Premises	2.5 car parking spaces per 100m2 Gross Lettable Area (GLA) Provision of accessible parking spaces for people with disabilities must be at the rate of 3% of required car parking spaces and must be appropriately signposted.
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Restaurants and Cafes	1 per 30m <sup>2</sup> GLA Provision of accessible parking spaces for people with disabilities must be at the rate of 3% of the required car parking spaces or part thereof, or 1 space, whichever is greater.
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#### Bicycle Storage

For Business/Industrial development or additions, comprising of 200m<sup>2</sup> GFA or more, secure enclosed bicycle storage facilities must be provided within the building at the rate of 1 bicycle rack per 1000m<sup>2</sup> GFA, or a minimum of 4 bicycle racks, whichever is the greater.

#### Motorcycle Parking

For Business/Industrial development or additions, comprising of 200m<sup>2</sup> GFA or more, provision is to be made for motorcycle parking at a rate of 1 motorcycle parking space per 100 motor vehicle spaces.

#### Driveways profile and design

Council through its Pre DA meeting recommended that access to the development be via a central two-way driveway (minimum 5.5m wide); or separate driveways (3m wide) for entry and exit, with clockwise circulation to access the building.

Council DCP also requires that if a driveway is for a corner block, it should begin at least 6 metres from the corner.

### TfNSW Requirements for Carparking

TfNSW Guide to Traffic Generating Development also do not provide specific advice as to the parking requirements of this type of development, however the following types of development may provide some guidance in regard to the number of parking spaces to facilitate this type of development. The guidance is as follows:

#### *“Motor showrooms.*

*A motor showroom is a building or place used for the display and sale of motor vehicles, caravans or boats, and where accessories for these items are sold or displayed. Vehicle servicing facilities may be included as part of the development.*

#### *Parking.*

*Off-street customer / visitor car parking at the rate of 0.75 spaces per 100m<sup>2</sup> of site area is recommended.*

*Based on this activity the total square metres of 530m<sup>2</sup> than 4 space would be warranted.*

#### *Service stations*

*A service station is a building or place used for the fuelling of motor vehicles, involving the retail sale of petrol, oil and other petroleum products. This term is applied to any establishment which in addition is used for any one or more of the following purposes:*

- the sale by retail of spare parts and accessories for motor vehicles.*
- washing and greasing of motor vehicles.*
- installation of accessories.*

- *repairing and servicing of motor vehicles involving the use of hand tools (other than repairing and servicing which involves a top overhaul of motors, body building, panel beating, spray painting, or suspension, transmission or chassis restoration).*

*Parking.*

*Adequate off-street parking must be provided for employees and for vehicles being serviced."*

## PROPOSED DEVELOPMENT

The proposal includes the demolition of existing structures and construction of a three-storey vehicle storage building with a ground floor take-away coffee. More specifically the proposal will involve:

- At Ground Level – a vehicle storage unit is provided with ancillary space, bathroom and toilet and a parking space for the owner/tenant. Common areas include the vehicular access, car lift, plant room, disabled toilet, entry lobby and stair/lift access, takeaway coffee shop and two visitor car space including a space for people with a disability;
- At First Floor Level – 2 vehicle storage units are provided with ancillary space, bathroom and toilet and a parking space for the owner/tenant. Common areas include the vehicular access, car lift and lift and stair access;
- At Second Floor Level – a vehicle storage units are provided with ancillary space, bathroom and toilet and a parking space for the owner/tenant. Common areas include the vehicular access, car lift, owners lounge and terrace and lift and stair access;

### Hours of Operation

- The building will be a high security, private facility with low turnover and no commercial or retail use other than the takeaway coffee shop. It will have retractable bollards and Roller Shutters to close off the entrance to the facility out-of-hours,
- The vehicle storage facility will be accessible for owners at all times,
- The Owner's Lounge and Terrace is accessible by invite only by the Unit Owners, and
- The Takeaway Coffee Shop will operate from 7am to 5pm six days a week.

### Number of staff

- Maximum of two staff to run Takeaway Coffee Shop, no staff for rest of the facility.

Site plan is attached in Appendix A and a draft operating plan is provided in Appendix B for reference.

## TRAFFIC IMPACT ASSESSMENT

### Traffic Generation

Based on the uses of the facility, it is anticipated that the following traffic generation rates will exist.

## **Vehicle Storage Component**

It is anticipated that owners will attend the site to extract or clean the stored vehicles approx. once per day as a maximum.

Therefore, with a total of 4 units it is anticipated that the daily trips will not exceed 16 per day (8 inwards and 8 outward).

## **Takeaway Coffee shop**

With respect to Takeaway Coffeeshop it is anticipated that the majority of customers would be from people already traveling to the area and as such no additional trips will be generated from what currently exist on the local road network

The above increase in traffic would be easily accommodated within the current capacity of the surrounding street network.

## **Safety Concerns**

There is no traffic crash history at or near this location over the past 5 years, (source- TfNSW Centre for Road Safety Statistics).

No speed surveys were completed as part of the site work, however observations on site indicate that drivers typically travel at the posted speed limit, with the interaction with parked vehicles, driveways and side streets being offset with not overly high traffic flows.

Consequently, there are no road safety concerns with this development.

## **Car Parking**

It is our understanding that Council appreciate that this has been presented as a unique development, and therefore no specific requirements is available to specify the exact number of parking spaces required.

Each unit provides spaces to store up to 4 vehicles as well as the space for the owner's visiting vehicle.

There are also 2 spaces plus an accessible space proposed on the ground floor to accommodate additional vehicles.

Therefore, the total number of "visitor" spaces provided is 7 which is excess of the recommendation a motor show room and meets the recommendation for a services station as set out by TfNSW guidelines and exceeds the anticipated requirements if individual owners.

The Takeaway Coffee shop is positioned to allow sufficient room for vehicles to stack whilst waiting to collect their order.

A site inspection indicated that there was an under-utilisation of kerb side parking in the area and therefor it is considered that sufficient space has been provided for this unique development.

With regards to bicycle and motorbike storage, there is sufficient room in the auxiliary or storage area to accommodate these types of vehicles without compromising the above mentioned “visitor” parking spaces. It is therefore our view that given the nature of this development that more than adequate parking is provided.

### **Access to Transport Facilities**

As shown above the site is within 300m of bus stops and faculties.

### **Manoeuvring of Vehicles**

Numerous sweep paths analysis was conducted as the site layout was finalised and considering placement of buildings, the car lift and access to individual units. Appendix D shows the final sweep path analysis of the site configuration (on each level).

It is also confirmed that the nominated vehicle lift has been designed to accommodate the largest vehicle anticipated to be stored in this facility.

### **Driveways Profile and Design**

The access driveway is designed to allow all vehicles to enter or exit the site in a single turning movement and in a forward direction allowing for all turning movements. The driveway crossing has been designed and located in accordance Northern Beaches Council design profiles and are provided in Appendix E. The required design vehicles for this site are a light vehicle only.

It should be noted that the driveway closest to Basset Street is within the 6 m as set out in Councils DCP. However, this proposed driveway is a reconstruction of an existing driveway which is currently located 2.4m from the tangent point of the kerb.

The new driveway has been relocated a further 1.6 m (total 4.05m) from this tangent point and considering Council requirements of two driveways to service the takeaway coffee shop, the new location is an improvement on the existing condition and enhance the overall access to the building.

Drivers will be able to safely enter and exit the site with the majority of the movements expected to be a right turn in and a left turn out.

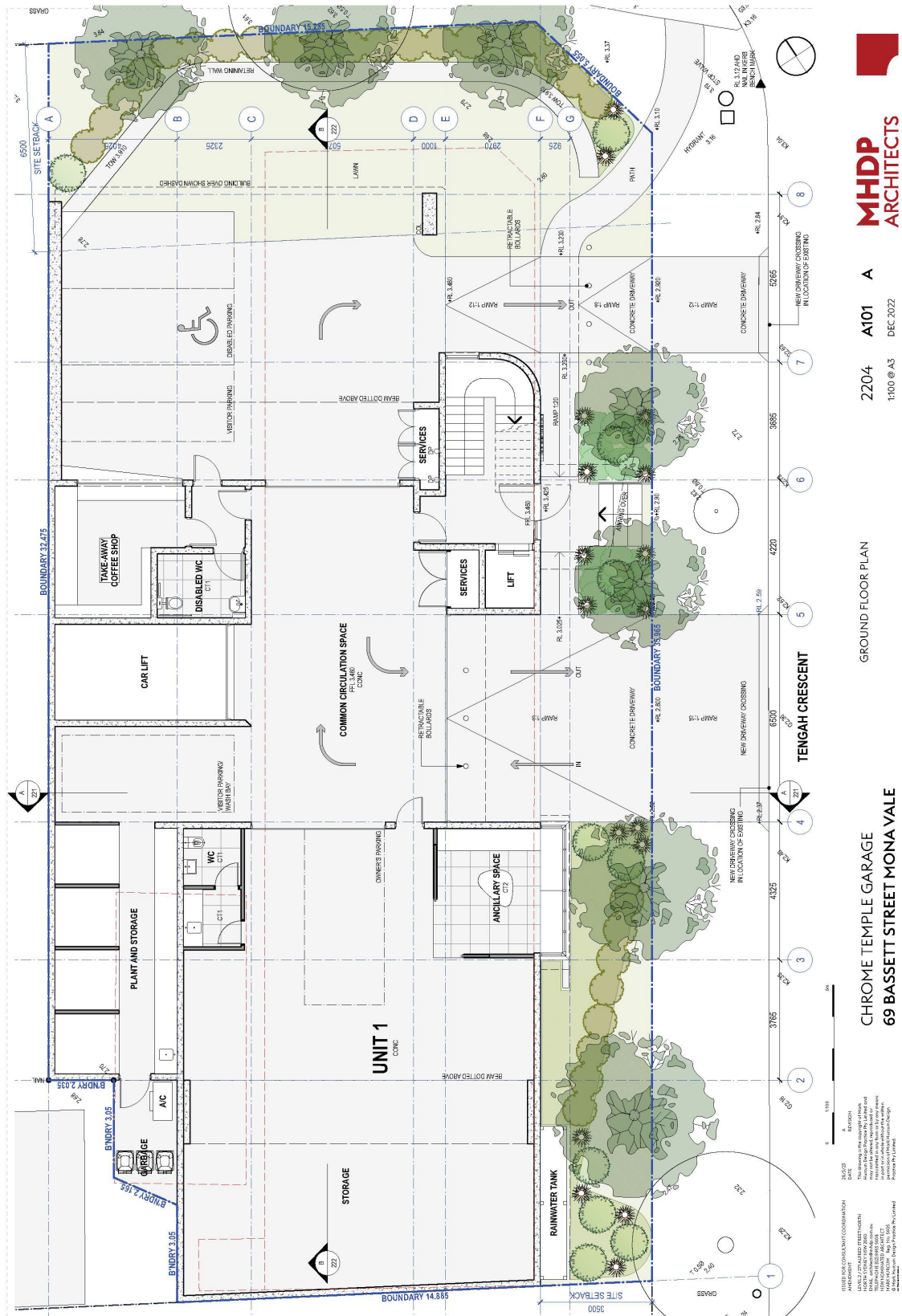
Given the low number of parking spaces within the car park and the associated low traffic flows, there will be no queues are expected for vehicles entering.

## **CONCLUSIONS**

Based on the findings of this report, Urban Research and Planning Pty Ltd is of the opinion:

- That the provision of one parking space per unit within each unit, together with the three spaces on the ground floor is appropriate for this type of development.
- There are no traffic engineering related matters that should preclude approval of this Development Application.

## APPENDIX A SITE LAYOUT





## APPENDIX B DRAFT PLAN OF MANAGEMENT



### OPERATIONAL MANAGEMENT PLAN

#### CHROME TEMPLE CAR STORAGE AND TAKE AWAY CAFÉ

APRIL 2023

##### 1. INTRODUCTION

The subject land contains a facility for owners of multiple vehicles to store their vehicles and a take-away café.

##### 2. PROPOSED USES and OPERATION

###### 2.1 Vehicle storage

Each unit provides for the private vehicle storage for the tenants or owners. There is no commercial aspect to the operation however vehicles may be bought and sold privately consistent with what could be expected of a private vehicle. The owner's lounge will provide a space for private use for the owners only. The frequency of the use of this space will not exceed 1 function per week.

The hours of operation of the storage area is 24 hours, 7 days a week. This is commensurate with many storage type facilities and given the small numbers of people that can be expected, the general coming and going of individuals is unlikely to cause any impacts outside the property. The use of the owners lounge and adjoining deck is limited to 7am-10pm 7 days a week. This is more restrictive than what could be expected for private use.

###### 2.2 Take Away Café

The café will have a maximum of 2 staff at any time. The hours of operation of the cafe is 6am-5pm Monday to Friday and 7am-5pm Saturday and Sunday. Only limited seating is to be provided for patrons waiting for their order. No purchases are to be consumed on the premises.

###### 2.3 Deliveries

Deliveries relating to the property shall be limited to 7am-7pm Monday to Friday.

##### 3. NOISE MANAGEMENT

In addition to the hours of operation, the following measures are to be implemented to ensure that noise from the premises are minimised:

- No amplified music is permitted within the external areas of the building.
- Signage is to be erected in each unit, in the owners lounge and outside the café, providing words to the effect "This property is opposite a residential area so please move to and from the property quietly out of respect for our neighbours amenity".
- All new employees are to be provided with a copy of the Operational Management Plan and reminded to also respect the neighbours amenity in undertaking their work and accessing the property.
- Operation of the facility is to comply with the conditions of any relevant development consent for the property.

**APPENDIX C SWEEP PATH ANALYSIS**

