PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT

25-27 KEVIN AVENUE, AVALON BEACH

Traffic and Parking Assessment Report

18th June 2025

Ref: 23029

Prepared by

Terraffic Pty Ltd
Traffic and Parking Consultants

Terraffic Pty Ltd ABN 83 078 415 871
PO Box 563 Sylvania Southgate NSW 2224 Mob: 0411 129 346
Email: logan@terraffic.com.au Web: www.terraffic.com.au

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This report has been prepared to accompany a development application (DA) to Northern Beaches Council for a proposed Seniors Living development on a consolidated site at 25-27 Kevin Avenue, Avalon Beach (Figures 1 and 2).

The proposed development site is located on the southern side of Kevin Road approximately 175m east of Elvina Avenue. The site has a total area of 2,789m^2 with a frontage of 36.58m to Kevin Avenue. The site is zoned R2 Low Density Residential under the controls of Pittwater LEP 2014.

The existing site development contains 2 dwellings (one on each site). Each dwelling gains vehicular access to Kevin Avenue via a single width access driveway. A copy of the site survey is reproduced in the following pages.

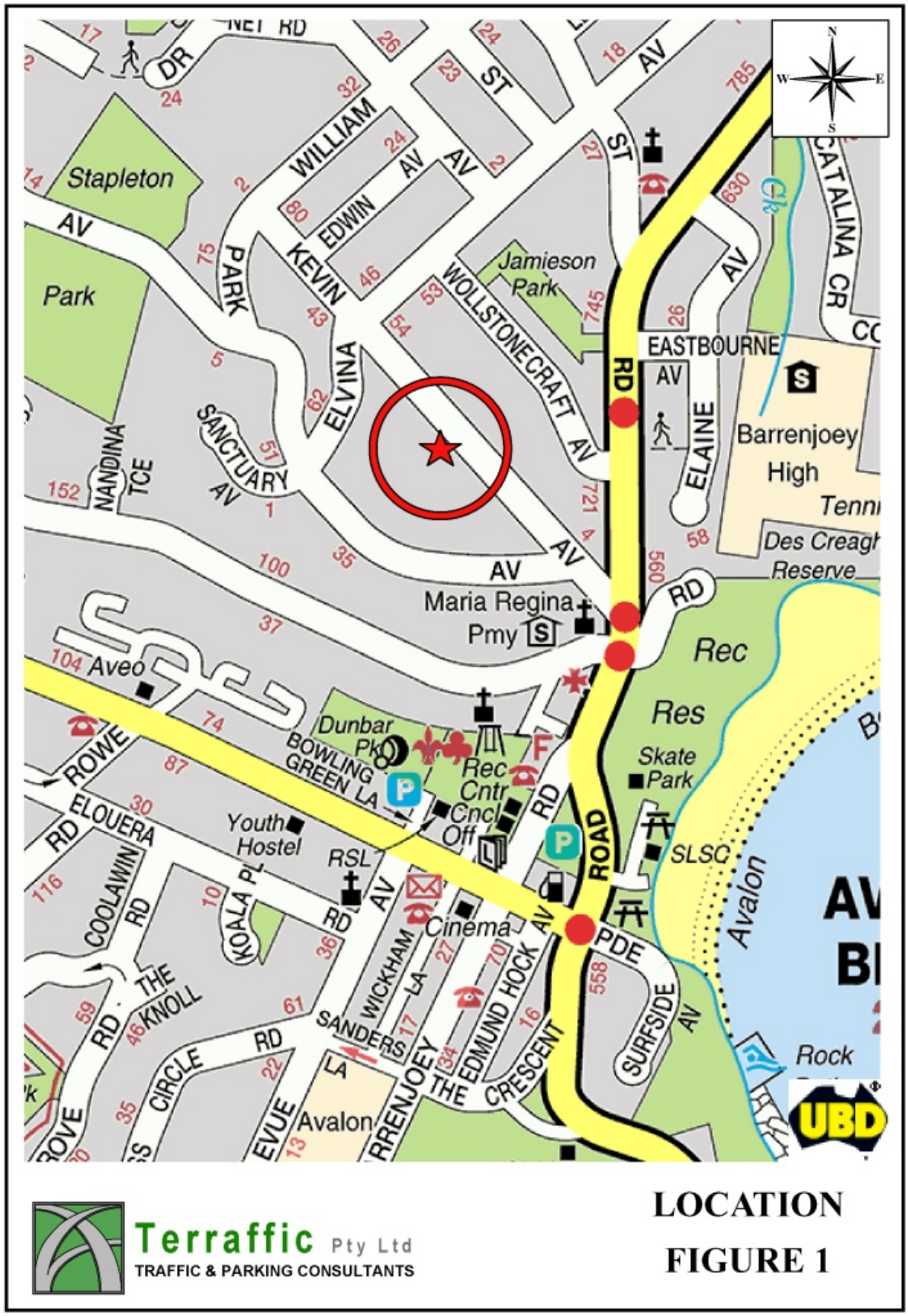
Development Proposal

The development proposal involves the demolition of the existing site development and construction of a Seniors Living development containing 10 dwellings and 28 bedrooms as follows:

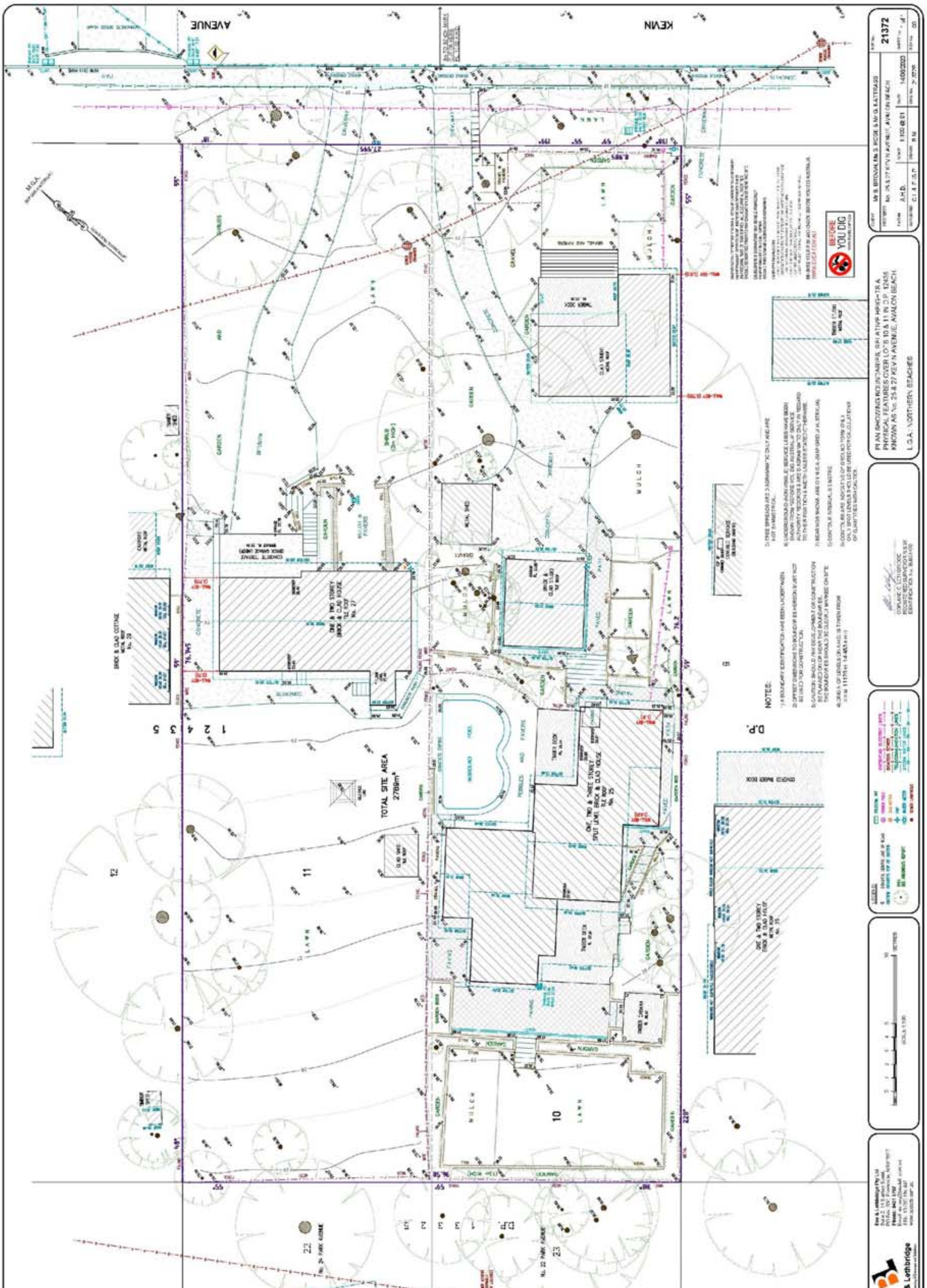
2 x 2 bedroom self contained dwellings (4 bedrooms)
8 x 3 bedroom self contained dwellings (24bedrooms)

The proposal is served by a single level basement carpark containing a total of 17 parking spaces comprising 14 resident and 3 visitor spaces. An additional car wash bay has been provided for residents.

Vehicular access to the proposed development is off Kevin Avenue via a two-way 5.5m wide combined entry/exit driveway. The accessway falls from the basement to the boundary at a grade of approximately 5% (1 in 20). The existing access driveways will be replaced with standard kerb and gutter to Council's specifications.


Stapleton
Park
Jamieson Park
Barrenjoey High
Des Creagh Reserve
Maria Regina Pmy
Aveo
Dunbar Pk
Rec Cntr
Cncl Off
Youth Hostel
RSL
Cinema
Skate Park
SLSC
Rec Res
Avalon
Rock
UBD
WILLIAM ST
EDWIN AV
KEVIN PARK AV
ELVINA AV
WOLLSTONECRAFT AV
EASTBOURNE AV
ELAINE AV
CATALINA CR
NANDINA TCE
SANCTUARY AV
BOWLING GREEN LA
ROWE RD
ELOUERA RD
COOLAWIN RD
KOALA PL
WICKHAM LA
THE EDMUND HOCK CRESCENT
SURFSIDE AV
PDE
ROAD
THE KNOLL
CIRCLE RD
SANDERS LA
THE AVALON
Terraffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS
LOCATION
FIGURE 1


N
W
E
S
ELVINA
AVE
WOLLSTONECRAFT
KEVIN
AVE
ELVINA
6.1W
AVE
LANE
PARK
AVE
AVE
RD
Terraffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS
SITE
FIGURE 2


AVENUE
KEVIN
NOTES:
Bee & Lethbridge
21372

Architectural plans of the development proposal prepared by Gartner Trovato Architects are reproduced in Appendix A.

Public Transport Accessibility

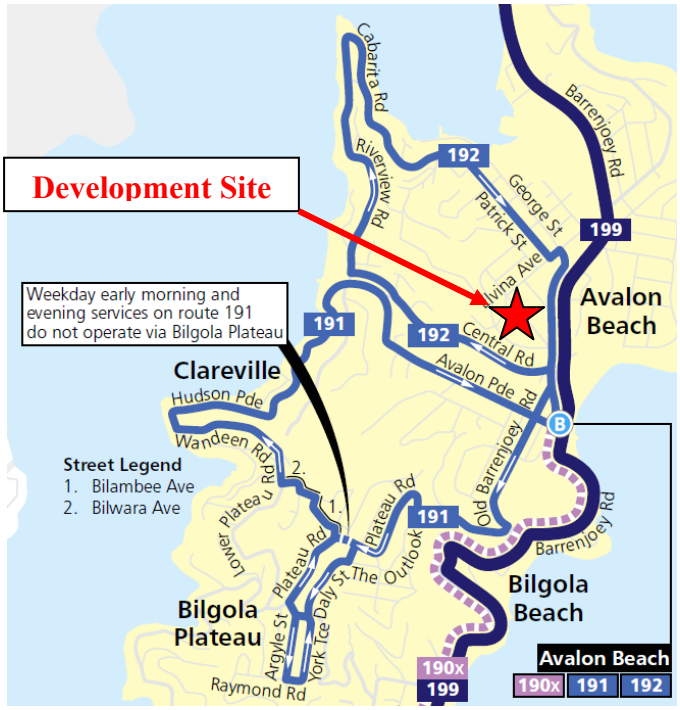
The subject site has convenient access to the following bus service operated by Sydney Buses:

Route 191 Avalon Beach to Taylors Point Loop Service (operates daily)

Route 192 Avalon Beach to Stokes Point Loop Service (operates daily)

Route 190X Avalon Beach to City Wynyard (express service) via Newport, Mona Vale, Warriewood, Narrabeen, Mosman and Neutral Bay (operates weekdays)

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



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.

2. PARKING ASSESSMENT

Parking Provision

Part 5 in Chapter 3 of the State Environmental Planning Policy (Housing) 2021 specifies the following car parking requirements for Seniors Housing:

> **108 Non-discretionary development standards for independent living units—the Act, s 4.15**A
>
> (2) The following are non-discretionary development standards in relation to development for the purposes of independent living units—
>
> (j) for a development application made by, or made by a person jointly with, a social housing provider—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.

Application of those requirements to the proposed self funded development yields a total parking requirement of 14 spaces calculated as follows:

2 x 2 bedroom units (4 bedrooms) @ 0.5 spaces per bedroom	2 car spaces
8 x 3 bedroom units (24 bedrooms) @ 0.5 spaces per bedroom	12 car spaces
Total requirement	**14 car spaces**

The proposed development satisfies the SEPP with the provision of 14 resident spaces.

Table 1 in Section B6.3 of the Pittwater 21 Development Control Plan (amendment 27) requires 1 visitor space per 3 dwellings for multi dwelling housing and residential flat buildings. Application of this requirement to the proposed development yields a visitor parking requirement of 4 spaces calculated as follows:

10 dwellings @ 1 visitor space per 3 dwellings	3.3 visitor spaces (rounded up to 4 spaces)

Alternatively, the RMS Guidelines only requires 1 visitor space per 5 dwellings for medium density developments. Application of this requirement to the proposed development yields a visitor parking requirement of only 2 spaces calculated as follows:

10 dwellings @ 1 visitor space per 5 dwellings 2.0 visitor spaces

While the SEPP does not require visitor parking, provision has been made for 3 visitor spaces in the basement including one disabled visitor space. This provision is one more space than that required by the RMS Guidelines and 0.3 of a space less than the DCP requirement. To that end, the provision of 3 visitor spaces will more than satisfy the likely demand generated by only 10 dwellings.

Parking Space Compliance

The resident car spaces have been designed in accordance with Clause 85, Schedule 4 (4) of SEPP Housing 2021 that requires the following:

> (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—
>
> (a) for a parking space not in a group—the parking space must comply with AS/NZS 2890.6,
>
> (b) for a group of 2–7 parking spaces—
>
> (i) at least 1 of the parking spaces must comply with AS/NZS 2890.6, and
>
> (ii) 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,

Of the 14 resident spaces required by the SEPP, 8 spaces (57%) have been designed in accordance with the Australian Standard AS/NZS2890.6:2009 – *"Off-street parking for people with disabilities"* as follows:

- A 5.4m long x 2.4m wide dedicated (non-shared) parking space
- An adjacent shared area that is also 5.4m long x 2.4m wide
- A minimum headroom of 2.5m above the disabled spaces
- Pavement cross-falls in disabled spaces do not exceed 2.5% (1 in 40) in any direction

The remaining parking spaces and access arrangements have been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1-2004 – *"Off-Street Car Parking"*:

- Parking spaces have a minimum length of 5.4m and width of 2.4m
- Spaces adjacent to a wall have an additional 300mm width
- The manoeuvring aisle has a minimum width of 5.8m
- Columns have been setback 750mm from the aisle
- The access ramp has a downgrade of 5% (1 in 20) for the first 6.0m into the site
- Maximum ramp grades do not exceed 12.5% (1 in 8)
- The two-way access ramp has a minimum width of 6.1m comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- A minimum headroom clearance of 2.2m has been provided throughout the basement
- Pedestrian sight line triangles have been provided
- 1.0m wide dead-end aisle extensions have been provided

Swept Path Analysis

The ability of the Australian Standard B85 vehicle to access the car wash bay was tested using the Autodesk Vehicle Tracking software. The swept path of the B85 accessing this space with only 3 manoeuvres is reproduced in Appendix B. The B85 vehicle is similar to a Ford Falcon and is used for determining the accessibility of a car parking space.

The ability of the B99 vehicle (Ford Transitvan) to enter the rear section of the carpark and pass a waiting B85 vehicle was also tested using the software. The swept path is also reproduced in Appendix B showing the location of a linemarked waiting bay and a convex mirror to enhance sight lines to oncoming vehicles.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking 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**
Barrenjoey Road	Nil

As can be seen, Barrenjoey Road is a classified *State Road* performing an arterial road function. It typically carries 4 lanes of traffic through Avalon Beach (2 in each direction) with opposing traffic separated by a concrete median. Dedicated turn lanes are provided at key intersections.

Kevin Avenue is an unclassified *Local Road* performing a minor collector road function through Avalon Beach. The section of Kevin Avenue along the site frontage has a pavement width of approximately 7.8m with unrestricted parking along both alignments.

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 4vtph during the weekday AM and PM peak periods calculated as follows:

10 dwellings @ 0.4vtph per dwelling	4vtph (AM: 1 in / 3 out, PM: 3 in / 1 out)

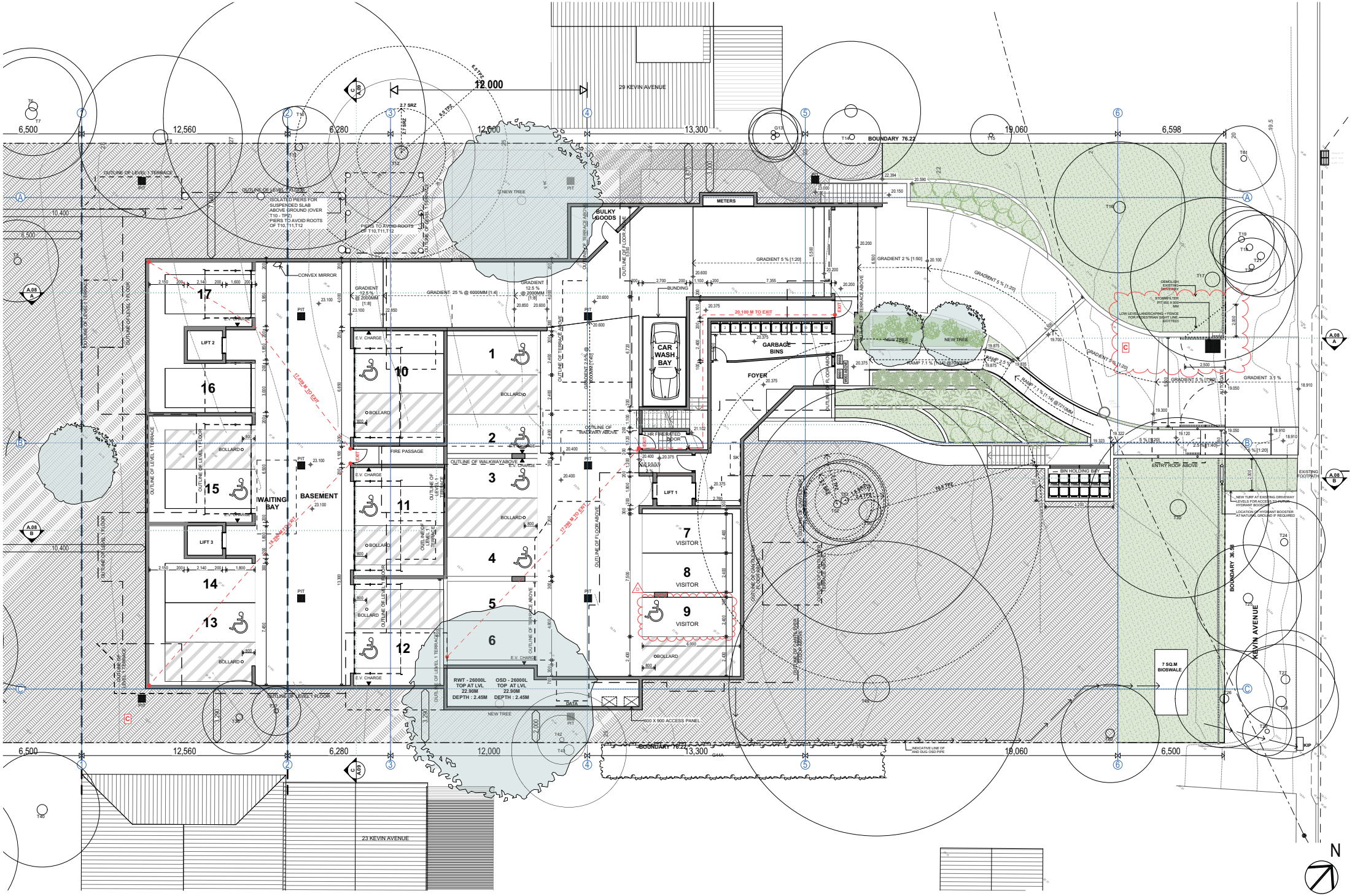
The traffic generation of the proposed development should be discounted by the traffic generation of the existing dwellings on the site. Based on the RMS's traffic generation rate of 0.99 vehicle trips per dwelling, the **existing site development** would generate in the order of 2vtph during the peak periods. To that end, the proposed development will only generate 2 additional vehicle trips during peak periods.

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (2vtph) 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.

APPENDIX A

ARCHITECTURAL PLANS



GARTNERTROVATO ARCHITECTS

Issue Date	Rev	Description	Drawn	Checked
23/10/2023	A	DA	AK	SG
25/06/2024	B	AMENDED DA	AK	SG
27/05/2025	C	AMENDMENTS TO DA AS CLOUDED	LE	SG
16/06/2025	D	VISITOR PARKING SPOT ADDED	LE	SG

PROJECT: **NEW SENIORS LIVING DEVELOPMENT**
25-27 KEVIN AVENUE
AVALON BEACH NSW
LOTS 10 + 11 DP12435

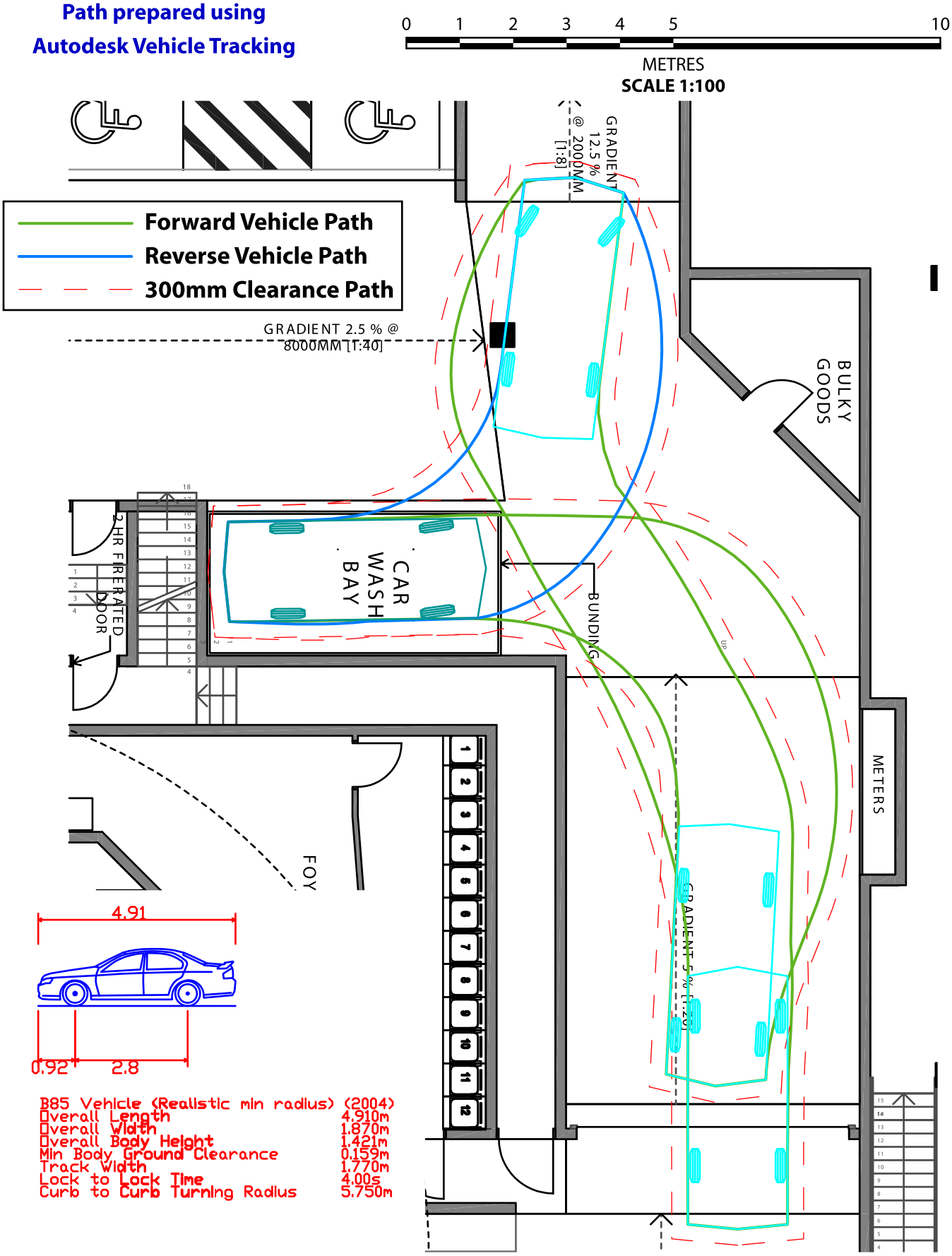
DRAWING TITLE: BASEMENT

SCALE	DRAWN BY	DATE
1:100 @ A1	AK / SG	24/06/2024
PROJECT NO.	DRAWING NO.	REVISION
2306	A.04	D

APPENDIX B

SWEPT PATH ANALYSIS

Path prepared using
Autodesk Vehicle Tracking



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.750m

Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B85 Vehicle Accessing the Car Wash Bay

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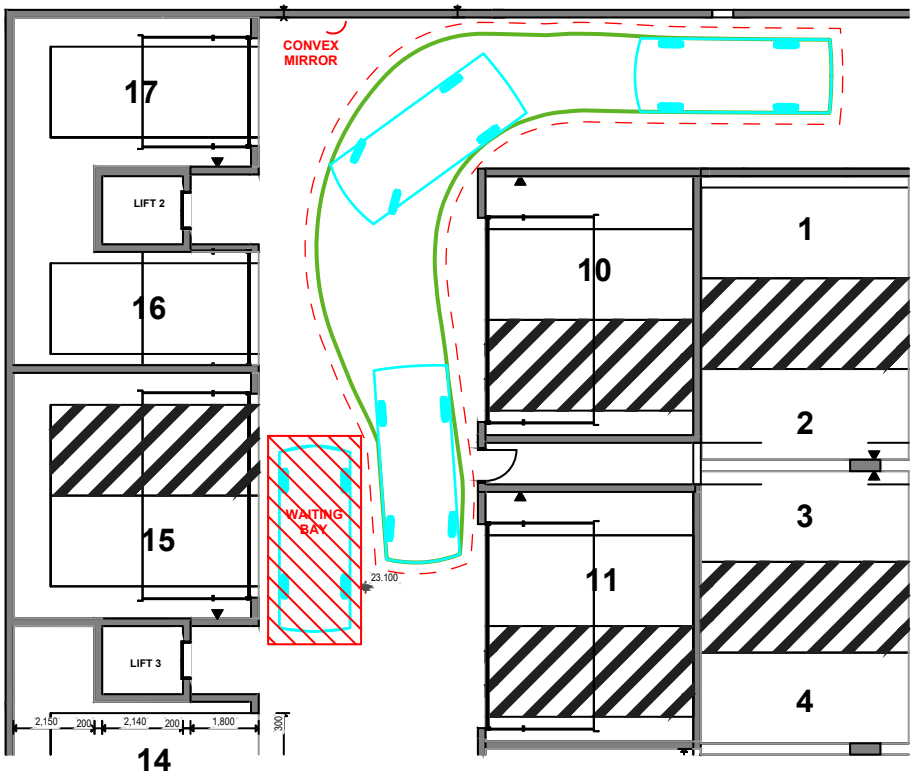
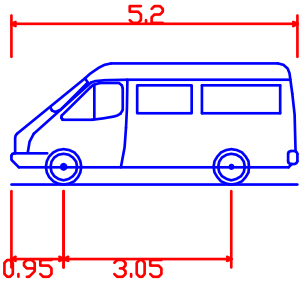
Path prepared using
Autodesk Vehicle Tracking

0 2 4 6 8 10 20
METRES
SCALE 1:200





B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.250m

Forward Vehicle Path
Reverse Vehicle Path
300mm Clearance Path

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Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B99 Vehicle Accessing Rear Carpark and Passing B85 Vehicle