



MCLAREN 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 RPEQ: 19457

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

8 November 2021

Reference: 200630.04FA

Kel & Jeanette Stolzenhein
c/- Planned - Town Planning Solutions
PO Box 261, Merimbula
NSW 2548
Attention: Elizabeth Slapp

RESPONSE TO TfNSW OF THE PROPOSED SUPERMARKET, CAFE & DRIVE-THROUGH BOTTLE SHOP AT 35-37 QUONDOLA STREET, PAMBULA

Dear Elizabeth,

Reference is made to your request to provide a Response to TfNSW for the proposed Supermarket, Cafe & Drive-Through Bottle Shop at 35-37 Quondola Street, Pambula (amended Concept Site layout in **Annexure A**). This letter is to address the comments raised by Transport for NSW within a letter dated 24 September 2021, which was discussed in a meeting on 7 October between TfNSW representatives, Bega Valley Shire Council representatives and the applicant.

The comments made by TfNSW that relate to traffic and parking are shown below italicised with a response provided thereafter:

1. Servicing

TfNSW is not supportive of service vehicles larger than a 6.4m long Small Rigid Vehicle (SRV) accessing the supermarket loading dock / entering the site via the left out only driveway onto Quondola Street and the associated reliance on a 'Loading Dock Management Plan' to ensure conflicting movements at the Quondola Street exit and within the development site does not occur

TfNSW notes that with some rearranging of the car parking area in the vicinity of the supermarket loading bay, the service vehicles for the supermarket would be able to enter and exit via Merimbola Street.

In addition to the above, TfNSW notes that a 12.5m truck entering via Merimbola Street, and going to the bottle shop loading area will be unable to manoeuvre around a semi-trailer that is within the supermarket loading dock (refer to Page 62 of the Traffic and Parking Impact Assessment prepared by McLaren Traffic Engineering & Road Safety Consultants with reference 200630.03FA dated May 2021.

MTE Response: The proposed servicing access and egress arrangements have been amended to be as per the following:

- Access to the bottle shop loading area by a 12.5m length Heavy Rigid Vehicle (HRV) will be entry via Merimbola Street and left turn egress onto Quondola Street:
 - Loading by a 12.5m length HRV will occur between 7am – 8am (prior to the opening of the bottle shop).
- Access to the supermarket loading bay by all vehicle types (6.4m length Small Rigid Vehicle [SRV] and up to a 20m length Articulated Vehicle [AV]) will be entry via Merimbola Street and egress via Merimbola Street:
 - Access to the supermarket loading bay by a 20m AV will be restricted to occur between 6am – 8am only. With loading for smaller sized service vehicles (in excess of a 6.4m length SRV) also occurring prior to the bottle shop opening:
 - This operation will be undertaken under an Operational Management Plan, which will consist of momentarily closure of sections of the on-site car park to facilitate the access by larger vehicles into the loading bay.
 - 6.4m length SRV are proposed to be permitted into / out of the loading bay at any time throughout the day and within permitted operating hours.

Swept path testing for the above arrangements has been undertaken and is reproduced in **Annexure B** for reference, which also includes the ability for a 12.5m length HRV to travel past a 20m AV within the supermarket loading bay.

In addition, a draft Traffic Control Plan has been prepared and is reproduced in **Annexure C** for reference, which details the requirements for the temporary car park closure to facilitate the access of larger service vehicles into and out of the supermarket loading bay. This Traffic Control Plan should form part of the formal Operational Management Plan / Loading Dock Management Plan. The operation of service vehicles into the supermarket loading bay is outlined in detail below:

Proposed Traffic Management for Supermarket Service Vehicles during 6:00am to 8:00am

- A total of 14 car parking spaces are to be vacant during the delivery operations between 6:00am to 8:00am:
 - This is only required when deliveries arrive in the morning.
- Access to car parking spaces 27 to 40 are to be restricted from public use the night prior to the AV delivery and are to be vacant the morning of delivery.
- Public vehicle access over the existing Council drain is to be restricted upon arrival of the delivery vehicle (any service vehicle over 6.4m length SRV), such that all public parking will occur within the 50 spaces provided to the east of the existing Council drain:
 - This will be enforced by a temporary barrier (including a staff member):
 - A turning area will be provided in the event that all spaces are occupied, so that a vehicle can turn around.

- Pedestrian access between the car parking to the east of the Council drain and the supermarket will be retained and permitted but will operate under the supervision of staff so to ensure pedestrian safety during service vehicle manoeuvring. It is more than likely that some inconvenience will be caused to pedestrians, who will have to wait at most a minute for the service vehicle to park:
 - This is considered acceptable, as the time frame for deliveries will be between 6:00am to 8:00am, when the supermarket is not operating at its peak and the bottle shop is not open.
- Public vehicle access into the underground parking spaces (spaces 1 – 26) will be restricted and public vehicle egress from the underground parking spaces will be restricted towards Merimbola street:
 - This will be enforced by a temporary barrier (including staff member);
 - Alternative vehicle egress from the underground car park will be available via Quondola Street.

Once the service vehicle has manoeuvred into the loading bay, which may take up to 2 minutes, access into the underground car park and spaces 27 to 40 will be restricted from use during the unloading time period. During this time all visitors to the site will be required to use the parking east of the Council drain. During the unloading period, the only access to the bottle shop will be reserved for service vehicles. Once the supermarket service vehicle has left the site which will occur prior to 8am, all access to the underground car parking spaces and spaces 27 to 40 will be made available, with all temporary barriers removed.

The reduction of 14 car parking spaces (spaces that are required to be vacant during service vehicle entry) and the temporary nil access to spaces 1 – 26 is not expected to result in insufficient parking for the operation of the proposed development. There will be 50 car parking spaces remaining that can be utilised by the public. To determine the number of car parking spaces that would be required during the 6:00am to 8:00am period, a shopping centre parking profile has been developed based upon the results of the *RTA Land Use Data – Shopping Centres 1991* by Arup Transportation Planning. The parking profile results for the Friday and Saturday periods for a shopping centre adopting the parking requirements of the proposed developed (being 74 based upon the submitted Traffic Report) are shown in **Figure 1** and **2** below.

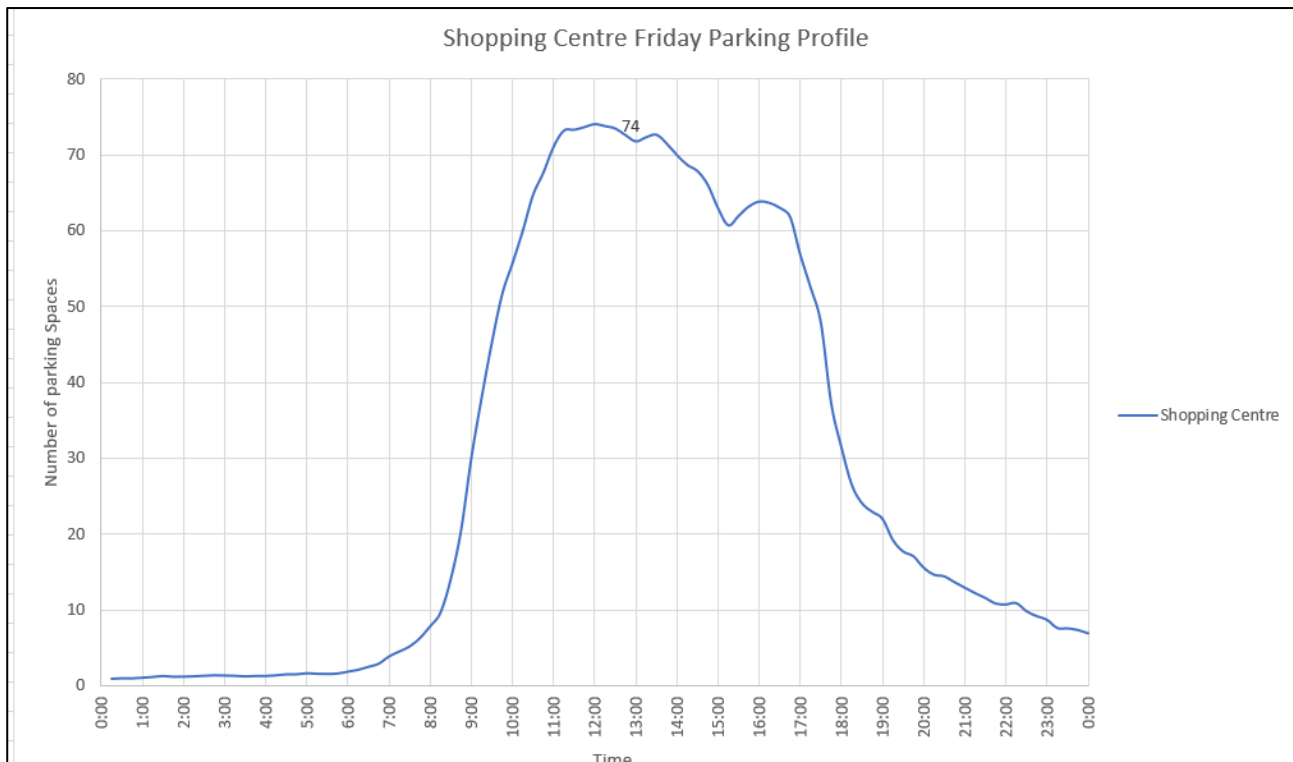


FIGURE 1: FRIDAY PEAK PARKING PROFILE (SHOPPING CENTRE)



FIGURE 2: SATURDAY PEAK PARKING PROFILE (SHOPPING CENTRE)

As shown above, between 6:00am to 8:00am, there is expected to be very limited activity at the proposed development. The anticipated parking demand during 6:00am to 8:00am is expected to be in the range of 5 - 10 vehicles, which is likely to be largely associated with staff of the developed.

2. Egress via Quondola Street:

TfNSW notes that the Quondola Street access, with the exception of service vehicles, is a left out only driveway for bottle shop customers only. The left out arrangement is to be controlled via signage and linemarking

Noting the lack of a turnaround facility for vehicles leaving the bottle shop and wishing to head north, TfNSW has concerns that without the provision of a physical barrier (i.e. median), signposting and linemarking noting the width of the driveway, will not be sufficient to dissuade people who wish to turn right out of the bottle shop onto Quondola Street. TfNSW requests that the median in Quondola Street be extended from where it currently finishes to the south to past the development sites access to physically prevent right turn movements into and out of the development site. The median shall be in accordance with Austroads Guide to Road Design requirements and be 1.2m wide. A strategic / concept design for these works will be required. Refer to Point 3 below for additional details.

MTE Response: A concept design has been prepared and is reproduced in **Annexure D** for reference, providing a 1.2m wide median, so to restrict right turn movements out of the site. The median has been designed to only restrict right turning vehicles from the subject development site and does not extend to the existing median to the south of the within Quondola Street.

The median has not been extended to the existing median to the south, as this would restrict existing right turn access into the service station located on the corner of Bullara Street / Quondola Street. The intent to physically restrict right turns out of the site driveway is achieved by the design shown in **Annexure D** for reference.

3. Strategic design of identified upgrades:

Having regard for the comments above a strategic design for the identified upgrades need to be prepared to clarify the scope of works, demonstrate a compliant design can be constructed within the road reserve, and allow the Council as the consent authority to consider any environmental impacts of the works as part of their Part 4 assessment under the Environmental Planning and Assessment Act 1979. This should be prepared before DA determination

The strategic concept design must

- *Contain sufficient detail to demonstrate an Austroads compliant design can be constructed within the road reserve;*
- *Be to scale and include, but not limited to details on legal property boundaries including the existing road reserve boundaries, existing and proposed lane configurations, existing and proposed lane widths at several locations along the length of the proposed works, conceptual drainage details for any changes required, etc;*
- *Include a swept path assessment in accordance with Austroad turning templates to demonstrate that all allowed vehicles can maintain egress with required clearance; and*
- *Be prepared by a suitable qualified persons (i.e. civil design engineer).*

MTE Response: The concept design shown in **Annexure D** contains sufficient detail for Council to determine the development application. Property boundaries are not impacted and the works can be fully constructed within the road reserve.

The concept design maintains existing kerbside parking areas and does not impact on the existing lane configuration within Quondola Street. That is the concept design still maintains one traffic flow in each direction, with a minimum width between the proposed median and kerbside parking areas of approximately 5.2m.

In addition, swept paths have been undertaken with a clearance of 0.5m to the median, consistent with Austroad requirements. Exiting driveways are **not** impacted as a result of the location of the median, with the exception of the subject site, restricting right turns out of the site driveway.

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

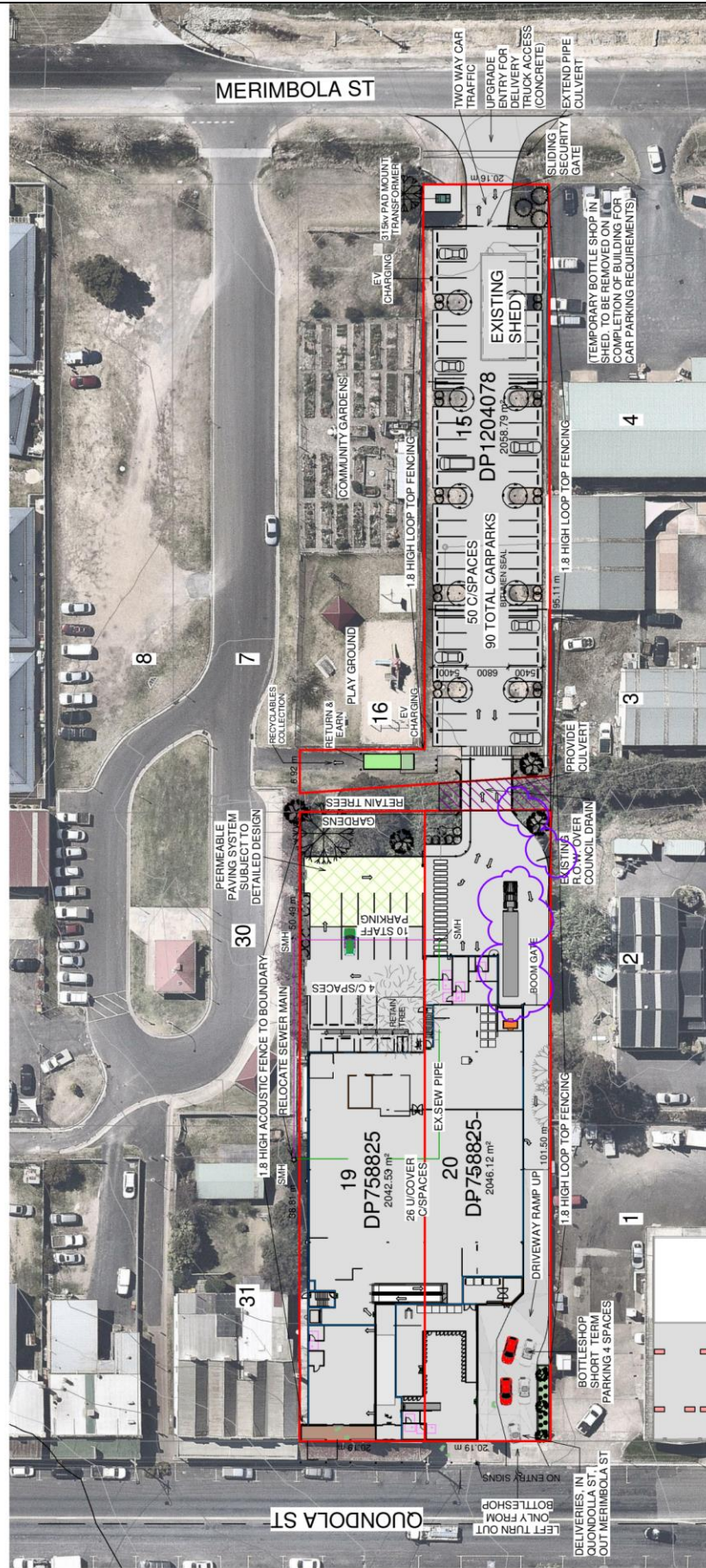
Yours faithfully
McLaren Traffic Engineering



Matthew McCarthy
Senior Traffic Engineer
BE Civil Engineering
Masters of Engineering Science
RMS Accredited Level 1 Road Safety Auditor
RMS Accredited Work Zone Traffic Management Plan Designer and Inspector



**ANNEXURE A: AMENDED CONCEPT SITE PLAN
(3 SHEETS)**



GORDON BUILDING DESIGN P/L

BDD BUILDING DESIGNERS
 ASSOCIATION OF AUSTRALIA

1 : 600
SITE PLAN

DA APPROVALS 20211102

SITE PLAN	
07/20	DWG NO. 1860
Design & Drawn by:	S.L.G. SHEET A-003



0m 4m 8m
SCALE 1:200 @ A3
DA APPROVALS 20211022

PARKING LEVEL		
07/20	DWG NO.	1860
Design & Drawn by:	S.L.G	SHEET
		A-102

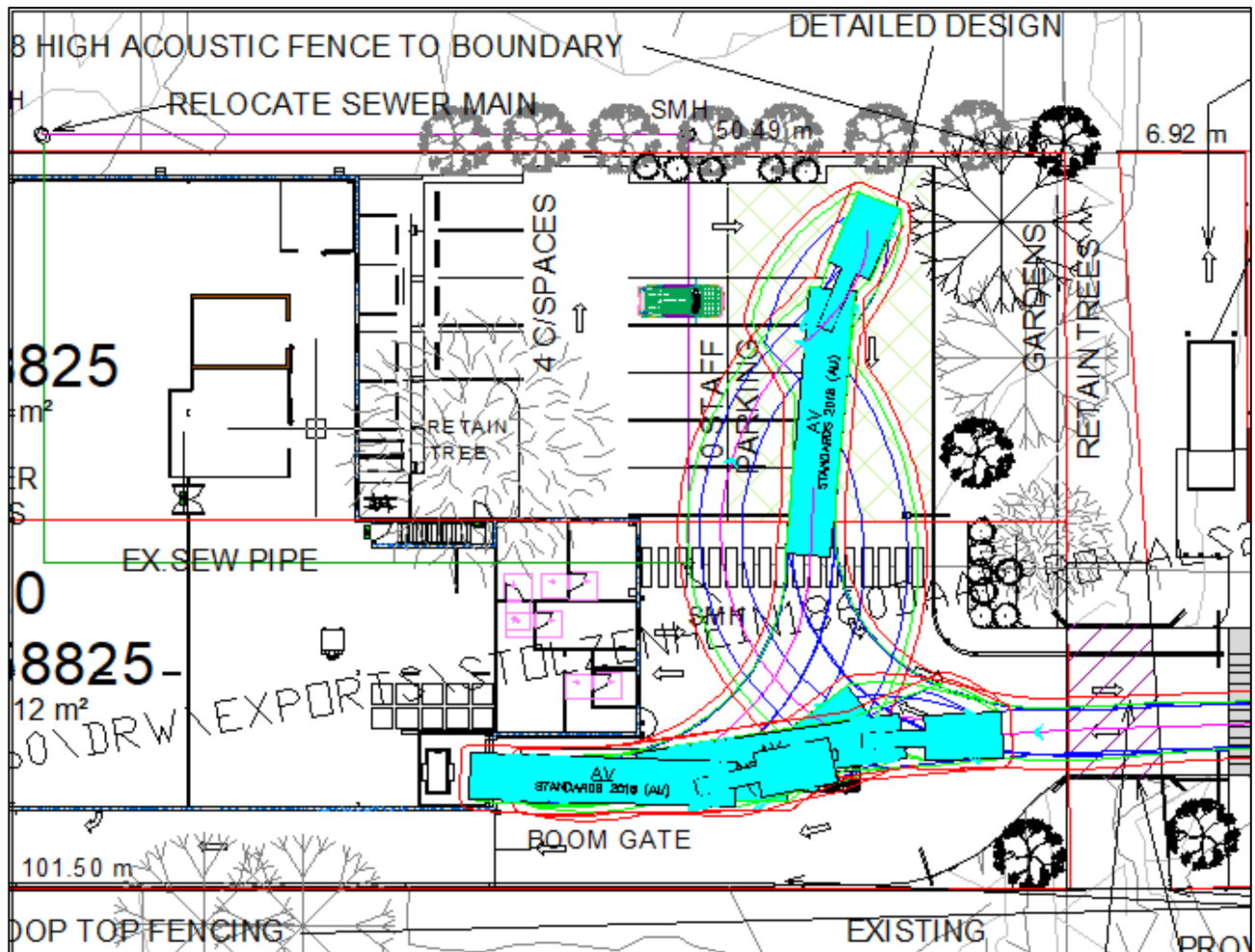
1:200
CARPARK

GORDON BUILDING DESIGN P/L
bdg BUILDING DESIGNERS
ASSOCIATION OF AUSTRALIA

23/10/2021 13:05:38 PROJECT/WORK ORDER: 1860/DA APPROVALS 20211022/1



**ANNEXURE B: SWEEP PATH TESTING
(5 SHEETS)**



20m length AV into loading bay from Merimbola Street

Tested @ 5km/h

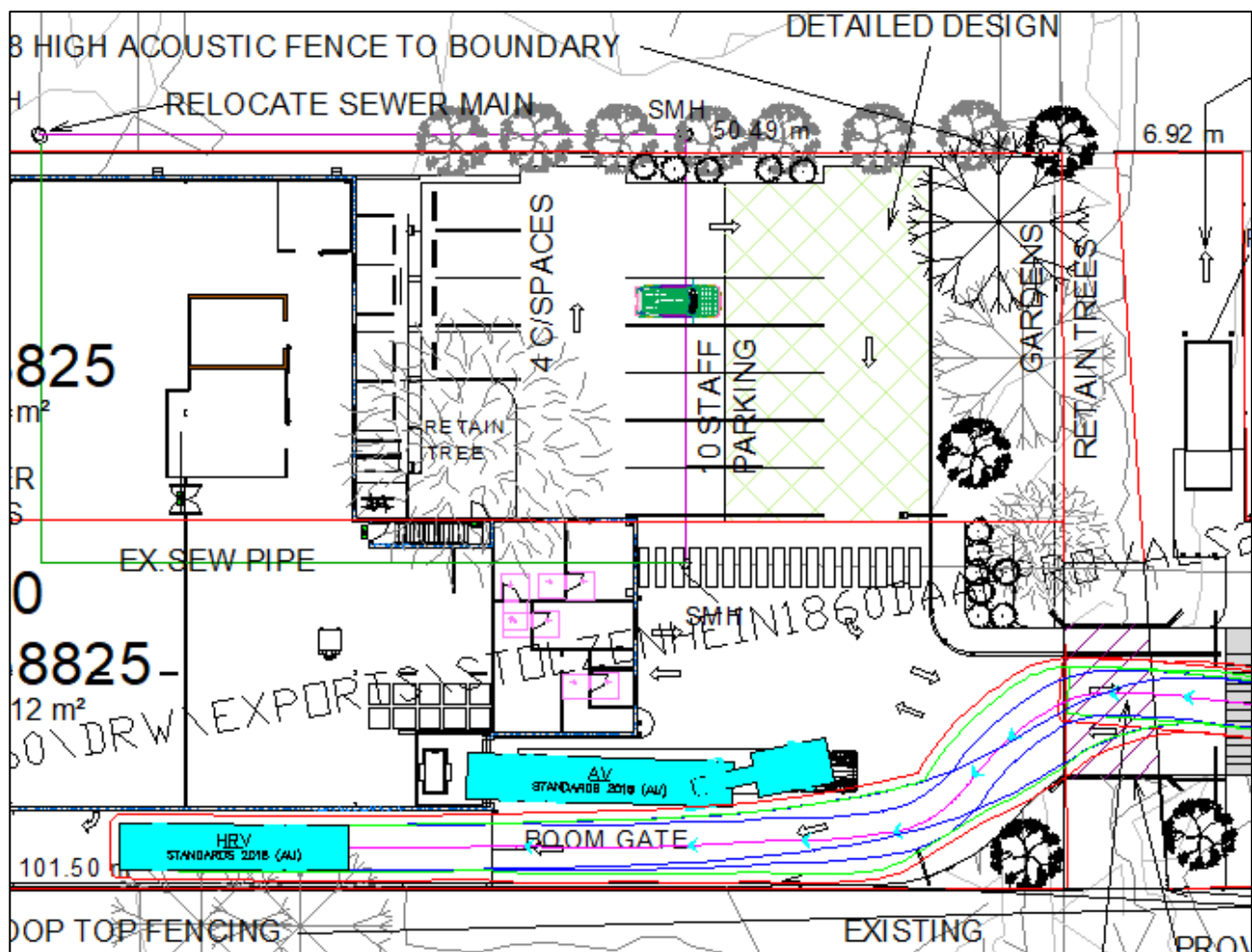
Successful – subject to access operated under an Operational Management Plan

Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance

It should be noted that it is likely the AV can enter the loading dock within 1 reverse movement. But due to the limitation of the swept path testing program it is not possible to show it as such.



12.5m length HRV passing 20m AV in the loading dock

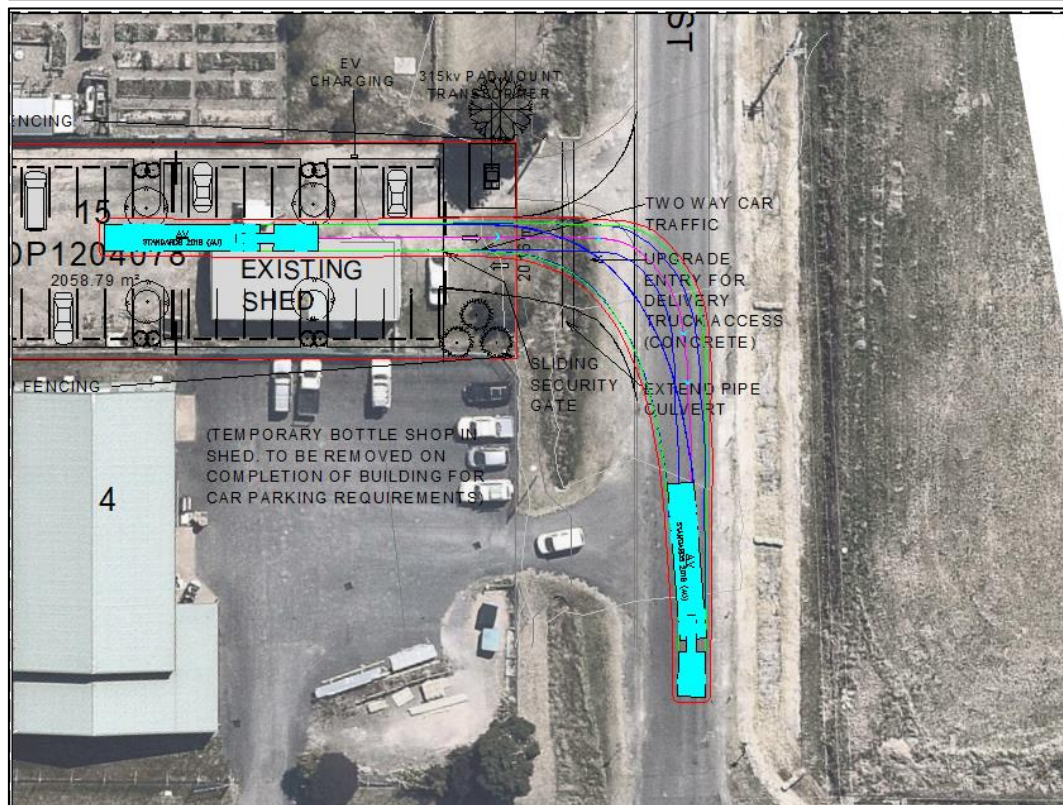
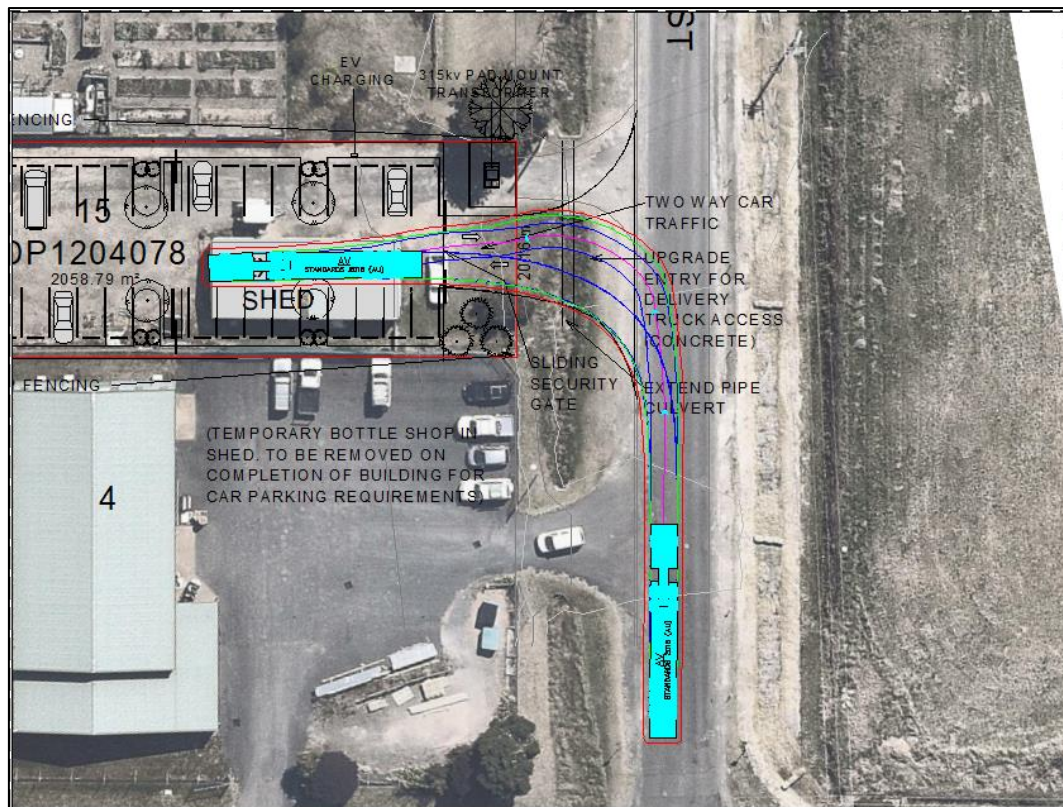
Tested @ 5km/h

Successful

Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance



20m length AV into & out of site driveway along Merimbola Street (left in / right out)

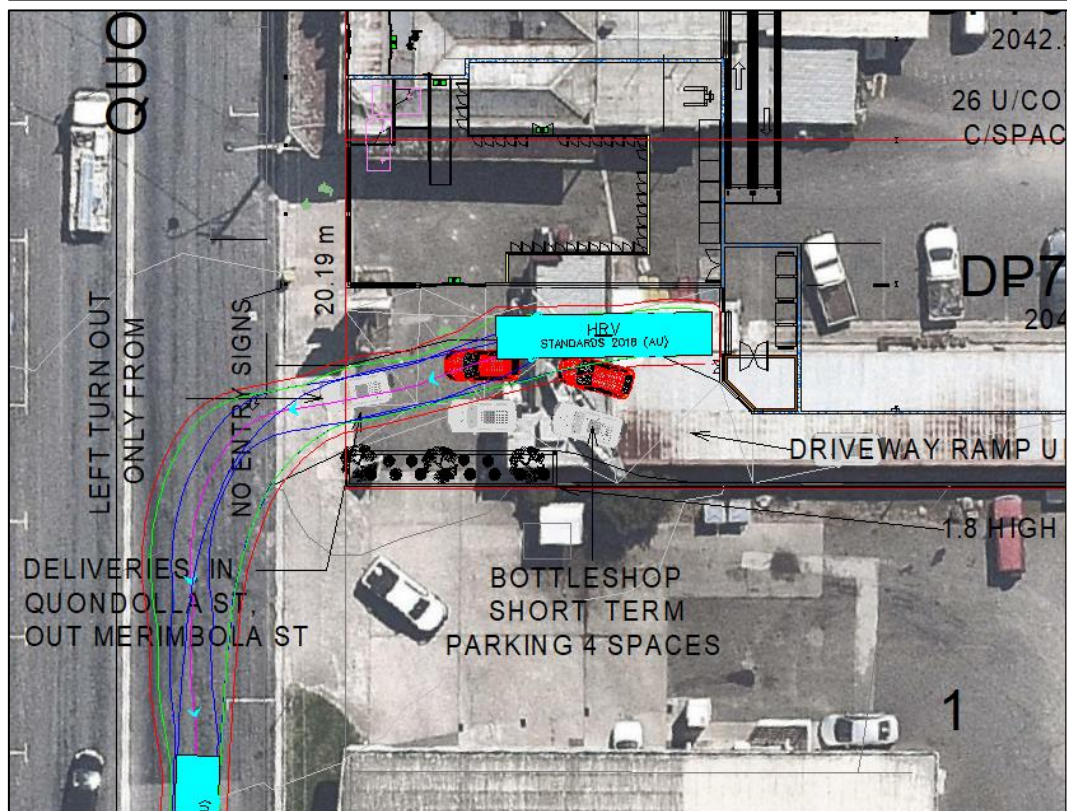
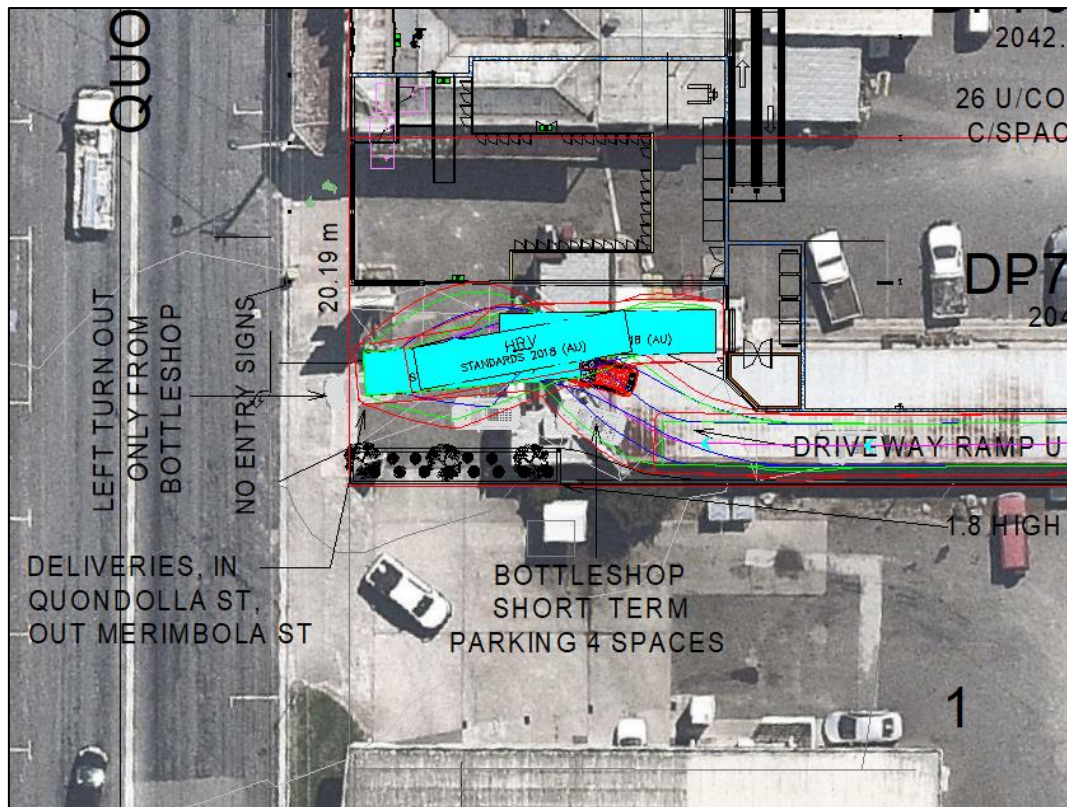
Tested @ 5km/h

Successful

Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance



12.5m length HRV into bottle shop loading area and left turn exit onto Quondola Road.

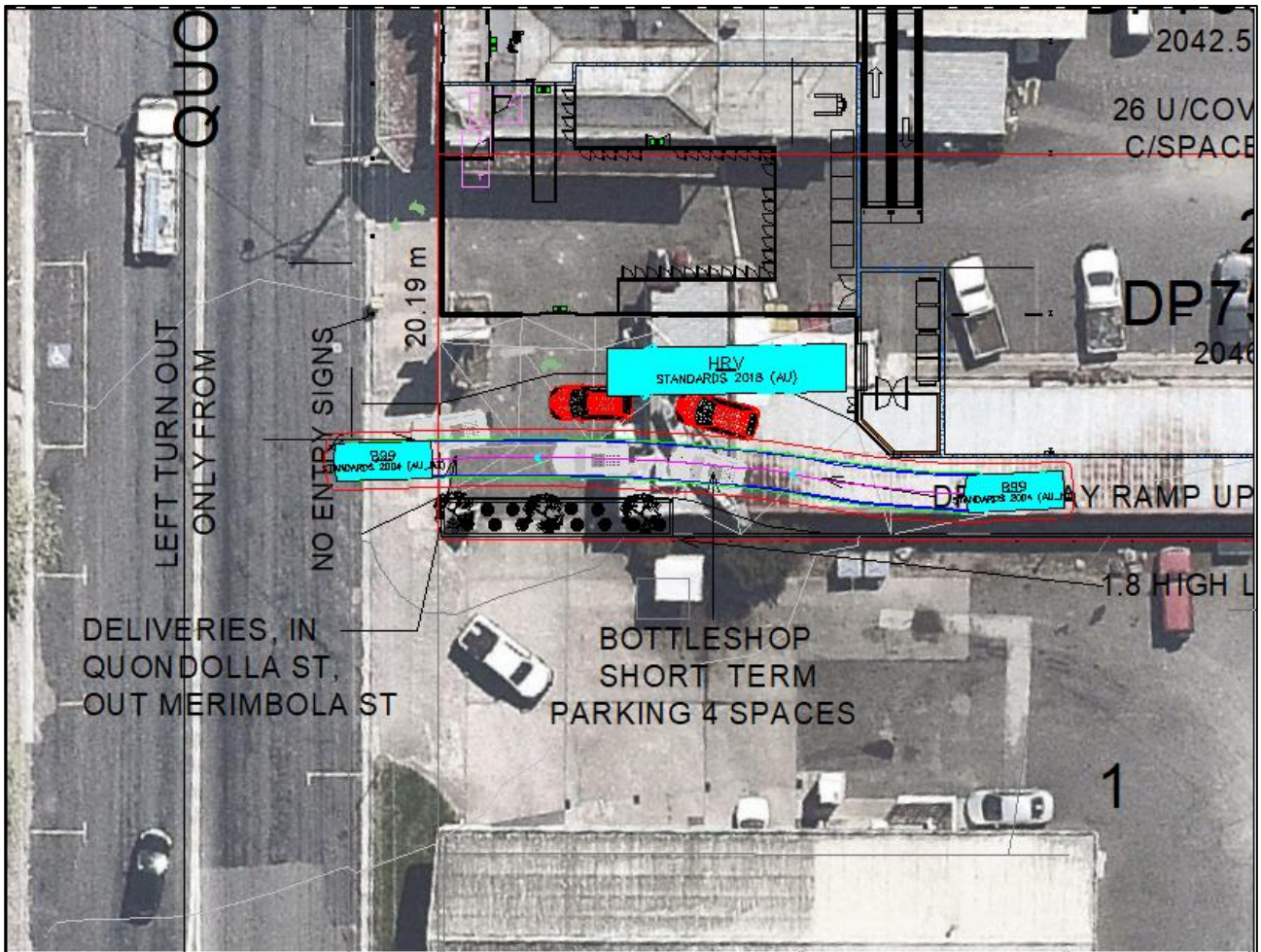
Tested @ 5km/h

Successful

Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance



B99 passing 12.5m length HRV at Bottle Shop

Tested @ 5km/h

Successful

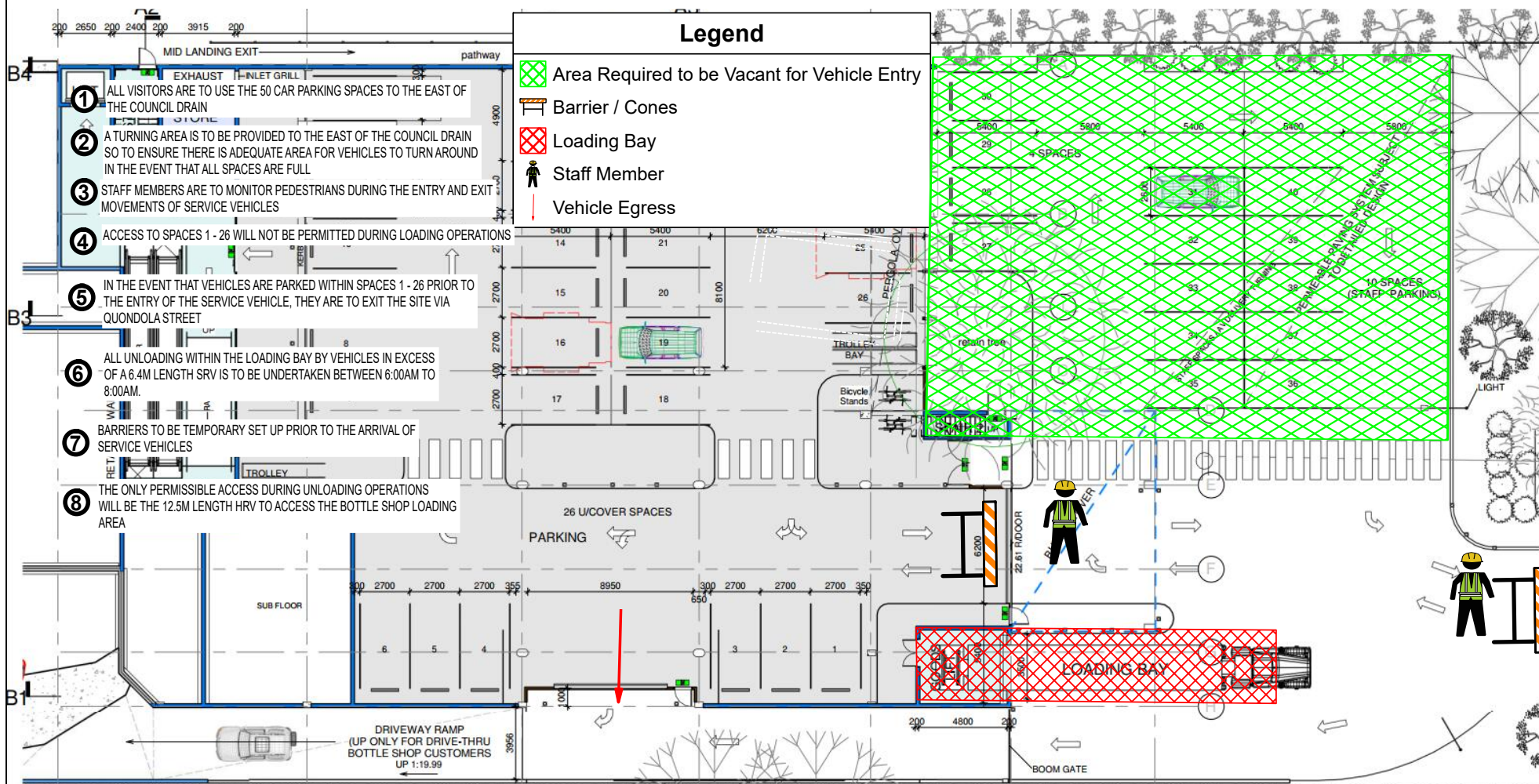
Blue – Vehicle Tyres

Green – Vehicle Body

Red – 500mm Clearance



**ANNEXURE C: DRAFT TRAFFIC CONTROL PLAN
(1 SHEET)**



Date: 05/11/2021 Job Number: 2020/630
Address: 35 - 37 Quondola Street, Pambula

TRAFFIC CONTROL PLAN - SERVICE VEHICLE ACCESS 6:00am to 8:00am

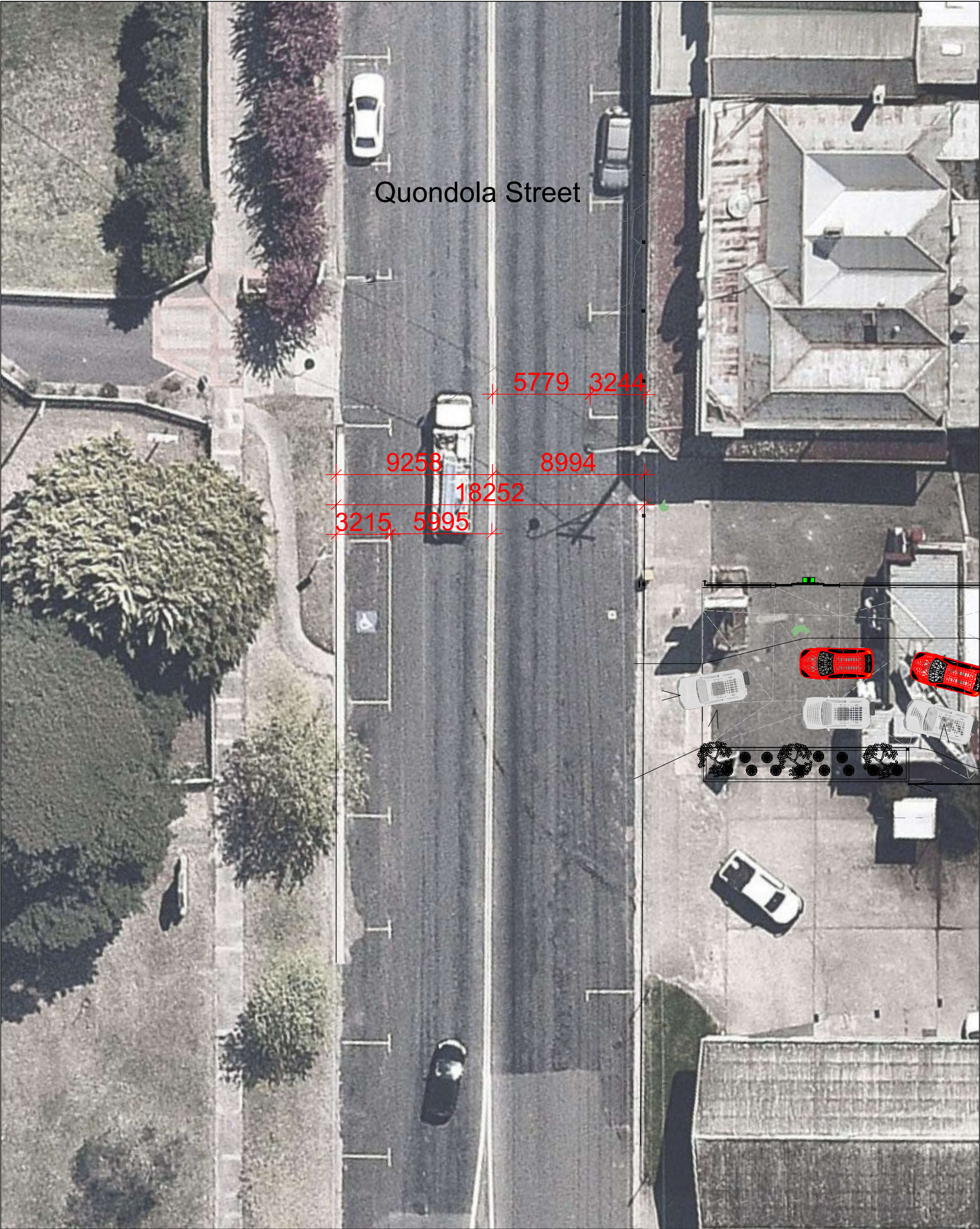
Author: Matthew McCarthy



NOT TO SCALE



**ANNEXURE D: CONCEPT PLAN
(3 SHEETS)**



MCLAREN TRAFFIC ENGINEERING
A division of RAMTRANS Australia Pty. Ltd.
Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232
Email: admin@mclarentraffic.com.au
Phone : (02) 8355 2440
www.mclarentraffic.com.au

CLIENT / Project:
Town Planning Solutions

Project Address:
35 - 37 Quondola Street, Pambula

Project No: 2021/0630

Dwg Name: Existing Road Conditions

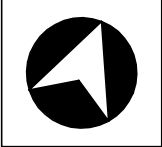
Dwg No: 2021-630-01A

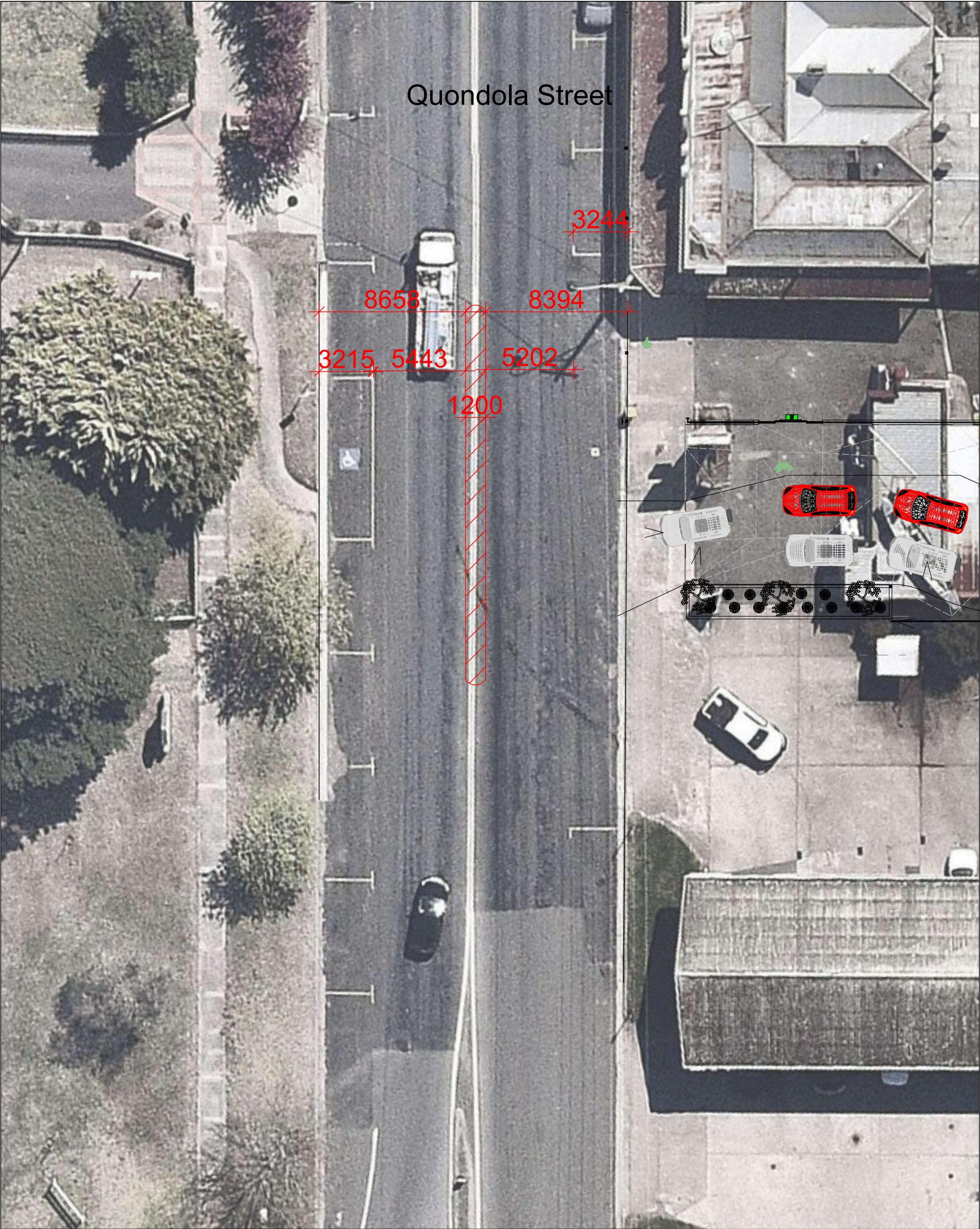
Revision	Date	Details
A	27/10/2021	Existing Conditions

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
*Autodesk Vehicle Tracking 2018
*AutoCAD Version 2018

Scale: 1:200





MCLAREN TRAFFIC ENGINEERING
A division of RAMTRANS Australia Pty. Ltd.
Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232
Email: admin@mclarentraffic.com.au
Phone : (02) 8355 2440
www.mclarentraffic.com.au

CLIENT / Project:
Town Planning Solutions

Project Address:
35 - 37 Quondola Street, Pambula

Project No: 2021/0630

Dwg Name: MTE Concept Plan

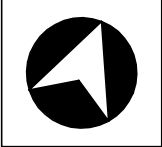
Dwg No: 2021-630-02A

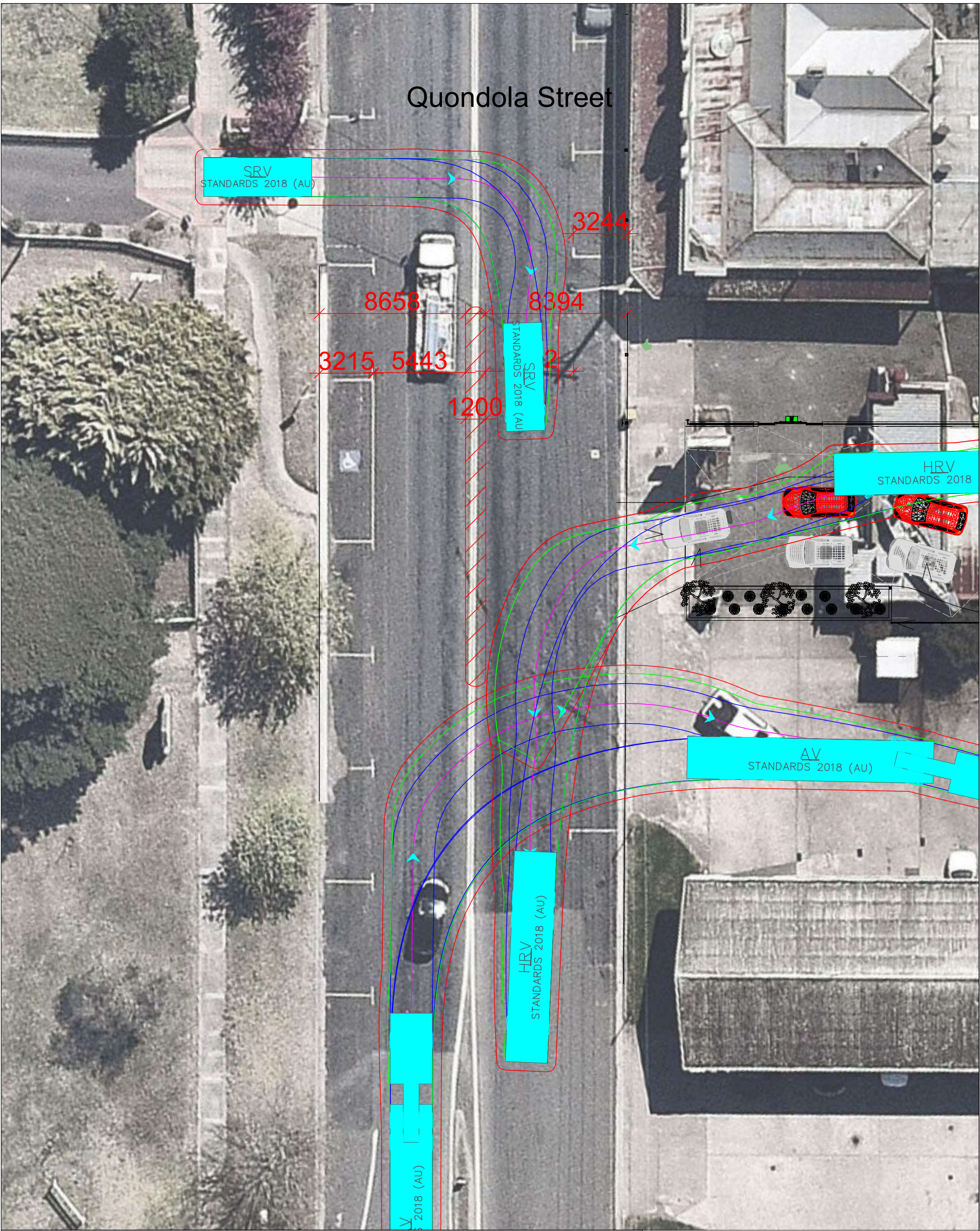
Revision	Date	Details
A	27/10/2021	Concept Plan

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
*Autodesk Vehicle Tracking 2018
*AutoCAD Version 2018

Scale: 1:200





X:\Promotional Materials\Logo\McLarenTrafficEngineering.jpg

MCLAREN TRAFFIC ENGINEERING
A division of RAMTRANS Australia Pty. Ltd.
Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232
Email: admin@mclarentraffic.com.au
Phone : (02) 8355 2440
www.mclarentraffic.com.au

CLIENT / Project:
Town Planning Solutions

Project Address:
35 - 37 Quondola Street, Pambula

Project No: 2021/0630

Dwg Name: MTE Concept Plan - SPT

Dwg No: 2021-630-03A

Revision	Date	Details
A	27/10/2021	Swept Paths

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

Tested Using:
*Autodesk Vehicle Tracking 2018
*AutoCAD Version 2018

Scale: 1:200