

DA Traffic Report

NSW Police Force - Taree

Prepared for GroupGSA Pty Ltd / 17 / 05 / 2018

181159 TAAA

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Revision Register

Rev	Date	Prepared By	Approved By	Remarks
1	02/03/2018	JN	PY	Draft
2	15/05/2018	NvdH	SB	Final

1.0 Introduction

Taylor Thomson Whitting (TTW) has been engaged by GroupGSA Pty Ltd to provide a Traffic and Parking Impact Assessment Report for a Development Application of the proposed Police Station redevelopment at 79-85 Albert Street, Taree.

This report assesses the car parking provision of the proposal (capacity, layout and operation) and the anticipated traffic impacts (trip generation and network impacts).

2.0 Existing Site

2.1 Site Location

79-85 Albert Street, Taree, is currently occupied by Taree Police Station and Courthouse. The site is located on the northern side of Albert Street, Taree between Commerce and Pulteney Streets. There is a shopping precinct approximately 200 metres, east from the site and Taree Hospital 300 metres north from the site. Albert Street is a two-way local road, with 60 degree front to kerb angle parking provided on both sides of the street.



Figure 1: Locality Plan

Image source: Nearmap (dated 8 August 2017)

2.2 Site Layout

The existing police station is bounded by the courthouse to the south and residential buildings to the west, and a church to the east. In addition, there is an existing school building adjoining the police station to the north.

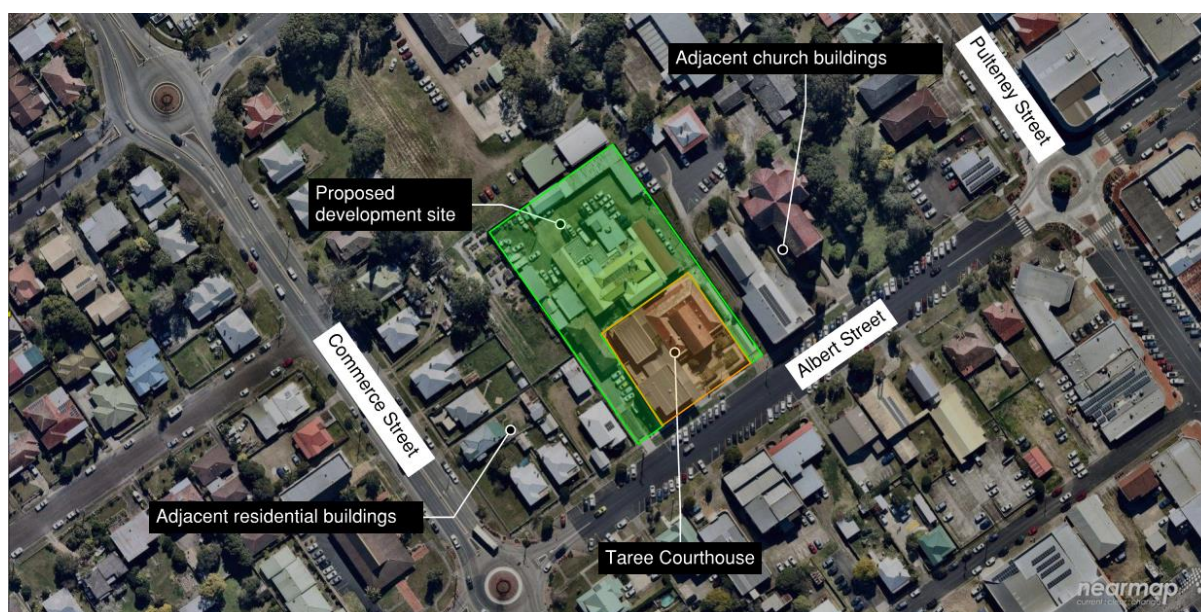


Figure 2: Site Layout

Image source: Nearmap (dated 8 August 2017)

2.3 Car Parking

Currently the site consists of a ground level car park at the rear of the police station, and adjacent to the access driveway. The northern side of Albert Street, fronting the courthouse is 60 degree angle parking and not allocated to police.

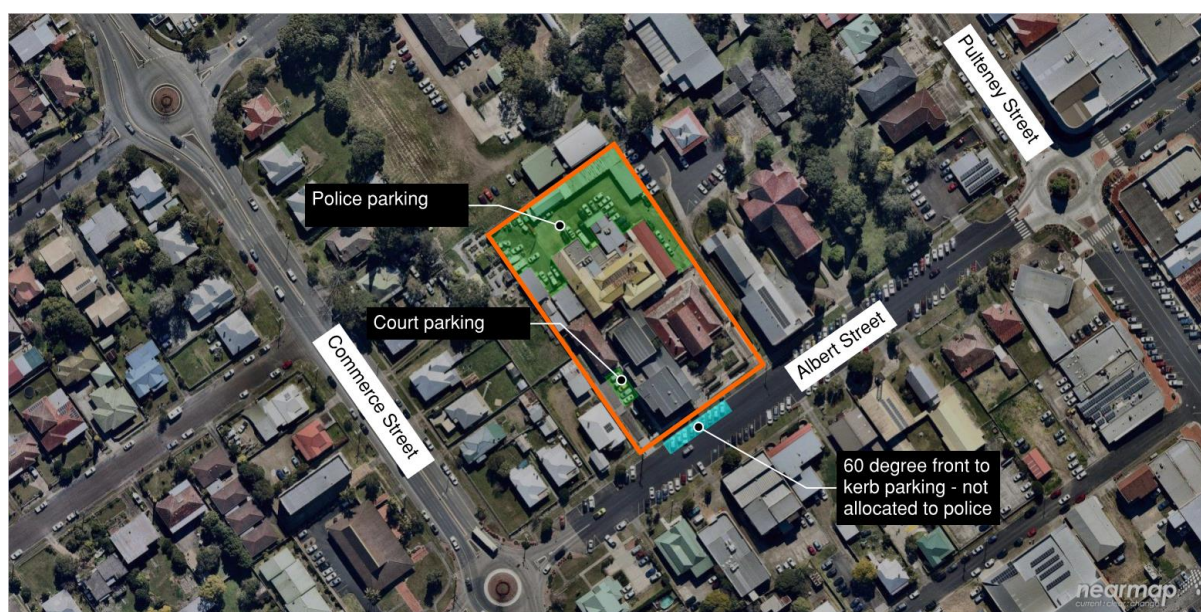


Figure 3: Current Parking Layout

Image source: Nearmap (dated 8 August 2017)

3.0 Traffic Environment

3.1 Road Network

3.1.1 Albert Street

Albert Street is approximately 16m wide and allows for 2-way traffic with no dividing line. 60-degree angled parking within marked bays is allowed on both sides of the Street with no time limits.

3.1.2 Commerce Street

Commerce Street is a Regionally Administered Classified State Road and serves as part of the route connecting Gloucester to Taree and through to the Pacific Highway. Commerce Street also connects to the now unclassified regional roads of Victoria Street and Manning River Drive that previously formed a section of the Pacific Highway prior to the Taree Bypass.

Commerce Street has 3 lanes of traffic in each direction separated by a median strip. Unrestricted parking is allowed in the kerb side lane on both sides of the road.

3.1.3 Pulteney Street

Pulteney Street is approximately 15m wide and divided and allows for 2-way traffic. The south bound road is set lower than the north bound. A batter median and fence separate the two lanes of traffic. Parallel parking is allowed on both side of the Street. 2 hour time limits on in place on the south bound lane fronting retail development. There are no time limits on the north bound lane fronting residential developments.

3.1.4 Wynter Street

Wynter Street is approximately 15m wide and partially divided be a median strip and allows for 2-way traffic. Parallel parking is allowed on both side of the Street.

3.2 Transport Facilities

3.2.1 Public Transport

Eggins operates a local bus service in Taree and regional services connecting many of the beachside townships back to the regional centre of Taree. Service are limited and concentrated during the mid morning and mid afternoon period.

3.2.2 Pedestrian Movements

The site does not have a street frontage. Pedestrians and visitors access the police buildings by path running along the west side of the new court house building.

4.0 Proposed Development

The proposed works is the reconstruction of Taree Police Station and carpark at the rear. The proposed development site has a net floor area (NFA) of 1920m². There is no proposed works to the adjoining courthouse.

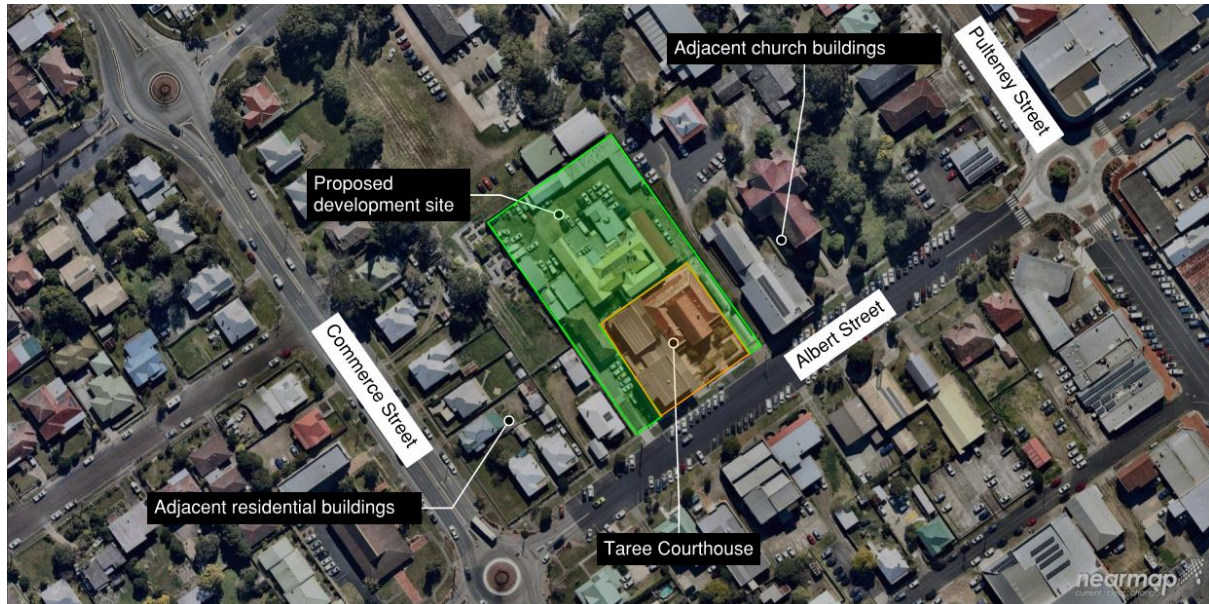


Figure 4: Proposed development site layout

Image source: Nearmap (dated 8 August 2017)

4.1 Access and Parking

4.1.1 Midcoast Council Development Control Plan (DCP) Requirements

Section G of the Greater Taree DCP 2010 requires the following key access and parking provisions:

- Combined entry/exit driveways are to have a minimum width of 6m,
- All vehicles must enter and exit the site in the forward direction,
- Adequate space for manoeuvring of vehicles is to be provided,
- Access and internal roadways are to have a minimum width of 6m,
- 1 parking space per 35m² Net floor Area (NFA),
- 1 disabled access parking space per 50 parking spaces,
- 1 service vehicle parking space per 500m² (unspecified whether GFA or NFA),

The parking provisions only need to be applied to the increased floor area.

The proposed development has a NFA of 830m² and thus requires the provision of

- 24 car parking spaces
- 1 disabled parking space
- 2 service vehicle parking spaces

4.1.2 Access

The current access width down the side of the court house is a minimum of 3.1m. Swept paths identified that the current access road down the side of the court building is too narrow for 2-way traffic. The DCP requires 6m wide access for combined entry/exits. The width of the access driveway is limited by the court house building and associated security infrastructure. The access driveway will remain limited to a single lane.

The single lane access area is proposed to be managed by the following and shown in plan in the Appendix.

- Car entering the site have right of way managed with a give way sign
- A single car holding bay for suitable for a B99 car to wait in while a car enters
- A visibility mirrors to allow vehicle on Albert road to see if a vehicle is exiting
- Albert Street is 17.5m wide with adequate room for police car to wait to make a left or right hand turn into the driveway.
- A vehicle waiting on Albert street for while another vehicle exits the driveway will have little impact on general traffic flows.

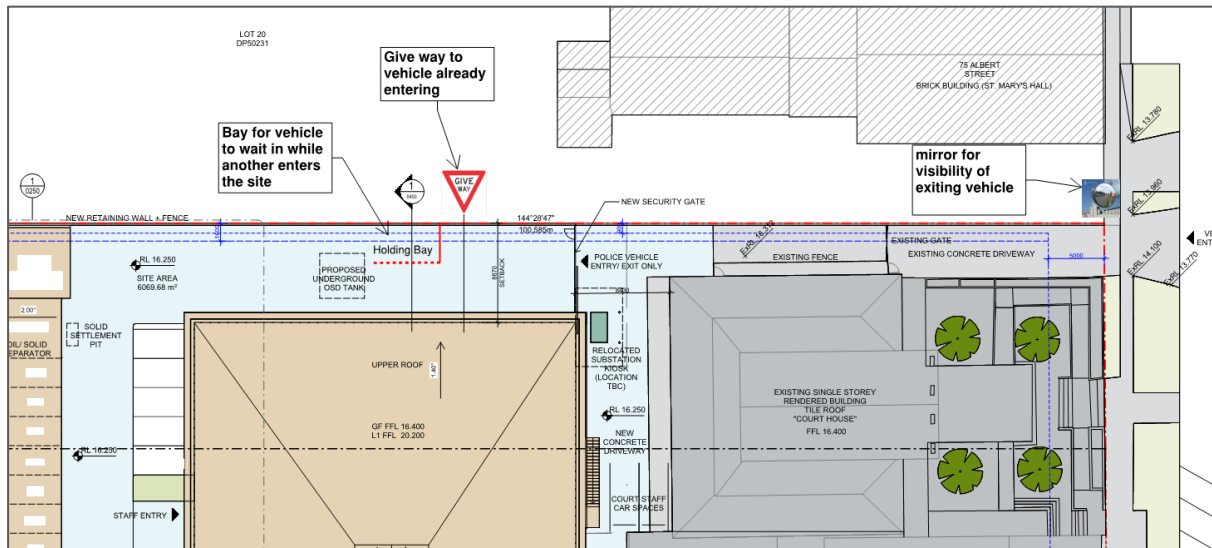


Figure 5: Entry/Exit Management

The rear parking area is not accessible to the public and is for police vehicle only. The measures above are believed to be adequate to manage the traffic entering and exiting the site.

4.1.3 Proposed Parking Provision

The development site proposes parking provision of:

- 28 car spaces.
 - 23 bays in the rear as required by the DCP.
 - 1 disable accessible bay in the rear as required by the DCP.
 - 4 bays on the street.
- 2 custom large vehicle spaces (approx. MRV) in line with the DCP
- 3 trailers parking areas (not specified with in the DCP)

754m² is allocated to parking and vehicle accessible storage. Table 1 provides a more detailed breakdown. The design is shown in Appendix A.

Table 1: Proposed Police Parking

Type of Vehicle	Number of spaces	Area (m ²)
Car Parking	28	464
First Response Vehicles	5	80
Marked General Duty	3	48

Unmarked	8	128
HWP	5	80
SOCO	4	64
Police or Official Visitor	2	32
Accessible	1	32
Large Vehicle Parking	2	129
Mobile Command Unit	1	49
Correctional Services Truck	1	80
Trailer Parking	3	80
Drug Eradication	1	16
SPSU & Store	1	33
OSG & Store	1	31
Storage (areas)	1	81
Secure vehicle examination bay	1	41
Wash bay	1	40
Total		754

Parking is proposed to be provided in three areas.

1. External at the rear of the proposed redeveloped police station
2. Internal on the east side of the building
3. On Albert Street in front of the police station.

The development proposal does not include provision of any parking for private vehicles. The development proposal does include the loss of 5 public car spaces on the west side of the court house. There is alternative public parking available along Albert and the reduction should have little impact.

It is critical to provide parking spaces which meet the demand required by NSW Police Force for their operation to meet the needs of the community.

5.0 Traffic Generation

The current total staff at police station is 102. The current staff accommodated at the station during a major shift is 62. The development proposes total staffing accommodation of 126 with 85 staff accommodated at one time on a major shift. This is an increase in total staff of 24%.

Currently 100% of staff are estimated to travel to site by private car. Due to the limited public transport options and variable rosters with often late finishing time public transport and other methods are generally not suitable. Currently staff generally park their private cars on local streets within a 500m radius. There is not expected to be any change to the current methods of transport post development. Staff work varied rosters to meet the operational requirements of the station. Shift start/finish time generally between the hours of 06:00-09:00 and 16:00-19:00 with a minor afternoon shift starting at 14:00 and finishing 02:00.

The development is estimated to see 20 additional private vehicles requiring parking off site. This increase is deemed to be sufficiently small to not have a significant impact on local parking and will be accommodated by the current road network.

The police station currently has 27 vehicles assigned to the station post development provision is for 27 vehicles at the station with 3 spaces allowed for visiting police and officials. With no increase in vehicle assigned to the post development station there is expected to be negligible increases in movements entering and exiting the station by approximately 11%.

The development will result in minor additional traffic generation in the local area an additional 20 private vehicles parking within a 500m radius of the Police Station.

Parking on Albert Street and the neighbouring residential streets is not time limited. The estimated increase in private parking in the area is unlikely to have more than a minor impact on other stakeholders.

The total increases are believed to be sufficiently small in number to not have a significant impact on local parking and the current road network is deemed adequate to accommodate the increased traffic generation.

5.1 Public Transport

The Eggin's operated local bus services are generally not adequate to facilitate policing staff's shift arrival or departure time.

6.0 Carpark Design

The carpark design is to meet the Australian Standard AS2890.1. Police vehicle parking must additionally meet the police building code. Due to operational requirements the Police building code generally exceeds the relevant Australian standard in relation to parking space dimensions.

6.1 Rear Car Park

24 Parking spaces for Police Vehicles and official visitors only are provided in the rear carpark. Parking spaces are provided at minimum to AS2890.1 for a Class 3 user. Spaces are a minimum of 2.6m and 5.4m. Aisle width is 6.5m. One disabled accessible space is provided to AS2890.6.

6.2 Street Parking

A section of Police Only Parking on Albert Street is proposed. The proposal is for four 90-degree angled parking spaces. The proposed location is shown in Figure 6 and the Appendix.

The 4 police only parking spaces on Albert Street are required to be 90-degree rear to kerb parking. The current 60-degree nose to kerb parking does not meet police operational and safety standards requiring cars to be reverse parked. The parking spaces will be required to be 2.6m wide and 5.4m long to meet AS2890.5. Albert Street is 17.5m wide which is adequate width to provide 5.4m deep 90-degree parking for police; 7m wide carriage way and 5.1m deep 60-degree parking on the opposite side of the road meeting the Australian Standard.

There is sufficient space for these spaces after the completion of the development without any loss of existing public parking on Albert Street.

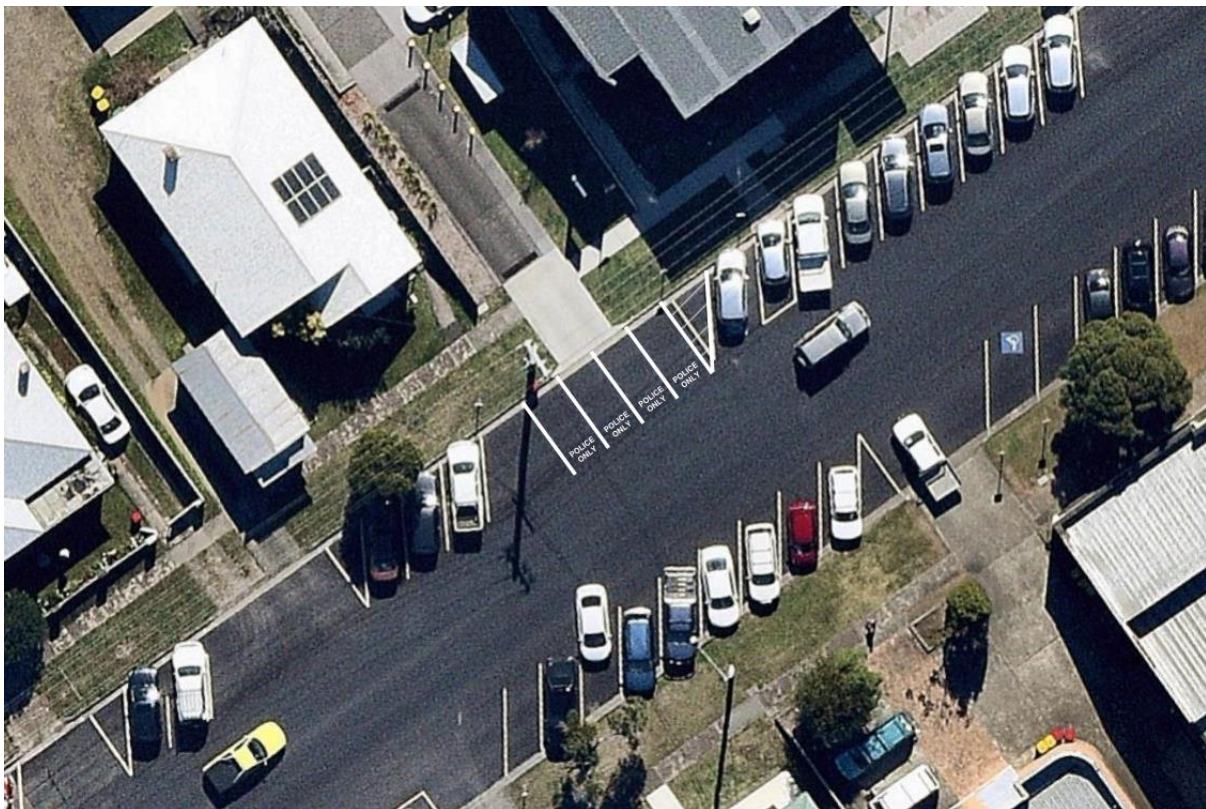


Figure 6: Proposed four 90-degree Police Parking Bays on Albert St

6.3 Swept Paths

Swept paths were completed to check vehicles were able to enter and exit the site in the forward direction and were able to reverse into the required parking area without limiting access to other parking spaces or operational areas.

6.3.1 Mobile Command Unit

The Mobile Command Unit is a Mercedes Sprinter long wheel base high top panel van. The dimensions are shown in Figure 7. Swept paths were completed demonstrating the vehicle can enter and exit the site in the forward direction. The vehicle is able to enter the and exit the allocated parking space in one movement.

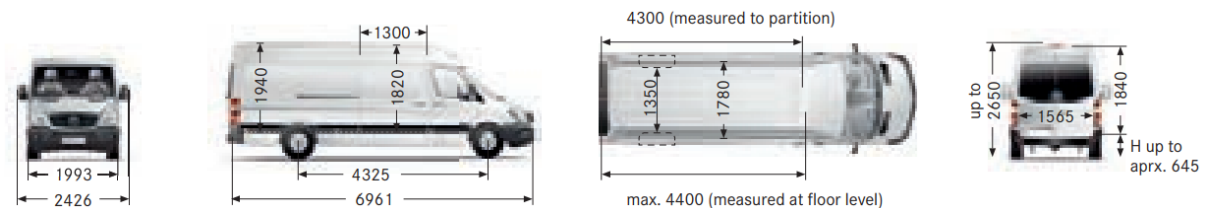


Figure 7: Mercedes Sprinter Long Wheel Base Mobile Command Unit

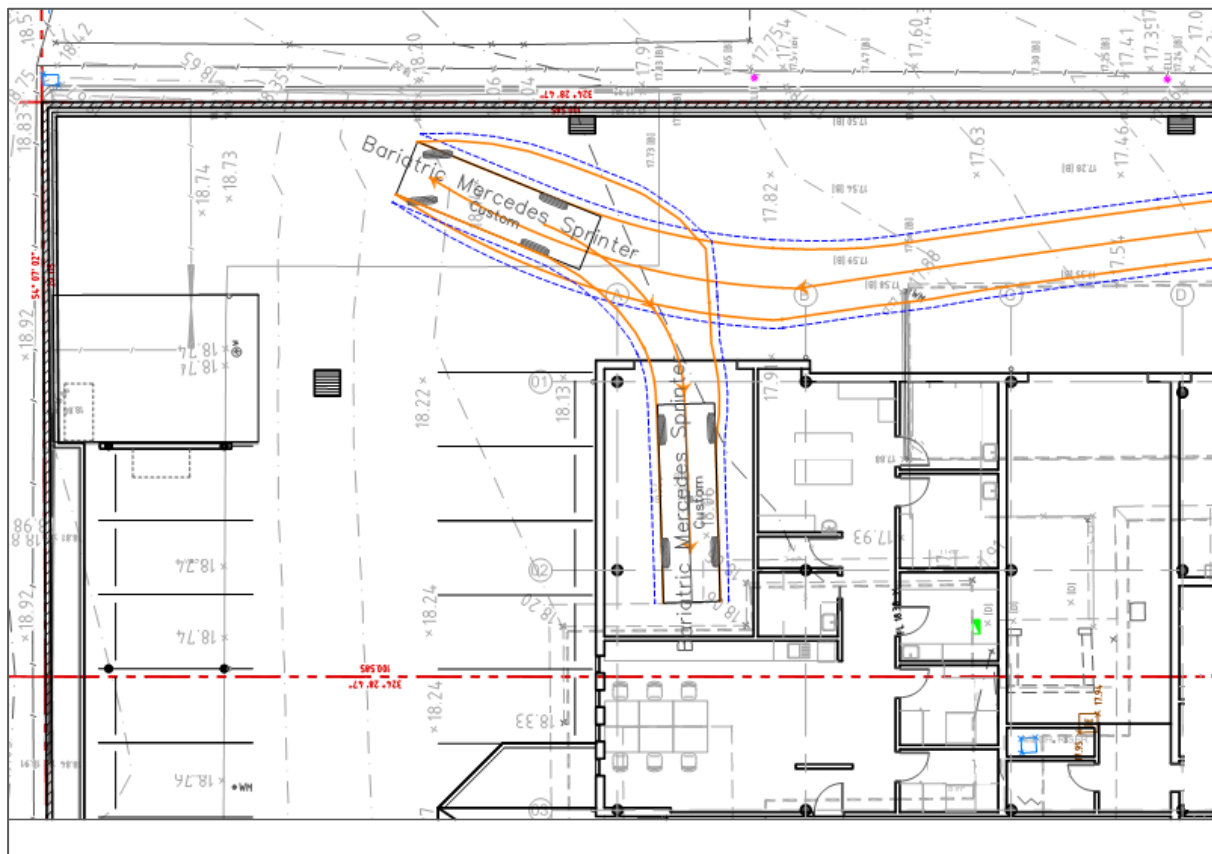


Figure 8: Police Mobile Command Unit reverse parking in bay

6.3.2 Department of Correctional Services Transport Vehicle

The Correctional Services Transport Vehicle is a customised MRV. The dimensions are shown in Figure 9. Swept paths were completed demonstrating the vehicle can enter and exit the site in the forward direction. The vehicle is able to enter the and exit the current designed allocated parking space in one movement.

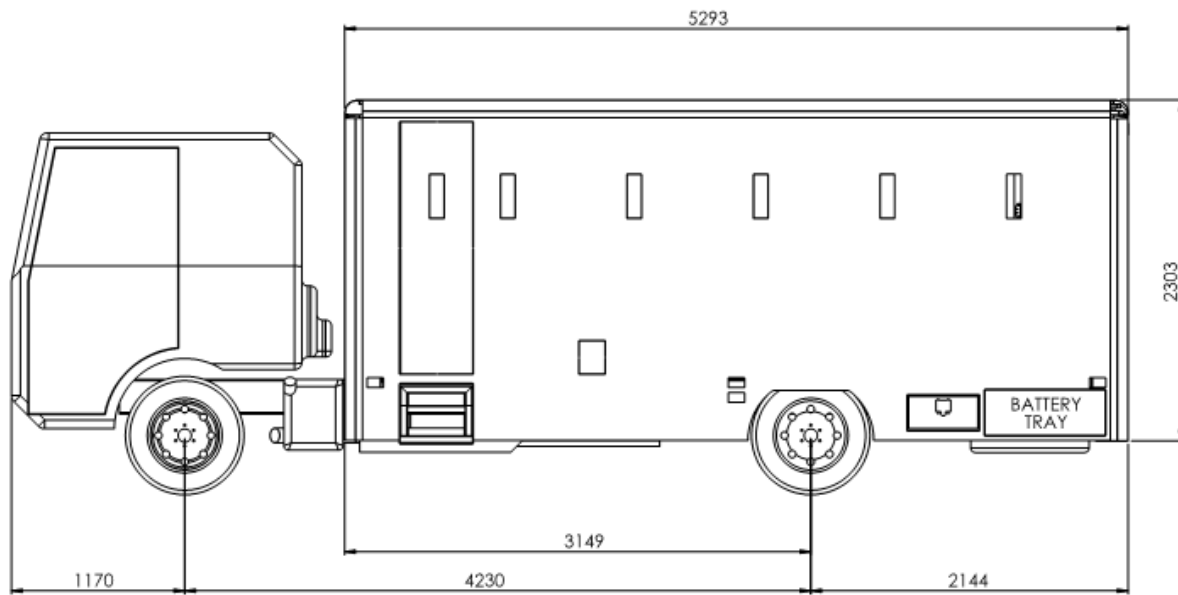


Figure 9: Corrective Services Transport vehicle

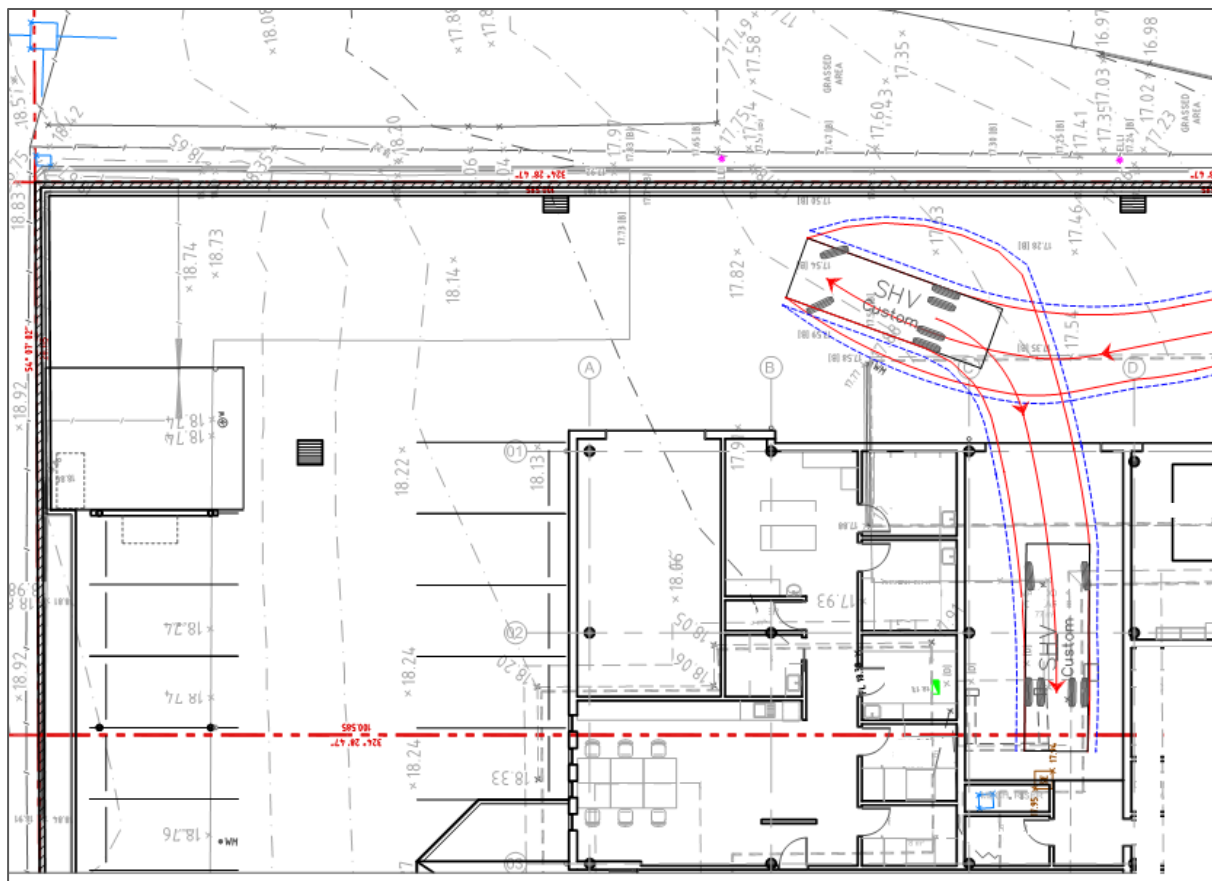


Figure 10 Correctional Service Truck Parking

6.3.3 SPSU and OSG Trailer Parking

Allowance has been made for two The SPSU and OSG trailers. Swept paths were completed demonstrating a vehicle towing the trailer can enter and exit the site in the forward direction. The trailer can be parked in the allocated parking space. The trailer is required to be unhitched once parked before it can be towed out of the storage area.

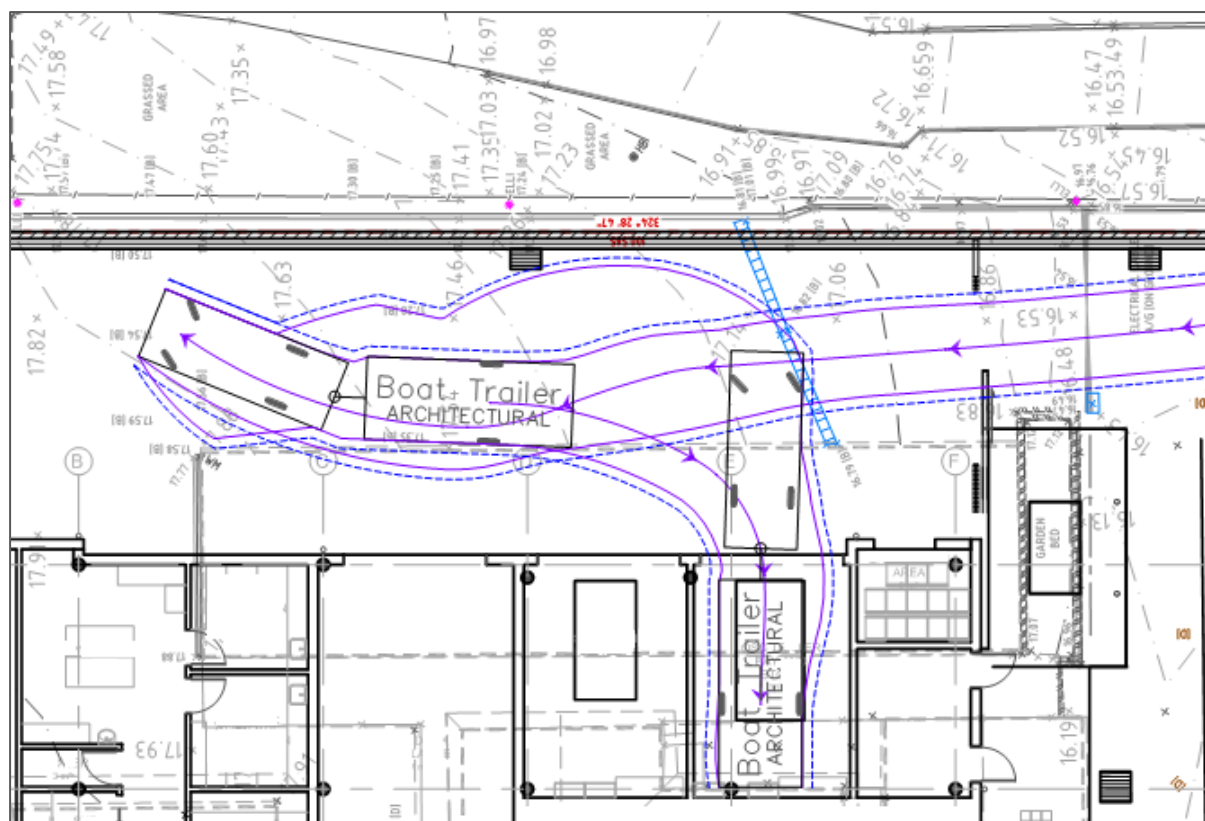


Figure 11: Trailer Parking

7.0 Summary and Conclusion

The following conclusion and recommendations are made:

- Parking provision for 30 vehicles is provided in line with Councils DCP
- Combined Entry/Exit Access to the site is existing and restricted to one lane, 3.1m wide, due to the existing court house building. This entry/exit will be restricted to police vehicles only and managed with signage.
- There is adequate room for the provision of four 90-degree rear to kerb police only parking spaces on Albert Street.
- The development will result in a minor increase in traffic generation and parking requirements that will be absorbed within the capacity of the existing road network.

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