

Proposed Seniors Living Development

**8 Lady Penrhyn Drive,  
Beacon Hills**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

15 April 2019

Ref 19152

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## 1. INTRODUCTION

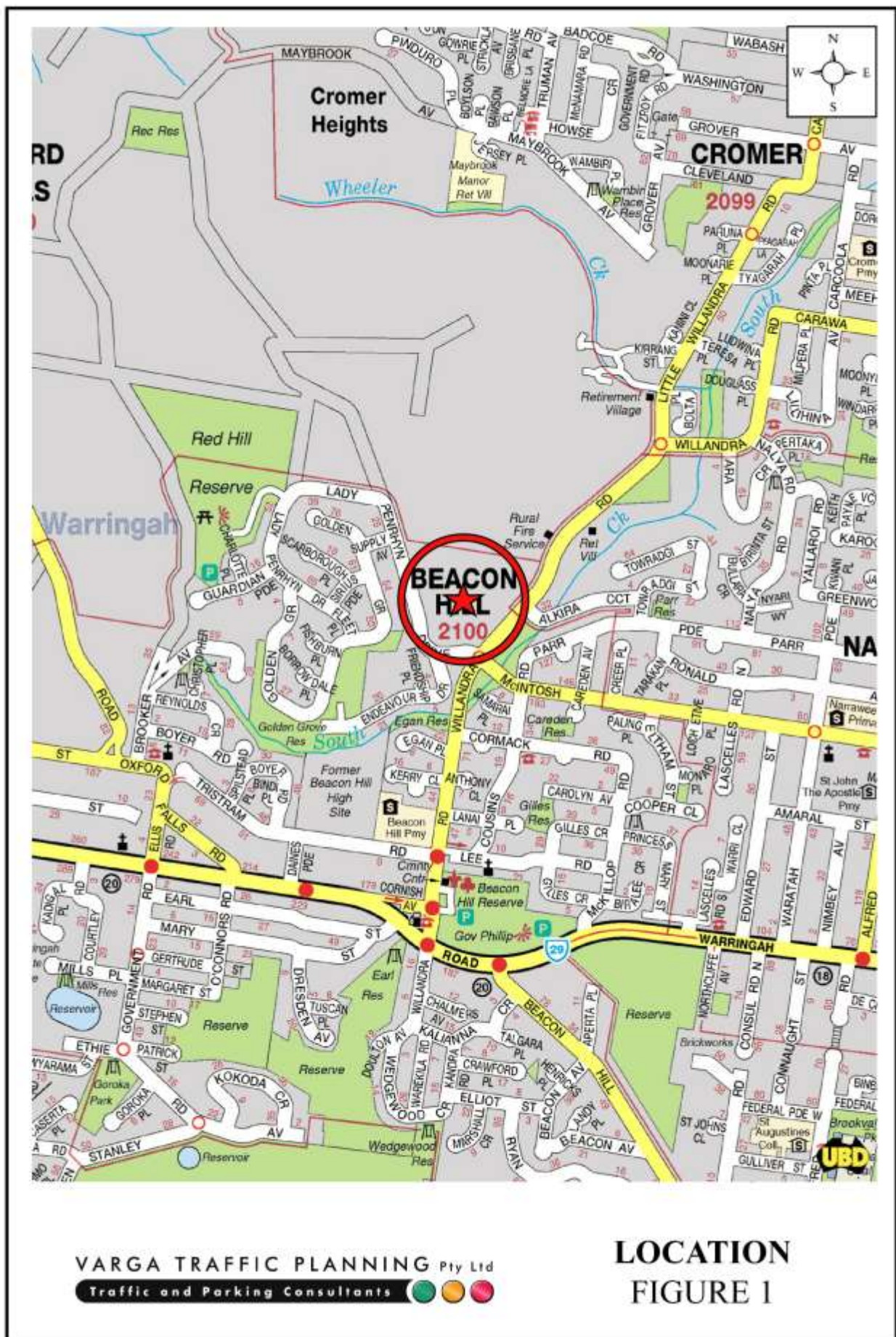
This report has been prepared to accompany a development application to the Northern Beaches Council for a seniors living development proposal to be located at 8 Lady Penrhyn Drive, Beacon Hill (Figures 1 and 2).

The proposed development seeks approval for the construction of an enlarged seniors living building over the footprint of a previously approved seniors living building situated within a partially constructed seniors living village.

Off-street parking is to be provided in a single-level basement car parking in accordance with the *State Environmental Planning Policy (Housing for Senior or People with a Disability) 2004* requirements.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- reviews the public transport services in the vicinity of the site
- estimates the traffic generation potential of the development proposal and assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.







## **2. PROPOSED DEVELOPMENT**

### **Site**

The subject site is located on the northern corner of the Lady Penrhyn Drive and Willandra Road intersection.

The site has street frontages approximately 150m in length to Lady Penrhyn Drive, approximately 216m in length to Willandra Road and occupies an area of 2.4ha.

Council has previously approved the construction of a new seniors living development on the site comprising a total of 32 Independent Living Units (ILUs) across 8 seniors living buildings with the inclusion of a central community centre for residents.

Vehicular access to the site was approved to be provided via internal driveways with two separate vehicular crossovers located in Lady Penrhyn Drive and Willandra Road respectively.

A large proportion of that approved development has since been completed including 7 seniors living buildings, the community centre, part of the internal driveway and vehicular crossovers to Lady Penrhyn Drive and Willandra Road.

### **Proposed Development**

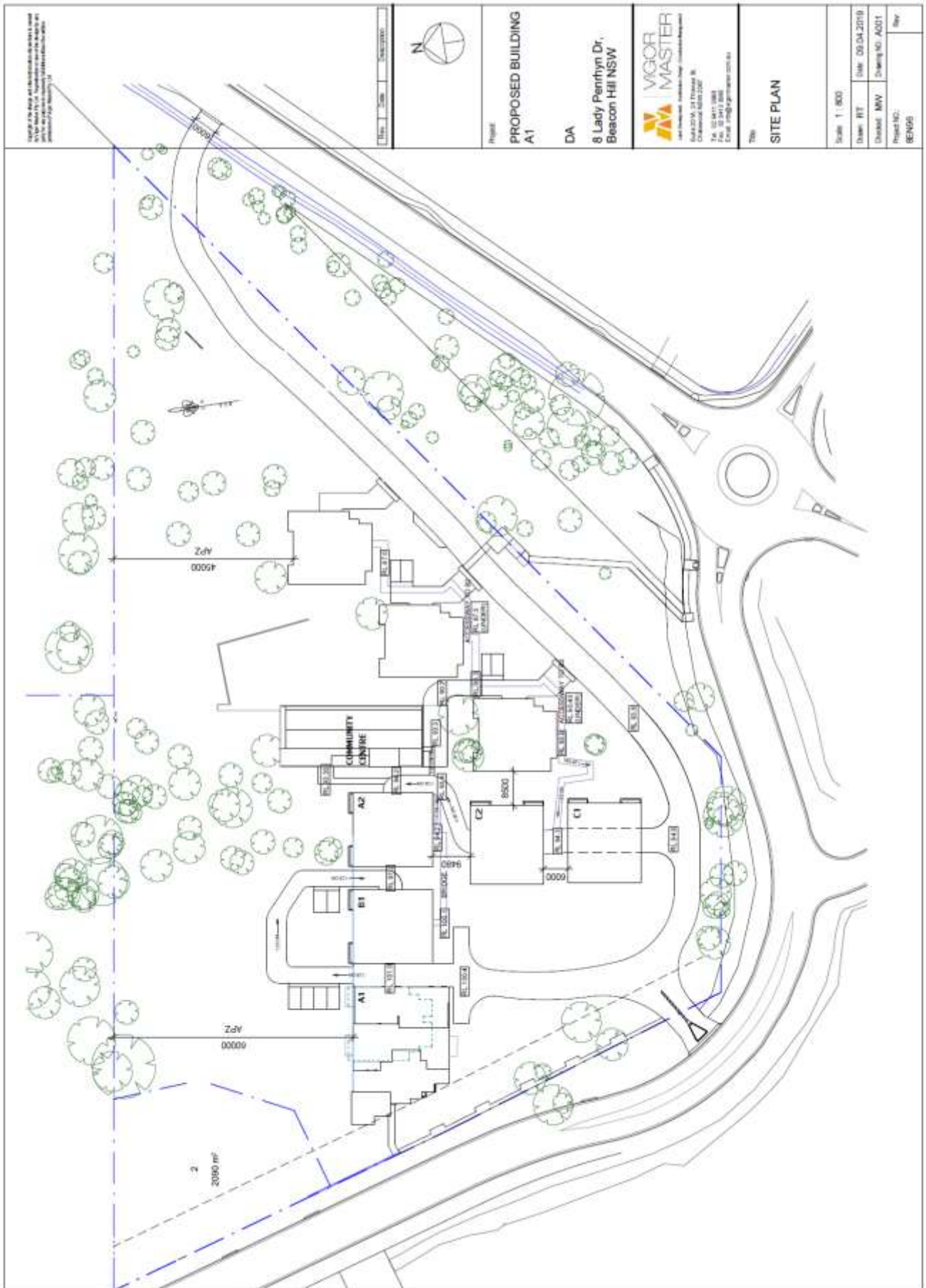
The proposed development seeks approval for the construction of an enlarged seniors living building over the footprint of a previously approved seniors living building (denoted as building “A1”, and not yet constructed) situated within the partially constructed seniors living village.

A total of 14 × 2-bedroom ILUs are proposed in the enlarged building “A1”, resulting a nett increase of 10 ILUs when compared with the previously approved seniors living building that comprised 4 ILUs.

Off-street parking is proposed to be provided for a total of 14 cars in a basement car parking area beneath the building, in accordance with *SEPP (Housing for Seniors or People with a Disability) 2004*.

Vehicular access to the car parking facilities is to be provided via a two-lane, two-way internal access driveway connected to the established internal driveways that currently services the site, generally in accordance with the previously vehicular access arrangement for the site.

Plans of the proposed modified scheme have been prepared by *Vigor Master Pty Ltd* and are reproduced in the following pages.





Plan	Date	Description
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Project:	PROPOSED BUILDING
A-4	

DA  
8 Lady Penrhyn Dr.,  
Beacon Hill NSW

July 27th, 14 Thomas St.  
Cambridge MS 02142

**BASEMENT PLAN**

Scale: 1:100

Drum: RT	Date: 09.04.2019
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Current: MW	Design: A 101
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Project No.	Age
BEIN 045	



### 3. TRAFFIC ASSESSMENT

#### Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Warringah Road is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Roseville to Brookvale. It typically carries three traffic lanes in each direction in the vicinity of the site with opposing traffic flows separated by a central median island and turning bays provided at key locations.

Willandra Road is classified by the RMS as a *Regional Road* and provides the key north-south road link in the local area. It typically carries one traffic lane in each direction in the vicinity of the site with additional lanes provided at key locations.

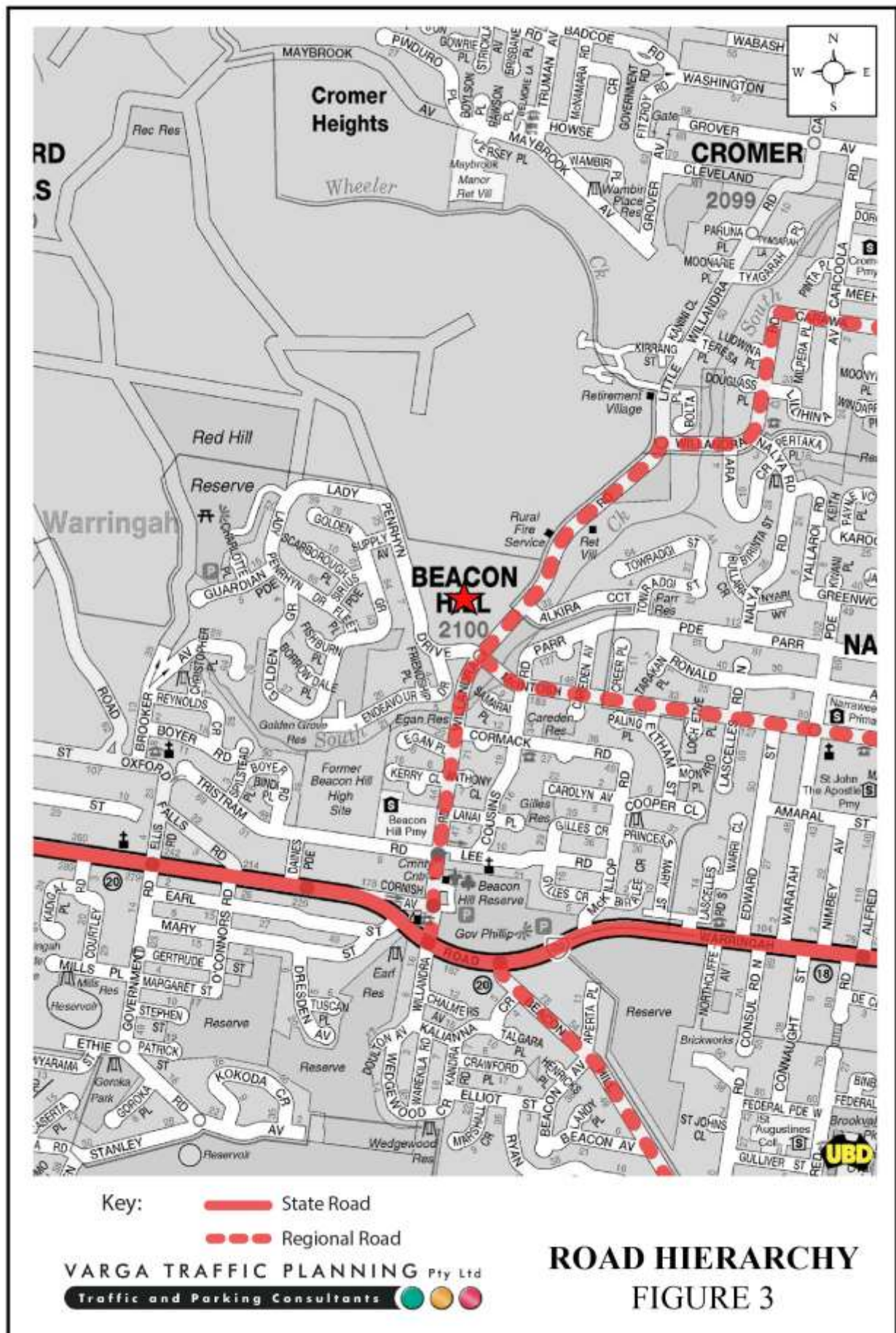
McIntosh Road is also classified by the RMS as a *Regional Road* and provides the key east-west road link in the local area. It typically carries one traffic lane in each direction in the vicinity of the site with kerbside parking generally permitted.

Lady Penrhyn Drive is a local unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.

#### Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Willandra Road (south of Lady Penrhyn Drive/McIntosh Road)







- a 50 km/h SPEED LIMIT which applies to Lady Penrhyn Drive, McIntosh Road, Willandra Road (north of Lady Penrhyn Drive/McIntosh Road) and other local roads in the area
- ROUNDABOUTS in Lady Penrhyn Drive where it intersects with Willandra Road/McIntosh Road and also Supply Avenue.

### **Existing Public Transport Services**

The existing public transport services available in the vicinity of the site are illustrated on Figure 5.

The site is located within a convenient walking distance of approximately 300-400 metres (approx. 5 minutes) to bus stops in Willandra Road and McIntosh Road servicing the following bus routes:

- route 136 – Chatswood to Manly
- route 178 – Cromer Heights to City Wynyard, and
- route E78 – Cromer Heights to City Wynyard (Express Service).

Accordingly, the site is well connected to existing public transport services connecting to key local centres including Chatswood and Manly as well as the Sydney CBD.

### **Projected Traffic Generation**

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network during the morning and afternoon commuter peak periods.





An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction (TDT 2013/04a)* document.

The RMS *Technical Direction* document specifies that it replaces those sections of the RMS *Guidelines* indicated, and must be followed when RMS is undertaken trip generation and/or parking demand assessments.

The RMS *Guidelines* and *Technical Direction* are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

**Housing for seniors**

AM:     *does not generally coincide with the network peak hour.*

PM:     0.4 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the *nett increase* of 10 ILUs outlined in the development proposal yields a traffic generation potential of approximately 4 vehicle trips per hour (vph) during the PM peak hour.

That projected *nett increase* in the traffic generation potential of the site as a consequence of the development proposal is *statistically insignificant*, is consistent with the land zoning objectives of the site and will clearly not have any unacceptable traffic implications in terms of road network capacity.

## **4. PARKING IMPLICATIONS**

### **Existing Kerbside Parking Restrictions**

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site comprise:

- NO STOPPING restrictions in the vicinity of the Lady Penrhyn Drive and Willandra Road intersection
- generally UNRESTRICTED kerbside parking elsewhere throughout the local area
- BUS ZONES located at regular intervals along both sides of Willandra Road and also McIntosh Road.

### **Off-Street Car Parking Provisions**

The off-street car parking requirements applicable to the development proposal are specified in the *SEPP (Housing for Seniors or People with a Disability) 2004* which specifies the following off-street car parking requirements which are applicable to the development proposal:

## **Part 7 Development standards that cannot be used as grounds to refuse consent**

### **Division 4 Self-contained dwellings**

#### **50 Standards that cannot be used to refuse development consent for self-contained dwellings**

- (2) A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of a development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:
  - (h) **Parking:** if at least the following is provided:
    - (i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or
    - (ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

Application of item (i) to the 14 × 2-bedroom ILUs outlined in the development proposal yields a minimum off-street car parking requirement of 14 spaces.

The proposed development makes provision for a total of 14 cars in a basement car parking area beneath the building, thereby satisfying the *SEPP (Housing for Seniors or People with a Disability) 2004* car parking requirements.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 (2004)* in respect of parking bay dimensions and driveway / aisle widths.

## **Conclusion**

In summary, the proposed parking facilities satisfy the relevant requirements specified in the *SEPP* as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.