



## **PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT**

**38 PARK STREET AND 1793-1797 PITTWATER ROAD, MONA VALE**

# **Traffic and Parking Assessment Report**

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## 1. INTRODUCTION

This report has been prepared to accompany a development application (DA) to Northern Beaches Council for a proposed SEPP Seniors Living development on a consolidated site at 38 Park Street and 1793-1797 Pittwater Road, Mona Vale (Figures 1 and 2).

The proposed development site has a total area of 3,240.7m<sup>2</sup> with frontages of 62.92m to Park Street and 64.20m to Pittwater Road. The existing site development comprises 4 dwellings as follows:

|                     |   |
|---------------------|---|
| 38 Park Street      | A brick residence that gains vehicular access to Park Street via a single width driveway  |
| 1793 Pittwater Road | A weatherboard dwelling facing Pittwater Road and a 2 storey weatherboard garage & studio facing park street with 3 off-street parking spaces |
| 1795 Pittwater Road | A weatherboard residence that gains vehicular access to Park Street via a single width driveway   |
| 1797 Pittwater Road | A brick residence that gains vehicular access to Pittwater Road via a single width driveway   |

### ***Current DA Approval at 38 Park Street and 1795-1797 Pittwater Road, Mona Vale***

On the 9<sup>th</sup> July 2020, Northern Beaches Council approved DA2019/1072 for the demolition of the existing site development and construction of a SEPP Seniors Living development containing a total of 16 x 3 bedroom self contained dwellings.

The approved development is served by a single level basement carpark containing a total of 34 spaces comprising 32 resident spaces (2 spaces per dwelling) and 2 visitor spaces. Parking for each unit comprises a 3.8m wide adaptable space and a standard 2.4m wide parking space. The 3.8m width is a requirement of the SEPP.



Vehicular access to the approved development is off Park Street via a two-way 6.0m wide combined entry/exit driveway located adjacent to the eastern site boundary. The access narrows to a single lane ramp approximately 6m into the site.

### ***Proposed Development***

The development proposal will amalgamate 6 additional 3 bedroom dwellings to the approved Seniors Living development. The development site will therefore contain a total of 22 x 3 bedroom self contained dwellings.

The proposal is served by a single level basement carpark containing a total of 46 spaces comprising 44 resident spaces (2 spaces per dwelling) and 2 visitor spaces. As per the approved development, each unit will be served by a 3.8m wide adaptable space and a standard 2.4m wide parking space.

The proposed development will retain the approved 6.0m wide vehicular access off Park Street however the access ramp will be widened to accommodate two-way flows from the boundary to the basement.

### ***Public Transport Accessibility***

The subject site has relatively convenient access to the following bus service that service Mona Vale:





- Route B1** B-Line Mona Vale to City Wynyard via Narrabeen, Dee Why, Brookvale, Mosman and Neutral Bay (operates daily)
- Route E54** Mona Vale to Milsons Point (Express Service) via Warriewood, Narrabeen, Dee Why, Brookvale, Manly Vale, Mosman, Neutral Bay and North Sydney Station (operates daily)
- Route E60** Mona Vale to Chatswood (Express Service) via Narrabeen, Dee Why, Beacon Hill, Frenchs Forest and Roseville (operates daily)
- Route E88** North Avalon to City Wynyard (Express Service) via Mona Vale, Narrabeen, Mosman and Neutral Bay (operates daily)
- Route E89** Avalon to City Wynyard (Express Service) via Mona Vale, Narrabeen, Mosman and Neutral Bay (operates daily)
- Route L90** Palm Beach to City Wynyard (Limited Stops) via Avalon, Newport, Narrabeen, Brookvale, Mosman and Neutral Bay (operates daily)
- Route 151** Mona Vale to City QVB via Narrabeen, Dee Why, Brookvale, Mosman, Neutral Bay and North Sydney Station (operates daily)
- Route 155** Bayview Garden Village to Narrabeen via Mona Vale (operates daily)
- Route 156** McCarrs Creek to Mona Vale via Church Point and Bayview (operates daily)
- Route 182** Mona Vale to Narrabeen via Warriewood and Elanora Heights (operates daily)
- Route 185** Mona Vale to Warringah Mall via Warriewood and Dee Why (operates daily)
- Route 188** Mona Vale to City Wynyard (Express Service) via Narrabeen, Dee Why, Brookvale, Mosman, Neutral Bay and North Sydney Station (operates daily)
- Route 196** Mona Vale to Gordon Station via Ingleside, Terrey Hills, Belrose and St Ives (operates daily)
- Route 197** Mona Vale to Macquarie University via Ingleside, Terrey Hills, Belrose, St Ives and Gordon Station (operates daily)



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**Route 199** Palm Beach to Manly Wharf via Avalon, Newport, Mona Vale, Narrabeen and Brookvale  
(operates daily)

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





## 2. PARKING ASSESSMENT

### *Parking Provision*

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 specifies the following car parking requirement for Self Contained Dwellings:

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

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of 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 those requirements to the proposed self funded development yields a total parking requirement of 33 spaces calculated as follows:

|   |               |
|---|---------------|
| 22 x 3 bedroom units (66 bedrooms) @ 0.5 spaces per bedroom | 33 car spaces |
|---|---------------|

The proposed development clearly satisfies the SEPP with a total of 46 spaces comprising 44 resident spaces (2 spaces per dwelling) and 2 additional visitor spaces.

### *Parking Space Compliance*

Schedule 3 of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 also specifies the following requirements/dimensions for resident parking spaces associated with self contained dwellings:

**5 Private car accommodation (Self Contained Dwellings)**

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, and
- (b) 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 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 5% 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 gradient of the first 6.0m into the site from the property boundary does not exceed 5% (1 in 20)
- The maximum ramp grade does not exceed 25% (1 in 4)
- Ramp transitions do not exceed 12.5% (1 in 8) over 2.0m
- The two-way access ramp has a minimum width of 6.1m
- A minimum headroom clearance of 2.2m has been provided
- Pavement cross-falls do not exceed 2.5% (1 in 40)
- 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

#### *Road Hierarchy*

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services (RMS) is illustrated on Figure 3 and comprises the following:

#### **State Roads**

Barrenjoey Road

Pittwater Road

Mona Vale Road

#### **Regional Roads**

Darley Street

As can be seen, Pittwater Road is a classified *State Road* performing an arterial road function. The section of Pittwater Road along the site frontage carries 4 traffic lanes although the kerbside lanes are generally used for parking.

Park Street is an unclassified Local Road performing a collector road function. It has a pavement width of approximately 10m with unrestricted parking generally permitted along both sides of the road.

The existing traffic and parking controls on the road network serving the site are illustrated on Figure 4.

#### *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:

#### **Dwelling House**

0.99 weekday peak hour vehicle trips per dwelling

#### **Housing for Aged or Disabled**

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 9vtph during the weekday AM and PM peak periods calculated as follows:

**Weekday AM peak period**

22 dwellings @ 0.4vtph per dwelling                      9vtph (2 in / 7 out)

**Weekday PM peak period**

22 dwellings @ 0.4vtph per dwelling                      9vtph (7 in / 2 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 4vtph during the peak periods. To that end, the proposed development will only generate 5 additional vehicle trips during peak periods.

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (5vtph) 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.



