



Ref: 0686r02v01

20/12/2024

Melwood Avenue
3 Pursell Avenue
Mosman NSW 2088

Attention: Antoine Gittany

**RE: 69 MELWOOD AVENUE, FORESTVILLE
MODIFICATION APPLICATION FOR A PROPOSED SENIOR HOUSING DEVELOPMENT
TRAFFIC IMPACT STATEMENT**

Dear Antoine,

PDC Consultants has been commissioned by Melwood Avenue to undertake a traffic impact statement (TIS) to support a modification to the approved Development Application (DA2022/2181) for a senior's living development at 69 Melwood Avenue, Forestville. The modification seeks to adjust the approved design to reflect updated unit configurations and associated changes to parking provisions, incorporating:

- Seven (7) seniors living units comprising of four (4) three-bedroom units and three (3) two-bedroom units.
- A total of 10 car spaces provided on Level 1.
- No change to the approved vehicle access or ramp arrangements.

Having regard for the above, it is evident that the development is not of a scale that requires referral of the MOD to Transport for NSW (TfNSW), under Clause 2.122 of the State Environmental Planning Policy (Transport and Infrastructure) 2021.

The site is located in the Northern Beaches local government area (LGA), however a consolidated Development Control Plan for the Northern Beaches LGA is yet to be adopted. The proposed development has therefore, been assessed in accordance with the Warringah Local Environmental Plan 2011 (WLEP 2011) and Warringah Development Control Plan 2011 (WDCP 2011). Reference has also been made to the State Environmental Planning Policy (Housing) 2021 to assess the development.

LOCATION AND SITE

The subject site is located at 69 Melwood Avenue, Forestville, being approximately 4.5 kilometres north-east of the Chatswood Railway Station and approximately 11.8 kilometres north of the Sydney CBD. Specifically, the site is located on the eastern side of Melwood Avenue between its intersections with Lanford Avenue at the south and Cannons Parade at the north.

The site is formally identified as Lot 1, DP 208183. The site is rectangular in configuration with an area of approximately 1,430m². It has a single street frontage being Melwood Avenue to the west, having a length of approximately 28 metres. The northern, eastern and southern boundaries border neighbouring residential dwellings, having lengths of approximately 52 metres, 28 metres and 52 metres respectively.

PDC Consultants

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The site currently accommodates a single residential dwelling. Vehicle access is provided via a 2.6-metre-wide combined entry / exit driveway onto Melwood Avenue serving a hardstand parking area.

Figure 1 and **Figure 2** provides an appreciation of the site in a local and broader context respectively.

ROAD NETWORK

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the roads that are considered important summarised in **Table 1**.

Table 1: Existing Road Network

	Warringah Road	Melwood Avenue	Cannons Parade
ROAD CLASSIFICATION	Classified state (MR328)	Local	Local
ROAD ALIGNMENT	Southwest– Northeast	North – South	East - West
CONNECTING / INTERSECTING ROAD ¹	Southwest Pacific Highway Northeast Pittwater Road	North: Warringah Road South: Starkey Street	East: Ends near 44 Cook Street West: Melwood Avenue
SPEED ZONING	70km/h	50km/h	50km/h
NO. TRAFFIC LANES	Three (3) lanes of traffic in each direction	One (1) lane of traffic in each direction	One (1) lane of traffic in each direction
ROAD WIDTH ²	21 metres	10 metres	9 metres
KERBSIDE PARKING & RESTRICTIONS	No	Yes	Yes
KERBSIDE PARKING RESTRICTIONS	No Stopping (both kerbsides)	Unrestricted (both kerbsides)	Unrestricted (both kerbsides)
FORMS SITE FRONTAGE	No	Yes	No

¹: Connecting / intersecting road at ends of subject road.

²: Approximate width.

PUBLIC & ACTIVE TRANSPORT SERVICES

Public Transport

Figure 3 shows the public bus services that operate in the vicinity of the site. As can be seen from **Figure 3**, the site is situated within 400 metres of bus stops located along Melwood Avenue and Cannons Parade which are serviced by two (2) bus routes. Residents and visitors of the development can therefore utilise these bus services for access to and from the site.

As also indicated on **Figure 3**, the site is situated approximately 4.5 kilometres north-east of Chatswood Railway Station. Whilst Chatswood Railway Station falls outside the typical 800 metre walking catchment area, it is expected that a proportion of future residents and visitors of the development would utilise these services as part of a multi-modal trip (bus and train).



Cycle Network

As shown on **Figure 3**, site has excellent access to the bicycle network with on-road cycle paths provided along Melwood Avenue and Warringah Road to the west. The cycle path provides direct connections to the broader cycle network.

EXISTING TRAFFIC GENERATION

The existing development currently accommodates a residential dwelling, which generates a trip rate of 0.95 trips / dwelling / hour during the 7-9am (AM) peak period and 0.99 trips / dwelling / hour during the 4-6pm (PM) peak period, under the *RMS Guide to Traffic Generating Developments Technical Direction TDT 2013/04a* (RMS Guide Update). Application of these rates to the existing residential dwelling results in the following traffic generations:

- 1 vehicle trip / hour (0 in, 1 out) during the AM peak period;
- 1 vehicle trip / hour (1 in, 0 out) during the PM peak period.

The above assumes a 20% inbound and 80% outbound split during the AM peak period, noting that most residents would typically depart for work in the weekday morning, and vice versa for the weekday PM peak period.

The above is considered to reflect the baseline traffic generation for the site. Notwithstanding, it is considered that the most relevant use of the above is to determine the net change in traffic generation as a result of the proposed development, as is discussed further below.



Figure 1: Site Plan

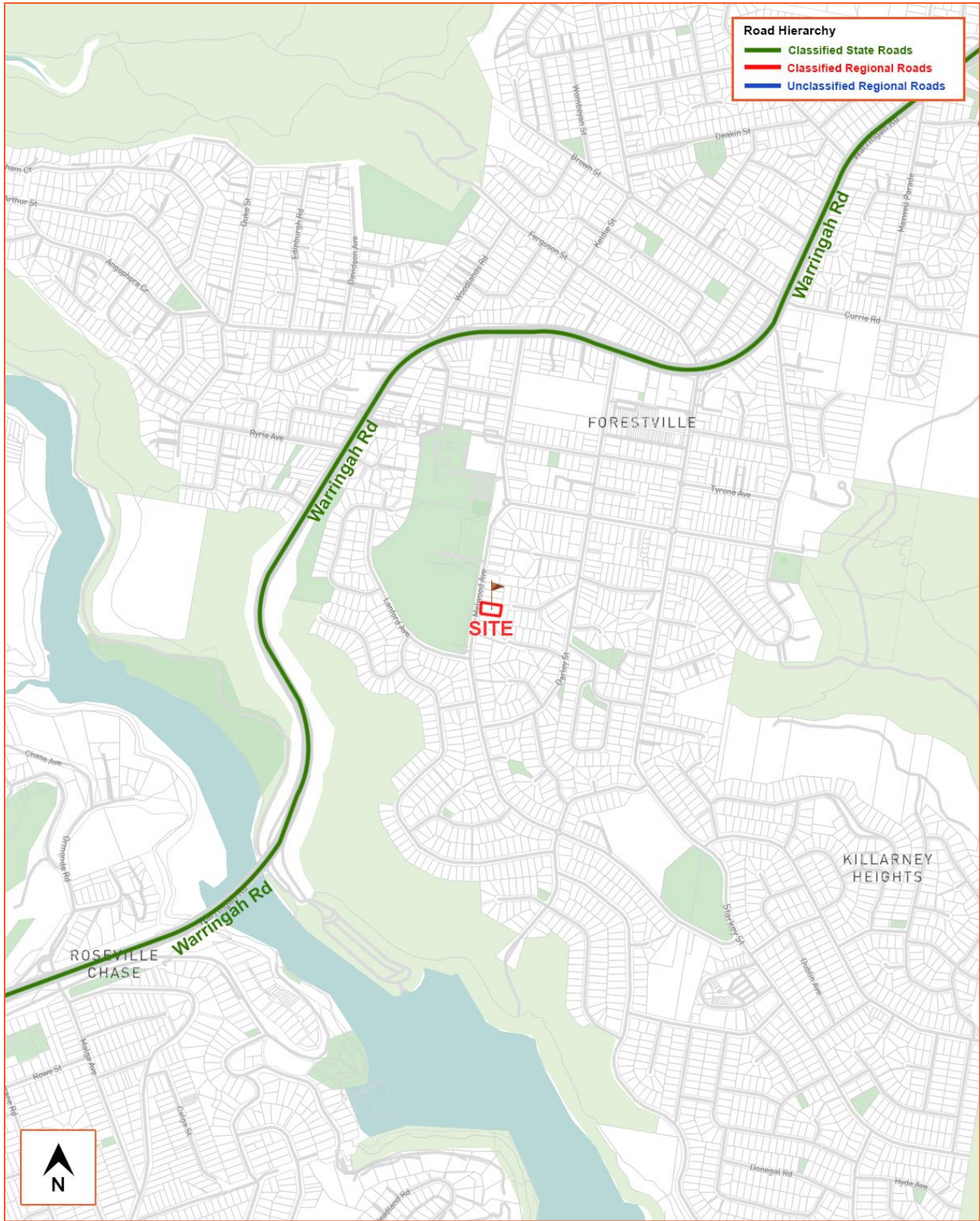


Figure 2: Location & Road Hierarchy

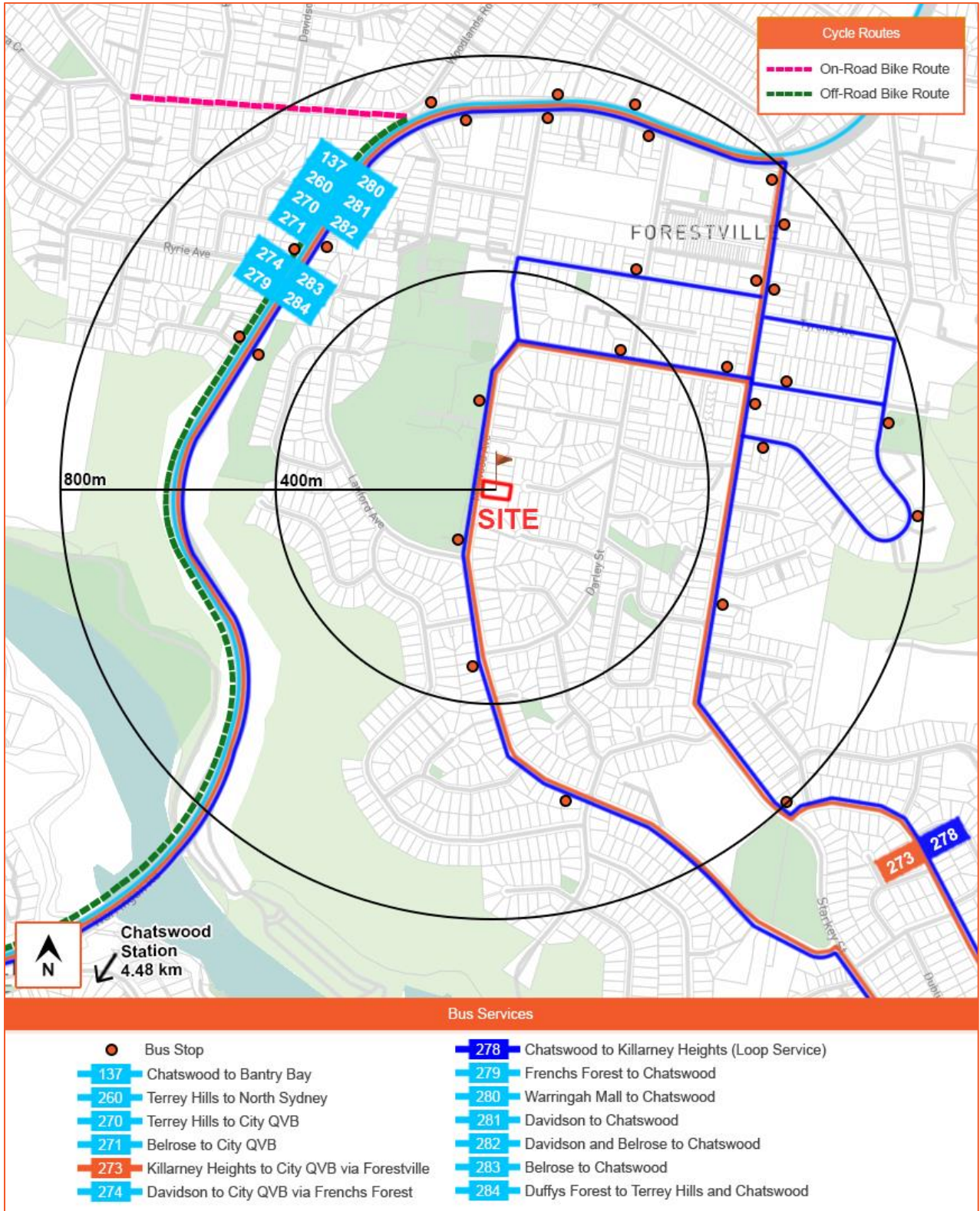


Figure 3: Public and Active Transport Services



DEVELOPMENT CONSENT HISTORY

The Development Consent (DA2022/2181) granted on 29 November 2024, permits the demolition of existing structures and the construction of a four-storey senior's housing development at 69 Melwood Avenue, Forestville. The approved development comprises:

- Seven (7) seniors living units comprising of three (3) three-bedroom units and four (4) two-bedroom units.
- A total of 9 car spaces provided on Level 1.
- A 5.5-metre-wide combined entry / exit driveway onto Melwood Avenue.

PROPOSED DEVELOPMENT

The MOD seeks consent for changes to the approved development to provide:

- Seven (7) seniors living units comprising of four (4) three-bedroom units and three (3) two-bedroom units.
- A total of 10 car spaces provided on Level 1.
- No change to the approved vehicle access or ramp arrangements.

PARKING REQUIREMENTS

Car Parking

Clause 108 (2) (j) and (k) of the Housing SEPP 2021, reproduced below, outlines the following car parking rates for independent units:

(j) for a development application made by, or made by a person jointly with, a social housing provider or Landcom—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

It is noted that the MOD has not been made by a social housing provider and accordingly, the development is required to be assessed in accordance with the car parking rate outlined under Clause 108(2)(k) of the Housing SEPP 2021. **Table 2** shows the car parking requirement for the development under the Housing SEPP 2021, and the proposed provision in response.

Table 2: Car Parking Requirement & Provision

TYPE	NO.	SEPP PARKING RATE	SEPP REQUIREMENT	PARKING PROVISION
Bedrooms	18	0.5 spaces / bedroom	9	10
TOTAL			9	10

It is evident from **Table 2** that the development requires a minimum of 9 car parking spaces under the Housing SEPP 2021. In response, the development provides a total of 10 car spaces and therefore satisfies the minimum requirements of the Housing SEPP 2021. The proposed car parking provision is therefore considered acceptable and will ensure that all car parking demands are accommodated on-site, with no reliance on on-street parking.



Accessible Car Parking

Schedule 4, Clause 4(2)(c) of the Housing SEPP 2021 outlines the following requirements for hostels and independent living units:

(2) If parking spaces associated with a class 1, 2 or 3 building under the Building Code of Australia are provided in a common area for use by occupants who are seniors or people with a disability, the following applies—

....

(c) for a group of 8 or more parking spaces—

(i) at least 15% of the parking spaces must comply with AS/NZS 2890.6, and

(ii) at least 50% of the parking spaces must—

(A) comply with AS/NZS 2890.6, or

(B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction.

The development provides a total of 10 parking spaces including two (2) spaces (or 20%) provided in compliance with AS 2890.6 and three (3) spaces (or 30%) provided with a width of 3.2 metres. The provision and layout of the car parking spaces is therefore considered acceptable and complies with the abovementioned requirements of the Housing SEPP 2021.

Motorcycle Parking

Neither the Housing SEPP 2021 nor the WDCP 2011 stipulate a rate for the provision of motorcycle parking for seniors living developments and, in any event, it is considered that the proposed development would generate a negligible demand for motorcycle parking. Accordingly, the development does not provide any on-site motorcycle parking facilities, and this is considered acceptable.

Bicycle Parking

Similar to motorcycles, neither the Housing SEPP 2021 nor the WDCP 2011 policies stipulate a rate for the provision of bicycle parking, and it is considered that the proposed development would generate a negligible demand for bicycle parking. Accordingly, the development does not provide any on-site bicycle parking facilities, and this is considered acceptable.

Service Vehicle Parking & Waste Collection

Neither the Housing SEPP 2021 nor the WDCP 2011 policies stipulate a rate for the provision of service vehicle parking. Given the use and scale of the proposed development, it is expected that there would be a negligible demand for service vehicle parking. The development does not propose any on-site service vehicle parking facilities with any minor and infrequent service vehicle parking demands to be accommodated on-street.

Additionally, it is considered appropriate that the waste collection of the development be undertaken on-street, along Melwood Avenue. To facilitate this, a bin holding area is provided on Level 2, near the site frontage, ensuring that waste contractors will be able to safely and efficiently collect bins from the site, and eliminate the requirement for bins to be placed on the kerbside.

These arrangements are considered acceptable and consistent with the approved development.

TRAFFIC GENERATION & IMPACTS

Trip Generation

The proposed modification does not alter the total number of dwellings approved under the DA, and as such, the trip generation will remain unchanged. The traffic impacts arising from the MOD are therefore acceptable.

DESIGN ASPECTS

The design of the traffic circulation and parking areas remains unchanged and continues to comply with AS 2890.1-2004 Off-Street Car Parking (AS 2890.1) and AS 2890.6 – 2009 Off-Street Parking for People with Disabilities (AS 2890.6) and the following comments are considered noteworthy:

Access Design

- There will be no change to the approved access or ramp arrangements.

Internal Design

- All car parking spaces are required to be provided in accordance with the User Class 1A requirements of AS 2890.1, having a minimum space width of 2.4 metres and length of 5.4 metres, with an aisle width of 5.8 metres. Five of the proposed car parking spaces are provided in accordance with these requirements.
- Three of the proposed car parking spaces are provided with an increased width of 3.2 metres, length of 5.4 metres, with an aisle width of 6.6 metres. These spaces comply with AS 2890.1 and the requirements of Schedule 4, Clause 4(2)(c) of the Housing SEPP 2021.
- The remaining two car spaces are provided with a minimum space width of 2.4 metres and length of 5.4 metres, with an aisle width in of 5.8 metres (apart from car space R06 as discussed separately below). These spaces are located immediately adjacent to a 2.4-metre-wide and minimum 5.4-metre-long shared area, compliant of AS 2890.6 and Schedule 4, Clause 4(2)(c) of the Housing SEPP 2021.
- Car space EV06 is provided with an aisle width of only 4.65 metres when measured to the landing in front of the lift. The width of the car space is effectively 4.6 metres when measured from the bollard within the adjacent shared area to the wall abutting Unit 101. The wider car space compensates for the reduced aisle width, and as demonstrated by the swept paths included in **Attachment 1**, compliant entry and exit movements can be achieved.
- A clear head height of 2.2 metres is required above all traffic circulation and car parking areas in accordance with Clause 5.3.1 of AS 2890.1.
- A minimum clear head height of 2.5 metres is provided above the accessible car parking spaces and shared area, in accordance with Clause 2.4 of AS 2890.6.
- A 2.5 metre by 2.0 metre visual splay is provided on the egress side of the driveway, at the property boundary, in accordance with Figure 3.3 of AS 2890.1. This area is to be kept clear of all vertical obstructions with a height greater than 0.6 metres.



CONCLUSION

In summary:

- PDC Consultants has been commissioned by Melwood Avenue to undertake a traffic impact assessment to support a Modification Application to the approved senior's living development (DA2022/2181) at 69 Melwood Avenue, Forestville. The MOD seeks to adjust the approved design to reflect updated unit configurations and associated changes to parking provisions, incorporating:
 - Seven (7) seniors living units comprising of four (4) three-bedroom units and three (3) two-bedroom units.
 - A total of 10 car spaces provided on Level 1.
 - No change to the approved vehicle access or ramp arrangements.
- The proposed modification does not alter the total number of dwellings approved under the DA, and as such, the trip generation will remain unchanged. The traffic impacts arising from the MOD are therefore acceptable.
- The development is required to provide a minimum of 9 car spaces under the Housing SEPP 2021. In response, the development provides 10 car spaces and therefore satisfies the minimum requirement of the Housing SEPP 2021. The proposed car parking provision is therefore considered acceptable and will ensure that all car parking demands are accommodated on-site, with no reliance on on-street parking.
- The proposed access and car parking arrangements comply with the relevant requirements of AS 2890.1 and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

The proposed development is therefore supportable on traffic planning grounds. Please contact the undersigned should you have any queries or require any further information.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Paul Corbett', written over a light blue horizontal line.

Paul Corbett
Director, PDC Consultants

Email: pcorbett@pdcconsultants.com.au

Attachments:

- 1) Swept Path Analysis Drawings

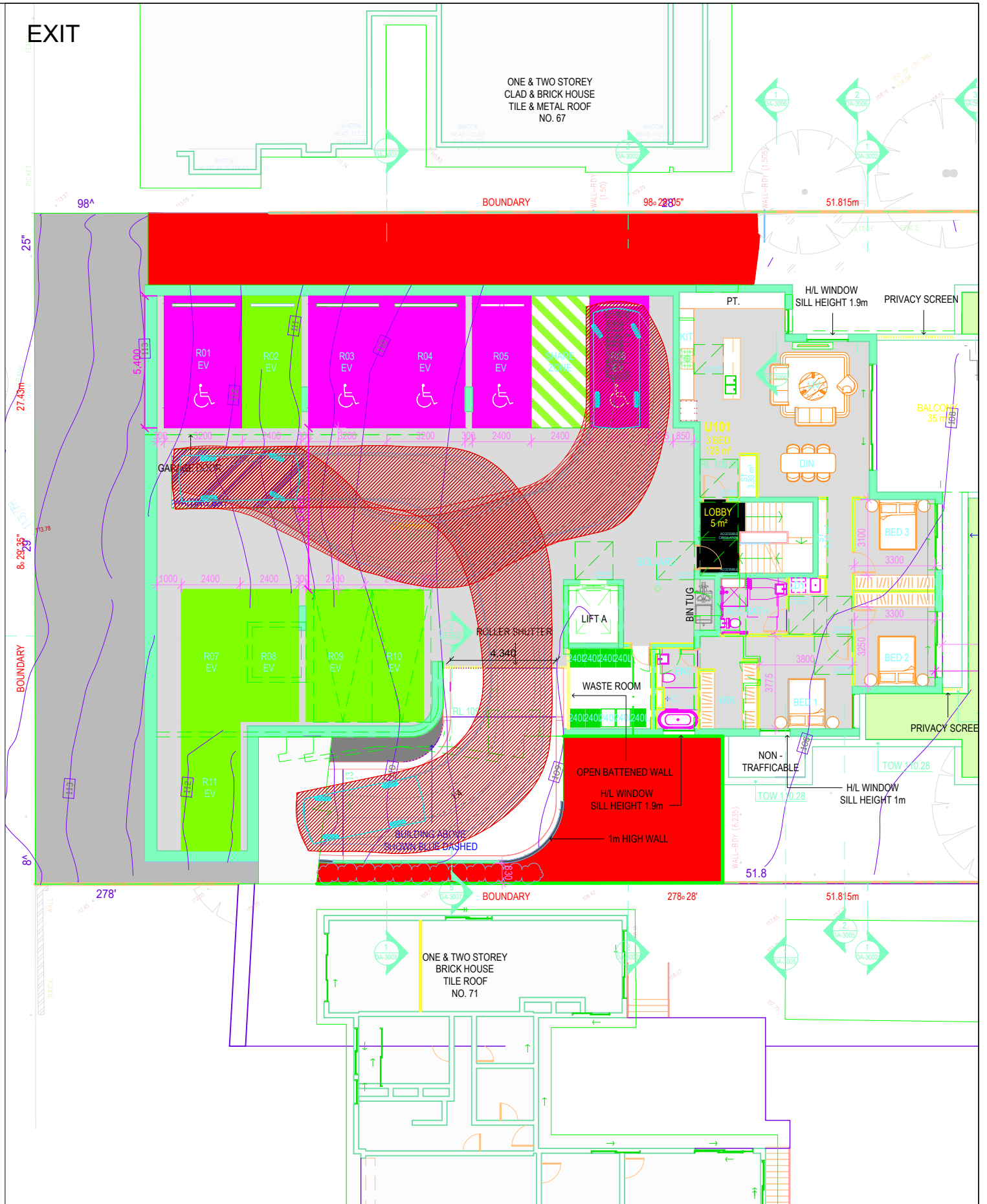




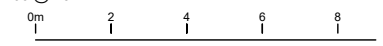
Attachment 1

ENTRY



EXIT



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