



**PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT**

**25-27 KEVIN AVENUE, AVALON BEACH**

**Traffic and Parking Assessment Report**

19<sup>th</sup> September 2023

Ref: 23029

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## 1. INTRODUCTION

This report has been prepared to accompany a development application (DA) to Northern Beaches Council for a proposed Seniors Living development on a consolidated site at 25-27 Kevin Avenue, Avalon Beach (Figures 1 and 2).

The proposed development site is located on the southern side of Kevin Road approximately 175m east of Elvina Avenue. The site has a total area of 2,789m<sup>2</sup> with a frontage of 36.58m to Kevin Avenue. The site is zoned R2 Low Density Residential under the controls of Pittwater LEP 2014.

The existing site development contains 2 dwellings (one on each site). Each dwelling gains vehicular access to Kevin Avenue via a single width access driveway. A copy of the site survey is reproduced in the following pages.

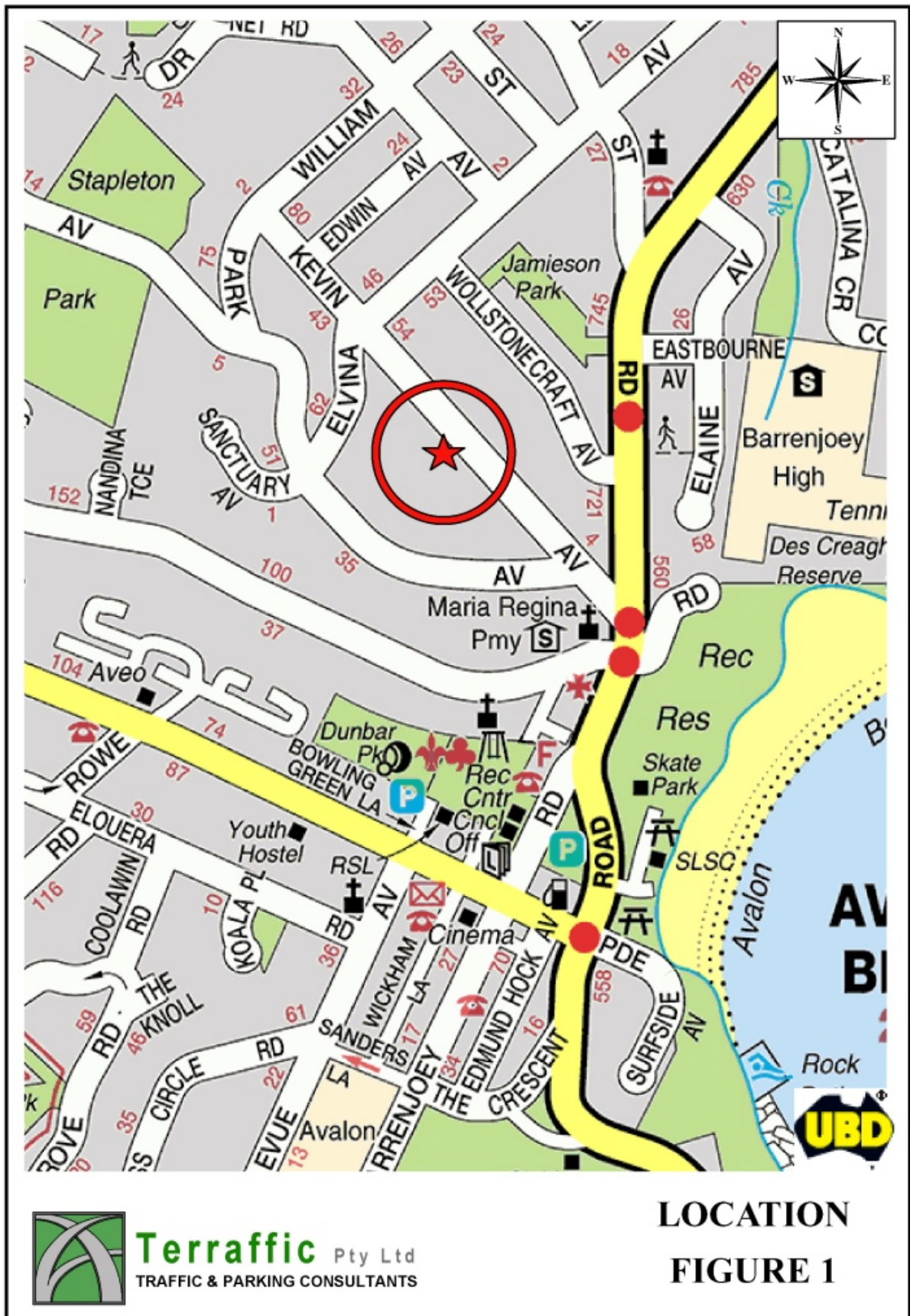
### *Development Proposal*

The development proposal involves the demolition of the existing site development and construction of a Seniors Living development containing a total of 10 x 3 bedroom self contained dwellings.

The proposal is served by a single level basement carpark containing a total of 21 spaces comprising 20 resident spaces (10 x double garages) and 1 visitor parking space. The double garages comprise a 3.8m wide adaptable space and a standard 2.4m wide parking space. The visitor parking space will be also fitted with car washing facilities for residents.

Vehicular access to the proposed development is off Kevin Avenue via a two-way 5.5m wide combined entry/exit driveway. The accessway falls from the basement to the boundary at a grade of approximately 5% (1 in 20). The existing access driveways will be replaced with standard kerb and gutter to Council's specifications.

Architectural plans of the development proposal prepared by Gartner Trovato Architects are reproduced in Appendix A.









## Public Transport Accessibility

The subject site has convenient access to the following bus service operated by Sydney Buses:

- Route 191** Avalon Beach to Taylors Point Loop Service (operates daily)
- Route 192** Avalon Beach to Stokes Point Loop Service (operates daily)
- Route 190X** Avalon Beach to City Wynyard (express service) via Newport, Mona Vale, Warriewood, Narrabeen, Mosman and Neutral Bay (operates weekdays)
- Route 199** Palm Beach to Manly Wharf via Avalon, Newport, Mona Vale, Narrabeen and Brookvale (operates daily)



Bus services in the vicinity of the site

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



## 2. PARKING ASSESSMENT

### *Parking Provision*

Part 5 in Chapter 3 of the State Environmental Planning Policy (Housing) 2021 specifies the following car parking requirements for Seniors Housing:

**108 Non-discretionary development standards for independent living units—the Act, s 4.15A**

- (2) The following are non-discretionary development standards in relation to development for the purposes of independent living units—
- (j) for a development application made by, or made by a person jointly with, a social housing provider—at least 1 parking space for every 5 dwellings,
  - (k) if paragraph (j) does not apply—at least 0.5 parking spaces for each bedroom.

Application of those requirements to the proposed self funded development yields a total parking requirement of 15 spaces calculated as follows:

10 x 3 bedroom units (30 bedrooms) @ 0.5 spaces per bedroom      15 car spaces

The proposed development clearly satisfies the SEPP with a total of 21 parking spaces comprising 20 resident parking spaces (10 double garages) and 1 visitor / car wash bay.

### *Parking Space Compliance*

Part 1 in Schedule 4 of the State Environmental Planning Policy (Housing) 2021 also specifies the following requirements/dimensions for resident parking spaces associated with independent living units:

**5 Private car accommodation**

If car parking (not being car parking for employees) is provided:

- (a) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890.6, and
- (b) 10% of the total number of car parking spaces (or at least one space if there are fewer than 10 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and





- (c) any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.

While the SEPP only requires 10% of spaces to have a width of 3.8m, the proposal will provide each dwelling with a 3.8m wide adaptable space with a minimum headroom clearance of 2.5m. In addition, each dwelling will be provided with a regular 2.4m wide parking space with the required 0.3m clearance to walls as per AS/NZS2890.1:2004.

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

- The accessway has a downgrade of 5% (1 in 20) for the first 6.0m into the site
- Maximum ramp grades do not exceed 12.5% (1 in 8)
- The two-way accessway has a minimum width of 6.1m comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- A minimum headroom clearance of 2.2m has been provided throughout the basement
- Pedestrian sight line triangles have been provided
- A minimum aisle width of 6.0m has been provided
- 1.0m wide dead-end aisle extensions have been provided

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



### 3. TRAFFIC ASSESSMENT

#### *Existing Road Network*

The classifications assigned to the road network serving the site by the RMS are shown on Figure 3 identifying the following classified State and Regional Roads:

<b>State Road</b>	<b>Regional Road</b>
Barrenjoey Road	Nil

As can be seen, Barrenjoey Road is a classified *State Road* performing an arterial road function. It typically carries 4 lanes of traffic through Avalon Beach (2 in each direction) with opposing traffic separated by a concrete median. Dedicated turn lanes are provided at key intersections.

Kevin Avenue is an unclassified *Local Road* performing a minor collector road function through Avalon Beach. The section of Kevin Avenue along the site frontage has a pavement width of approximately 7.8m with unrestricted parking along both alignments.

#### *Projected Traffic Generation Potential*

An indication of the traffic generation potential of the existing and proposed development is provided by reference to the Roads and Maritime Services Technical Direction TDT2013/04a: “*Guide to Traffic Generating Developments*”. The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the existing and proposed development:

<b>Dwelling House</b>	0.99 weekday peak hour vehicle trips per dwelling
<b>Housing for Aged or Disabled</b>	0.40 weekday peak hour vehicle trips per dwelling



Application of the RMS's traffic generation rates to the **proposed development** yields a traffic generation potential in the order of 4vtph during the weekday AM and PM peak periods calculated as follows:

10 dwellings @ 0.4vtph per dwelling                      4vtph (AM: 1 in / 3 out, PM: 3 in / 1 out)

The traffic generation of the proposed development should be discounted by the traffic generation of the existing dwellings on the site. Based on the RMS's traffic generation rate of 0.99 vehicle trips per dwelling, the **existing site development** would generate in the order of 2vtph during the peak periods. To that end, the proposed development will only generate 2 additional vehicle trips during peak periods.

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (2vtph) 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.



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## **APPENDIX A**

### **ARCHITECTURAL PLANS**

