



TRAFFIC IMPACT ASSESSMENT

Proposed Seniors Housing Development

27-29 North Avalon Road, Avalon Beach

Prepared for: Armada Avalon Pty Ltd

Reference: 0138r01v03

Date: 27/09/2019

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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Armada Avalon Pty Ltd to undertake a traffic impact assessment of a Development Application (DA) relating to a proposed seniors housing development at 27-29 North Avalon Road, Avalon Beach. Specifically, the DA proposes the demolition of the existing dwellings and the construction of a two-storey seniors housing development having the following attributes:

- 10 seniors independent living units (ILUs);
- At-grade parking with a total of 15 car spaces;
- A 4.0 metre wide entry / exit driveway onto North Avalon Road.

Having regard for the above, it is evident that the development is not of a use or scale that requires referral of the DA to the Roads and Maritime Services (RMS), under the provisions of the State Environmental Planning Policy (Infrastructure) 2007.

The site is located in the Northern Beaches local government area (LGA) and accordingly, the proposed development has been assessed in accordance with the Pittwater Development Control Plan 2004 and Pittwater Local Environmental Plan 2014. In addition to Council's planning controls, the proposed development has been assessed in accordance with the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

1.2. Structure of this Report

This report documents the findings of our investigations in relation to the anticipated traffic and parking impacts of the proposed development and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately by Sutherland & Associates. The remainder of this report is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality;
- Section 3: Describes the proposed development;
- Section 4: Assesses the parking requirements of the development;
- Section 5: Assesses the traffic impacts of the development;
- Section 6: Discusses the proposed access and internal design arrangements;
- Section 7: Presents the overall study conclusions.



1.3. References

In preparing this report, reference has been made to the following guidelines / standards:

- Pittwater Local Environmental Plan 2014 (PLEP 2014);
- Pittwater Development Control Plan 2004 (PDCP 2004);
- State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure 2007);
- State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (Seniors SEPP 2004);
- Australian Standard AS 2890.1-2004, Part 1: Off-Street Car Parking (AS 2890.1);
- Australian Standard AS 2890.6-2009, Part 6: Off-Street Parking for People with Disabilities (AS 2890.6);
- RMS Guide to Traffic Generating Development 2002 (RMS Guide);
- RMS Technical Direction TDT 2013/04a - Guide to Traffic Generating Developments, Updated Traffic Surveys (RMS Guide Update).

2. Existing Conditions

2.1. Location and Site

The subject site is located at 27-29 North Avalon Road, Avalon Beach, being approximately 600 metres north of the Avalon Beach esplanade and 300 metres north-east of Barrenjoey High School. More specifically, it is located on southern side of North Avalon Road between its intersection with Tasman Road to the west and Watkins Road to the east.

The site is comprised of two (2) separate lots, formally identified as Lot 32, DP8394 and Lot 33, DP 8394. The site is rectangular in configuration with a total area of 2,250m². It has a single street frontage being North Avalon Road to the north having a length of approximately 37 metres. The eastern and western boundaries border neighbouring residential dwellings both having lengths of 61 metres. The southern boundary borders neighbouring residential dwellings having a total length of 37 metres.

The site currently accommodates two separate residential dwellings with a single dwelling located on each lot. Vehicle access to each lot is provided in the form of a 3.5 metre wide informal (gravel) driveway onto North Avalon Road.

Figures 1 and 2 overleaf provide an appreciation of the subject site in a broad and local context respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 1** overleaf, with the following roads considered noteworthy:

- **Barrenjoey Road:** forms part of an RMS Main Road, MR 164. Barrenjoey Road generally runs in a north-south direction between Governor Phillip Park in the north and Pittwater Road to the south. Near the site, it is subject to 60km/h speed zoning restrictions and carries a single lane of traffic in both directions within an 11 metre wide undivided carriageway. Unrestricted parallel parking is permitted along both kerbsides.
- **Whale Beach Road:** a local road that generally runs in a north-south direction between Palm Beach in the north and Barrenjoey Road in the south. Near the site, it is subject to 50km/h speed zoning restrictions and carries a single lane of traffic in both directions within a 10 metre wide undivided carriageway. Unrestricted parallel parking is permitted along both kerbsides.
- **North Avalon Road:** a local road that runs in an east-west direction between Marine Parade in the east and Barrenjoey Road in the west. North Avalon Road Street is subject to 50km/h speed zoning restrictions and carries a single lane of traffic in both directions within a 10 metre wide undivided carriageway. Unrestricted parallel parking is permitted along both kerbsides.



Figure 1: Location & Road Hierarchy

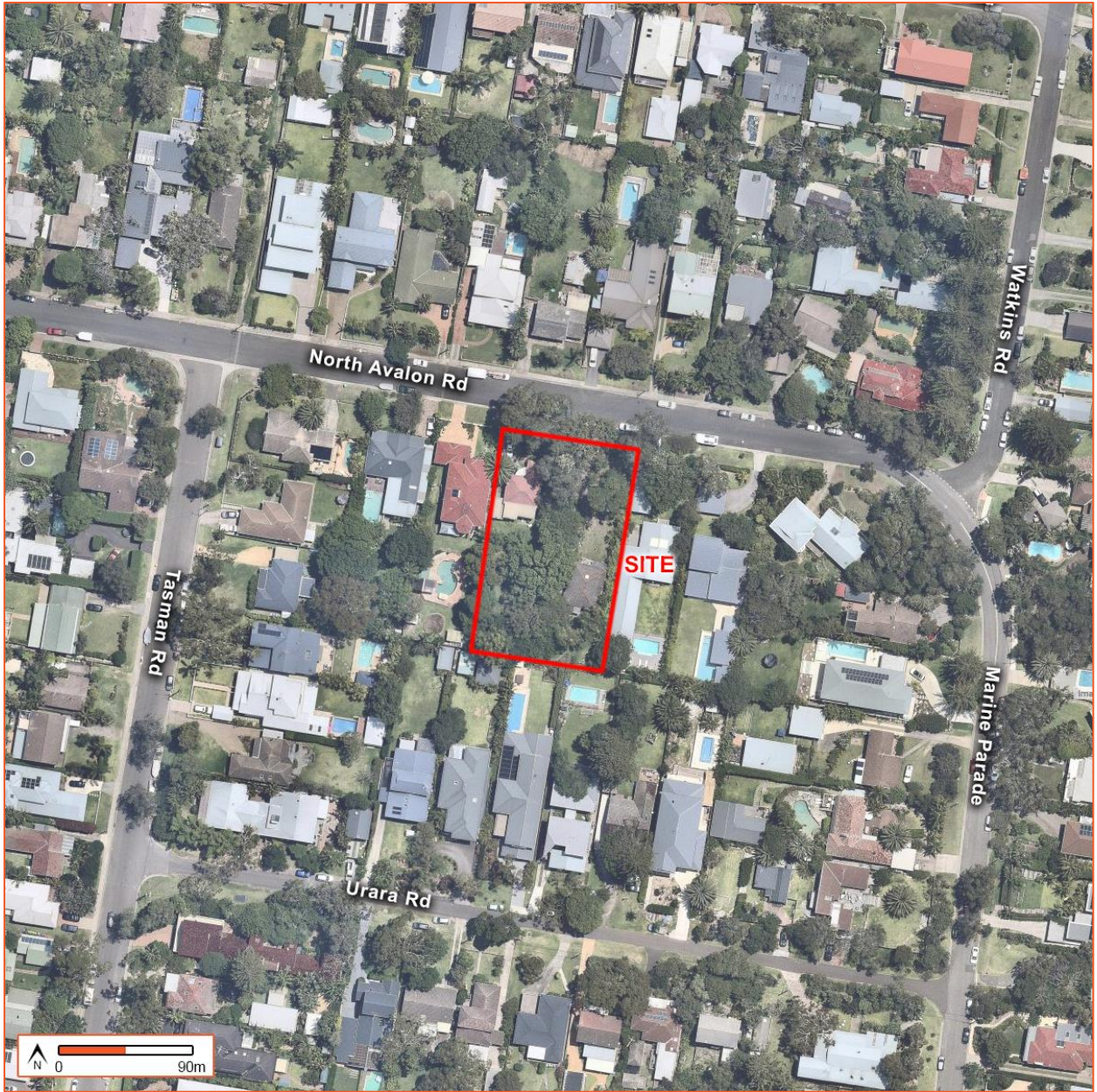


Figure 2: Site Plan

2.3. Public and Active Transport

2.3.1. Bus Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan bus services includes all areas within a 400 metre radius of a bus stop. It can be seen from **Figure 3** that the site is situated within 400 metres of bus stops located along Barrenjoey Road and Coonanga Road which are serviced by multiple bus routes. The site therefore falls within the walking catchment area, and residents and visitors are expected to utilise these services for journeys to / from the proposed development.

Table 1 below shows the notable town centres that are accessible via the abovementioned bus services and the average service headways during peak and off-peak periods.

Table 1: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	AVERAGE HEADWAY
191	Avalon Beach to Taylors Point (Loop Service)	Via Bilgola Plateau, Clareville, Avalon Beach & Bilgola Beach	Weekdays: 30 minutes Weekends: 30 minutes
192	Avalon Beach to Stokes Point (Loop Service)	Via Dunbar Park	Weekdays: 30 minutes Weekends: 30 minutes all
199	Palm Beach to Manly	Via Avalon, Bigola Beach, Newport, Mona Vale, Warriewood, North Narrabeen, Narrabeen, Collaroy, Dee Why, Brookvale, North Manly & Queenscliff	Weekdays: 10 - 15 minutes Weekends: 15 – 30 minutes
E88	North Avalon Beach to City Wynyard	Via Avalon, Bigola Beach, Newport, Mona Vale, Warriewood, North Narrabeen, Narrabeen, Mosman, Neutral Bay & Sydney	Weekdays: 10 - 15 minutes afternoon only Weekends: No services
L90	Palm Beach to City Wynyard	Via Avalon, Bigola Beach, Newport, Mona Vale, Warriewood, North Narrabeen, Narrabeen, Collaroy, Dee Why, Brookvale, Mosman, Neutral Bay & Sydney	Weekdays: 20 minutes until 3pm / 1 hour night service Weekends: 1 hour

2.3.2. Rail Services

The Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, states that the walking catchment for metropolitan railway stations includes all areas within an 800 metre radius of a station. Indeed, the subject site is situated well outside the walking catchment area, with the nearest station being Pymble Railway Station located some 23 kilometres south-west of the site. With this in mind, there is expected to be limited reliance on the use of rail services by residents and visitors of the proposed development although these services may be used for journeys to / from the Greater Sydney Area.

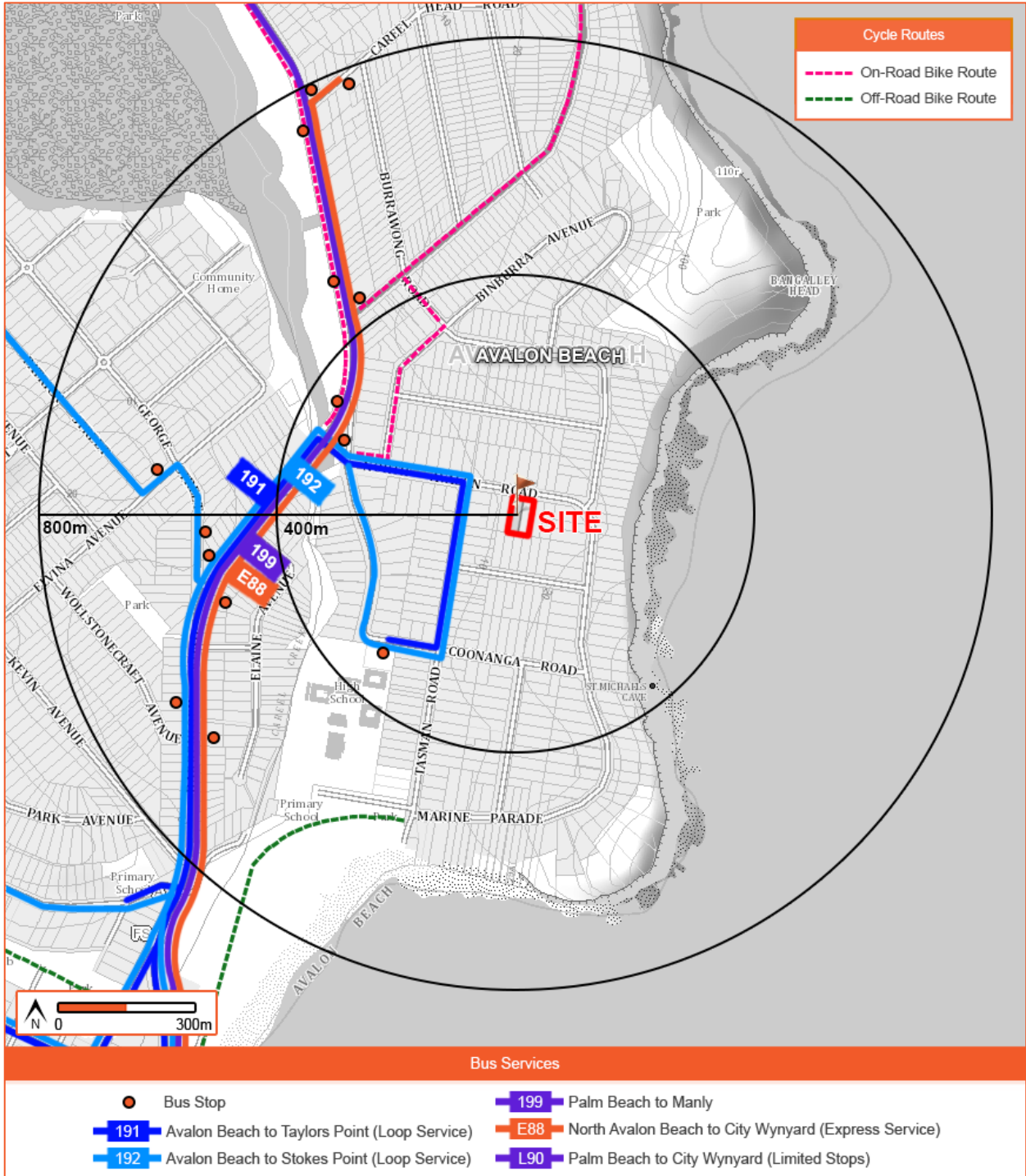


Figure 3: Public and Active Transport Services

2.3.3. Cycle Network

Figure 3 shows that the subject site has reasonable access to the local cycle network. On-road cycle paths are provided along Barrenjoey Road, Binburra Avenue and North Avalon Road (between its intersections with both Barrenjoey Road and Binburra Avenue) which provide connections to the wider cycle path network.

2.4. Existing Traffic Generation

As discussed in Section 2.1 of this report, the site currently accommodates two residential dwellings which attract a trip rate of 0.95 trips / hour / dwelling during the 7-9am (AM) peak period and 0.99 trips / hour / dwelling during the 4-6 (PM) peak period, under the RMS Guide Update. Application of these rates to the two existing residential dwellings results in the following traffic generation:

- 2 vehicle trips / hour (0 in, 2 out), during the AM peak period;
- 2 vehicle trips / hour (2 in, 0 out), during the PM peak period.

The above assumes a 20% inbound and 80% outbound split during the AM peak period noting there is a higher likelihood that residents would depart the site in the weekday morning, and vice versa for the weekday PM peak period. 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 in Section 5.1 of this report.



3. Proposed Development

A detailed description of the proposed development for which approval is now sought, is outlined in the Statement of Environmental Effects prepared separately by Sutherland & Associates. In summary, the DA proposes the demolition of the existing dwellings and the construction of a seniors living development, incorporating:

- 10 x ILUs comprising:
 - 5 x two-bedroom ILUs;
 - 5 x three-bedroom ILUs;
- At-grade parking with a total of 15 car spaces;
- A 4.0 metre wide entry / exit driveway onto North Avalon Road.

The parking and traffic implications arising from the proposed development are discussed in Sections 4 and 5 respectively. A copy of the relevant architectural drawings, prepared by Environa Studio, are also included in **Appendix A**.

4. Parking Requirements

4.1. Car Parking

Clause 50(h) of the Seniors SEPP 2004 outlines the following car parking rates for senior's living developments:

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:

- (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.*

The DA has not been made by a social housing provider and accordingly, the parking provisions are required to be assessed in accordance with the rate outlined under Clause 50(h)(i) of the Seniors SEPP 2004.

The PDCP 2004 does not stipulate a car parking rate for seniors housing developments and instead, states the following under Clause B6.3:

Development not included in the above table

The minimum number of vehicle parking requirements must be determined using the appropriate guidelines for parking generation and servicing facilities based on development type comparison based on the Roads and Maritime Services Guide to Traffic Generating Development or analysis drawn from surveyed data for similar development uses. Provision must be made within the development site for access and parking of all service vehicles servicing the site, visitor parking and parking for people with disabilities.

Having regard for Clause B6.3 of the PDCP 2004, reference was made to the RMS Guide to further assess the car parking requirements of the proposed development. This review found that the RMS Guide recommends application of the below rates for resident funded seniors living developments with self-contained units:

- 2 spaces per 3 units for residents; and
- 1 space per 5 units for visitors.



An assessment against both the Seniors SEPP 2004 and PDCP 2004 (RMS Guide) controls was therefore undertaken to determine the minimum parking requirement for the development. The applicable parking rates and requirements are shown by **Table 2** below.

Table 2: Car Parking Requirement & Provision

TYPE	NO.	SEPP PARKING RATE	DCP PARKING RATE	SEPP REQUIREMENT	DCP REQUIREMENT	PARKING PROVISION
Residents	25 bedrooms / 10 units	0.5 spaces / bedroom	0.67 spaces / unit	13	7	15
Visitors	10 units	-	0.2 spaces / unit	-	2	0
TOTAL				13	9	15

It is evident from **Table 2** that under the Seniors SEPP 2004, the development requires a minimum of 13 car parking spaces, whilst the PDCP 2004 requires a minimum of 9 car parking spaces. In response, the development provides a total of 15 car parking spaces, therefor satisfying the minimum requirements of both the PDCP 2004 and the Seniors SEPP 2004.

The proposed car parking provision is therefore considered acceptable and will ensure that all parking demands are wholly accommodated on-site, with no reliance on on-street parking.

4.2. Accessible Car Parking

Clause 5(b) of the Seniors SEPP 2004 - Schedule 3 stipulates that *"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."* Application of this rate to the 15 car parking spaces provided for the proposed development, equates to a requirement for one car parking space that is able to be increased in width to 3.8 metres. In response, the architectural plans indicate that Car Space No. 4, located to the immediate west of the lift, is able to be increased to a width of 3.8 metres if required. This arrangement is acceptable and complies with Clause 5(b) of the Seniors SEPP 2004 - Schedule 3.

4.3. Motorcycle and Bicycle Parking

Neither of the Seniors SEPP 2004 or PDCP 2004 policies stipulate a rate for the provision of motorcycle or bicycle parking and in any event, it is considered that the seniors housing development would generate a negligible demand for motorcycle and bicycle parking. As such, it is considered acceptable that the development does not provide any on-site motorcycle or bicycle parking.

4.4. Service Vehicle Parking & Waste Collection

Neither of the Seniors SEPP 2004 or PDCP 2004 policies stipulate a rate for the provision of service vehicle parking. In any event, given the use and moderate scale of the proposed development, it is expected that it would generate



a minimal demand for service vehicle parking. Accordingly, it is considered acceptable that the development does not provide any dedicated on-site service vehicle parking and instead, proposes that any service vehicle demands such as tradesman utes / vans be accommodated within the available on-site parking spaces. This is considered an acceptable outcome given the service vehicle demands will be minor and infrequent. Any demands associated with larger vehicles including trucks would need to be accommodated within the unrestricted parking spaces available along the North Avalon Road frontage.

Given the site constraints, it is considered appropriate that waste collection of the development be undertaken on-street along North Avalon Road. The bin holding area is located next to the driveway, along the Avalon Road site frontage, ensuring that this can be conveniently accessed by Council's waste contractors whilst also eliminating the requirement for bins to be placed on the kerbside. Alternatively, and depending of Council's waste collection policies, the bins could be transferred from the bin holding area to the kerbside on the morning of collection by an on-site caretaker, ensuring that the bins could be collected directly from North Avalon Road. The on-site caretaker shall then promptly return the bins to the bin holding area following collection. This bin collection arrangement is considered acceptable and will ensure that waste can be collected safely and efficiently, whilst also being consistent with numerous other comparable developments in the area.

5. Traffic Impacts

5.1. Trip Generation

The updated trip generation rate for senior's living developments included in the RMS Guide Update was derived from surveys of ten (10) seniors living developments across the Sydney metropolitan area and regional areas of NSW. Taking into consideration that the proposed development is located on the edge of the Sydney Metropolitan area and for the purposes of a conservative estimate, it was considered appropriate to derive an average trip rate from the developments surveyed in regional NSW, being 0.45 vehicle trips / dwelling / hour. Application of this rate to the proposed 10 ILUs, results in the following peak period traffic generation:

- 5 vehicle trips / hour (1 in, 4 out), during the AM peak period;
- 5 vehicle trips / hour (4 in, 1 out), during the PM peak period.

The above is not a net increase as it does not take into consideration the traffic generation of the existing development as is discussed under Section 2.4 of this report. In this regard, the net increase in traffic generation as a result of the proposed development is expected to be as follows:

- 3 vehicle trips / hour (1 in, 2 out), during the AM peak period;
- 3 vehicle trips / hour (2 in, 1 out), during the PM peak period.

5.2. Traffic Impacts

As discussed above, the proposed development will result in a net increase of 3 vehicle trips / hour during the AM and PM peak periods, or one additional vehicle trip every 20 minutes. This is a negligible increase that will have no material impact on the performance of the external road network or key intersections in the locality and accordingly, no external improvements will be required to facilitate the development.

Furthermore, computer modelling techniques available to analyse intersection performances are not sensitive to such small changes in traffic volumes and hence, such an assessment is not considered to be required. The traffic impacts of the proposed development are therefore considered acceptable.

6. Design Aspects

6.1. Access

With 15 car parking spaces of User Class 1A, the proposed development requires a Category 1 Driveway under Table 3.1 of AS 2890.1, being a combined entry / exit driveway of width 3.0 metres to 5.5 metres. In response, the development proposes a combined entry / exit access driveway of width 4.0 metres onto North Avalon Road and therefore satisfies the requirements of AS 2890.1. The proposed arrangements have also been assessed using swept path analysis which confirms compliance with AS 2890.1, and demonstrates that the proposed access arrangements will operate safely and efficiently. The results of this analysis are included in **Appendix B** for reference.

The proposed design of the access is therefore considered acceptable and complies with the relevant requirements of AS 2890.1.

6.2. Internal Design

The proposed internal parking arrangements comply with the relevant requirements of AS 2890.1, with the following design aspects considered noteworthy:

6.2.1. Internal Roadway

- The driveway and internal roadway between the car park and access has a flat (0%) grade and therefore satisfies the ramp and driveway grade requirements of AS 2890.1.
- The internal roadway between the car park and access has a flat grade and straight alignment, ensuring that drivers have excellent visibility from one end to the other. The roadway will operate satisfactorily under priority control and is not required to be managed using traffic signals.
- The single lane width of the internal roadway complies with AS 2890.1 and is considered appropriate in the circumstances given the tidal nature (i.e. outbound movements occur in the morning and inbound movements occur in the evening) and very low traffic generation of the development.

6.2.2. Parking Modules

- All car parking spaces are provided in accordance with the User Class 1A requirements of AS 2890.1 having a minimum length of 5.4 metres, width of 2.4 metres and aisle width of 5.8 metres.
- Car Space No. 4, located to the immediate west of the lift, is able to be increased to a width of 3.8 metres, if required, ensuring compliance with Clause 5(b) of the Seniors SEPP 2004 - Schedule 3 is achieved.



- All walls / columns are located outside of the space design envelope, as required under Figure 5.2 of AS 2890.1.
- Dead-end aisles are provided with the required 1m aisle extension in accordance with Figure 2.3 of AS 2890.1.

6.2.3. Head Heights

- A minimum 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 required above Car Space No. 4, in accordance with AS 4299.

6.2.4. Other Considerations

- A 2.5m by 2.0m visual splay shall be provided on both sides of the driveway, at the property boundary, in accordance with Figure 3.3 of AS 2890.1.

In summary, the internal parking arrangements have been designed in accordance with AS 2890.1. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate

7. Conclusions

In summary:

- PDC Consultants has been commissioned by Armada Avalon Pty Ltd to undertake a traffic impact assessment of a DA relating to a proposed seniors housing development at 27-29 North Avalon Road, Avalon Beach. Specifically, the DA proposes the demolition of the existing dwellings and the construction of a two-storey seniors housing development having the following attributes:
 - 10 seniors independent living units;
 - At-grade parking with a total of 15 car spaces;
 - A 4.0 metre wide entry / exit driveway onto North Avalon Road.
- The traffic assessment confirms that the proposed development will generate a total of 5 vehicle trips / hour during both the weekday 7-9am (AM) and 4-6pm (PM) peak periods. The net increase will however be only 3 vehicle trips / hour during the weekday AM and PM peak periods. This equates to one additional vehicle trip every 20 minutes during peak periods which will have no material impact on the performance of the external road network or on key intersections in the locality and accordingly, no external improvements will be required to facilitate the development. The traffic impacts of the proposed development are therefore considered acceptable.
- The Seniors SEPP 2004 requires the development to provide a minimum of 13 car parking spaces, whilst the PDCP 2004 requires a minimum of 9 car parking spaces. In response, the development provides a total of 15 car parking spaces, therefore satisfying the minimum requirements of both the PDCP 2004 and the Seniors SEPP 2004. The proposed car parking provision is considered acceptable and will ensure that all parking demands are wholly accommodated on-site, with no reliance on on-street parking.
- The proposed access and internal parking arrangements comply with AS 2890.1, and will operate safely and efficiently. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

It is therefore concluded that the proposed development is supportable on traffic planning grounds.



Appendix A

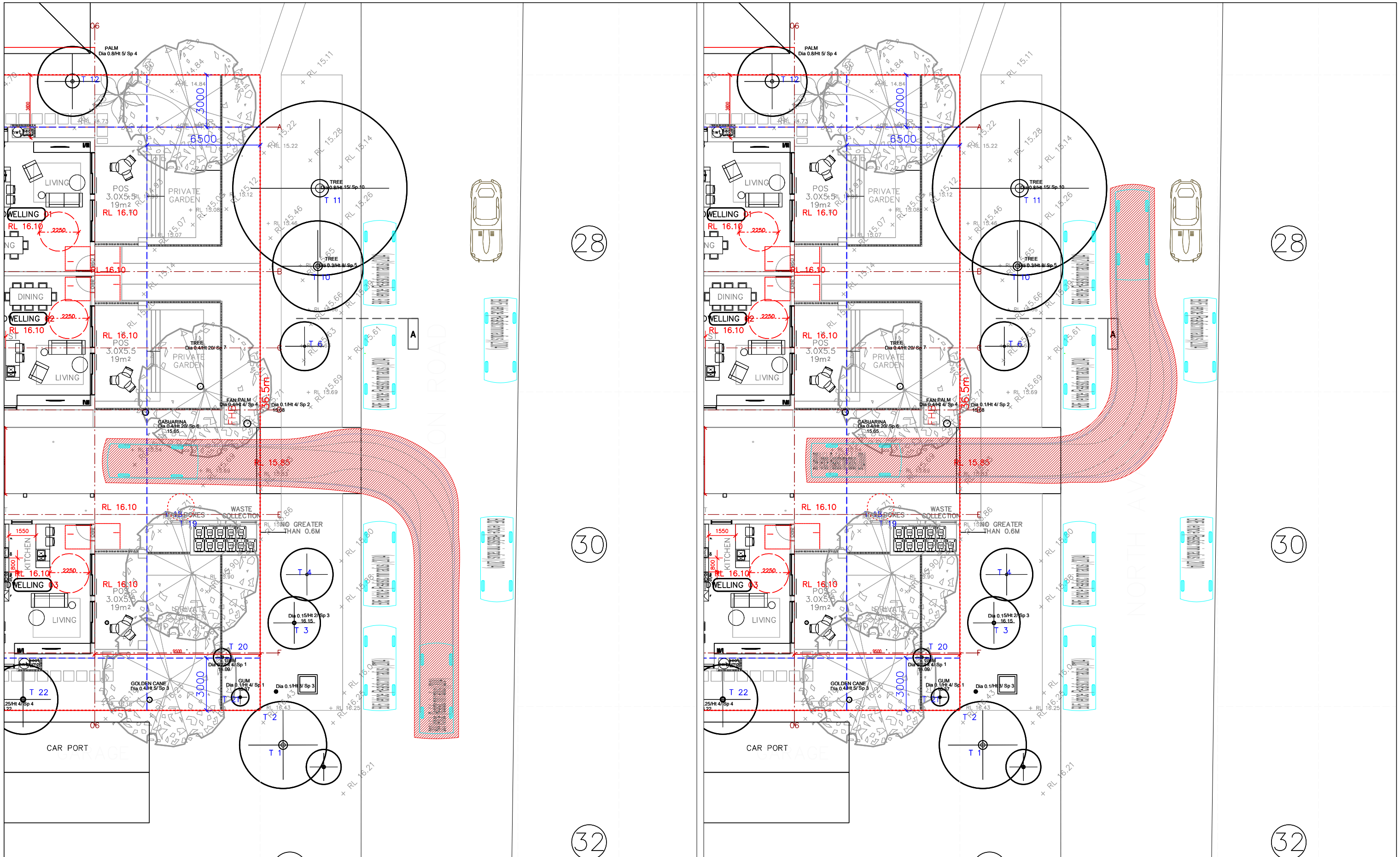




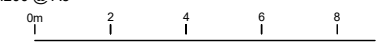
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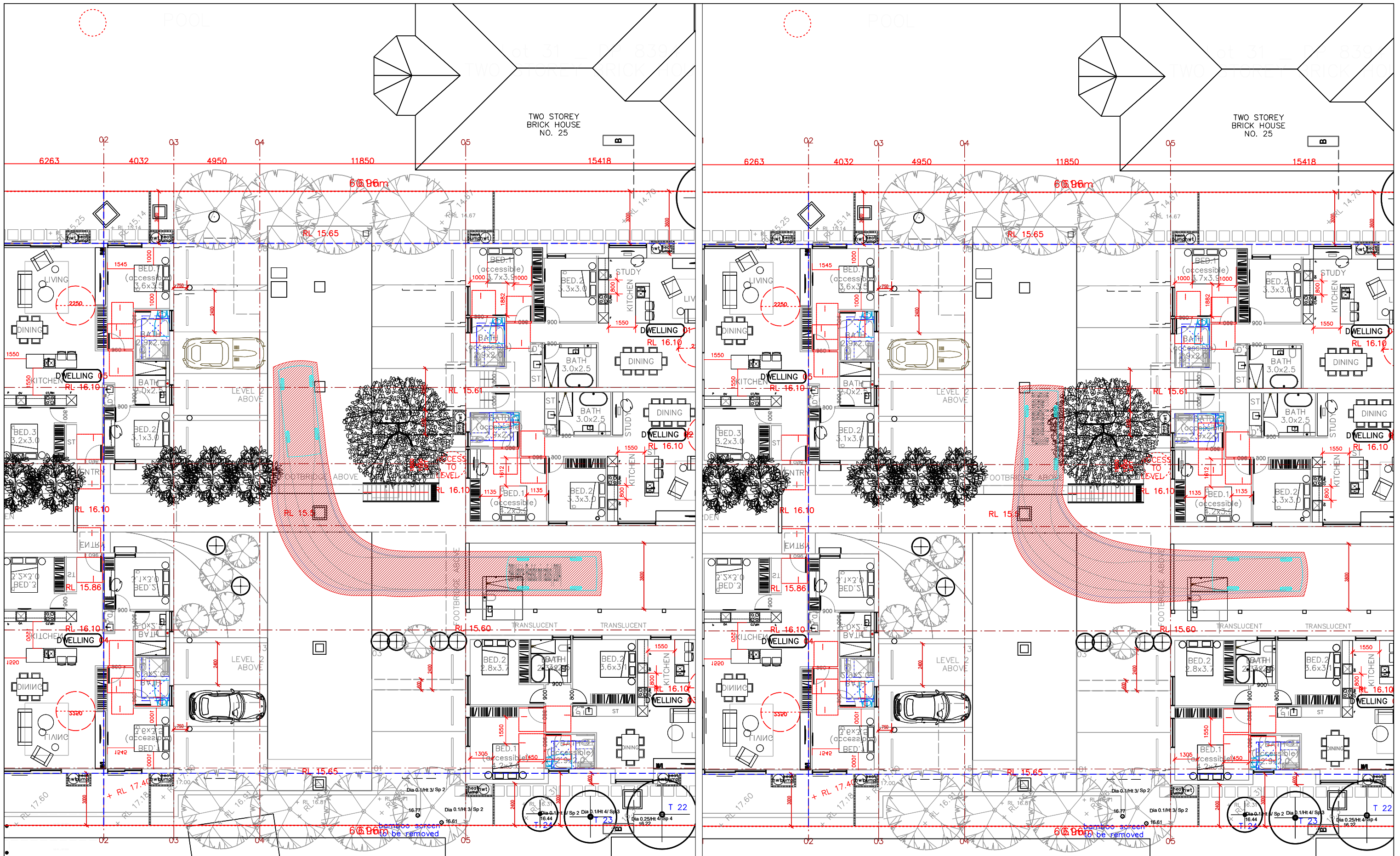
	<p>notes</p> <p>all work to be carried out in accordance with bca, saa codes and conditions of council. measurements in mm's unless noted. use figured dimensions. do not scale drawings. site measure before starting work. refer all discrepancies to the architect.</p>	<p>rev date amendment</p> <p>A 23/01/19 issued for information</p>	<p>rev date amendment</p> <p>F 14/06/19 issued to consultants</p>	<p>project</p> <p>SENIORS LIVING</p>	<p>location</p> <p>27-29 NORTH AVALON ROAD</p>	<p>drawing</p> <p>LEVEL 1</p>	<p>stage</p> <p>DA</p>	<p>project no.</p> <p>991</p>	<p>dwg no.</p> <p>101</p>
		<p>A 25/02/19 issued to council for information</p> <p>B 08/03/19 issued for information</p> <p>C 16/04/19 issued to consultants + client</p> <p>D 30/04/19 issued for information</p> <p>E 03/05/19 issued to consultants</p> <p>F 10/05/19 issued to consultants</p> <p>F 30/05/19 issued to consultants</p>	<p>G 19/06/19 issued to consultants + client</p> <p>H 21/06/19 issued to consultants + client</p> <p>I 02/07/19 issued to consultants + client</p> <p>J 31/07/19 issued to client for comment</p> <p>J 19/08/19 issued to client for comment</p> <p>K 27/08/19 issued to client for comment</p> <p>L 25/09/19 issued to client for information</p>	<p>environa studio</p> <p>224 riley st surry hills 2010 t: 02 9211 0000 w: www.environastudio.com.au architects registration number 6239</p>	<p>for/client</p> <p>ARMADA AVALON PTY LTD</p>	<p>at</p> <p>AVALON BEACH</p>	<p>drawing</p> <p>FLOOR PLAN</p>	<p>chkd drwn</p> <p>TW MB</p>	<p>date</p> <p>25/09/19</p>



Appendix B



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No.	Date	Description	Swept Path Key - - - - - Vehicle Wheel Path ———— Vehicle Body Envelope ———— 300mm Vehicle Clearance	North 	Drawing Prepared By PDC Consultants Suite 202 / 27-39 Abercrombie St Chippendale NSW 2008 w: www.pdcconsultants.com.au ABN: 70 615 064 670	Architect Environa Studio Client Armada Avalon Pty Ltd	Project 27-29 North Avalon Road Avalon Beach Project No 0138	Drawing Title Ground Floor Plan B99 Design Vehicle Swept Path Analysis Internal Entry / Exit Movements Sheet Status NOT FOR CONSTRUCTION	Drawing No. 002 Drawn By MM	Revision No. - Date 26/09/2019