



**PROPOSED HOTEL DEVELOPMENT  
548-552 PACIFIC HIGHWAY, ST LEONARDS**

**Traffic and Parking Assessment Report**

24<sup>th</sup> August 2016

Ref: 16055

Prepared by

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## 1. INTRODUCTION

This report has been prepared to accompany a Development Application (DA) to Lane Cove Council for a proposed hotel development on a consolidated site at 548-552 Pacific Highway, St Leonards (Figures 1 and 2).

The proposed development site is located on the southern side of the Pacific Highway between Christie Street and Lithgow Street. The site has a total area of 602m<sup>2</sup> with frontages of approximately 20.2m to the Pacific Highway and Christie Lane at the rear of the site.



### *Existing Site Development*

The existing site development has a total commercial floor space of approximately 978m<sup>2</sup> comprising:

#### **548-550 Pacific Highway**

A 2 level retail/commercial building with a floor area of approximately 560m<sup>2</sup>. The ground level is occupied by a take-away chicken shop (Bon Pollo) while the upper level is commercial floorspace. The building is served by a 2 space basement carpark that gains direct access to Christie Lane via a 5m wide combined entry/exit driveway.



### **552 Pacific Highway**

A commercial building with a floor area of approximately 418m<sup>2</sup>. The building is currently occupied by a medical recruitment business on the ground level and school coaching clinic on the first floor. It is served by a single car space that gains direct access to Christie Lane via a 3m wide combined entry/exit driveway.

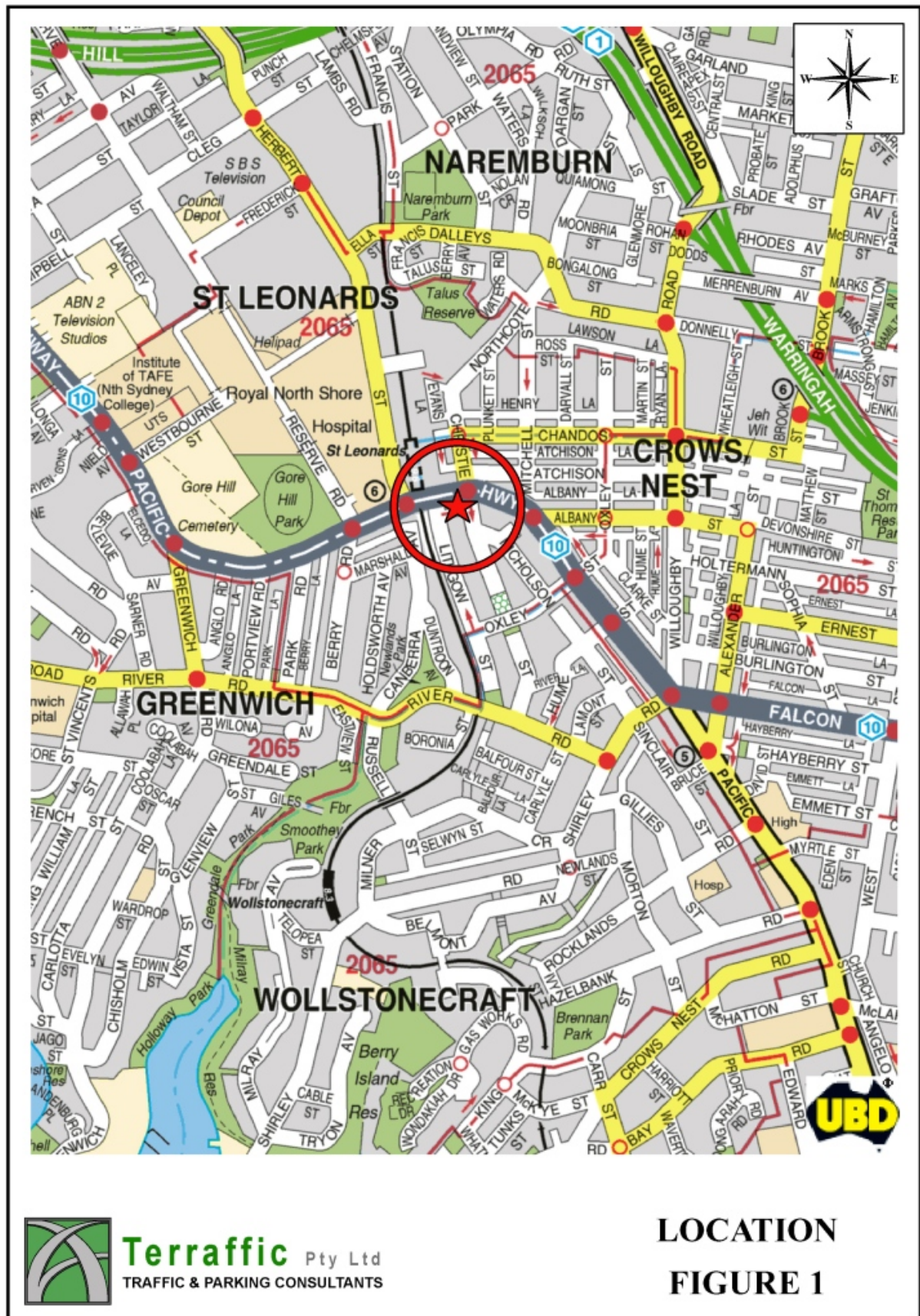


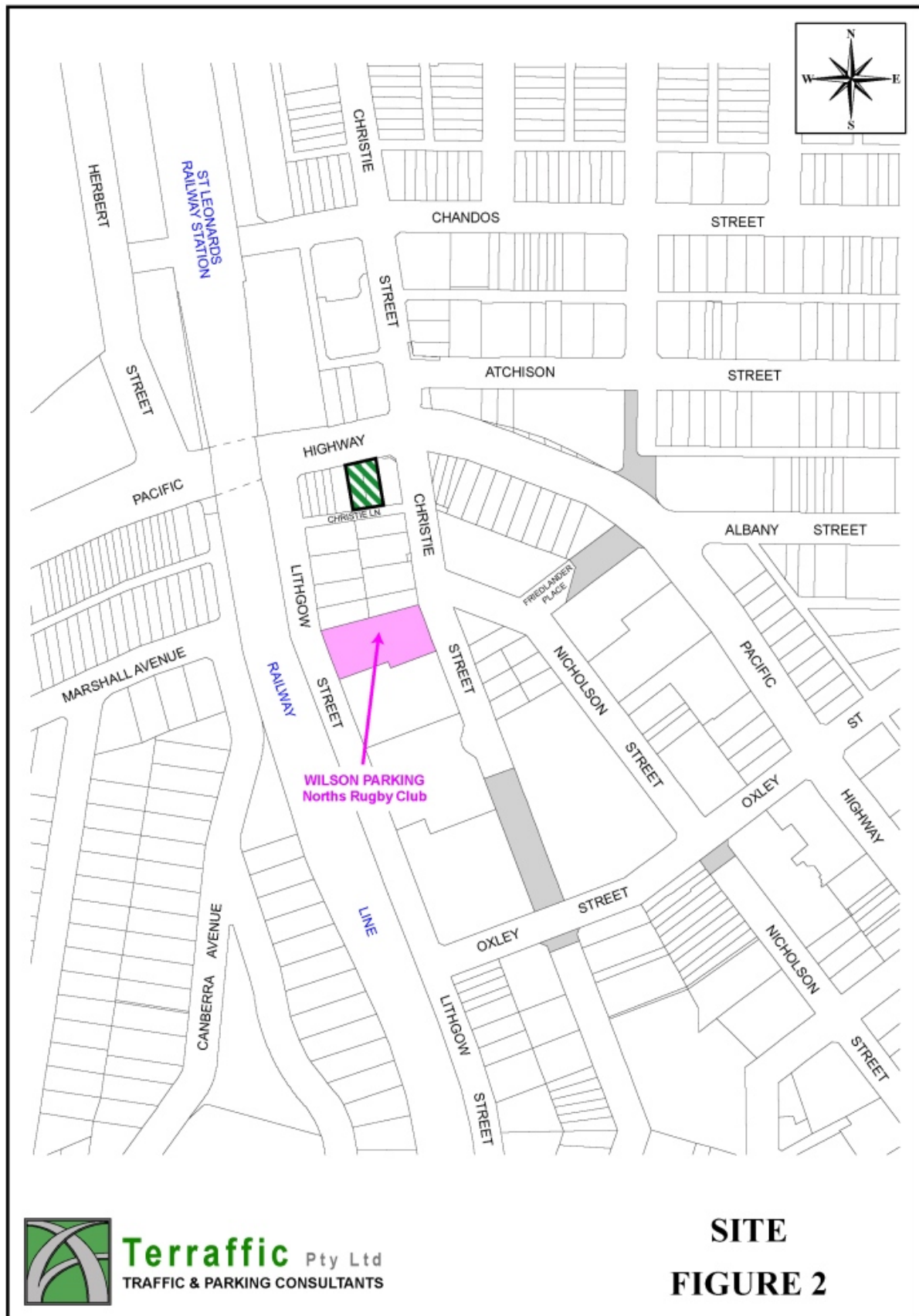
**Photograph of the Christie Lane frontage and rear parking areas**

### ***Proposed Site Development***

The development proposal involves the demolition of the existing site development and construction of 14 level hotel building containing a total of 194 rooms. Due to its close proximity to St Leonards Railway Station, the hotel will be marketed towards tourists and be rated 3 to 4 stars. The proposed hotel will not have any dining, conference or function facilities. It is expected that the proposed hotel will have no more than 10 employees on-site at any given time.











The proposed development is served by a total of 49 off-street parking spaces comprising 2 staff spaces, 3 short-term drop-off spaces and 44 guest parking spaces as follows:

***Ground Level (3 spaces)***

3 x short-stay spaces that will include a parking space capable of accommodating a small bus such as the 21 seat Toyota Coaster. These spaces have direct access to Christie Lane and will be utilised by guests during the checking-in process. Once the guest has checked-in, they will proceed down the access ramp to a designated space in the basement carpark.

***4 x Basement Levels (46 spaces)***

44 x guest parking spaces (including 6 disabled spaces)

2 x staff parking spaces

Vehicular access to the proposed basement carpark is via the existing 6.1m wide combined entry/exit driveway off Christie Lane.

Provision has been made on every level of the basement carpark for any future development on the neighbouring site at 544-546 Pacific Highway to gain vehicular access to basement parking via the proposed development site. Right of Carriageways will be created in the basement carpark once development on the neighbouring site is approved.



**Photograph of a 21 seat Toyota Coaster that can be accommodated on-site**



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***Public Transport Accessibility***

In addition to being located opposite St Leonards Railway Station, the development site is well served by the following State Transit Authority bus services that will reduce the dependency for private vehicle travel by staff and guests of the proposed hotel development:

<b>M20</b>	Metrobus daily service between Gore Hill, St Leonards, North Sydney, City, Victoria Park and Mascot
<b>Route 140</b>	Monday to Friday peak hour limited stops service between Manly, Fairlight, Balgowlah, The Spit, Spit Jn, Cremorne, Neutral Bay, Crows Nest, St Leonards, Gore Hill, Artarmon, Lane Cove, North Ryde, Macquarie Centre, Macquarie University and Epping
<b>Route 143</b>	Daily daytime service between Manly, Balgowlah, Neutral Bay, Crows Nest, St Leonards and Chatswood
<b>Route 144</b>	Daily full time service between Manly, Balgowlah, Neutral Bay, Crows Nest and Royal North Shore Hospital (St Leonards). Extends to St Leonards & Chatswood off peak (Monday to Friday) and evenings (daily)
<b>Route 200</b>	Monday to Friday peak hour limited stops service between Chatswood, Artarmon, Gore Hill, St Leonards, Crows Nest, North Sydney, Macquarie St City, East Sydney, Kings Cross, Rushcutters Bay, Edgecliff and Bondi Junction. Monday to Friday off peak, Saturday, Sunday and Public Holiday daytime service between Edgecliff Interchange and Bondi Junction only
<b>Route 252</b>	Daily full time service between Lane Cove West, Lane Cove Interchange, Gore Hill, St Leonards, Crows Nest, North Sydney and City - QVB
<b>Route 254</b>	Daily full time service between Riverview, Lane Cove Interchange, Gore Hill, St Leonards, Crows Nest, North Sydney and City – QVB
<b>Route 265</b>	Monday to Saturday service between McMahons Point, North Sydney, Waverton, Wollstonecraft, Crows Nest, St Leonards, Greenwich, Osborne Park and Lane Cove
<b>Route 286</b>	Monday to Friday peak hour services between Denistone East, North Ryde, Lane Cove, St Leonards, North Sydney and City – QVB





**Route 287** Monday to Friday peak hour services between Ryde, North Ryde, Lane Cove, St Leonards, North Sydney, Milsons Point and City – QVB

**Route 290** Daily full time service between Epping, Macquarie University, Macquarie Centre, North Ryde, Lane Cove and City - QVB via North Sydney

The purpose of this report is to assess the traffic and parking implications of the proposed development.



SYDNEY BUSES ROUTE MAP



## 2. PARKING ASSESSMENT

### *Lane Cove Council Off-Street Parking Requirements*

Clause 2.3 in Part R of the Lane Cove Development Control Plan 2009 notes the following with regard to the parking provision for sites in close proximity to St Leonards Station:

#### **2.3 Parking near St Leonards Railways Station**

On-site parking rates shall be reduced for land within a 400m radius of St Leonards Railway Station. The lower parking rates reflect the availability of realistic alternatives to private car travel, existing road capacity constraints, and lower car ownership rates in the area.

#### **Provisions**

- a) Any development occurring within 400m (refer to Figure 1) of St Leonards Railway Station shall be subject to the parking rates shown in Table 2 – Car parking rates near St Leonards Railway Station. Where any part of a street block falls within 400m radius of St Leonards Railway Station, the whole of that block is considered to be included within catchment.

Table 2 in Part R of the DCP specifies the following parking requirements that apply to the existing and proposed developments:

<b>Office/business Premises</b>	1 space per 100m <sup>2</sup> GFA
<b>Shop</b>	1 space per 110m <sup>2</sup> GFA
<b>Hotel Motel</b>	
<u><b>Employees</b></u>	2 spaces + 1 per 20 rooms
<u><b>Visitors</b></u>	1 space per 3 rooms +
	1 space per 20m <sup>2</sup> of convention/conference facility +
	1 space per 10 seats in restaurant
	1 disabled space per 10 car spaces (minimum 1 disabled space)

### *Parking Requirement for Existing Site Development*

Application of those parking rates to the existing site development yields a total requirement of 9 spaces calculated as follows:



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**548-550 Pacific Highway**

560m<sup>2</sup> retail/commercial building @ 1 space per 110m<sup>2</sup>      5 spaces

**552 Pacific Highway**

418m<sup>2</sup> commercial building @ 1 space per 100m<sup>2</sup>      4 spaces

***Total Requirement for Existing Development      9 spaces***

As noted in the foregoing, the existing site development makes provision for only 3 off-street parking spaces representing a shortfall of 6 spaces when calculated in accordance with Council's DCP parking requirements.

***Parking Requirement for Proposed Development***

Application of those parking rates to the proposed development yields a total requirement of 77 spaces comprising 12 staff and 65 guest/visitor spaces calculated as follows:

Employees	2 spaces + 194 rooms @ 1 space per 20 rooms	11.7 staff spaces
Guests/Visitors	194 rooms @ 1 space per 3 rooms	64.7 guest spaces
<b><i>Total</i></b>		<b><i>76.4 spaces (say 77 spaces)</i></b>

As noted in the foregoing, the proposed development makes provision for a total of 49 off-street parking spaces representing a shortfall of 27 spaces when calculated in accordance with Council's DCP parking requirements.

***RMS Off-Street Parking Requirements***

Section 5.5.3 of the RMS publication "*Guide to Traffic Generating Developments*" (October 2002) specifies a car parking requirement of 1 space per 4 rooms for 3 and 4 star hotels. Application of this parking rate to the proposed development yields a total requirement of 49 spaces calculated as follows:

194 rooms @ 1 space per 4 rooms	48.5 guest spaces (rounded up to 49 spaces)
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The proposed development satisfies the RMS requirement with the provision of 49 spaces comprising 2 staff and 47 visitor spaces.

Satisfying the RMS requirements is considered acceptable in this case as the site has convenient access to the rail network and numerous bus services that travel along the Highway. Furthermore the proposed hotel will be marketed towards interstate and overseas tourists that traditionally do not require off-street parking.

### ***Parking Plan of Management***

While the proposal satisfies the RMS parking requirements for 3 and 4 star hotels, it may be prudent for Council to ensure that a *Parking Plan of Management* is conditioned on the development consent. The Plan would require the future operator of the hotel to limit staff and guest parking on the site. Limiting guest parking can be achieved by requiring potential guests to nominate if a car space is required.

The *Parking Plan of Management* may also include a valet service in which guest vehicles are parked overnight in the nearby Wilson Carpark located beneath the Norths Rugby Club at 80 Christie Street. The location of this carpark is shown on Figure 2 and comprises a short walk of approximately 100m from the rear of the site. The Wilson Carpark is open from 6.00am to 12.00am 7 days a week and costs \$10 to park overnight (arrival after 5.00pm).

### ***Carpark Compliance***

The basement carpark and access ramps have been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1-2004 – “*Off-Street Car Parking*”:

- *Class 2* medium-stay parking spaces have a minimum length of 5.4m and width of 2.5m
- *Class 2* access/manoeuvring aisles have a minimum width of 5.8m
- An additional 0.3m has been provided for spaces adjacent to a wall or obstruction
- Pavement cross-falls at parking spaces do not exceed 5% (1 in 20) in any direction
- Columns have been located in accordance with Clause 5.2 of the Standard
- The first 6m of the access ramp from the property boundary does not exceed 5% (1 in 20)
- The two way access ramp has a minimum width of 6.1m wall to wall



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- Maximum ramp grades do not exceed 25% (1 in 4)
  - Ramp transitions at do not exceed 12.5% (1 in 8) over a distance of 2.0m
  - A minimum headroom clearance of 2.2m has been provided throughout the basement carpark

The disabled parking spaces have also been designed in accordance with the Australian Standard AS/NZS2890.6:2009 – “*Off-street parking for people with disabilities*” as follows:

- A 5.4m long x 2.4m wide dedicated (*non-shared*) parking space
- An adjacent *shared* area that is also 5.4m long x 2.4m wide
- A minimum headroom of 2.5m above the disabled spaces
- Pavement cross-falls in disabled spaces do not exceed 2.5% (1 in 40) in any direction

### ***Vehicle Manoeuvring***

The swept paths of the B99 and B85 vehicles passing in the basement are reproduced in Appendix A. The B99 vehicle is similar to a Ford Transitvan and is 5.20m long x 1.94m wide while the B85 is similar to a Ford Falcon and is 4.91m long x 1.87m wide.

The paths have been prepared using the Autodesk Vehicle Tracking software that was formerly known as AutoTrack. As the paths indicate, the 6.1m ramp and 5.8m manoeuvring aisle will enable these vehicles to satisfactorily pass when required. Additional passing bays have also been provided and are indicated on the swept path diagrams.

Convex mirrors will be installed on both basement levels to facilitate sight lines to oncoming traffic. The locations of the convex mirrors are also shown on the swept paths.

As noted in the foregoing, provision has been made on the Ground Level to accommodate small buses such as the Toyota Coaster which has a seating capacity of 21 people (including the driver). The Toyota Coaster has a length of 6.99m, width of 2.10m and height of 2.60m. The specifications for this vehicle are reproduced in Appendix B.

The ability of this vehicle to access the designated parking space was also assessed using the Autodesk Vehicle Tracking software. The swept path analysis showing the Toyota Coaster accessing its parking space is reproduced in Appendix B.

***Bicycle Parking***

Table 3 in Part R of the DCP specifies the following bicycle parking requirements that apply to hotels and motels:

<b><u>Employees</u></b>	1 per 4 staff
<b><u>Visitors</u></b>	1 rack + 1 rack per 20 rooms

Application of those parking rates to the proposed development yields a total requirement of 14 bicycle racks comprising 3 staff and 11 guest/visitor bicycle racks calculated as follows:

Employees	10 staff @ 1 rack per 4 staff	3 staff bicycle spaces
Guests/Visitors	1 + 194 rooms @ 1 rack per 20 rooms	11 guest bicycle spaces
<b><i>Total</i></b>		<b><i>14 bicycle spaces</i></b>

The proposed development satisfies this requirement with the provision of 14 bicycle racks within the rear guest drop-off carpark on Christie Lane.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking implications.





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### **3. TRAFFIC ASSESSMENT**

#### ***Road Hierarchy***

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

As can be seen, the Pacific Highway is classified by the RMS as a State Road performing an arterial road function. It typically carries 3 traffic lanes in each direction in the vicinity of the site although the kerbside lanes are used for parking outside of peak periods.

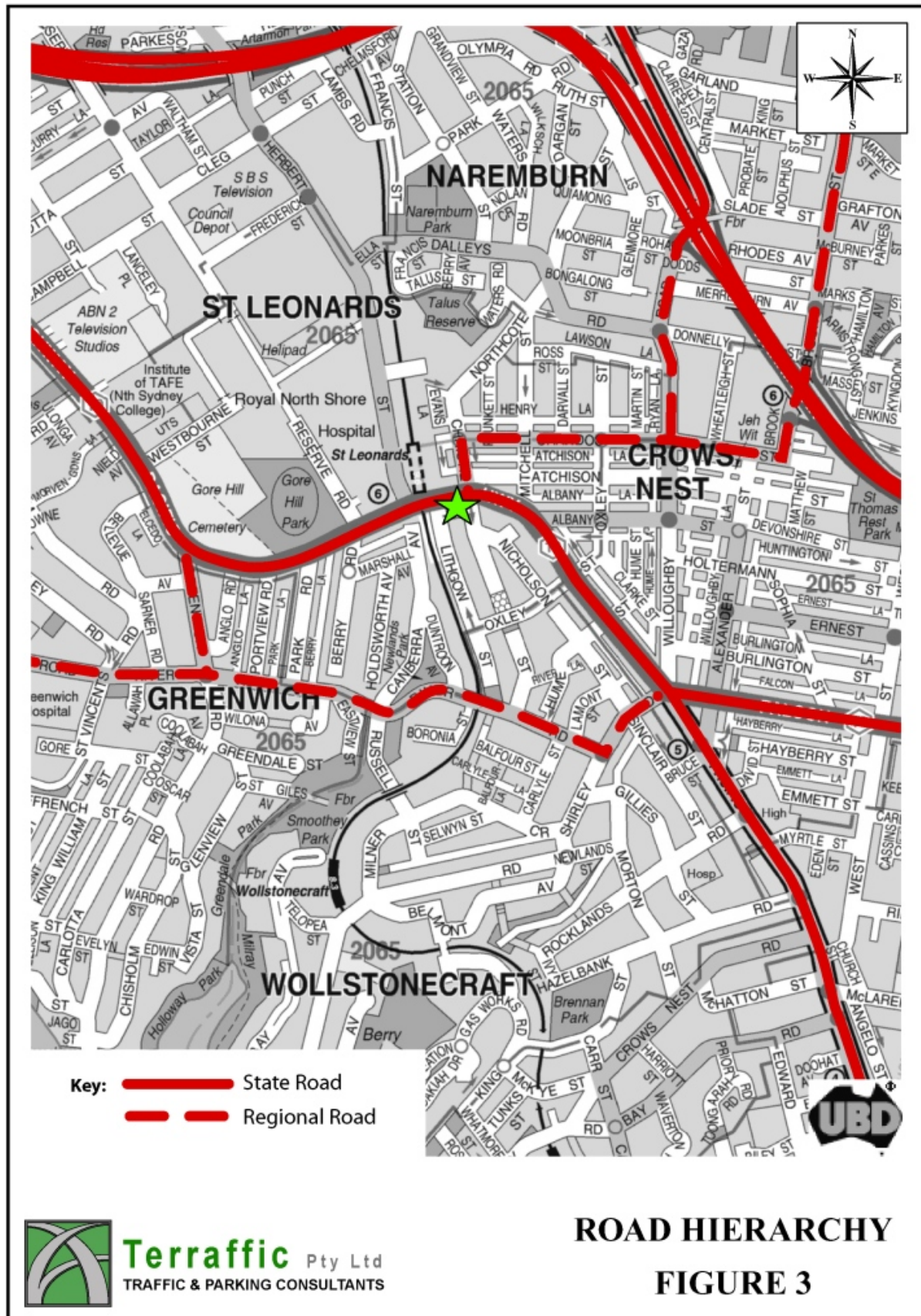
Christie Street is a local, unclassified local road with a main function of providing access to the commercial district to the south of the Highway. It operates on a one-way southbound basis between the Highway and Christie Lane and contains restricted parking on both sides of the road.

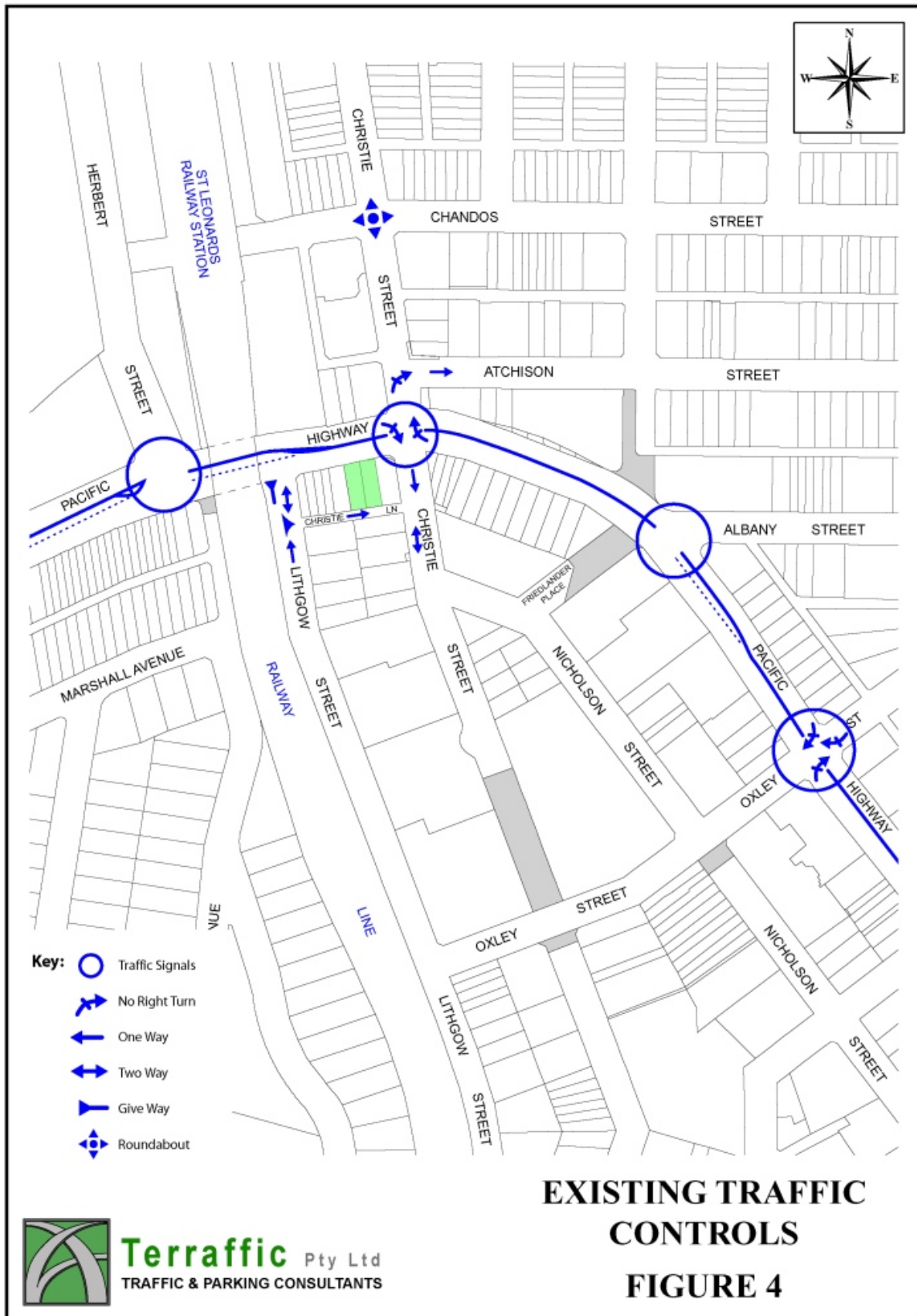
Christie Lane is also a local unclassified road that primarily provides vehicular access to properties fronting the Pacific Highway. Christie Lane has a pavement width of approximately 5m and operates on a one-way eastbound basis between Lithgow Street and Christie Street.

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4.

#### ***Existing Traffic Conditions***

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken at the Christie Street/Christie Lane intersection between 7.00-10.00am and 3.30-6.30pm on Wednesday 29<sup>th</sup> June 2016. The results of the traffic surveys are reproduced in full in Appendix C and reveal that:









- the morning peak period occurs between 8.15-9.15am. At that time, there were only 9 vehicles per hour (vph) heading eastbound in Christie Lane past the subject site.
- the evening peak period occurs between 5.00-6.00pm. At that time, there were only 12vph heading eastbound in Christie Lane towards Christie Street.

### ***Potential Traffic Generating of the Proposed Hotel***

While the Roads and Maritime Services (RMS) publication *Guide to Traffic Generating Developments* (October 2002) specifies a traffic generation rate of 0.4 vehicle trips per unit for motels, the Guidelines do not provide any traffic generation rates for Tourist Hotels. Application of the motel rate to the proposal would yield a traffic generation in the order of 78 vehicle trips per hour (vtph) with the majority of those being guest vehicles. As the proposal only has 44 guest parking spaces, it can be appreciated that the motel rate is excessive and not relevant to the proposal.

Arrival and departure characteristics for tourist hotels can be quite sporadic with guests generally arriving between say 3pm-7pm and departing 6am-10am. If it was to be assumed that all 44 spaces were to be occupied overnight, there would be on average approximately 11 vehicles accessing the site per hour as follows:

Morning departure (6am-10am)	44 guest vehicles / 4 hours	11 vehicle trips per hour (vtph)
Evening arrival (3pm-7pm)	44 guest vehicles / 4 hours	11 vehicle trips per hour (vtph)

When including the 2 staff vehicles that have been provided parking in the basement, the traffic generation of the proposed hotel could potentially be in the order of 13vtph as follows:

Morning Peak	11 guest vehicles departing + 2 staff vehicles entering =	13vtph
Evening Peak	11 guest vehicles arriving + 2 staff vehicles exiting =	13vtph



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***Potential Traffic Generation of the Existing Site Development***

As noted in the foregoing, the existing site development is only served by 3 off-street parking spaces. For the purposes of this assessment, it has been assumed that these 3 cars will arrive during the morning peak and depart during the evening peak.

Based on these assumptions, the development proposal will therefore increase the traffic generating potential of the development site by only 10vtph calculated as follows:

Traffic generation of proposed development	13vtph
Traffic generation of existing development	3vtph
<b>Projected additional traffic generation</b>	<b>10vtph</b>

***Traffic Impacts of Proposed Development***

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (10vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.

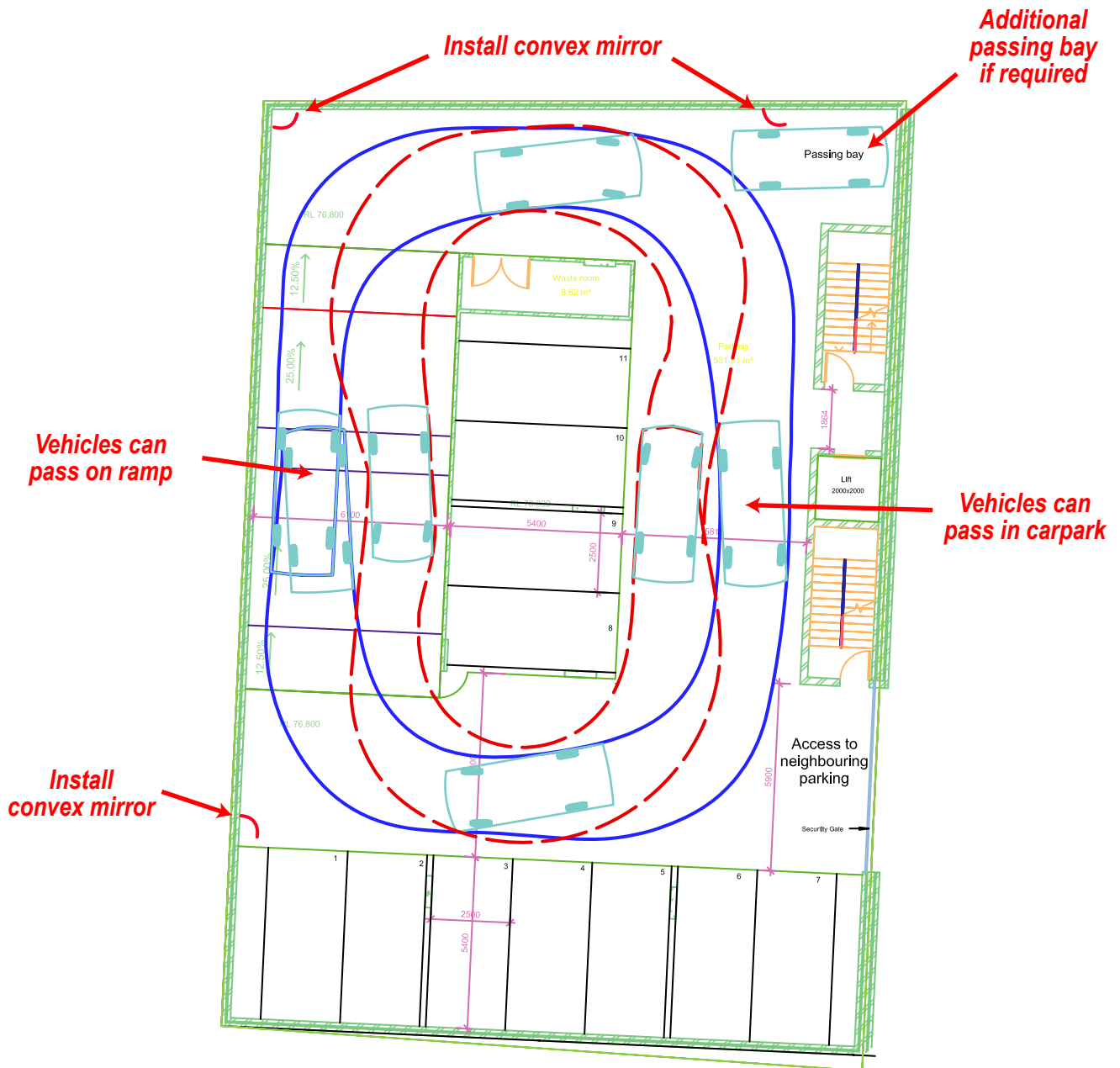
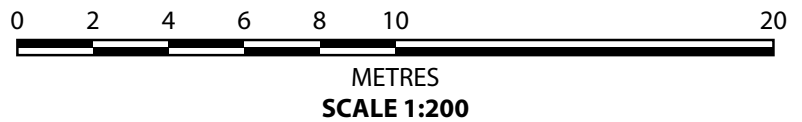


## **APPENDIX A**

### **SWEPT PATH ANALYSIS OF B99 AND B85 VEHICLES**



Path prepared using  
Autodesk Vehicle Tracking



**Swept Path of Australian  
Standard AS/NZS2890.1:2004  
B99 Vehicle Entering  
and B85 Vehicle Exiting  
Basement Carpark**



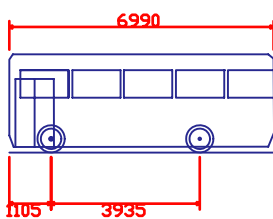
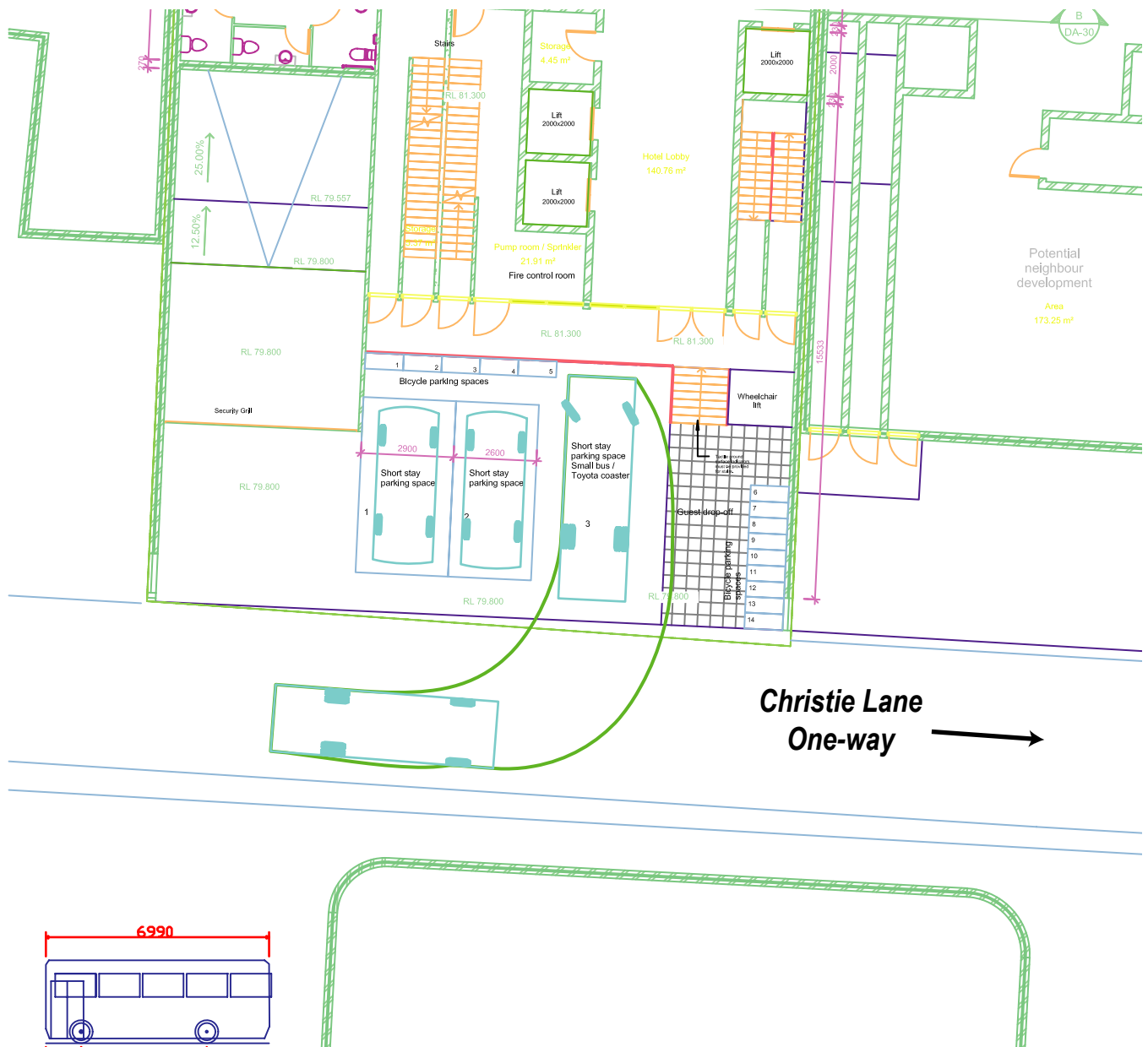
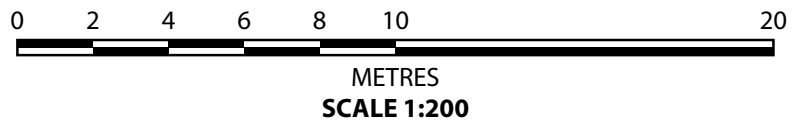
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## **APPENDIX B**

### **SPECIFICATIONS AND SWEPT PATH OF TOYOTA COASTER**

**Path prepared using  
Autodesk Vehicle Tracking**



Toyota Coaster	
Overall Length	6990mm
Overall Width	2095mm
Overall Body Height	2600mm
Min Body Ground Clearance	148mm
Track Width	2080mm
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7200mm

**Swept Path of Toyota  
Coaster Accessing  
Drop-off/Pick-up  
Area off Christie Lane**



**Terraffic** Pty Ltd  
TRAFFIC & PARKING CONSULTANTS

# Coaster



Comfort and versatility.





Deluxe model shown.  
Front Cover – Deluxe model shown.

## Comfort and versatility.

*Communal road trips are  
one of life's little pleasures.*

### **For all life's journeys.**

Wherever you're headed – from a long trip to just around the corner – communal road trips are one of life's little pleasures. And with seating for up to twenty-one people (including driver), the improved Coaster ensures all your passengers will enjoy the ride. From the moment passengers step on board through the automatic sliding door (Deluxe grade), they'll notice the difference. As well as ample head and leg-room, there are comfortable semi-high-back seats (except fifth and sixth rows), large windows, air conditioning, heating, seatbelts on every seat and tinted windows across the range.

### **Driven by comfort.**

Thoughtful design touches and additions have made the Coaster more of a pleasure for drivers too. In fact, your designated driver has never had it so good – with power steering, adjustable bucket seat with lumbar support, tilt adjustable steering wheel and large brake boosters for smoother braking standard on all models. And with the option of a four-speed automatic transmission (Deluxe grade), complete with driver footrest (Deluxe grade auto only), a quick, effortless ride is now just around the corner.

### **Looks great, sounds great.**

Coaster also boasts a sense of timeless style. A tailored front bumper and grille complement stylised headlamps and indicator lights, resulting in a sleek exterior. Inside is impressive too, with a clever instrument panel design, eye-catching upholstery (Deluxe grade) and ample storage space (Deluxe grade). As well as a PA system, also included is an exciting audio system<sup>1</sup> featuring Bluetooth™<sup>2</sup> capabilities, audio input for some USB memory sticks and iPod connectivity.<sup>3,5</sup>





Driver comfort.  
Overseas model shown.



Comfort and space.  
Deluxe model shown.

The audio unit also features voice recognition<sup>4</sup> and radio text as well as an MP3 compatible single CD player to ensure on-road sing-alongs and easy listening.

#### **A mover, not a shaker.**

The one thing that hasn't changed is the Coaster's smooth ride. Independent front suspension with double wishbones and upper torsion bar and long tapered rear leaf springs ensure a smooth, stable ride at all times, with minimal body roll. For added safety, ABS brakes allow for more controlled braking when it really counts and four emergency exits means fast evacuation. And speaking of fast, the Coaster's 4.0 litre Turbo-diesel engine shows great acceleration when you need it most.

#### **Get off to a flying start.**

Whether you're dropping off at the local school or sports club, or picking up from the airport, even with a full passenger load you'll marvel at the Coaster's smooth power. With both the five-speed manual or four-speed automatic transmission

(Deluxe grade), the Coaster is as happy zipping around the city as it is cruising along on the freeway – even with trailer in tow. And when you get to your destination, you'll be pleased to know that the Coaster has been designed for smooth turning and easy parking.

#### **With you for the long run.**

Whatever use you put it to, you can rest assured that your Coaster will go the full journey. We've built it to last, with anti-corrosion steel throughout, tinted windows, hard-wearing upholstery and of course, Toyota's famous mechanical reliability and durability. And it doesn't stop there. Optimised diesel-engine efficiency minimises gas emissions, and adheres to strict EURO V emissions regulations, meaning the Coaster won't take the environment for a ride either.

<sup>1</sup> Available from May 2012 Production

<sup>2</sup> The Bluetooth™ word is owned by The Bluetooth SIG, Inc. Not all Bluetooth devices are compatible and functionality will vary depending on the bluetooth device.

<sup>3</sup> iPod® and iPhone® are registered trademarks of Apple, Inc. Only selected certified Apple products have been confirmed as functional with this audio.

<sup>4</sup> Voice Control Commands for Audio functions will vary depending on actual audio mode currently in use. (e.g. CD, Radio or AUX/USB)

<sup>5</sup> Not all devices will be compatible and functionality will vary depending on the device.

## Coaster Technical Specifications

### Engine

- Type: Turbo-diesel
- Code: N04C-UH
- Configuration: 4 Cylinder, In-line
- Max. Power kW/rpm: 110/2700
- Max. Torque Nm/rpm: 397/1800
- Valve Mechanism: 16-valve OHV
- Fuel System: Electronic Direct injection with Common Rail
- Displacement (cc): 4009
- Bore and Stroke (mm): 104 x 118
- Compression Ratio: 18.0:1

### Transmission

- Type: 5-speed Manual, Single dry plate diaphragm spring clutch
- Gear Ratios: 1st 5.099; 2nd 2.910; 3rd 1.652; 4th 1.000; 5th 0.674; Reverse 4.625
- Final Drive Ratio: 5.375
- Type: 4-speed Automatic, (Option on Deluxe model)
- Gear Ratios: 1st 2.950; 2nd 1.530; 3rd 1.000; 4th 0.703; Reverse 2.678
- Final Drive Ratio: 4.875

### Steering

- System: Power assisted recirculating ball and nut
- Power Steering: Standard
- Turning Circle Diam. (kerb to kerb): 14.4m
- Steering Gear Ratio: 19.6

### Brakes

- Brake Booster: 9" + 10" Tandem, vacuum boosted
- Front: Ventilated disc
- Rear: Drums, twin leading shoes
- Park Brake: Drum type

### Suspension

- Front: Independent double wishbone with gas dampers
- Rear: Long tapered semi-elliptic leaf spring with gas dampers

### Wheels

- Tyres: 7.00R16 LT 12PR (Dual Rear Tyres)
- Rims (ins): 5.5F-16 (Dual Rear Rims)

### Dimensions<sup>1</sup>

- Wheelbase (mm): 3935
- Overall Length (mm): 6990
- Overall Width (mm): 2095
- Overall Height (mm): 2600
- Front Track (mm): 1690
- Rear Track (mm): 1490

### Weights/Capacities

- Nominal Kerb Weight<sup>2</sup> (kg): 3440-3500
- Gross Vehicle Weight<sup>2</sup> (kg): 4990
- Seating Capacity: 21 including driver
- Fuel Capacity (litres): 95

### Towing Capacity (Max)

- With Trailer Brakes<sup>3</sup> (kg): 2000
  - Without Trailer Brakes<sup>3</sup> (kg): 680
- No Toyota Genuine Towbar available for this vehicle

## Standard Model Features

### Mechanical

- 4.0 litre Turbo-diesel
- Intercooler
- 5-speed Manual Transmission
- Power Steering
- Independent Front Suspension
- Tandem Brake Booster
- Ventilated Front Disc Brakes

- Exhaust Brake
- Internal Battery Access Panel
- Low Engine Oil Level Warning
- Fuel Level Warning Lamp

### Exterior

- Dual Halogen Headlamps
- Tinted Laminated Windshield with Green Band on Top
- Green Tinted side Windows
- Automatic Folding Door with Buzzer
- Extensive Use of Anti-Corrosion Steels
- Chrome Full Wheel Covers

### Interior

- Semi high back Passenger Seats, except 5th and 6th rows
- Cloth Covered Driver's Seat with Lumbar Adjustment Driver Underseat Storage Tray and Seat Back Pocket
- Vinyl Passenger Seats
- Driver Door Pocket
- Hardwearing Vinyl Floor Covering
- Moulded Headlining
- Grab Handles
- Cigarette Lighter
- Driver's Ashtray

### Features

- Air Conditioning
- Ducted Ventilation
- Passenger Compartment Heater
- AM/FM radio with MP3 compatible single disc CD player
- 3.5mm AUX input for portable audio players, USB input for some iPod<sup>4</sup>/USB memory sticks<sup>5</sup>
- Voice Recognition capabilities<sup>6</sup>
- Bluetooth<sup>TM7</sup> capabilities
- Microphone with Amplifier

- Driver's Sunvisor
- Tilt Adjustable Steering Column
- Tachometer
- Manual Adjust Exterior Mirrors
- Rear Mounted Reversing Mirrors
- Remote Fuel Release Door
- Rear Door Window Demister
- LCD Odometer
- Twin Trip Meter

### Safety

- Anti-skid Braking System (ABS)
- Driver 3-Point ELR Seatbelt
- 2 point lap only seatbelts fitted on all passenger seats
- Side Emergency Exit Windows with 3 Window Breaking Hammers
- Rear Emergency Exit Door with Illuminated Sign
- 2.5 kg Powder Type Fire Extinguisher
- Reversing Beeper
- Driver's Seatbelt Warning Buzzer and Lamp

## Deluxe Model Features in Addition to or Replacement of Standard Model

### Mechanical

- 4-speed Automatic Transmission (Option)

### Exterior

- Automatic Gliding Door with Buzzer

### Interior

- Cloth Covered Passenger Seats<sup>8</sup>
- Semi Vinyl Centre Door Trim
- Power Door Lock for Driver's and Sliding Door

## Colour Guide

058

058 French Vanilla



## Capped price servicing<sup>9</sup>

New Toyotas come with Toyota Service Advantage. That means you'll pay the same low capped-price from one logbook service to the next for a minimum of 3 years or 60,000km (whichever comes first). So you'll enjoy the peace of mind of knowing in advance what your maximum servicing costs will be. Better still, your Toyota will be serviced by Toyota-trained Technicians who know your vehicle inside out and use Toyota Genuine Parts. For the full benefits of Toyota Service Advantage consult a Toyota dealer or visit [toyota.com.au/advantage](http://toyota.com.au/advantage)

- 1 Some vehicle dimension figures are approximate and may vary due to options, accessory fitment and weight carried.
- 2 Kerb, tare and payload weights are nominal and will vary depending upon options and accessories.
- 3 Towbar capacity subject to regulatory requirements, towbar design, vehicle design and towing equipment limitations.
- 4 iPod<sup>®</sup> is a registered trademark of Apple, Inc.
- 5 Not all devices will be compatible and functionality will vary depending on the device.
- 6 Voice Control Commands for Audio functions will vary depending on actual audio mode currently in use. (e.g. CD, Radio or AUX/USB). Available from May 2012 production.
- 7 The Bluetooth<sup>TM</sup> word mark is owned by Bluetooth SIG, Inc. Not all devices will be compatible and functionality will vary depending on the device.
- 8 This feature replaces the feature of the standard model.
- 9 Maximum payable for standard scheduled servicing (normal operating conditions) for (depending on model) a nominated number of months/kilometres (whichever occurs first). Refer to [toyota.com.au/advantage](http://toyota.com.au/advantage) for full details. Excludes Government & Rental vehicles. Contact your Toyota Dealer or go to [toyota.com.au/advantage](http://toyota.com.au/advantage) for other exclusions and eligibility. Note: Toyota Australia reserves the right to vary and discontinue from time to time the interior and exterior colours, trims and colour/trim/model combinations currently available. Colours and trims displayed here are a guide only and may vary from actual colours due to printing/display process. See your Toyota dealer to confirm colour/trim/model availability when ordering your vehicle.

**IMPORTANT NOTICE - please read:** Toyota Australia uses its best endeavours to ensure brochure information is correct when published. When ordering accessories, you must check with your authorised Toyota dealer to ensure the accessory's design, features and colours are available and will fit your vehicle. Accessory colours displayed here are a guide only and may vary from actual colours due to printing/display process. Certain accessories when fitted will require the removal of standard equipment. Standard equipment may be retained by Toyota Australia. Toyota Australia reserves the right to change, without notice, at any time prices, colours, materials, equipment, specifications and discontinue colours/models. To the extent allowed by law, Toyota Australia will not be liable for any damage, loss or expense incurred as a result of reliance on this brochure. Distributed nationally (other than in Western Australia) by Toyota Motor Corporation Australia Limited ABN 64 009 686 097, 155 Bertie St, Port Melbourne 3207. Material distributed in Western Australia by or on behalf of Prestige Motors Pty Ltd (for vehicles) and by Eastpoint Pty Ltd (for parts/accessories). Toyota Australia makes no warranties regarding (and will not be liable for) the accuracy of materials distributed in Western Australia. PART NUMBER: TYCOASTER0512. VALID: X3370. PRINTED: MAY 2012. GTO1444.



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## **APPENDIX C**

### **TRAFFIC COUNT DATA**



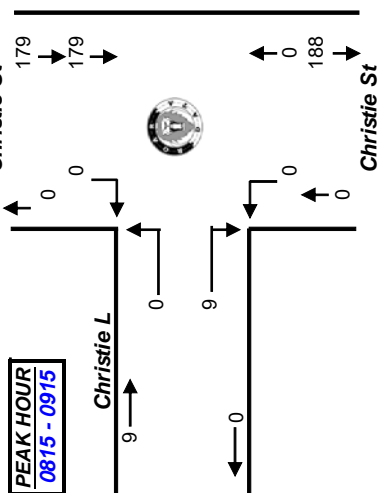
**R.O.A.R. DATA**  
Reliable, Original & Authentic Results  
Ph. 88196847, Fax 88196849, Mob. 0418-239019

**Reliable, Original & Authentic Results**  
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Terraflow Pty. Ltd.  
Job No/Name : 6126 ST LEONARDS Christie Lane  
Day/Date : Wednesday 29th June 2016

All Vehicles	NORTH		WEST		SOUTH		TOTAL
	Christie St		Christie L		Christie St		
	R	T	L	R	L	T	
Time Per							
0700 - 0715		7		1			8
0715 - 0730		14		0			14
0730 - 0745		12		1			13
0745 - 0800		28		3			31
0800 - 0815		36		1			37
0815 - 0830		47		4			51
0830 - 0845		35		5			40
0845 - 0900		47		0			47
0900 - 0915		50		0			50
0915 - 0930		51		0			51
0930 - 0945		23		2			25
0945 - 1000		39		3			42
Period End	0	389	0	20	0	0	409

	NORTH		WEST		SOUTH		TOTAL
	Christie St	Christie L	Christie L	Christie St	Christie St	Christie St	
Peak Per	R	I	R	I	R	I	
0700 - 0800	0	61	0	5	0	0	66
0715 - 0815	0	90	0	5	0	0	95
0730 - 0830	0	123	0	9	0	0	132
0745 - 0845	0	146	0	13	0	0	159
0800 - 0900	0	165	0	10	0	0	175
<b>0815 - 0915</b>	0	179	0	9	0	0	188
0830 - 0930	0	183	0	5	0	0	188
0845 - 0945	0	171	0	2	0	0	173
0900 - 1000	0	163	0	5	0	0	168
PEAK HR	0	179	0	9	0	0	188



All Vehicles	NORTH		WEST		SOUTH		
	Christie St		Christie L		Christie St		
	R	I	L	R	L	I	
Time Per							TOTAL
1530 - 1545		19		0			19
1545 - 1600		27		1			28
1600 - 1615		14		1			15
1615 - 1630		15		1			16
1630 - 1645		19		2			21
1645 - 1700		28		1			29
1700 - 1715		23		5			28
1715 - 1730		21		2			23
1730 - 1745		35		3			38
1745 - 1800		15		2			17
1800 - 1815		19		9			28
1815 - 1830		17		2			19
Period End	0	252	0	29	0	0	281

	NORTH		WEST		SOUTH	
	Christie St		Christie L		Christie St	
Peak Per	R	I	L	R	L	I
1530 - 1630	0	75	0	3	0	0
1545 - 1645	0	75	0	5	0	0
1600 - 1700	0	76	0	5	0	0
1615 - 1715	0	85	0	9	0	0
1630 - 1730	0	91	0	10	0	0
1645 - 1745	0	107	0	11	0	0
<b>1700 - 1800</b>	0	94	0	12	0	0
1715 - 1815	0	90	0	16	0	0
1730 - 1830	0	86	0	16	0	0
<b>PEAK HR</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>106</b>

