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Bundagen Main House Communal Area – Traffic and Parking Impact Assessment

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1 Introduction

1.1 Scope

Traffic and car parking impact study commissioned by Bundagen Cooperative Ltd for the Bundagen 'Mainhouse' Communal area.

2 Existing Conditions

2.1 Location

The proposal is located at Lot 1 DP 732149, No. 401 McCabes Road, Bundagen, NSW.

The subject site is part of the Bundagen Cooperative and principally comprises a single storey timber building used as the central community hall, function area and food cooperative.

Adjacent the Main House are associated buildings known as the meditation hall, meeting room and children's play room.

The site has access via a 3.0m wide gravel driveway with stable shoulders. The driveway gains access from McCabes Road via an established entry to the Bundagen Cooperative.

2.2 Road Network

The Bundagen Cooperative gains access via public roads established in part of the Bongil Bongil National Park. The roads are predominantly gravel, 4.0m to 6.0 m wide with informal shoulders. The principal road access; Overhead Bridge Road to McCabe's Road and McCabe's Road to Bundagen is maintained by the Bundagen Cooperative and attracts relatively low traffic volumes.

Access from the Coffs Harbour City Council road network is achieved at the Overhead Bridge Road – Solitary Islands Way intersection.

3 The Proposed Development

3.1 Development Description

The proposed development comprises the Mainhouse Communal area which has a gross floor area of 164.84 m² and includes a commercial standard kitchen which is currently used as part of the food cooperative and can be used to service the Café seating in the hall and deck areas.

The adjacent common area buildings are proposed to be used for Workshops (yoga, dancing, singing, martial arts).

Vehicle Parking will be provided on the site as follows;

- Seventeen 60-degree angle car parking spaces
- Seven parallel parking spaces
- One marked accessible parking space.

Overflow parking areas for workshop days and other events will be signposted and maintained on areas shown in Appendix B.

4 Parking Assessment

4.1 Development Parking

Parking requirements for new developments are defined in Coffs Harbour City Council Development Control Plan 2015.

Component F1.5 of Council's DCP 2015 requires for Restaurants/Cafes car parking supplied at one space per 6.6 m² GFA.

The Mainhouse GFA calculation (164.84 m²) has been undertaken in accordance with the definition in Coffs Harbour LEP 2013.

The car parking requirement for the Main House Café proposal is therefore $164.84 / 6.6 = 25$ spaces

Given its remote location the DCP 2015 parking requirements are considered highly conservative for the Café proposal.

The proposed Main House Café will be open to the public but will also function as a meeting and refreshment area for attendees of Bundagen Cooperative Workshops held from time to time in the adjacent buildings. The peak times of operation for the Café will in fact normally be in association with a Bundagen Cooperative workshop or meeting.

The proposed car parking area will in effect provide reciprocal use for the Café and the associated workshops as the clientele will be the same for all functions.

It is considered that provision of 25 formal car parking spaces and designated overflow parking for an additional 8 vehicles will adequately cater for parking demand for the Bundagen Cooperative Main House Café proposal and associated workshop activities.

4.2 Parking access and construction

The development proposal will continue to utilise the gravel roads through Bongil Bongil National Park as primary access from Overhead Bridge Road – Solitary Islands Way.

The internal gravel roads which serve the Bundagen Cooperative have a sound gravel formation and are regularly maintained to service the Community.

Sealing of the proposed car parking areas would be incongruous with the surrounding environment and would not add to the safety or amenity of users. Management of dust from the access and car parking areas will not be an issue due to low vehicle speeds (regulated by the form and function of the access ways), low volumes and remoteness from other buildings.

The development proposes construction of 25 car parking spaces of consolidated unsealed gravel pavement comprising of suitable gravel material with pavement graded to drain to adjacent grassed drainage swales.

The car parking areas will be constructed generally in accordance with the layout shown in Appendix A. The layout complies with AS2890.1. Parking Facilities Off-street car parking; for one-way traffic aisles.

Delineation of the car parking areas will be achieved through the use of timber bollards at minimum 1.8m spacing on the perimeters of the car park. Delineation of angled parking spaces will be achieved through the location of signs and markers set on appropriate bollards with ends of bays reinforcing the required angle of parking.

4.3 Accessible Parking

Coffs Harbour City Council Development Control Plan 2015 requires allocation of car parking for people with disabilities in accordance with the Disability (Access to Premises - Buildings) Standards 2010.

These standards require '1 space for every 50 car parking spaces or part thereof'. It is therefore proposed that one off-street accessible car parking bay will be constructed and marked in the location shown on the car parking layout plan (Appendix A).

The space will be constructed, sealed and marked in accordance with AS 2890.6-2009 Off-street parking for people with disabilities.

5 Traffic Impact Assessment

5.1 Existing Traffic volumes

Solitary Island Way is a local road providing access between local properties and serves as a service road to the Pacific Highway. Solitary Islands Way would carry less than 2000 vpd in the vicinity of Overhead Bridge Road.

Overhead Bridge Road and McCabes Road are public roads through the Bongil Bongil National Park. Roads in this area are gravel formation and carry low traffic volumes. A school bus provides a service to the area during school terms.

5.2 Development Traffic generation

The RMS Guide to Traffic Generating Developments provides indicative traffic generation figures for 'Restaurant' development.

Evening Peak Hour Vehicle trips = 5 per 100m² GFA

Daily vehicle trips = 60 per 100m² GFA

Given the nature and location of the Main House proposal these figures would be highly conservative. Nevertheless, these rates yield for the proposed development only 8 additional evening peak hour trips and 99 additional daily trips to the road network, which would have negligible impact on road safety and amenity in the area.

6 Conclusion

The car parking requirement for the Main House Café proposal is 25 spaces.

Given its remote location the DCP 2015 parking requirements are considered highly conservative for the Café proposal. It is considered that provision of 25 formal car parking spaces and designated overflow parking for an additional 8 vehicles will adequately cater for parking demand for the Bundagen Cooperative Main House Café proposal and associated workshop activities.

Sealing of the proposed car parking areas would be incongruous with the surrounding environment and would not add to the safety or amenity of users. Management of dust from the access and car parking areas will not be an issue due to low vehicle speeds (regulated by the form and function of the access ways), low volumes and remoteness from other buildings.

Delineation of the car parking areas will be achieved through the use of timber bollards and delineation of angled parking spaces will be achieved through the location of signs and markers set on appropriate bollards with ends of bays reinforcing the required angle of parking.

Overhead Bridge Road and McCabes Road are public roads through the Bongil Bongil National Park. Roads in this area are gravel formation and carry low traffic volumes. The proposed development would add only 8 additional evening peak hour trips and 99 daily trips to the local road network which will have no impact on road safety and amenity in the area.

7 References

Roads and Maritime Services Guide to Traffic Engineering Developments

Coffs Harbour City Council Development Control Plan 2015

AS2890.1.2004 Parking Facilities Part 1 Off-street car parking, 2004, Standards Australia

AS 2890.6-2009 Off-street parking for people with disabilities, Standards Australia

Appendix A



Appendix B



Legend:

- North arrow
- Loading bay
- Disabled parking
- Carparks 25m long
- Existing hard packed road base carparks
- Traffic entry direction

Scale 1:2257

1:2,257
0 30 60m