



PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT

38 PARK STREET AND 1795-1797 PITTWATER ROAD, MONA VALE

Traffic and Parking Assessment Report

19th September 2019

Ref: 19027

Prepared by

Terraflow Pty Ltd
Traffic and Parking Consultants



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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 1795-1797 Pittwater Road, Mona Vale (Figures 1 and 2).

The proposed development site has a total area of 2,399.6m² with frontages of 42.085m to Park Street and 44.065m to Pittwater Road. The existing site development comprises 3 dwellings as follows:

38 Park Street	A brick residence that gains vehicular access to Park Street via a single width driveway
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

The development proposal involves 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 proposal 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 proposed development is off Pittwater Road via a two-way 6.0m wide combined entry/exit driveway located approximately 12m from the northern site boundary.

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



Public Transport Accessibility

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

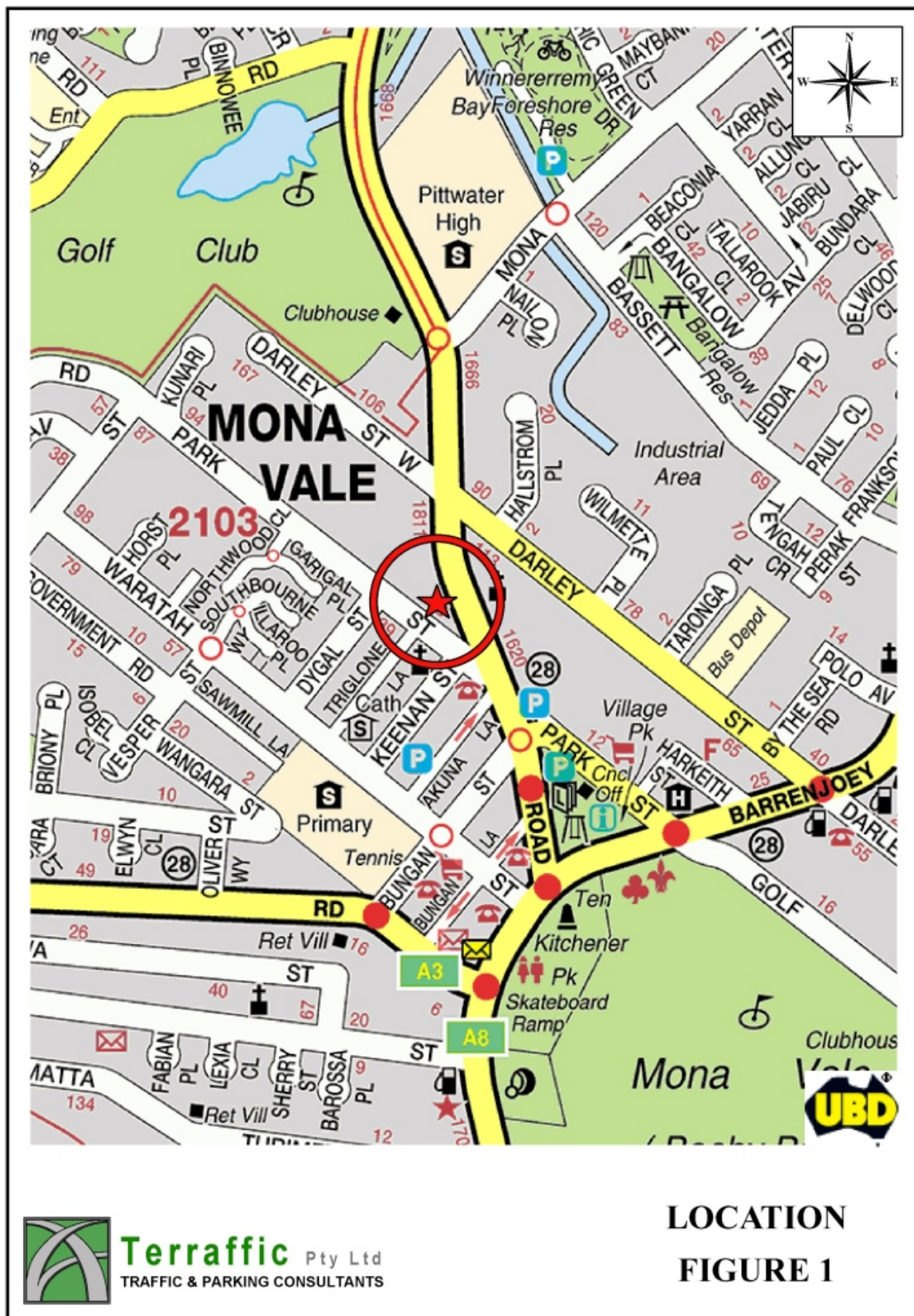
- Route B1** B-Line Mona Vale to City Wynyard via Narrabeen, Dee Why, Brookvale, Mosman and Neutral Bay (operates daily)
- Route E54** Mona Vale to Milsons Point (Express Service) via Warriewood, Narrabeen, Dee Why, Brookvale, Manly Vale, Mosman, Neutral Bay and North Sydney Station (operates daily)
- 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)
- 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 24 spaces calculated as follows:

16 x 3 bedroom units (48 bedrooms) @ 0.5 spaces per bedroom	24 car spaces
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The proposed development clearly satisfies the SEPP with a total of 34 spaces comprising 32 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 12.5% (1 in 8)
- The two-way access driveway has a minimum width of 6.1m
- A minimum headroom clearance of 2.2m has been provided
- Sight distances to oncoming traffic and pedestrians have been provided as per Clause 3.2.4 of the Standard
- 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 6vtph during the weekday AM and PM peak periods calculated as follows:

Weekday AM peak period

16 dwellings @ 0.4vtph per dwelling 6vtph (1 in / 5 out)

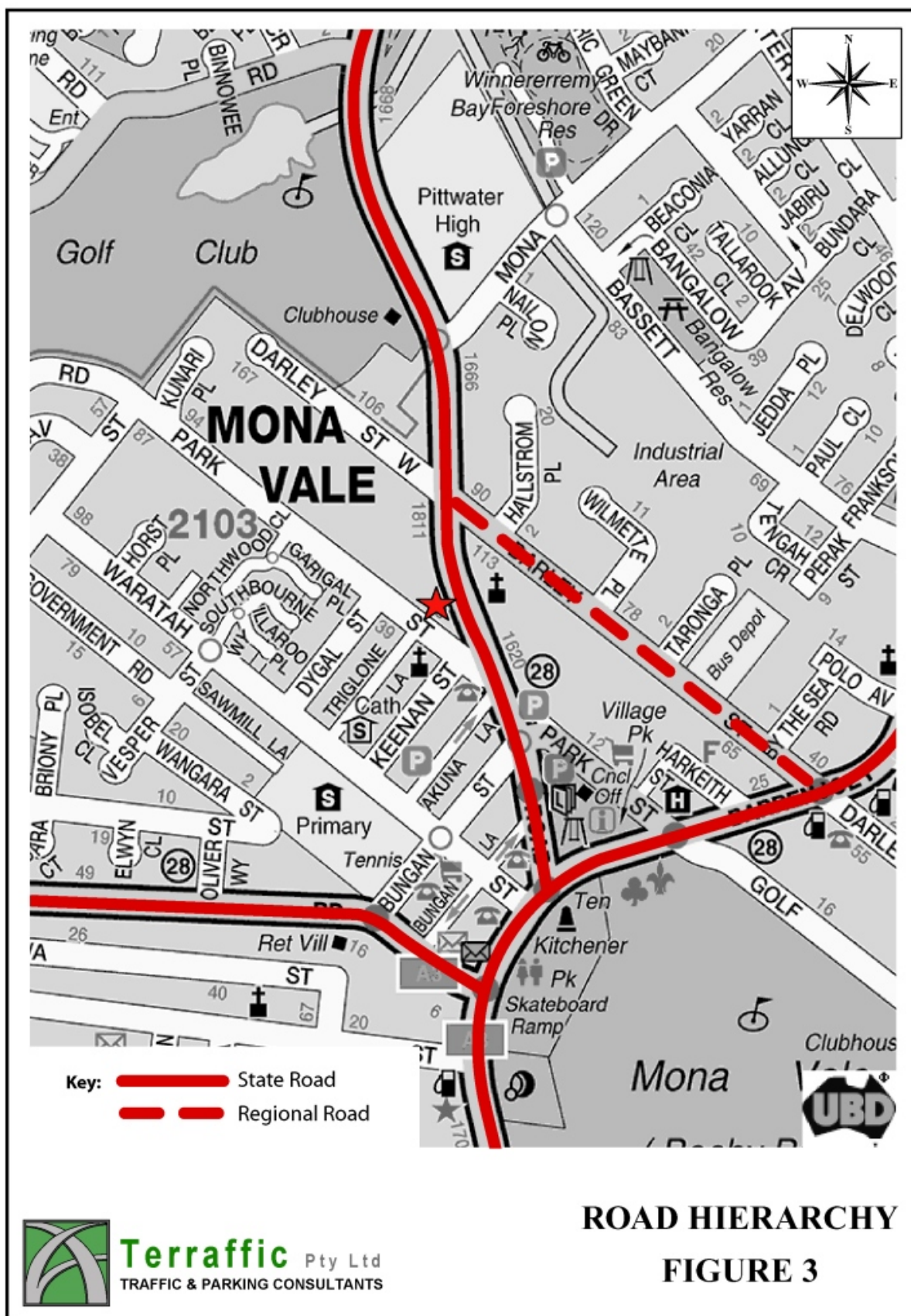
Weekday PM peak period

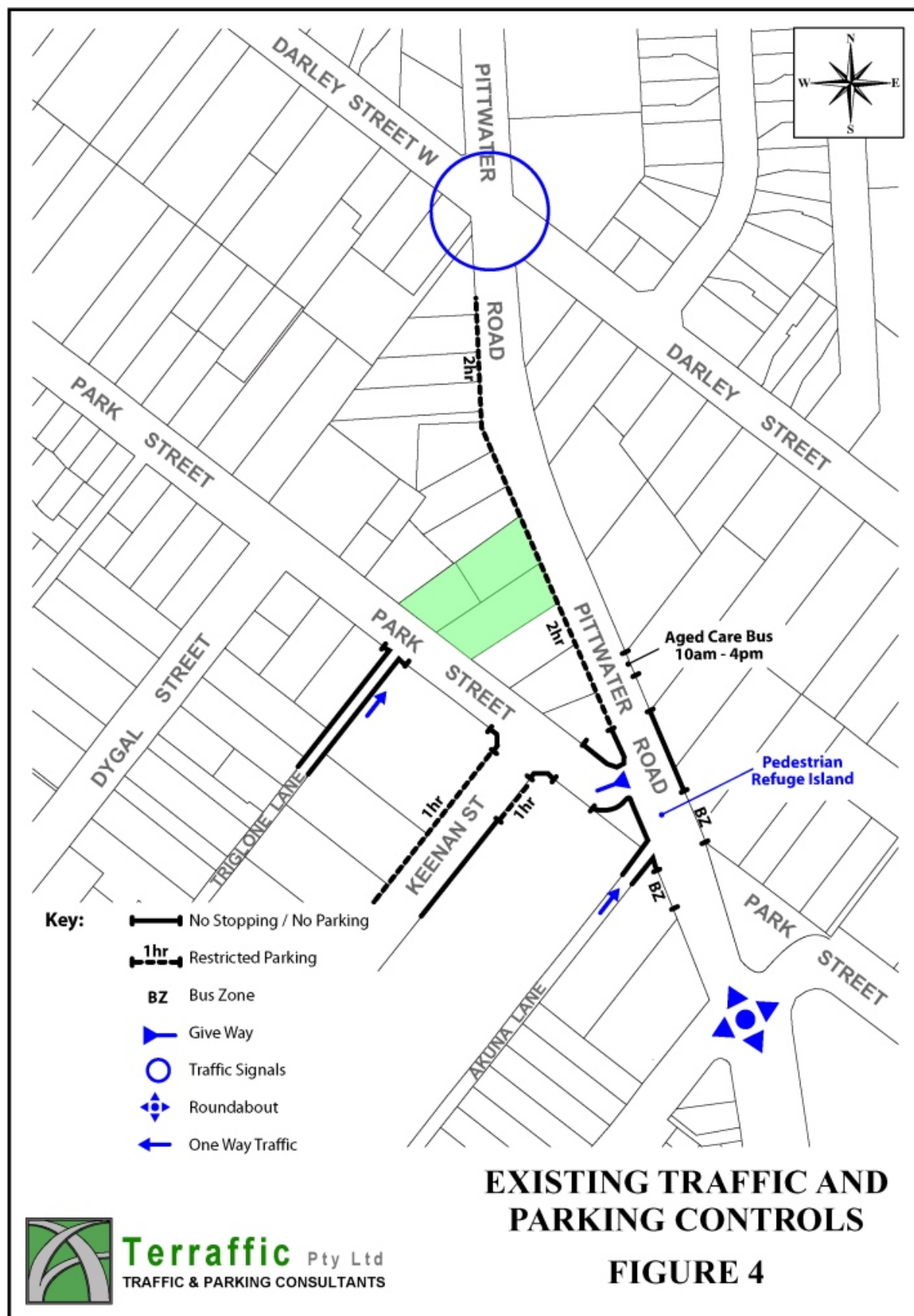
16 dwellings @ 0.4vtph per dwelling 6vtph (5 in / 1 out)

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 3vtph during the peak periods. To that end, the proposed development will only generate 3 additional vehicle trips during peak periods.

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (3vtph) 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.







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APPENDIX A

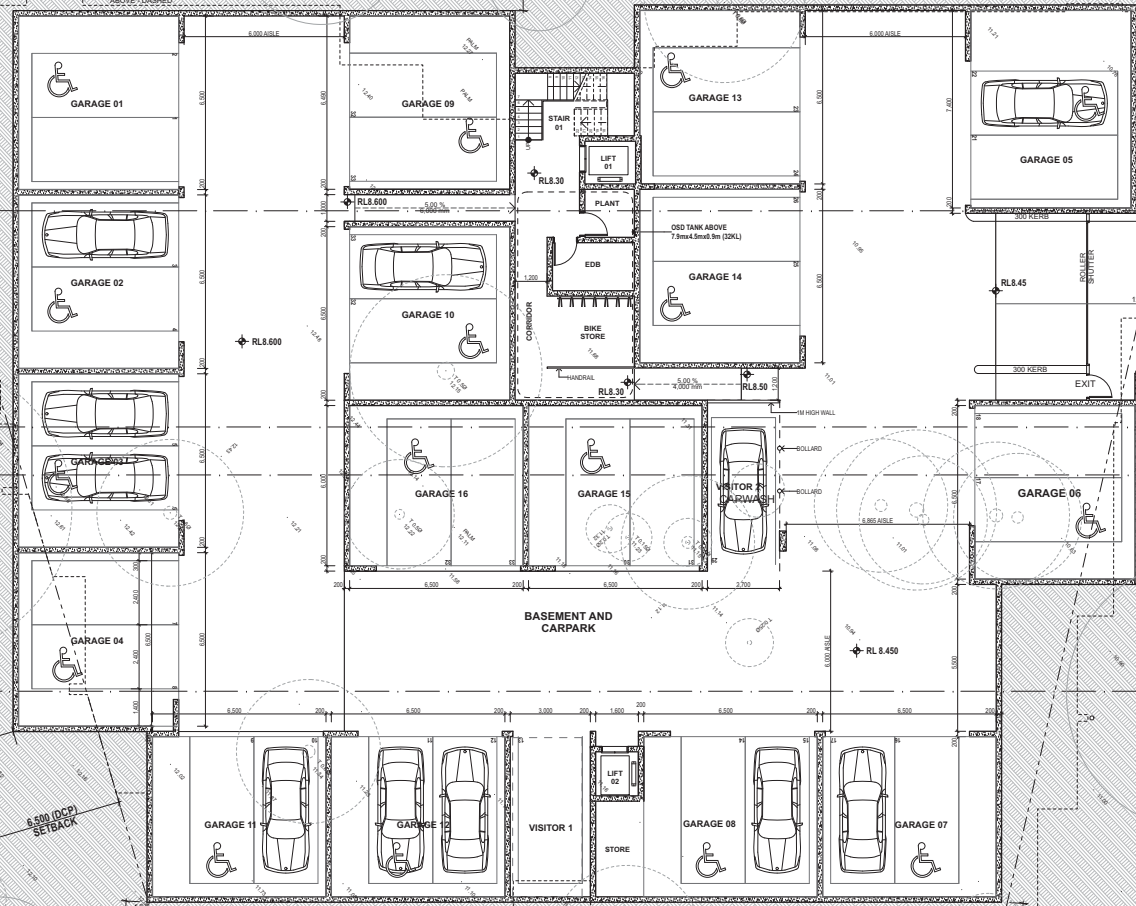
**ARCHITECTURAL PLANS PREPARED BY
GARTNER TROVATO ARCHITECTS**

LOT SITE AREA = 2,399.12 m²



PARK STREET

PITTWATER ROAD



BASEMENT + CARPARK PLAN

PRELIMINARY

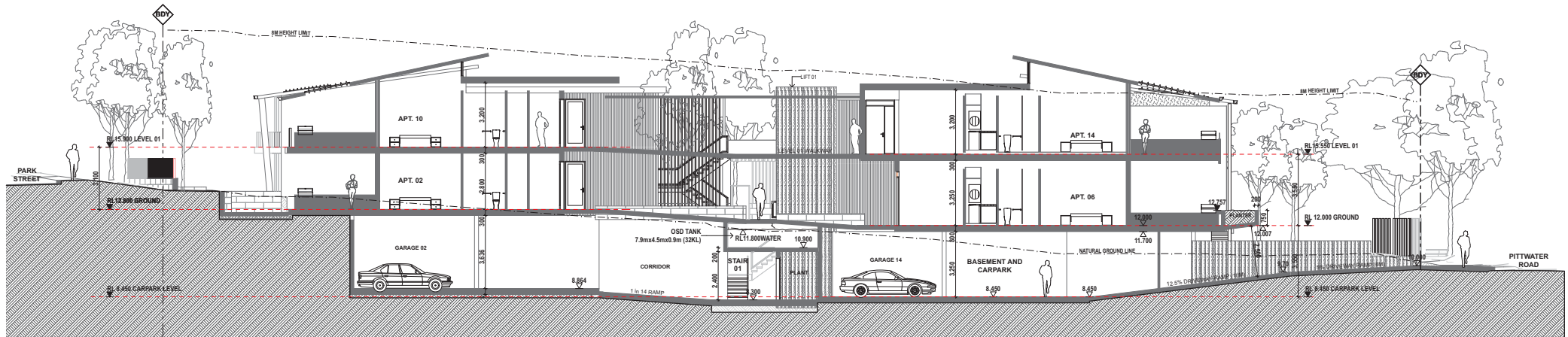
MONA VALE 3 PTY LTD SENIORS LIVING
PROPOSED SENIORS LIVING FACILITY
38 PARK STREET, MONA VALE, NSW
1635 1:100 (SHEET 01) DA-03

GARTNERTROVATO

PROPOSED SENIORS LIVING FACILITY
38 PARK STREET, MONA VALE, NSW
1635 1:100 (SHEET 01) DA-03



FIRST FLOOR PLAN



SECTION A



GARTNERTROVATO

ARCHITECTS
PROFESSIONAL OFFICE
4/100 THE PARK DRIVE
PO BOX 1172
HOBART TAS 7000
TEL 03 6233 2222
WWW.GARTNERTROVATO.COM.AU

SECTIONS

PRELIMINARY

MONA VALE 3 PTY LTD SENIORS LIVING
PROPOSED SENIORS LIVING FACILITY
38 PARK STREET, MONA VALE, NSW
PROJECT NO. 1635
DATE 1/10/2024
DRAWN BY DA-09
CHECKED BY B