PROPOSED SEPP SENIORS LIVING RESIDENTIAL DEVELOPMENT

34 ADAMS STREET, FRENCHS FOREST

Traffic and Parking Assessment Report

23rd November 2019

Ref: 19043

Prepared by

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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 at 34 Adams Street, Frenchs Forest (Figures 1 and 2).

The proposed development site is located on the northern side of the Adams Street approximately 80m west of Forest Way. The site has a total area of 917.2m^2 with a frontage of 19.81m to Adams Street.

The existing site development contains a single storey brick residence. The site gains vehicular access to Adams Street via a single width driveway located adjacent to the eastern site boundary.

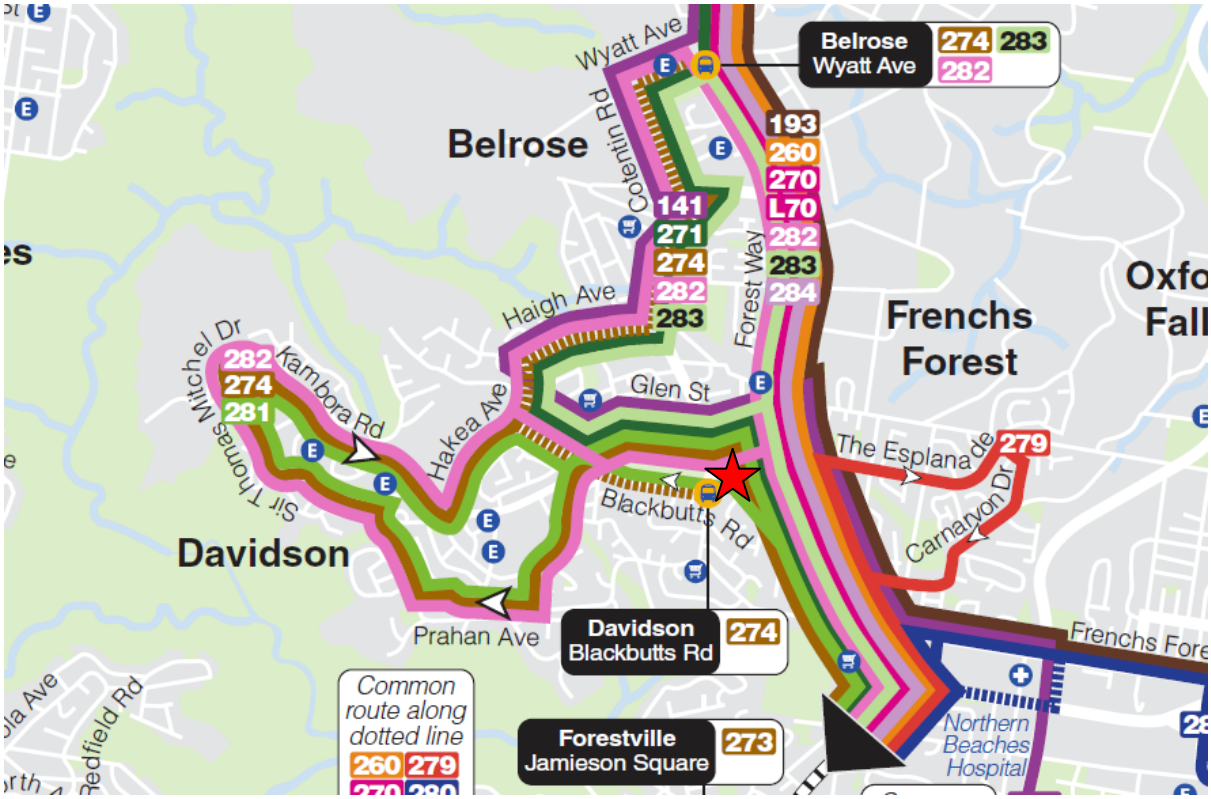
The development proposal involves the demolition of the existing site development and construction of a SEPP Seniors Living development containing a total of 4 x 2 bedroom self contained dwellings.

Each dwelling in the proposal is served by a 3.8m wide single car garage. Vehicular access to the proposed development is off Adams Street via a new 3.0m wide combined entry/exit driveway located adjacent to the western site boundary. The existing driveway located adjacent to the eastern site boundary will be made redundant and replaced with standard kerb and gutter to comply with Council's requirements.

The subject site has convenient access to the following Forest Coach Lines bus services that operate along Forest Way:

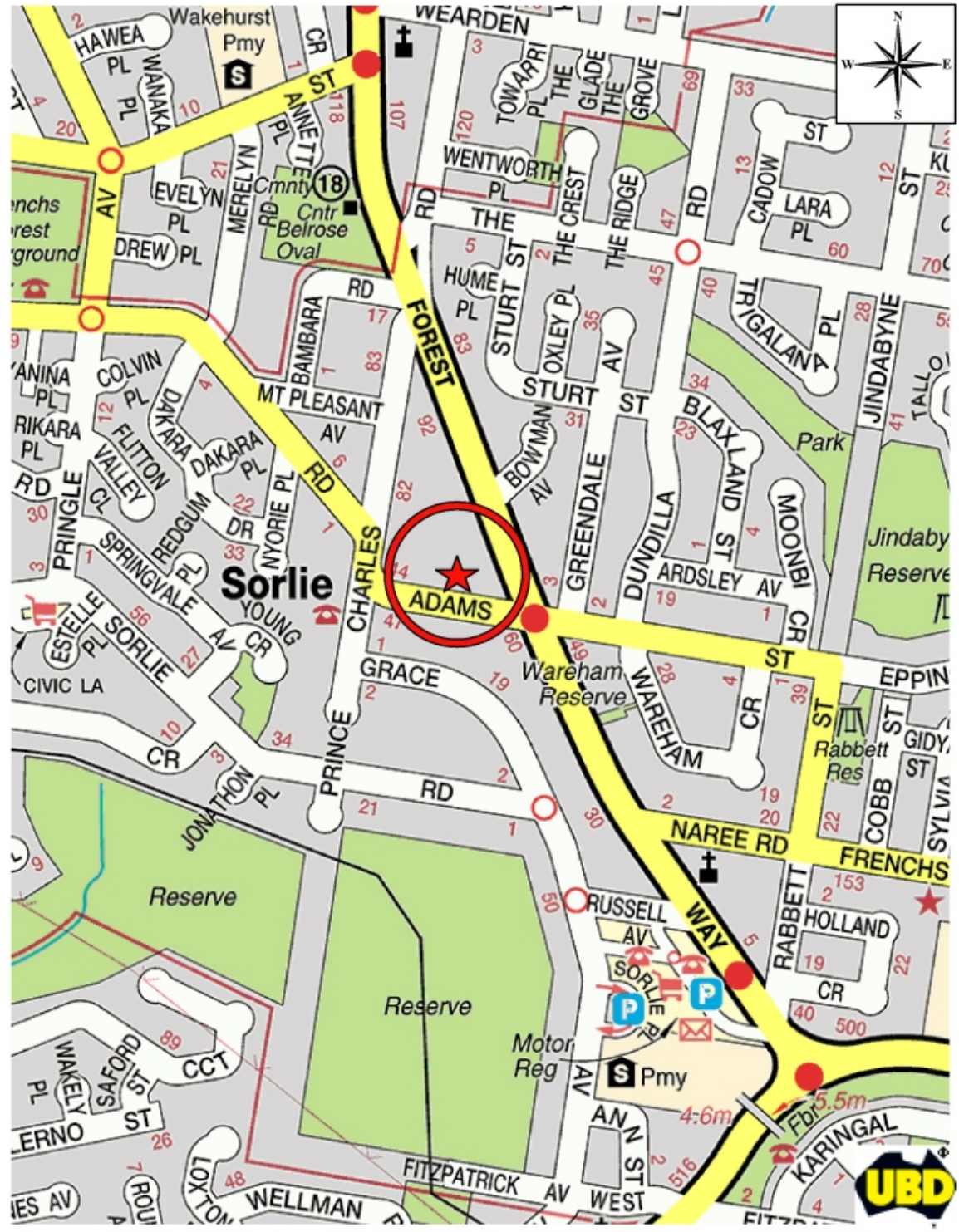
Route 141	Austlink to Manly via Frenchs Forest & Seaforth
Route 193	Warringah Mall to Austlink via Frenchs Forest
Route 260	Terrey Hills to North Sydney
Route 270	Terrey Hills to City QVB
Route 271	Belrose to City QVB
Route 274	City QVB to Davidson via Frenchs Forest
Route 279	Frenchs Forest to Chatswood

Route 281	Davidson to Chatswood
Route 282	Davidson & Belrose to Chatswood
Route 283	Belrose to Chatswood
Route 284	Duffys Forest to Terrey Hills & Chatswood



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.



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LOCATION

FIGURE 1

Baseplan courtesy of SIX Maps

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SITE

FIGURE 2

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 4 spaces calculated as follows:

4 x 2 bedroom units (8 bedrooms) @ 0.5 spaces per bedroom 4 car spaces

The proposed development clearly satisfies the SEPP with a total of 4 resident parking spaces comprising 4 single car garages.

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.

The proposed development exceeds the 5% requirement of the SEPP by providing 3.8m wide garages for each dwelling in accordance with the Australian Standard AS4299:1995 – "Adaptable Housing" that states:

> 3.7.1 General Private car parking spaces shall be large enough to enable a person with a wheelchair to get in and out of both the car and the parking space. A car parking space width of 3.8 m minimum is necessary to enable a driver to alight, open the passenger side door, and assist a person with a disability into a wheelchair, or for a side-loading ramp. A 3.8 m, minimum width is also required for a driver with a disability to unload a wheelchair and to alight. A roof to the car parking space is desirable.
>
> NOTE: If it is required to unload the wheelchair within the garage, an internal vertical clearance of 2.5 m is necessary to operate a car roof wheelchair unit.

The swept paths of the Australian Standard B85 vehicle (Ford Falcon) accessing each parking space is reproduced in Appendix A. The paths confirm that this vehicle can enter and exit the site in a forward direction.

Access Driveway Width

As noted above, vehicular access to the proposed basement is off Adams Street via a 3.0m wide combined entry/exit driveway located adjacent to the western site boundary. The proposed width of the access driveway complies with the following criteria for a *"Category 1"* driveway as described Tables 3.1 and 3.2 of AS/NZS2890.1:2004:

1. The parking facilities are classified "Class 1A" for resident parking (refer to Table 1.1)
2. The development has less than 100 spaces
3. The development site is located on a Local Road

A copy of Tables 3.1 and 3.2 of the Standard are reproduced in the following pages for convenience.

As can be seen, reference to Table 3.2 reveals that *"Category 1"* access driveways can have a combined entry and exit width of between 3.0m and 5.5m. With a minimum width of 3.0m, the proposed access driveway satisfies the requirements of the Standard.

TABLE 3.1

SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.

2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

Passing opportunities for cars entering and exiting simultaneously can be achieved in front of the proposed garages.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking or access 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:

State Road	**Regional Road**
Forest Way	Nil
Warringah Road	

As can be seen, Forest Way is a classified *State Road* performing an arterial road function. It typically carries 6 lanes of traffic through Frenchs Forest (3 in each direction) with opposing traffic separated by a concrete median.

Adams Street is an unclassified *Local Road* performing a collector road function through Frenchs Forest. The section of Adams Street along the site frontage has a pavement width of 13m and is restricted to a speed limit of 50km/h.

The intersection of Forest Way and Adams Street is controlled by traffic signals with right turn movements from Forest Way (north) into Adams Street (west) restricted. Pedestrian crossings are located on 3 of the 4 legs of the intersection allowing pedestrians to safely cross these roads and access the bus stops located in the vicinity of the signals.

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 2vtph during the weekday AM and PM peak periods calculated as follows:

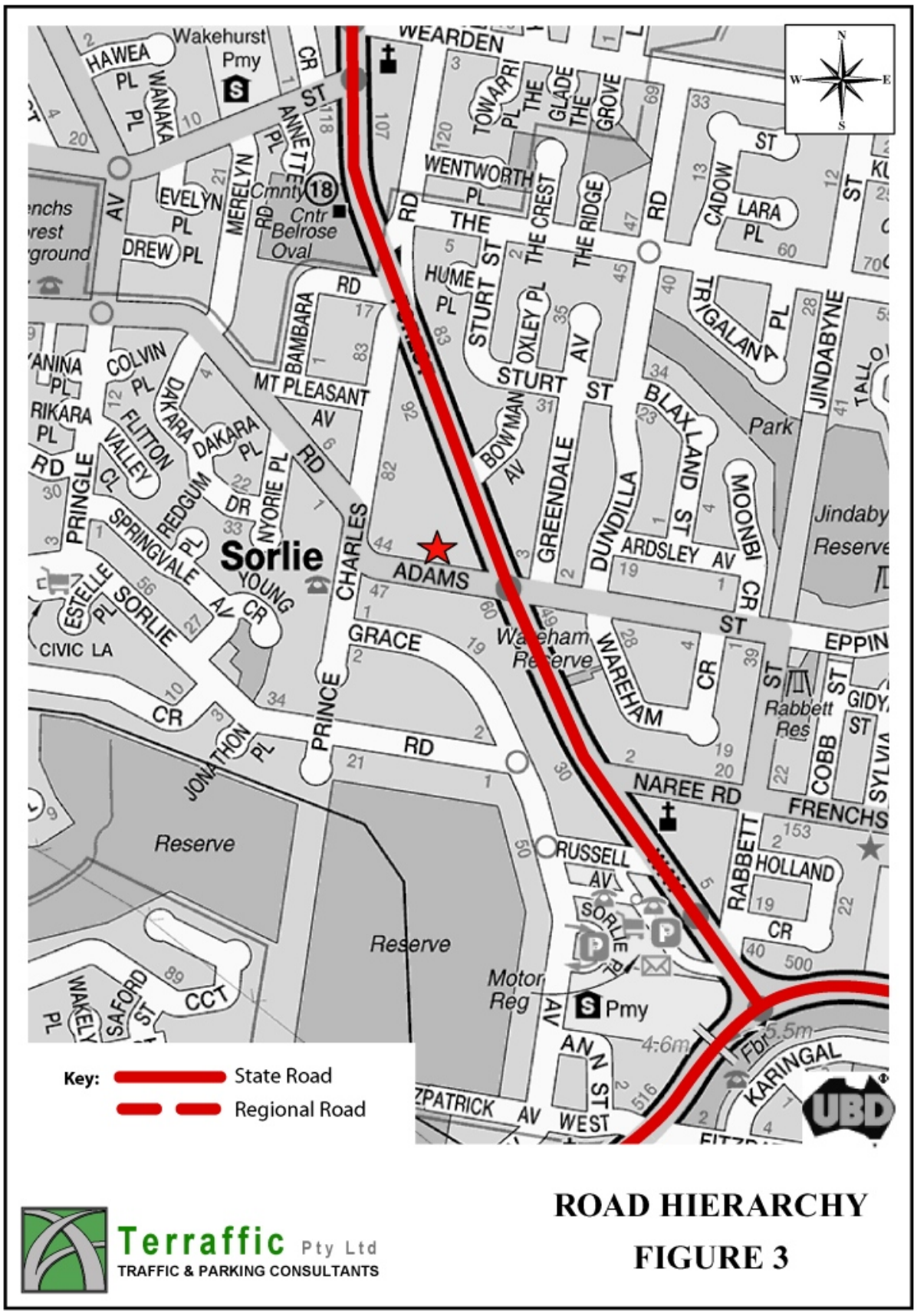
4 dwellings @ 0.4vtph per dwelling	2vtph (AM: 0 in / 2 out, PM: 2 in / 0 out)

The traffic generation of the proposed development should be discounted by the traffic generation of the existing dwelling 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 1vtph during the peak periods. To that end, the proposed development will only generate 1 additional vehicle trip during peak periods.

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (1vtph) 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.

Furthermore, the proposed access arrangements will improve traffic safety by removing reversing vehicles in the vicinity of the traffic signals. All traffic will enter and exit the subject site in a forward direction.

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



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ROAD HIERARCHY

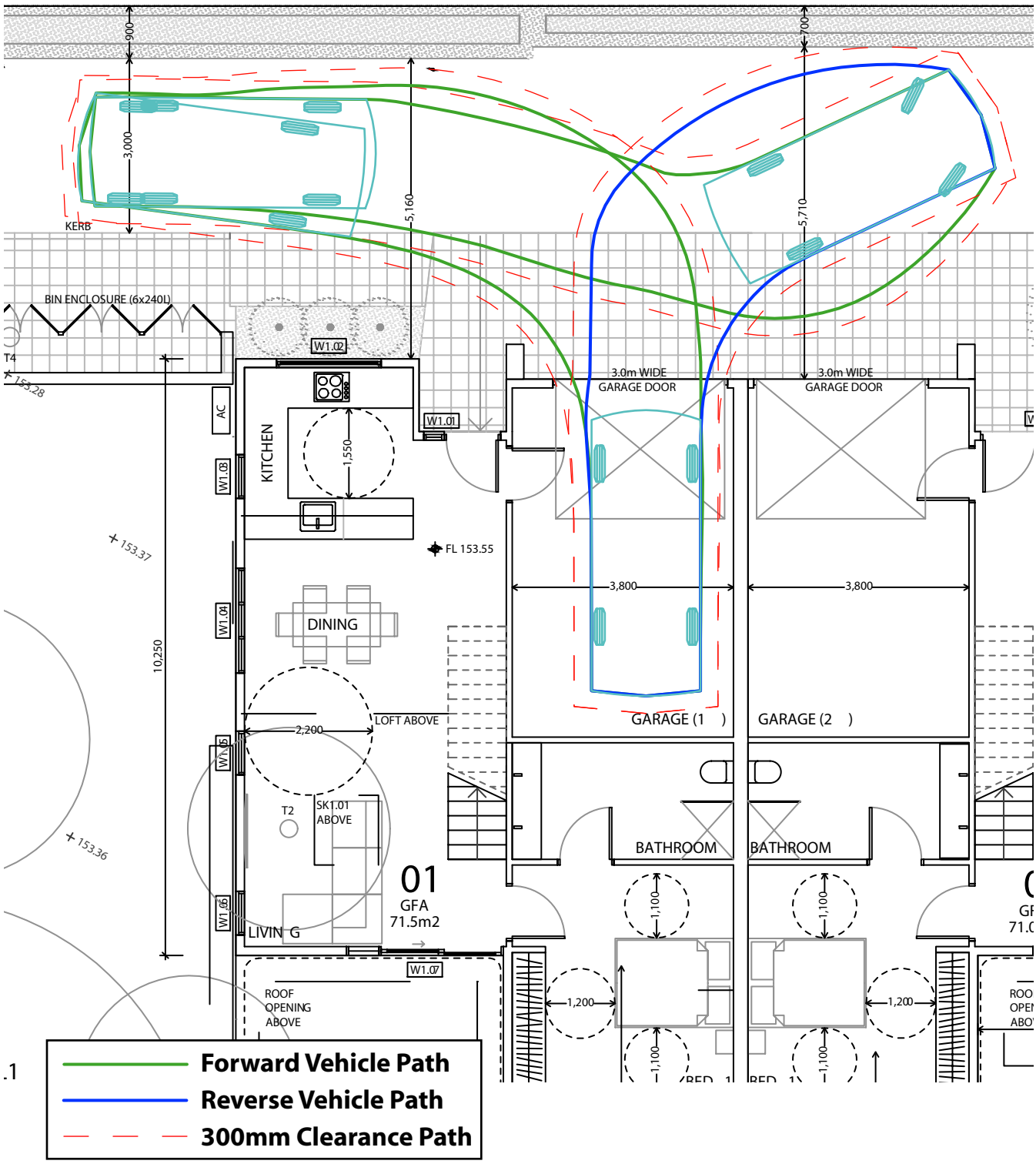
FIGURE 3

APPENDIX A

B85 SWEPT PATH ANALYSIS

Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100



Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path

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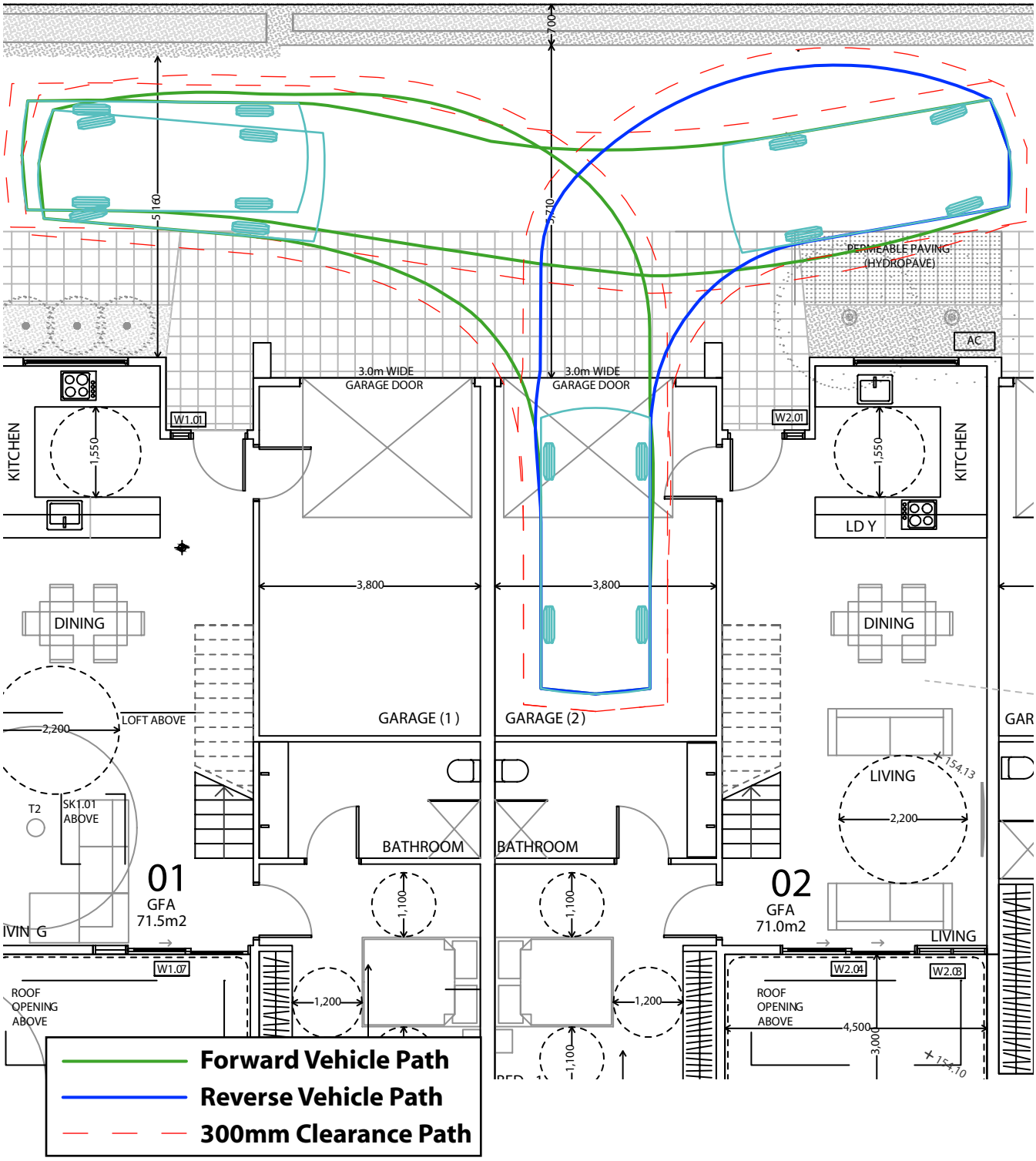
Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Garage 1

Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100



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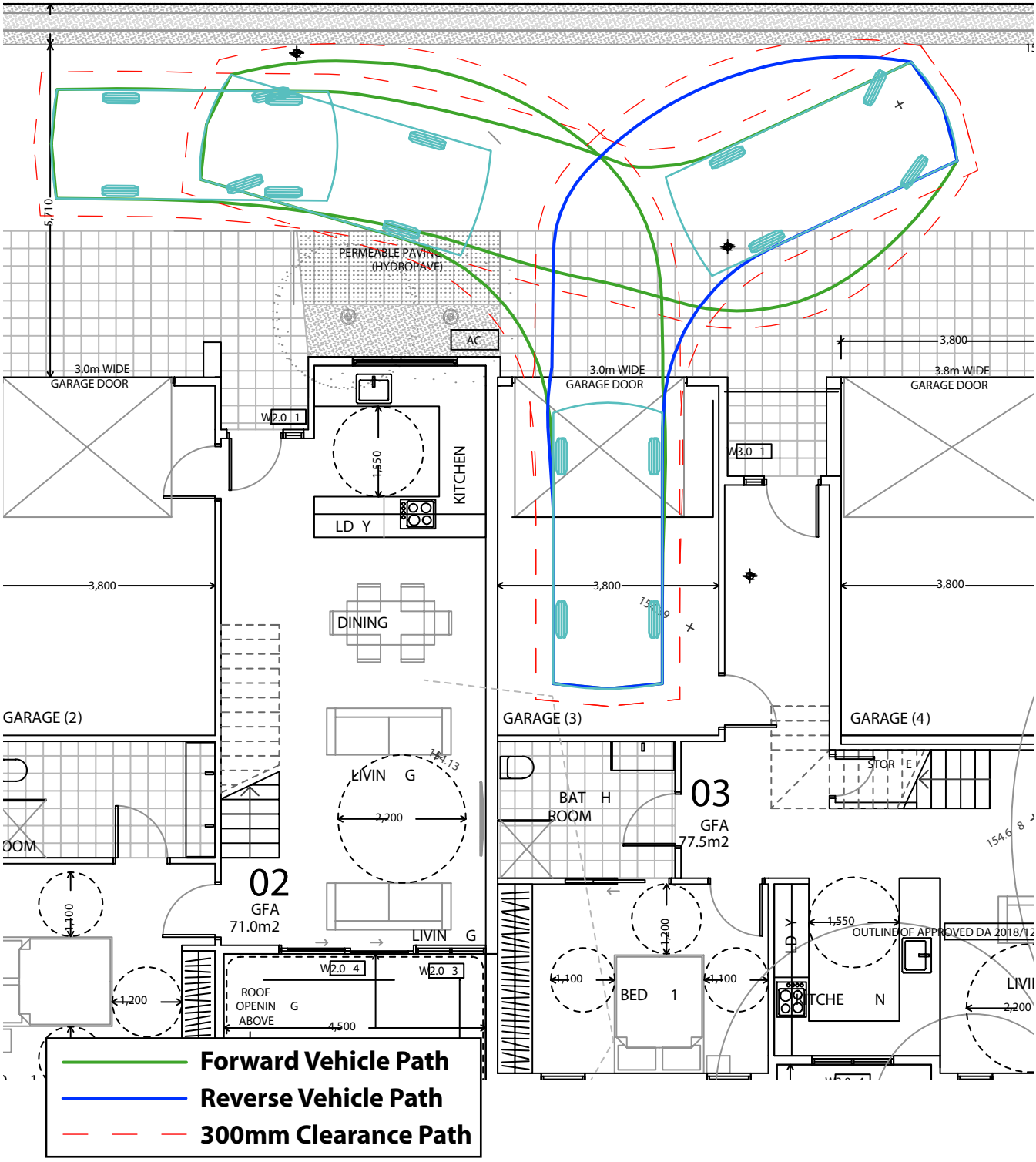
Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Garage 2

Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100



Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Garage 3

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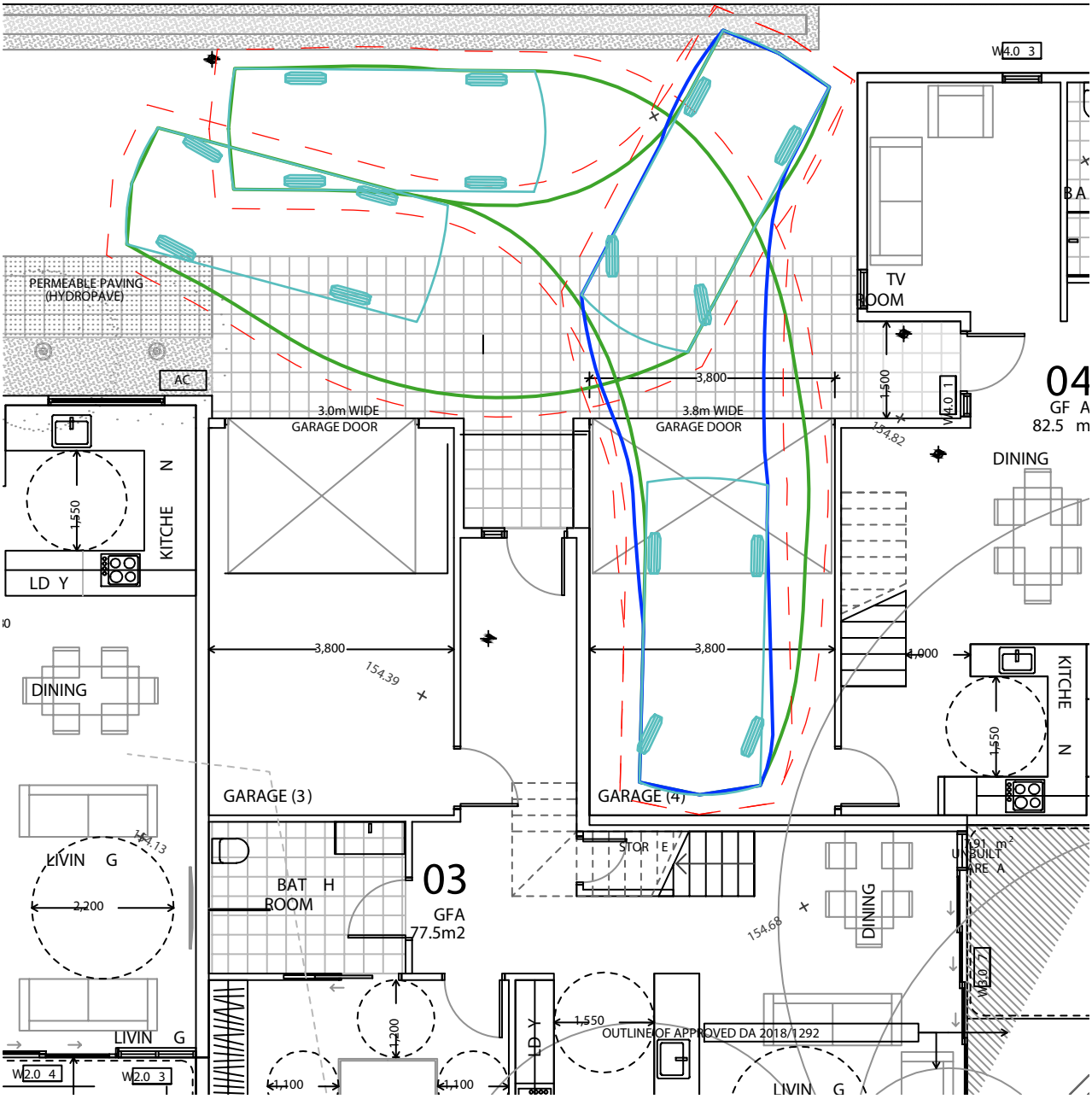
Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100

Car overhangs low level garden bed



Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path

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Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing Garage 4