

14 July 2022

P1964 WDA Hawkesbury Inn expansion assessment 01

Mount White Trust  
C/o White Dickinson Architects

**Attn: Jonathon Condon**

Dear Johnathon,

### **Review of traffic, access and parking requirements for proposed redevelopment of the Hawksbury Inn**

Further to your email, we have now completed our review of the information provided for the above project as well as completed our site investigations in relation to access for the proposed redevelopment of the former Hawksbury Inn, located at 231 Pacific Highway, Mount White. We understand that the project allows for the provision of the following:

- 20 detached garden suite cabins
- Café / Restaurant with capacity for 126 people including commercial kitchen
- Lounge / bar space with 40 seats
- Day spa predominantly for on-site guest use only with 10 treatment rooms
- Ancillary guest facilities

### **Existing situation**

The Pacific Highway in this location is a classified state road Under the control of the Central Coast Council as the road authority. It provides a single lane of travel in both directions and operates under the posted speed limit of 60 km/h. Traffic flows on this road are low with this route only providing for local traffic demands and some tourist traffic. It remains a classified State Road requiring review and concurrence from TfNSW for works on or adjacent to the road.

The subject site is located on the intersection of the Pacific Highway and Ashbrookes Road within 1 km of the intersection of the M1 Motorway and Morgans Road, which allows for ease of connection to the M1 Motorway. The site has an existing driveway connection to the Pacific Highway that allows for entry movements only and a second driveway connection to Ashbrookes Road.



Figure 1 Subject site within context of local road network

The intersection of the Pacific Highway and Ashbrookes Road is a simple give way controlled T intersection, with the Pacific Highway being the priority road. The layout of the intersection allows for all turning movements. A review on site of this intersection shows that it operates well with minor delays for traffic turning out of the side road, although it is noted that there is significant vegetation within the road reserve which impacts on the driver sight lines when exiting Ashbrookes Road. A near miss accident was observed on site at the time of the visit, due to a driver turning right out of Ashbrookes Road not being able to clearly see an approaching motorbike westbound on the Pacific Highway. Trimming of this vegetation within the road reserve is required to improve road safety at this location. The view to the right is good and not impacted upon by vegetation.



*Photo 1 – View to left for driver exiting Ashbrookes Road.*



*Photo 2 – View to right for driver exiting Ashbrookes Road.*

Under Austroads Guidelines for the posted speed limit of 60 km/h, the required visibility is 114 metres minimum and 123 metres desirable. It is noted that for drivers in both directions on the Pacific Highway there is a yellow advisory sign indicating a speed of 45 km/h for the curve. The sight line has been measured on site and exceeds 130 metres to the left and is approximately 110 metres to the right.





### Proposed development

The proposal allows for the redevelopment of the site to allow for a hotel facility with the following development proposed:

- 20 detached garden suite cabins
- Café / Restaurant with capacity for 126 people including commercial kitchen
- Lounge / bar space with 40 seats
- Day spa predominantly for on-site guest use only with 10 treatment rooms
- Ancillary guest facilities

Parking will be provided on site within dedicated parking areas, to be detailed at the development application stage. Access will be provided via the existing driveway on the Pacific Highway for inbound traffic from the M1 whilst all exit movements will be via the driveway on Ashbrookes Road, together with traffic inbound from the north on the Pacific Highway.

The existing driveway on the Pacific Highway is aligned to allow for ease of entry for traffic northbound on the Pacific Highway to enter the site in a convenient manner. Signage will be erected to direct traffic southbound to enter the site via Ashbrookes Road and a No Right Turn provided on the Pacific Highway to stop a driver attempting to turn right into this existing driveway at this location.



*Photo 3 – Existing driveway access to the subject site for northbound traffic on the Pacific Highway allowing for entry only for northbound traffic.*



Photo 4 – Aerial photo showing existing alignment for driveway on the Pacific Highway to allow for direct access for northbound traffic

### Traffic Impacts

It is considered that the project shall have a minimal and acceptable impact upon the overall operation of the road network in the vicinity of the subject site. The generated traffic movements precited for the site are provided below, based on the rates provided within the RTA Guide to Traffic generating Developments.

Table 1 – Future traffic demands associated with normal daily activities

Element	Rate	Traffic flow
20 cabins	0.4 per room PM peak	8 PM peak
126 person restaurant	Assume 20% on-site guests, 3 per car	34 per hour
Lounge / bar 40 seats	Assume majority is for patrons of the restaurant and on-site guest	5 per hour
Day spar	50:50 Internal/external use by guests only	5 assumed
	<b>TOTAL</b>	<b>49 vehicles</b>

Table 1 above shows that the expected traffic flows associated with the development of the site is low, with a potential peak of 49 vehicle movements per hour. The day spar is predominantly for guest use rather than destination in its right. It can be seen that the site is relatively remote and will not have much local patronage.

There will also be staff on site, which at peak times could be in the order of 20 people. However, the staff movements will be staggered across the day, with some staff arriving early to prepare for the day and others leaving after closing times. There will be limited overlap with customer movements.

The following table may be used as an initial guide to determine the need for a detailed traffic analysis in accordance with the procedure provided in Austroads Guidelines. When the volumes at an intersection are less than those shown, a detailed analysis to demonstrate that adequate capacity is available is unlikely to be



necessary. Furthermore, flaring of the approaches is unlikely to be needed based on capacity. However, separate lanes for left or right-turning vehicles may be desirable on the major road for safety reasons.

Major road type <sup>1</sup>	Major road flow (vph) <sup>2</sup>	Minor road flow (vph) <sup>3</sup>
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority)
2. Major over flow includes all major road traffic with priority over minor road traffic
3. Minor road design volumes include through and turning volumes

From the site work completed as part of this project, the existing 2-way traffic flows on the Pacific Highway are less than 400 vehicles per hour, indicating that the side road flows could be up to 250 vehicles per hour before any detailed assessment e.g. Sidra is required. Ashbrookes Road provides access to the subject site, the nearby nursery and Saddles restaurant and a number of rural holdings to the north of this location and as such the hourly flows are much lower than 250 vehicles per hour.

## Parking

The parking requirements have been assessed against the Council DCP, but need to take into account the opportunity for shared use / trips for the various uses across the site.

From the Council DCP and first principles the following parking is required:

- 20 cabins – 1 space per bedroom (DCP) gives 20 spaces
- 126 seat restaurant, allowing for 1 space per 3 patrons and 88 patrons external and 38 (20%) gives 29
- Assume 20 staff on site – 1 space per 2 staff (DCP) – 10 parking spaces.

The parking above shows a potential peak demand of 49 spaces for patrons plus 10 for staff. However, the hotel would typically only require full parking demands at night when the rooms are occupied, and it is further considered that the patrons staying in the hotel would be using the restaurant at night and would not need a dedicated parking space as they are already allowed for within the site.

The on-site parking provision will be detailed at the development application stage and shall accommodate the overall parking demands for the project including staff parking demands.

### Site access

The existing driveway, allowing for direct entry to the site off the Pacific Highway, allows for ease of access with no impact upon road safety. Signage will be erected on the Pacific Highway to direct any drivers from the north to enter the site via Ashbrookes Road, together with a sign indicating No Right Turn into the site off the Pacific Highway for southbound drivers. It is considered that the proposed access arrangements are satisfactory for the project.

The vehicle access on Ashbrookes Road allows for a vehicle entry towards the southern end of the site's frontage, with one-way traffic movements through the site in a northerly direction. Traffic will then exit via the northern driveway on to Ashbrookes Road. The site exit point on Ashbrookes Road is located on a straight section of road and allows for good visibility in both directions. Ashbrookes Road operates under the posted speed limit of 60 km/h and sight distance requirement is 83 metres desirable and 65 minimum. This sight distance is available based on measurements on site.

### Conclusion

Overall, it is concluded that the proposed redevelopment of the site to allow for a hotel and restaurant with associated amenities shall not have an impact upon the operation of the road network and that site access can be provided consistent with the existing access arrangements in a safe and appropriate manner.

Parking will be provided for the patrons and staff across the site and will ensure that all parking demands can be catered for on site.

It is recommended that trimming of the kerb side vegetation is completed for drivers exiting Ashbrookes Road, to improve visibility and hence safety, with this being implemented due to the existing observed safety issues at this location. The reduced visibility available for a driver at this location due to the overgrown vegetation within the road reserve presents a road safety hazard for all road users in this location.

Yours sincerely,



**Sean Morgan**

*Director*