
● **Appendix 3.3. Traffic Advice**



M^CLAREN TRAFFIC ENGINEERING

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: +61 2 8355 2440
Fax: +61 2 9521 7199
Web: www.mclarentraffic.com.au
Email: admin@mclarentraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

8th February 2016

Reference: 15445.01FD

RVA Australia Pty Ltd
6/1 Pitt Street
Loftus NSW 2232
Attention: Ron Van Ardenne

TRAFFIC & PARKING IMPACT ASSESSMENT PROPOSED RECREATION CAMP FOR ECO TOURISM AT 60-70 BOURNEMOUTH STREET, BUNDEENA NSW

Dear Ron,

Reference is made to your request to provide a traffic and parking impact assessment of the proposed Recreation Camp for Eco Tourism at 60-70 Bournemouth Street, Bundeena NSW, as shown in the concept plans reproduced in **Annexure A** for reference. Further, reference is made to the Amended Statement of Facts and Contentions by Sutherland Shire Council in the L&E court cases of 15/10468 and 15/10467.

1 Traffic Generation Land Use

The proposed development scale of development in regards to traffic and parking includes:

- Six (6) tents with capacity for two adults each
- One (1) building for accommodation of the facility caretaker
- Maximum of 12 adult patrons at any one time
- Hosting of small events and the like for accommodation guests only. Maximum of 12 patrons.

2 Parking Demand

The proposed development was submitted under the Sutherland Shire Council Development Control Plan 2006 which does not prescribe a specific parking supply requirement for the subject development and instead it must be analysed in conjunction with the objectives of the DCP and "at a rate identified through a traffic report".

I estimate the absolute maximum parking demand rates for the development to be:

- Accommodation Tent – 1 spacer per tent
- Site Manager/Caretaker – 1 space per facility
- Evacuation Vehicle – 1 space per facility if required

For the proposed development this equates to six (6) visitor spaces and two (2) management spaces or a total of eight (8) spaces. The development proposed is for 'Eco Tourism', is readily serviced by the transport interchange at Cronulla and would encourage the use of public transport in all documentation regarding access/transfer to the site. The intended nature of the facility is to be supportive of bush walkers traversing the nearby Royal Coast Walk of the Royal National Park. A letter of advice from Sydney Coast Walks who operate guided treks along the Royal Coast Walk is attached in **Annexure C**, stating that their guests make full use of the Bundeena Ferry and rarely drive to Bundeena. It is considered very unlikely then for all six tents to have demand for a vehicle parking concurrently, or even for more than two tents.

The proposed development provides six (6) parking spaces on-site including two (2) spaces for management vehicles and four (4) spaces for guests. Council has allowed a concession to visitor parking of two (2) spaces, though it is likely that these two spaces would be sufficient for the majority of the time and the on-site visitor spaces would not be used. The development is therefore compliant with the relevant controls and objectives of the DCP and is supported.

Notwithstanding the four (4) visitor spaces proposed on-site, nil on-site visitor parking is supported by the undersigned for the proposed scale and would not adversely impact the surrounding parking environment. Council have confirmed their concurrence with this parking assessment in their own assessment report, stating "Given the limited number of visitors, it is not anticipated that the proposal will generate a significant need for additional parking and the use of on street parking along Beachcomber Avenue is considered acceptable".

3 Operational Management Intent

The proposed development will operate under an operational management plan including factors such as access and day to day operations. As part of the plan are a number of references to guests being discouraged from using a private vehicle to travel to the site, though certainly there would be a restriction from guest vehicles from entering the shared access track. This is a sustainable outcome and is supported. See below for relevant extracts.

Guests and visitors will not be using the shared access with their own vehicles for their travel. The business will actively promote to minimise the use of the shared access with vehicles and instead promote travel over the shared access by foot.

The business will promote to all guests and visitors the use of public transport in combination with the ferry to travel to Bundeena. We will seek partnership with transport providers to include their services in the overnight fees.

It is expected that most guests will be tourists that come to Bundeena to enjoy and walk in the Royal National Park. It is expected that they will not come by car.

The business will optionally on request facilitate travel by tourists and their luggage from the ferry wharf to the beginning of the shared access by local tourism transport providers.

Explicitly instructed caretakers or employees will optionally on request facilitate travel by tourists and their luggage from the beginning of the shared access by a registered lightweight business utility vehicle such as the John Deere the 4-seat Gator XUV855D S4 or similar with a trailer if needed.

It is recommended additionally for sustainable transport information be supplied to guests at the time of booking including advertisement for public information on the operator's website. While some portion of guests will still use a private car, the development suitably addresses the encouragement of active and public modes of the transport for guest use of the facility.

4 Traffic Generation

The proposed development is not a traffic generating development of relevant size or capacity under Clause 104 of the State Environmental Planning Policy (Infrastructure) 2007 and as such does not require formal referral to the RMS.

Negligible traffic generation would be expected for the development anticipated to be not more than three (3) daily trips per tent and 6 to 8 or so daily trips by the caretaker. There will be no noticeable impact on traffic network capacity, road safety or residential amenity due to the traffic generation of the proposed development (26 daily trips and 3 peak hour trips) and it is therefore supported.

5 Vehicular Access

It is understood that vehicular access to the site, for the site manager/caretaker, evacuation vehicle and emergency services will be provided by the shared access track leading from Beachcomber Avenue via the unformed Sussex Street to the subject site. The track has an existing all weather sealed surface of sufficient condition. It is understood that a pavement assessment has been undertaken by Mr Lyle Marshall confirming the suitability of the shared access track for site vehicles and emergency vehicles.

Mr. Peter Kingsley of my office and under my direction completed a site inspection on 2nd October 2015 to determine which vegetation, if any, would be required to be removed to comply with Table 4.1 of Planning for Bushfire Protection 2006. Nine (9) locations on the eastern and/or southern side of the track and ten (10) locations on the western and/or northern side of the track were identified for trimming as marked on the diagram reproduced in **Annexure B**, with some trimming locations amounting to a single overhanging branch. The track would fully comply with those spatial requirements according to a public road standard if the trimming were to occur.

Additionally, the proposed turning area at the end of the access track has been designed to accommodate the swept paths of an 8.5m NPWS RFS Category 1 Fire Truck. Refer to Sheet 2 of **Annexure A** for swept path tests.

6 Summary and Conclusion

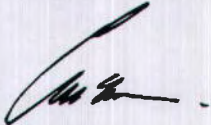
The proposed development is only of minor scale in regards to peak parking demand and traffic generation. The site can accommodate the absolute maximum parking demand though regular parking demand for visitors will likely only be the two vehicles that council have accepted should be accommodated in the existing public parking on Beachcomber Avenue. The traffic generation is negligible and will not affect the local or wider traffic network. Suitable vehicular access to the site is

provided via the shared access track and currently unformed Susses Street if the prescribed trimming of vegetation occurs.

The proposed development therefore adequately considers and addresses the anticipated traffic and parking impacts and is supported.

Please contact the undersigned should you require further information or assistance.

Yours faithfully
McLaren Traffic Engineering

A handwritten signature in black ink, appearing to read "Craig McLaren".

Craig McLaren

Director

BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]

RMS Accredited Level 3 Road Safety Auditor

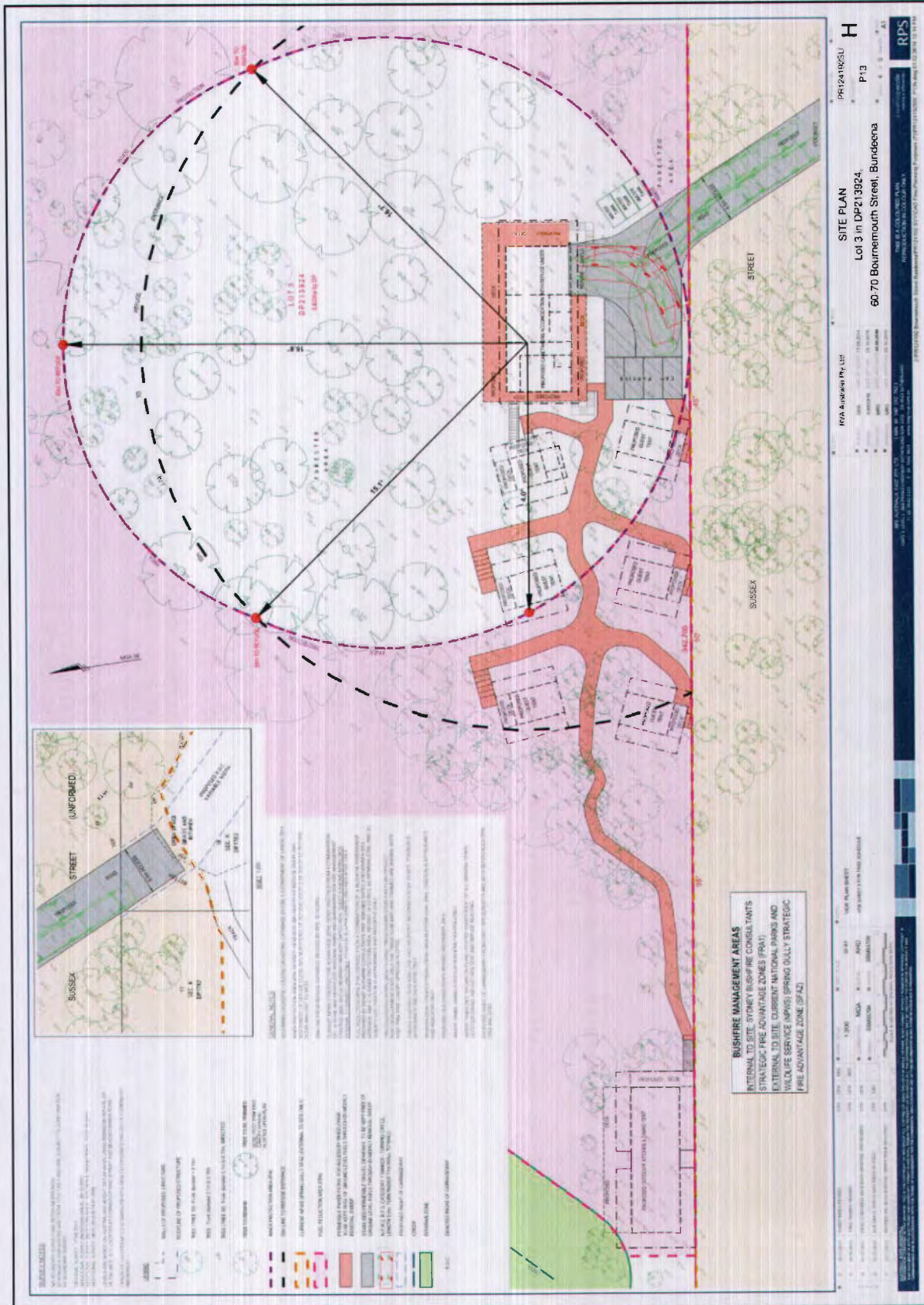
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

ANNEXURE A: CONCEPT SITE PLAN
(SHEET 1 OF 2)



Proposed Recreation Camp for Eco Tourism
60-70 Bournemouth Street, Bundeena NSW
15445.01FD - 8th February 2016

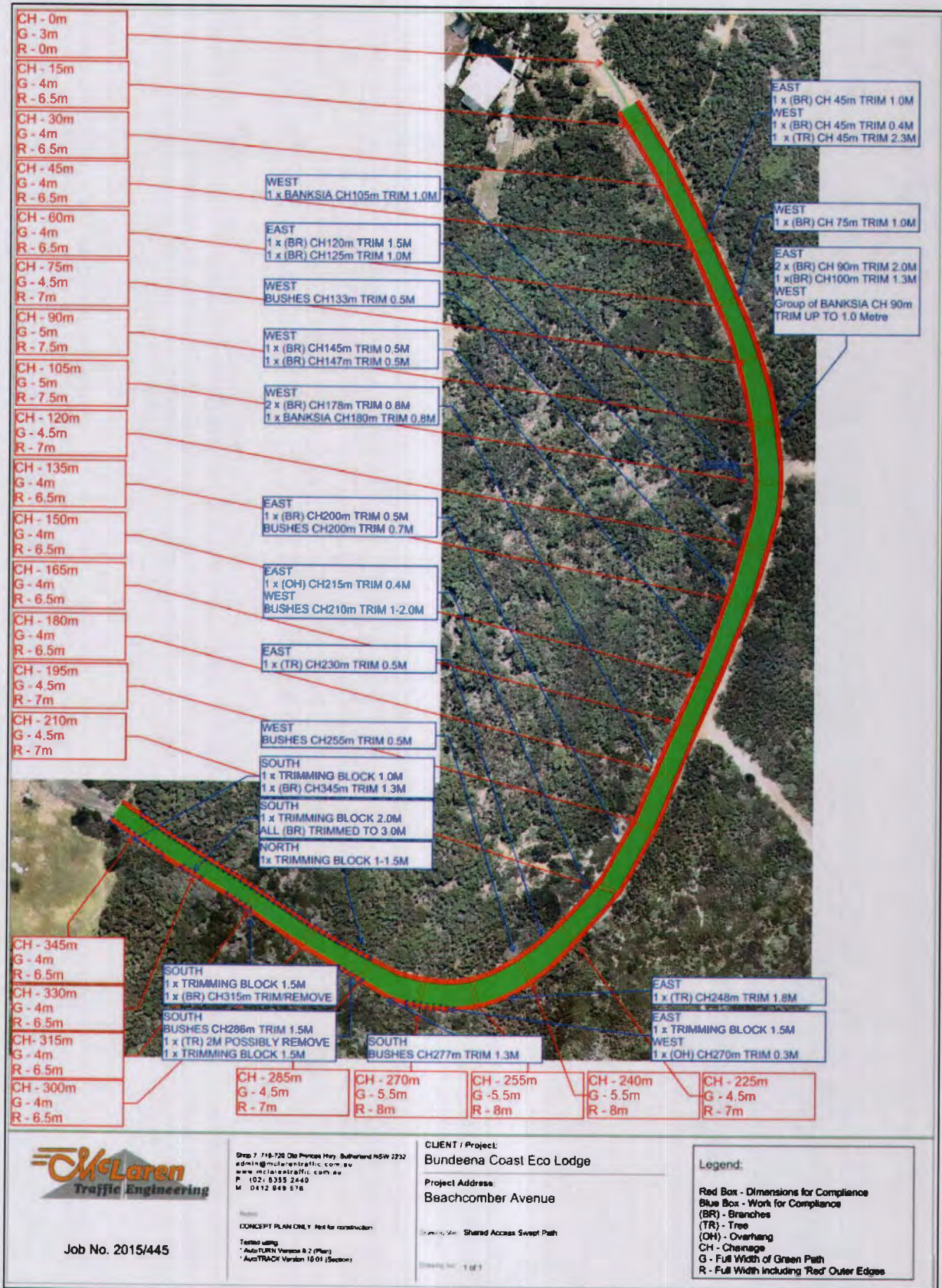
ANNEXURE A: CONCEPT SITE PLAN
(SHEET 2 OF 2)



Proposed Recreation Camp for Eco Tourism
60-70 Bournemouth Street, Bundeena NSW
15445.01FD - 8th February 2016

ANNEXURE B: SHARED ACCESS TRACK TRIMMING REQUIRED

(SHEET 1 OF 2)



Proposed Recreation Camp for Eco Tourism
60-70 Bournemouth Street, Bundeena NSW
15445.01FD - 8th February 2016

ANNEXURE B: SHARED ACCESS TRACK TRIMMING REQUIRED
(SHEET 2 OF 2)

2015/445 Bundeena Coast Eco Lodge

Shared Access Swept Path - Works for Compliance

7/10/2015

	CHAINAGE	N/S/E/W	TYPE	TRIM WIDTH (m)
1	45	EAST	BRANCHES	1.0
2	45	WEST	BRANCHES	0.4
3	45	WEST	TREE	2.3
4	75	WEST	BRANCHES	1.0
5	90	EAST	BRANCHES	2.0
6	90	EAST	BRANCHES	2.0
7	90	WEST	BANKSIAS	1.0
8	100	EAST	BRANCHES	1.3
9	105	WEST	BRANCHES	1.0
10	120	EAST	BRANCHES	1.5
11	125	EAST	BRANCHES	1.0
12	133	WEST	BUSHES	0.5
13	145	WEST	BRANCHES	0.5
14	147	WEST	BRANCHES	0.5
15	178	WEST	BRANCHES	0.8
16	178	WEST	BRANCHES	0.8
17	180	WEST	BANKSIAS	0.8
18	200	EAST	BRANCHES	0.5
19	200	EAST	BUSHES	0.7
20	210	WEST	BUSHES	1.0 to 2.0
21	215	EAST	OVERHANG	0.4
22	230	EAST	TREE	0.5
23	248	EAST	TREE	1.8
24	255	WEST	BUSHES	0.5
25	265	EAST	TRIMMING BLOCK	1.5
26	270	WEST	OVERHANG	0.3
27	277	SOUTH	BUSHES	1.3
28	285	NORTH	TRIMMING BLOCK	1.0 to 1.5
29	286	SOUTH	TRIMMING BLOCK	1.5
30	286	SOUTH	BUSHES	1.5
31	286	SOUTH	TREE	REMOVE
32	315	SOUTH	TRIMMING BLOCK	1.5
33	315	SOUTH	BRANCHES	REMOVE
34	328	SOUTH	TRIMMING BLOCK	2
35	330	SOUTH	ALL BRANCHES	Up to 3.0
36	340	SOUTH	TRIMMING BLOCK	1.0 to 1.5
37	345	SOUTH	BRANCHES	1.3

ANNEXURE C

Sheet Number	Title/Description
01	Sydney Coast Walks letter



RVA Australia PTY LTD
6/1 Pitt Street
LOFTUS NSW 2232

Attn: Ron van Ardenne

G'day Ron,

As discussed, we have guided walking tours in Royal National Park since 2009. 50% of our guests are Australian with the remainder coming mostly from North America and Europe. Of the Australian guests, over 95% are Greater Sydney residents.

We offer home/hotel transfers to and from Cronulla Ferry Wharf, where our tours depart, and include return ferry and NPWS entry fee in our tour price. We also offer Sydney based guests the chance to meet us in Bundeena.

In seven years we have had several thousand guests and less than 1% have driven to Bundeena in their own car. Over 99% of all our guests, a large proportion of which are Sydney residents, meet our Guide at Cronulla and catch the ferry to Bundeena to begin the walk.

Cheers

Ian Wells
The Boss and Chief Guide
Sydney Coast Walks
0424 546 921
ian@sydneycoastwalks.com.au

ABN: 29 875 174 877
office: +61 2 8521 7423
info@sydneycoastwalks.com.au
www.sydneycoastwalks.com.au
PO Box 6666 Cronulla NSW 2230 Australia