

**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

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Oswaldo Marcelo  
Group GSA  
L7, 80 William St  
East Sydney  
NSW 2011

Dear Oswaldo,

## **TRAFFIC IMPACT STATEMENT – JINDABYNE POLICE STATION**

Urbis has been engaged by Group GSA on behalf of the NSW Police to provide a Traffic Impact Statement (TIS) to accompany the development application for the redevelopment of the existing Jindabyne Police Station. This letter outlines the traffic and parking impacts likely to be generated by the proposal.

This letter is structured as follows:

- Existing conditions
- Proposed development
- Parking provision assessment
- Car park design assessment
- Vehicle manoeuvrability assessment
- Traffic generation potential
- Conclusion

## **EXISTING CONDITIONS**

### **The Site and Surrounding Roads**

Jindabyne Police Station (the site) is located at the corner of Thredbo Terrace and Kosciuszko Road in Jindabyne (see **Figure 1**). Existing development on the site includes a police station, police residences, a van dock and vehicle garages.

Vehicle and public pedestrian access are both on the north-west part of the site, from Thredbo Terrace.

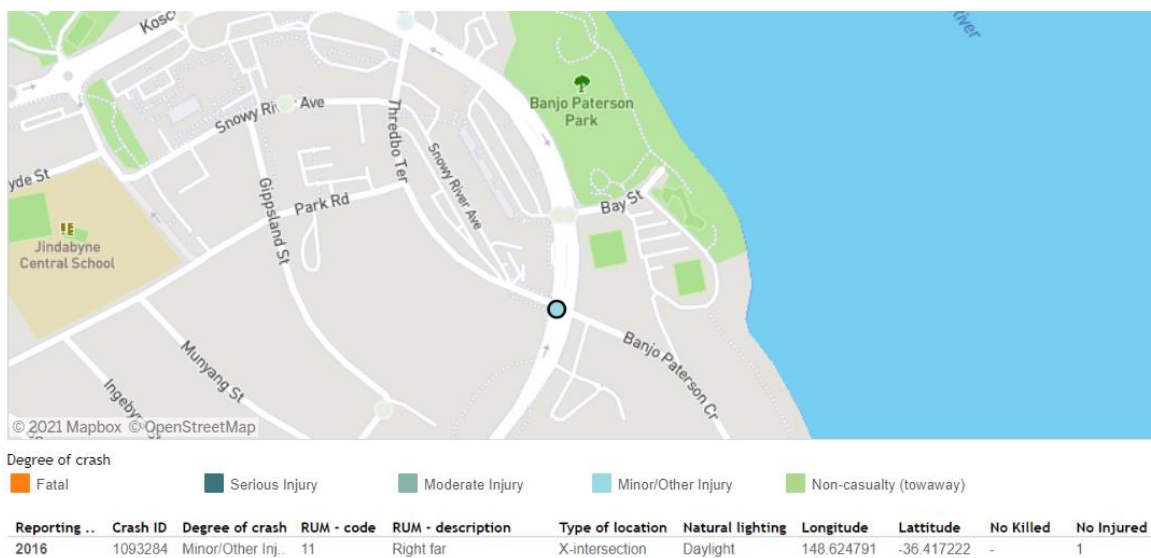
Figure 1: Site Location



## Crash History

Crash and casualty statistics from Transport for NSW's Centre for Road Safety were analysed for the surrounding road network. These statistics only report crashes that involve tow-away, police report or ambulance attendance. There was only one crash reported near the site in the five-year period between 2015-19, which resulted in minor injury (**Figure 2**). The data does not identify any specific locations for improvement.

Figure 2: Crash Statistics



## Car Parking

Car parking around the site includes:

- On-street parking spaces on Thredbo Terrace, with five adjacent to the site assigned for police vehicles only; and
- A large at-grade car park between Thredbo Terrace and Snowy Rover Avenue (Thredbo Terrace car park).

## Active Transport

There is an existing pedestrian footpath on the southern side of Thredbo Terrace, however, it does not connect with the site. There is a pedestrian footpath on the northern side of the road, which provides a connection to the local retail shops. There are no marked pedestrian crossings around the site.

## Public Transport

There are currently no public transport services active in the locality.



## Existing Demand

The existing police station generates the following parking demand.

Table 1 Parking Demand

Type	Regular Season (November – May)	Winter Season (June – October)
Police vehicles	Six police vehicles are held on-site.	
Employee parking	Shifts times vary, however, there are typically no more than five officers on duty at the station at one time.	
Public parking	Public visitation rates vary, however, it is generally 1-2 people per day.	Public visitation rates vary, however, it is generally 3-4 people per day.

## Assessment

The proposal is for the redevelopment of an existing police station. As such, the redeveloped site is not anticipated to have any additional parking impacts to that existing. The above detailed parking demand will be appropriately accommodated as per the current situation, which is as follows:

- The six police cars will be accommodated across the six on-site car spaces and five on-street car spaces allocated to police vehicles only.
- There are generally only up to five officers on duty at one time. This will require additional parking for up to five private vehicles (assuming each employee drives themselves). These can be accommodated on-site or in the Thredbo Terrace car park, where there is ample parking available.
- The additional 8-10 officers staying in the on-site residential accommodation during the winter months will park their private vehicles in the Thredbo Terrace car park, where there is ample parking available.
- Considering that there are only 1-4 public visitors per day throughout the year and they are likely to be sporadic throughout the day, these private vehicles can be accommodated on-street or in Thredbo Terrace car park.

## **CAR PARK DESIGN ASSESSMENT**

This section provides a review of the proposed on-site car parking design against the minimum requirements outlined in the relevant Australian Standards (AS 2890.1:2004).

The proposed on-site car parking includes:

- A storage shed on the north-west part of the site for a boat, trailers, snowmobiles and ATV;
- A van dock on the east part of the site; and
- A carport on the south-east part of the site with trailer storage and six spaces for police vehicles.

### **Car Space Dimensions**

Based on AS 2890.1, the proposed 90-degree car spaces can be categorised under user class 1 (residential, domestic and employee parking). Such spaces are required to be 2.4 m wide by 5.4 m long with 5.8 m of aisle width. The proposed design satisfies these requirements.

### **Lateral Clearance Requirements**

AS 2890.1 requires the provision of an additional 300 mm clearance (for door opening) when car spaces are located adjacent to vertical obstructions higher than 150 mm. The easternmost car space is adjacent to a retaining wall on one side. This space has been designed to include a 500 mm clearance, satisfying this requirement.

### **Access Driveway Width**

Based on AS 2890.1, the car park can be categorised under access facility category 1 (car park class 1, local road, and less than 25 spaces). Such car parks require the entry and exit access driveway widths to each be 3.0-5.5 m wide. The main driveway at the centre of the north-eastern boundary is two-way and the van driveway at the north-east corner is one-way. Both driveways satisfy this requirement.

### **Driveway Grade**

AS 2890.1 requires a maximum grade of 5% between the edge of the frontage road and property line, for at least 6 m prior to vehicular control points, and for at least 6 m into the car park. The grade of the first 6 m into the car park may be increased to 12.5% provided it is a downgrade for traffic leaving the property and entering the frontage road, the user class is Class 1, 1A or 2 only and the maximum car for entry onto a local road is 100 car spaces.

The existing driveway access between the road and property line is unchanged. All new driveway areas have grades of less than 5%, except for the van driveway. The van driveway has grades of less than 12.5% and meets the three requirements for this exception.

The proposed driveways satisfy these requirements.

### **Headroom**

AS 2890.1 requires the height between the floor and an overhead obstruction to be a minimum of 2200 mm. The height of the carport roof satisfies this requirement.



## VEHICLE MANOEUVRABILITY ASSESSMENT

The largest vehicles that will access the site once operational include:

- Car and trailer (14.9 m L x 2.4 m W) – accessing the proposed vehicle storage shed on the north-west part of the site; and
- Panel van (6.967 m L x 2.02 m W) – accessing the proposed van dock access on the east part of the site.

The anticipated manoeuvrability conditions of these two vehicles were investigated through swept path tests using a vehicle template (using AutoTURN software) which reflects the key dimensions of this vehicle as detailed above.

The results of the swept path tests, along with the vehicle templates used, are illustrated in **Figure 4** and **Figure 5**. It is noted that the blue colour lines on the swept paths indicate the front and rear tyre tracks of the vehicles, while the red colour on the swept paths indicates the vehicle bodies (the green lines indicate the 300 mm vehicle body clearance envelopes).

As can be seen from the swept path results, a car and trailer can access the proposed vehicle storage shed on the north-west part of the site and a panel van can access the proposed van dock access on the east part of the site through the ROW and reverse within the site (without any additional correctional manoeuvres) to exit in forward gear.

Figure 4: Swept Path of Car and Trailer

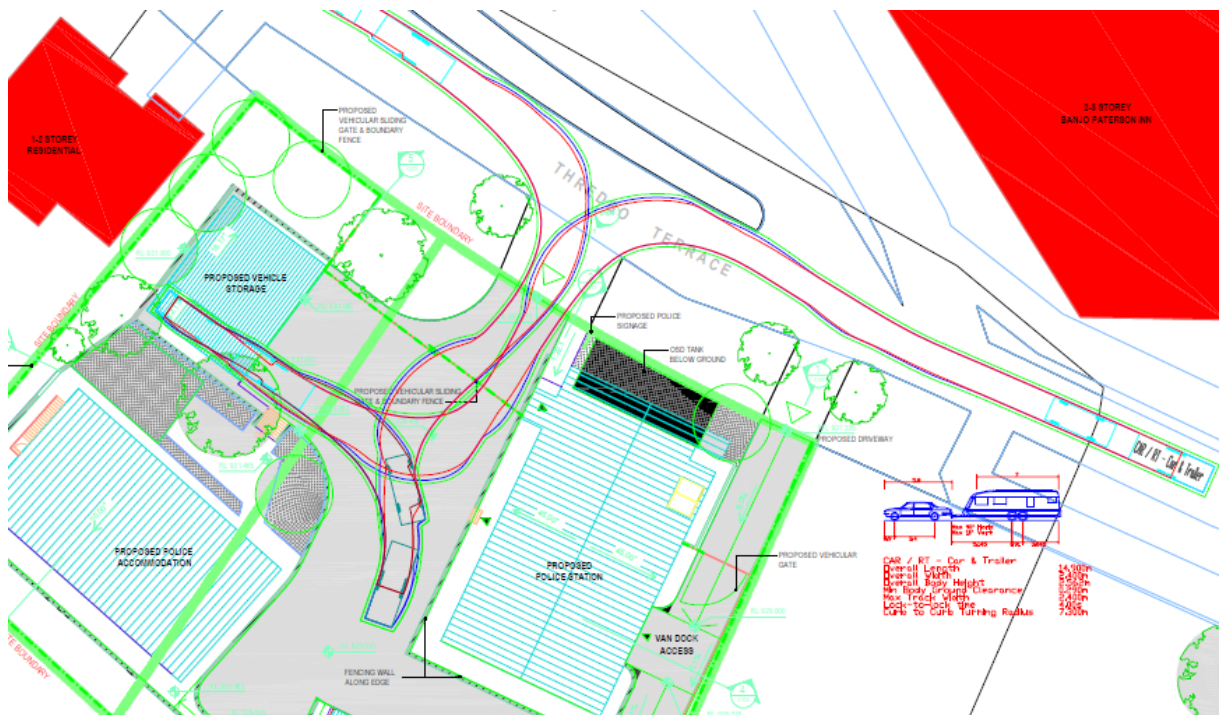
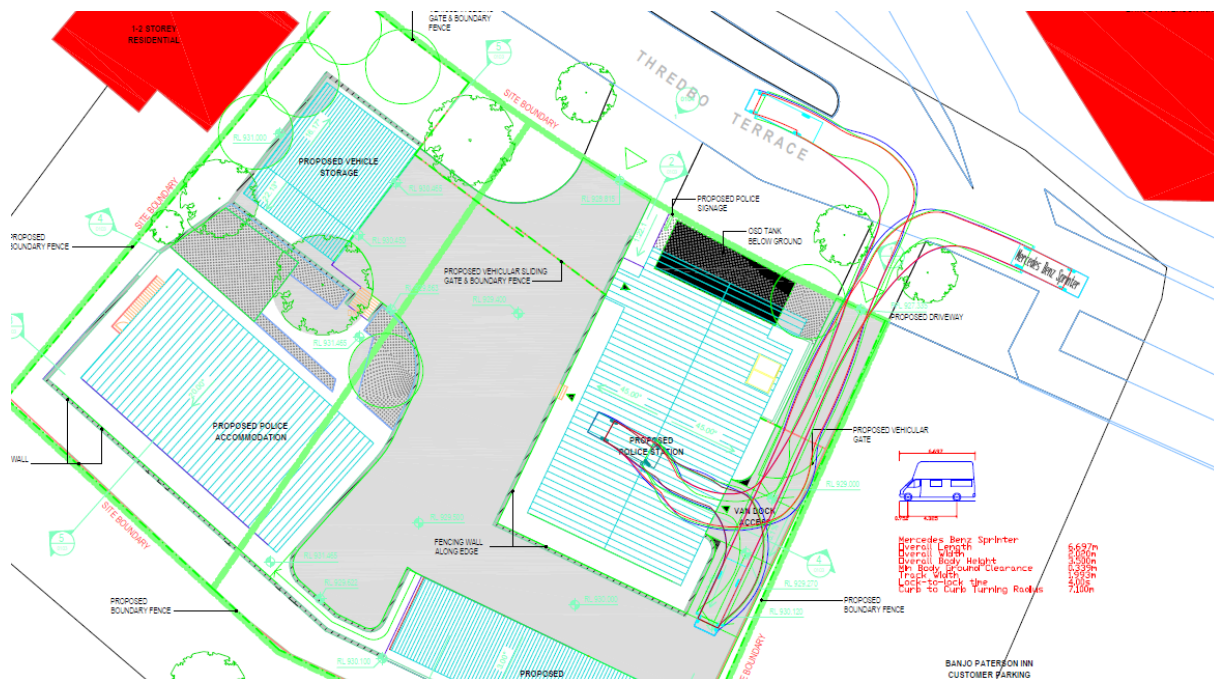


Figure 5: Swept Path of Van



## TRAFFIC GENERATION POTENTIAL

### Existing Trips

Trips associated with the police station are currently estimated as follows:

- Approximately 2 employee trips throughout the day and evening (between station and residence) during summer, and 14 during winter.
- Approximately 2-8 public visitor trips throughout the day.
- Trips associated police officers on duty cannot be estimated.

### Development Traffic Generation

The proposal is for the redevelopment of an existing police station. There is no additional traffic generated by the development.



## CONCLUSION

Based on this traffic impact statement, the following can be concluded:

- The existing parking demand will be appropriately accommodated as per the current situation, including utilising the Thredbo Terrace car park, where there is ample parking available, for private vehicles,
- The proposed on-site car parking design is compliant against the minimum requirements outlined in the relevant Australian Standards.
- The largest vehicles to access the site will be a car & trailer, and a panel van. Based on the swept path test results, these vehicles can access the site through the ROW and reverse within the site (without any additional correctional manoeuvres) to exit in forward gear.
- There is no additional traffic generated by the development.

Should you wish to discuss any aspect of this letter, please don't hesitate to contact me on 02 8233 7665 or [gmccabe@urbis.com.au](mailto:gmccabe@urbis.com.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read "G McCabe", written over a faint, light blue circular background.

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