

Proposed Boarding House Development

**74 Willandra Road,
Narraweena**

TRAFFIC AND PARKING ASSESSMENT REPORT

8 October 2018

Ref 17161

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

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1. INTRODUCTION

This report has been prepared to accompany a development application to Council for a boarding house development proposal to be located at 74 Willandra Road, Narraweena (Figures 1 and 2).

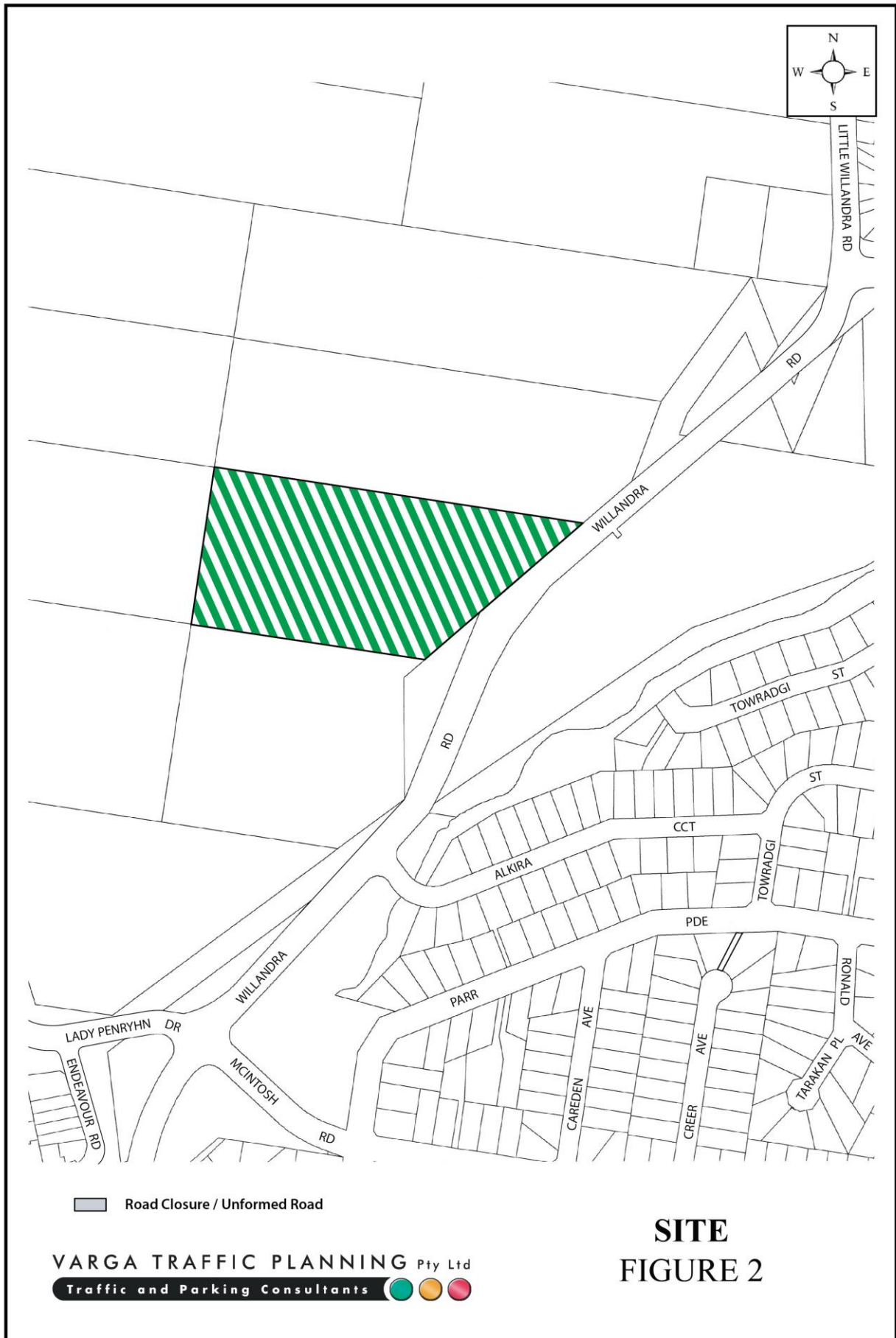
Council has previously approved the partial clearing of the site and the construction of a new boarding house building, comprising 17 rooms, including an on-site manager's room (DA2013/1203). Off-street parking was approved for 5 cars, plus motorcycle and bicycle parking, in accordance with Council's *DCP 2011* and *SEPP (Affordable Rental Housing) 2009* requirements.

The current development proposal again involves the partial clearing of the site and the construction of a new boarding house building, comprising 29 rooms, including an on-site manager's room. Off-street parking is to be provided for 15 cars, plus motorcycle and bicycle parking, in a new single-level basement car parking area in accordance with Council's *DCP 2011* and *SEPP (Affordable Rental Housing) 2009* requirements.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the public transport services available in the vicinity of the site
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards

- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.



2. PROPOSED DEVELOPMENT

Site

The subject site is located on the western side of Willandra Road, midway between Little Willandra Road and Lady Penrhyn Drive, adjacent to the Beacon Hill RFS Station. The site has a street frontage approximately 106m in length to Willandra Road and occupies an area of approximately 2.8 ha.

The existing site largely consists of tall trees and established vegetation however is vacant of any structure. The eastern portion of the site has already been cleared.

Previously Approved Development

Council has previously approved the partial clearing of the site and the construction of a new boarding house building, comprising 17 rooms, including an on-site manager's room (DA2013/1203).

Off-street parking was approved for 5 cars, plus motorcycle and bicycle parking, in accordance with Council's *DCP 2011* and *SEPP (Affordable Rental Housing) 2009* requirements. Vehicular access to the car parking area was approved via a new two-way driveway located midway along the Willandra Road site frontage.

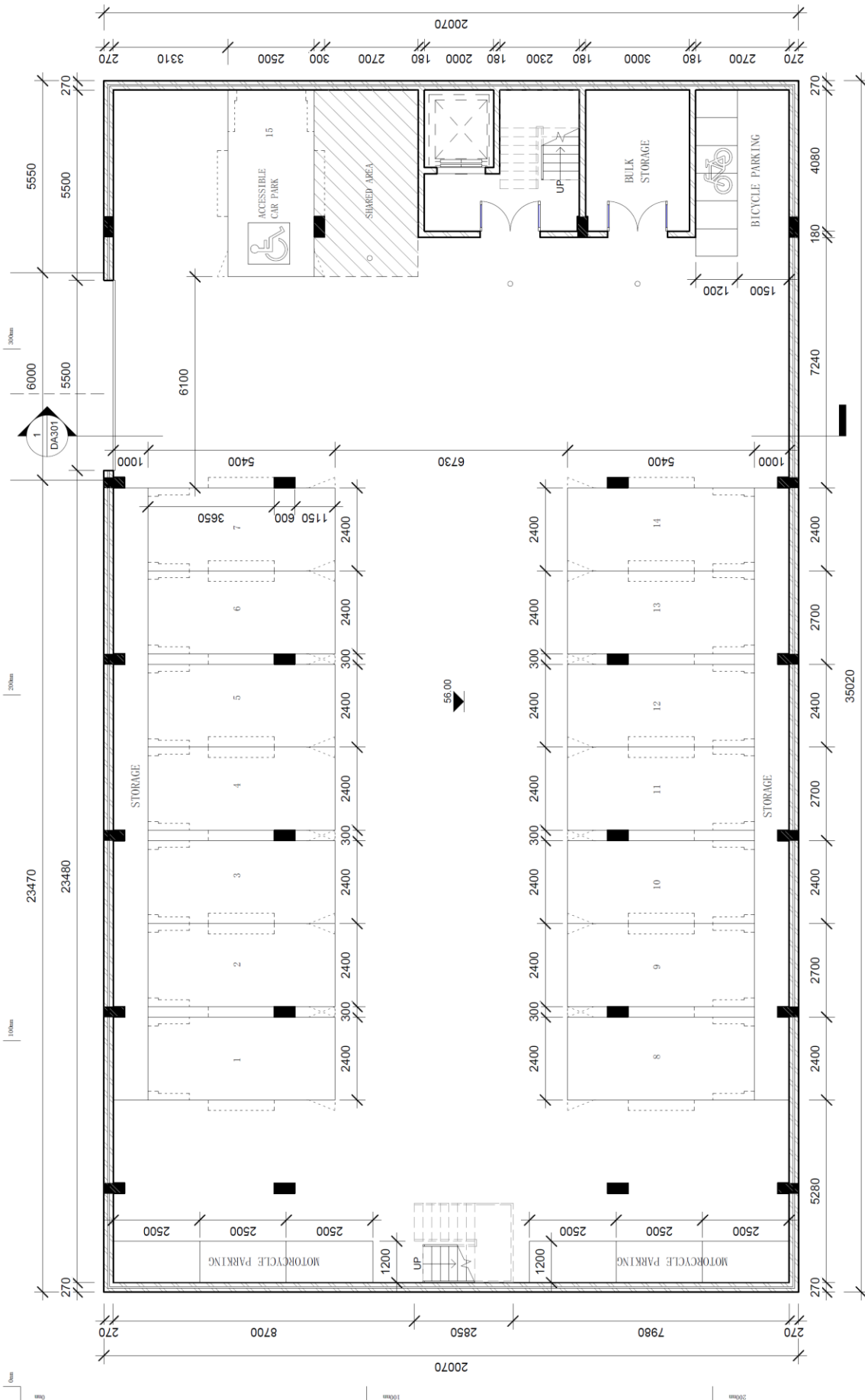
Proposed Development

The proposed development involves the partial clearing of the site and the construction of a new boarding house building. A total of 29 units are proposed in the new building, including an on-site manager/caretaker's unit. The only "employees" associated with the boarding house will be the live-in manager/caretaker.

Off-street parking is proposed for a total of 15 cars, 6 motorcycles and 6 bicycles in a new single-level basement parking area in accordance with Council's *DCP 2011* and *SEPP* requirements. Vehicular access to the car parking facilities is to be provided via a new two-

way driveway located off Willandra Road, in approximately the same location as the previously approved scheme.

Plans of the proposed development have been prepared by *Vigor Master* and are reproduced in the following pages.



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Title: BASEMENT

Job Number: BH7416
Date: 03.09.2018


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Scale @ A3: 1:100
Drawing NO: DA101

Project: Proposed Boarding House
DA
74 Willandra Rd, Narweena NSW

Amendment

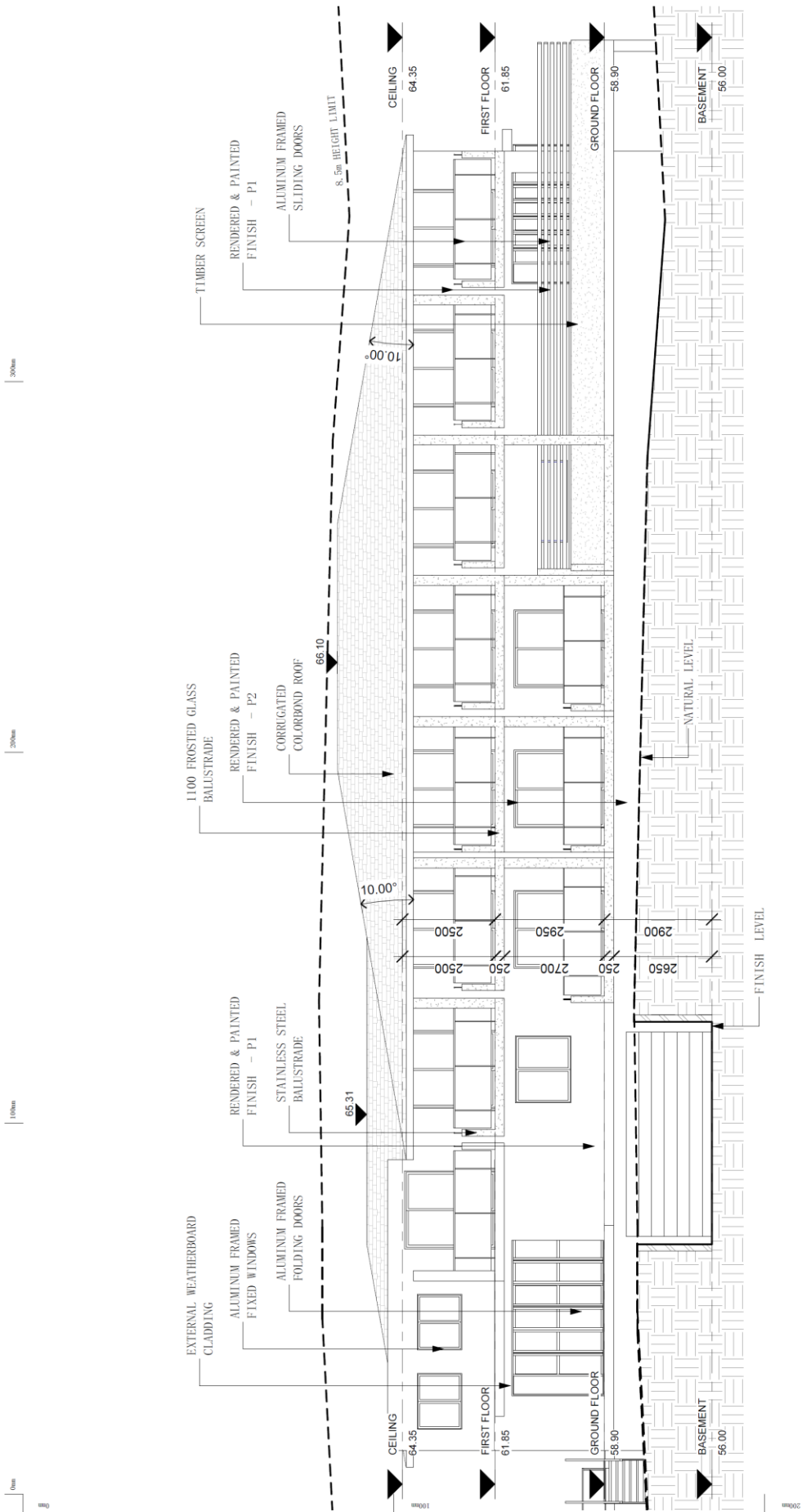
Date

Rev



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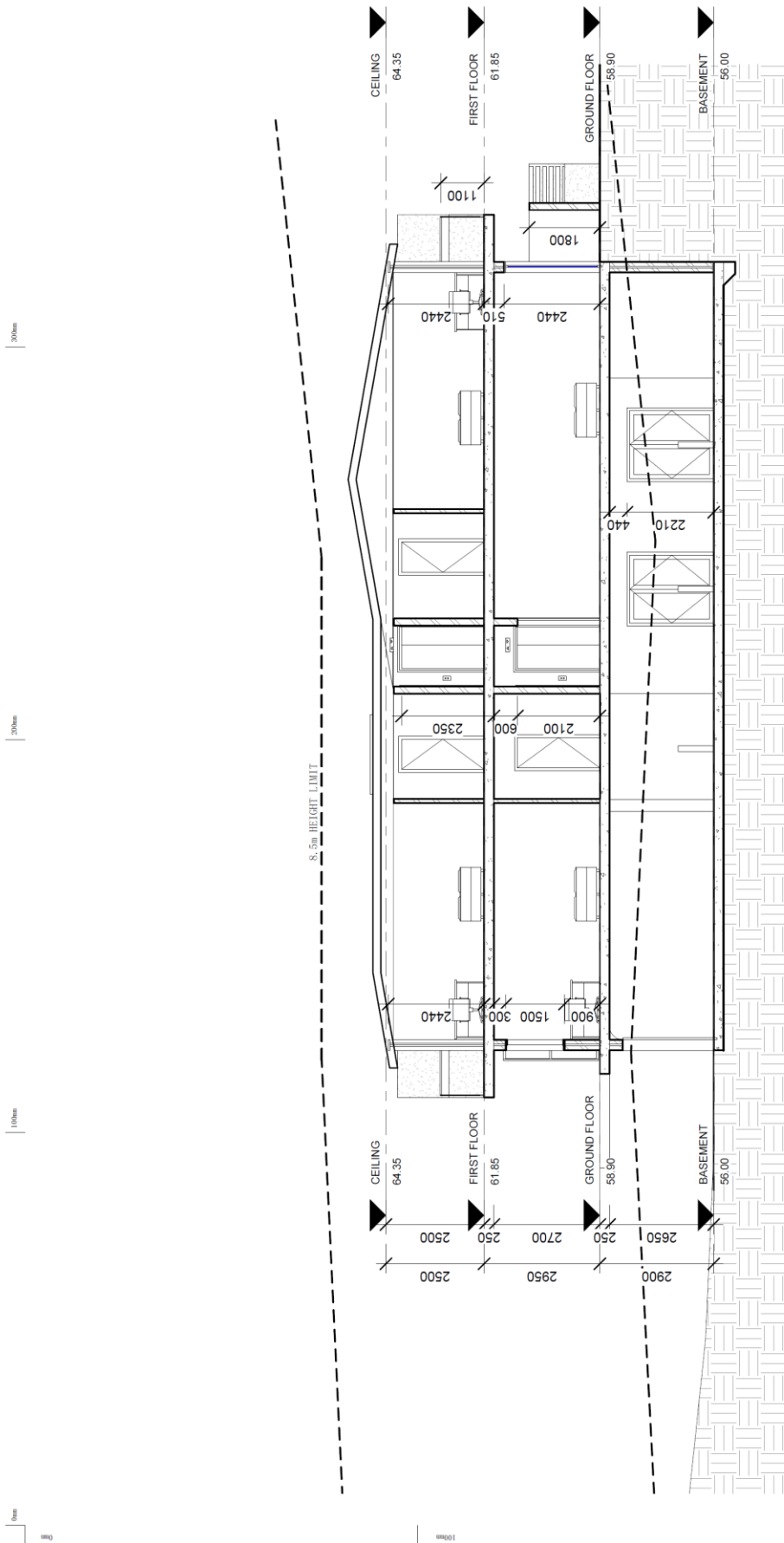
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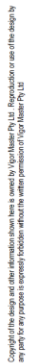
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3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Warringah Road is also classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Roseville to Brookvale. It typically carries three traffic lanes in each direction in the vicinity of the site with opposing traffic flows separated by a central median island. Kerbside parking is generally not permitted.

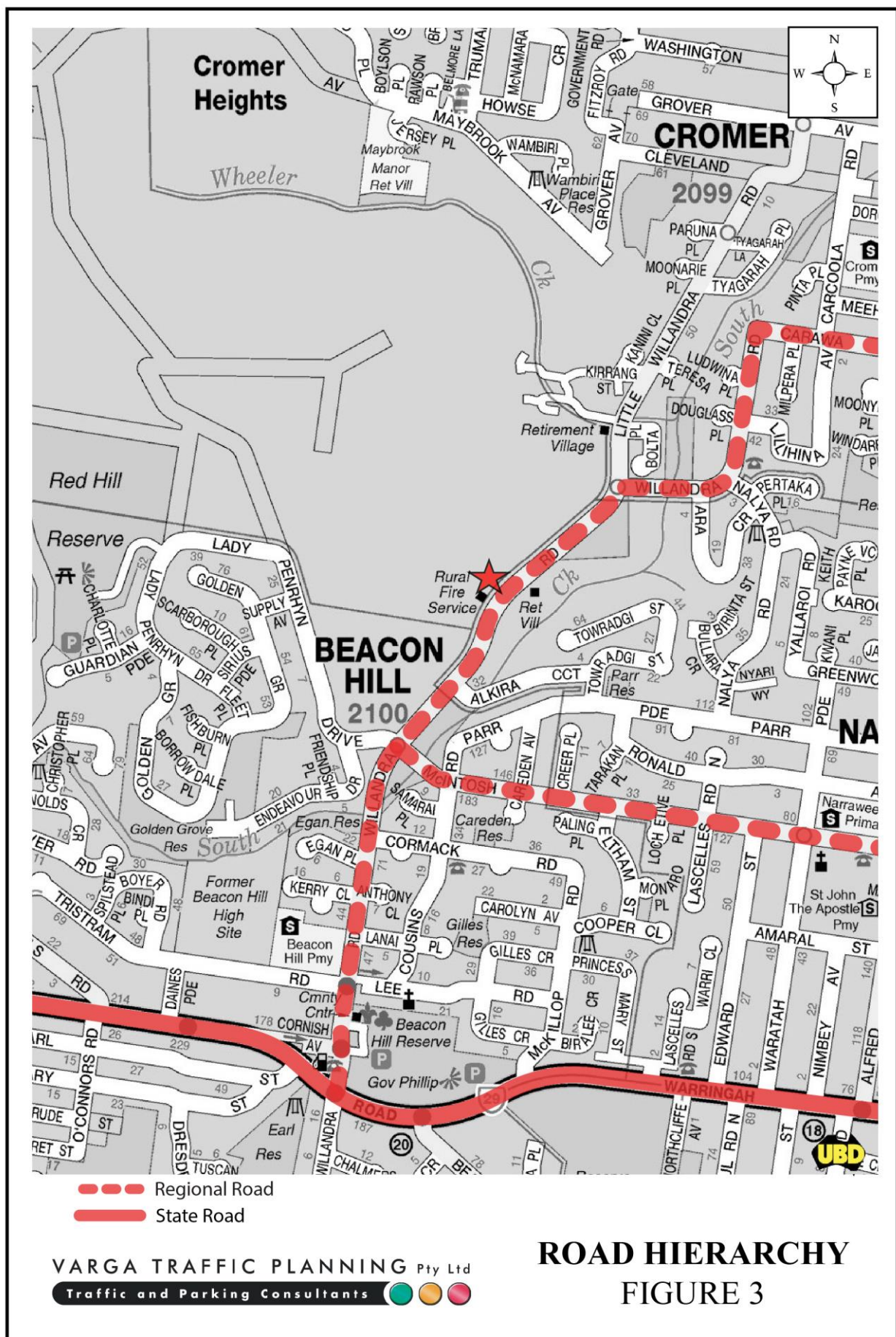
Willandra Road is classified by the RMS as a *Regional Road* and provides the key north-south road link in the local area. It typically carries one traffic lane in each direction in the vicinity of the site with additional lanes provided at key locations including in the vicinity of Warringah Road.

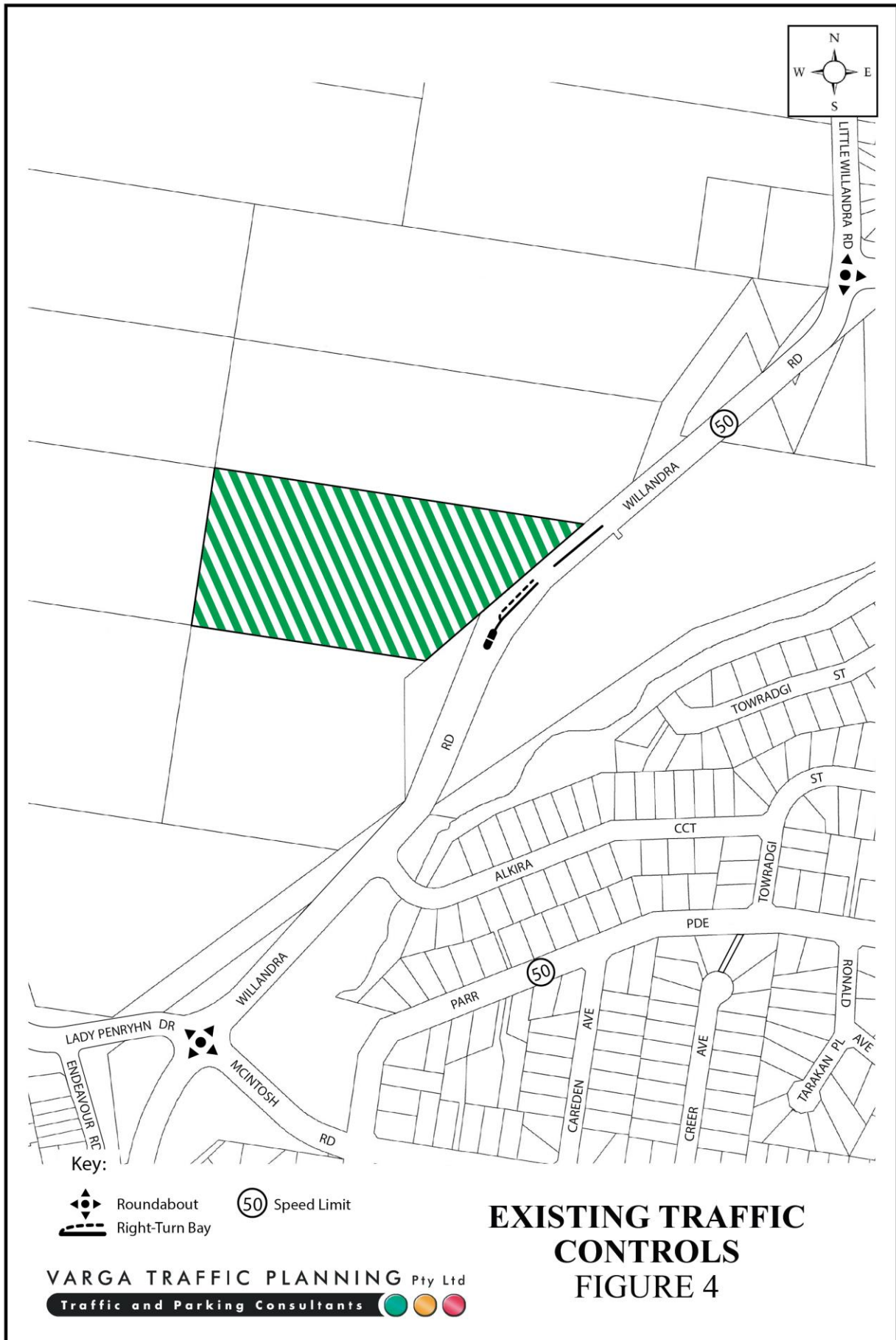
McIntosh Road is also classified by the RMS as a *Regional Road* and provides the key east-west road link in the local area. It typically carries one traffic lane in each direction in the vicinity of the site.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT in Willandra Road and also McIntosh Road
- a 50 km/h SPEED LIMIT which applies to all other local roads in the area
- a series of MEDIAN ISLANDS along Willandra Road in the vicinity of the site which preclude right turn movements into and out of the site





- ROUNDABOUTS in Willandra Road where it intersects with Lady Penrhyn Drive and also Little Willandra Road
- a PEDESTRIAN REFUGE ISLAND in Willandra Road, directly outside the site.

Existing Public Transport Services

The existing public transport services available to the site are illustrated on Figure 5. The 178 and E78 bus service operates directly past the site, travelling between Cromer Heights and the City. In addition, the 153 bus service operates directly past the site, travelling between Warringah Mall and the War Veteran's Home. These bus services operate along Willandra Road. Bus stops are located at regular intervals along Willandra Road, including directly outside the site.

Services operate from this bus stop at least once per hour between 6:00am and 9:00pm Monday to Friday and at least once per hour between 8:00am and 6:00pm Saturday and Sunday.

There are approximately 62 bus services on weekdays as well as approximately 37 bus services on Saturdays and approximately 34 bus services on Sundays and public holidays operating in the immediate vicinity from the site, as set out below:

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
178	Cromer Heights to City	17	15	18	19	16	18
E78	Cromer Heights to City	11	12	-	-	-	-
153	Warringah Mall to Warringah Veteran's Home	3	4	-	-	-	-
TOTAL		31	31	18	19	16	18

The site is therefore located within an *accessible area*, as defined in the *SEPP (Affordable Rental Housing) 2009*.

Projected Traffic Generation

An indication of the traffic generation potential of most development types is provided by reference to the Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)*.

However the RMS *Guidelines* does not nominate a traffic generation rate for boarding houses referring only to traditional motels. For the purposes of this assessment therefore, the traffic generation rate of “0.4 peak hour vehicle trips per room” nominated in the RMS *Guidelines* for “motel” has been adopted in respect of the boarding house rooms.

Application of the above “motel” traffic generation rate to the 28 boarding house rooms outlined in the development proposal (i.e. excluding the manager/caretaker’s room) yields a traffic generation potential of approximately 11 vehicle trips per hour during the commuter peak periods.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the previously approved uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the current development proposal.

Application of the above “motel” traffic generation rate to the 16 boarding house rooms outlined in the development proposal (i.e. excluding the manager/caretaker’s room) yields a traffic generation potential of approximately 6 vehicle trips per hour during the commuter peak periods.

Accordingly, it is likely that the proposed development will result in a *nett increase* in the traffic generation potential of the site of approximately 5 vph as set out below:

Projected Nett Increase in Peak Hour Traffic Generation Potential of the Site as a consequence of the development proposal

Projected Future Traffic Generation Potential:	11.2 vehicle trips
Less Previously Approved Traffic Generation Potential:	-6.4 vehicle trips
NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:	4.8 vehicle trips

In practice however, the *actual* level of traffic activity generated by the site is expected to be somewhat less than is suggested above, as car ownership by residents of boarding houses is traditionally lower than amongst the general community, and many residents are therefore expected to travel by public transport.

In any event, the projected *nett increase* in traffic activity as a consequence of the development proposal is *minimal*, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- NO STOPPING restrictions along the western side of Willandra Road in the vicinity of the site including along the northern portion of the site frontage
- generally UNRESTRICTED kerbside parking along the eastern side of Willandra Road
- BUS ZONES located at regular intervals along both sides of Willandra Road, including directly outside the site.

Off-Street Parking Provisions

The off-street parking requirements applicable to the boarding house development proposal are specified in the *SEPP (Affordable Rental Housing) 2009 [NSW]* document in the following terms:

Division 3 Boarding Houses

29 Standards that cannot be used to refuse development consent for boarding houses

- (2) A consent authority must not refuse consent to development to which this Division applies on any of the following grounds:
 - (e) **Parking:** if at least the following is provided:
 - (ii) in the case of development not carried by or on behalf of a social housing provider – at least 0.5 parking spaces are provided for each boarding room, and
 - (iii) in the case of any development – not more than 1 parking space is provided for each person employed in connection with the development and who is a resident on site



30 Standards for boarding houses

- (h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.

Application of the above *SEPP* parking requirements to the 29 boarding house rooms outlined in the development proposal (including 1 manager/caretaker's unit) yields an off-street car parking requirement of 15 parking spaces.

The proposed development makes provision for a total of 15 off-street car parking spaces, thereby satisfying the *SEPP (Affordable Rental Housing) 2009 [NSW]* requirements.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004* in respect of parking bay dimensions, ramp grades and aisle width.

The proposed development also makes provision for a total of 6 motorcycle spaces and 6 bicycle spaces, therefore satisfying the requirements of the *SEPP*.

In summary, the proposed parking facilities satisfy the relevant requirements specified in the *SEPP (Affordable Rental Housing) 2009* as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.