



**PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT**

**45 LANTANA AVENUE, WHEELER HEIGHTS**

**Traffic and Parking Assessment Report**

10<sup>th</sup> December 2020

Ref: 20061

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 at 45 Lantana Avenue, Wheeler Heights (Figures 1 and 2).

The proposed development site is located on the southern side of Lantana Avenue approximately 260m west of Veterans Parade. The existing site development comprises a dwelling with off-street carparking that gains vehicular access to Lantana Avenue via a 6.0m wide Right of Carriageway (ROW). As can be seen in the aerial photograph below, the ROW also provides access to the neighbouring site at No43 Lantana Avenue



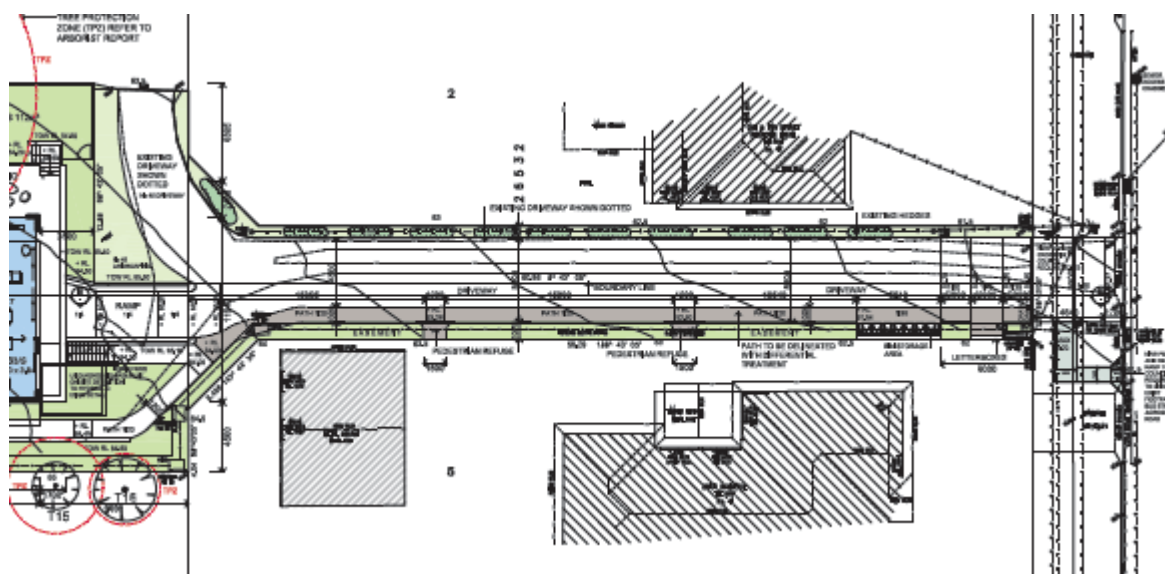
Aerial photograph of the site

### *Current Approval at 43 Lantana Avenue*

On the 8<sup>th</sup> April 2020, Northern Beaches Council granted consent for the construction of a SEPP Seniors Living development on 43 Lantana Avenue, Wheeler Heights (DA2019/1336). The approved development comprises 7 x 3 bedroom SEPP Seniors Living dwellings.



The approval is served by a 13 space basement carpark that gains vehicular access to Lantana Avenue via a 5.5m wide access driveway that includes a 1.0m wide delineated pedestrian pathway. The pedestrian pathway includes 1.5m wide refuge areas every 15.0m along the ROW. The approved development will generate in the order of only 3 vehicle trips per hour during peak periods.



### Plan showing the approved access arrangements

## Development Proposal

The development proposal involves the demolition of the existing site development and construction of a SEPP Seniors Living development containing a total of 8 x 3 bedroom self contained dwellings.

The proposal is served by a single level basement carpark containing a total of 17 spaces comprising 18 resident spaces (minimum 2 spaces per dwelling) and 1 visitor/car wash bay. 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 subject development will be via the approved access arrangements serving 43 Lantana Avenue. As noted above, the approval comprises a 5.5m wide roadway that includes a 1.0m wide delineated pedestrian pathway.









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***Public Transport Accessibility***

The subject site has convenient access to the following bus services that operate along Lantana Avenue:

**Route 146** Wheeler Heights to Manly via Narraweena, Dee Why and Brookvale (operates daily)

**Route 179** Wheeler Heights to Warringah Mall via Narraweena, Dee Why and Brookvale (operates daily)

**Route 179X** Wheeler Heights to City Wynyard via Narraweena, Dee Why, Brookvale, Manly Vale, Cremorne and Neutral Bay (operates weekday peaks only)

As illustrated on Figure 3, bus stops for these services are located in Lantana Avenue in close proximity to the site.

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 13 spaces calculated as follows:

8 x 3 bedroom units (24 bedrooms) @ 0.5 spaces per bedroom	12.0 car spaces
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The proposed development clearly satisfies the SEPP with a total of 17 spaces comprising 16 resident spaces (minimum 2 spaces per dwelling) and 1 additional visitor/car wash space.

### *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 has also been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1-2004 – “*Off-Street Car Parking*”:

- The curved section of the ramp satisfies Figure 2.9 of the Standard
- The straight section of the access ramp has a minimum width of 3.6m comprising a 3.0m wide roadway and 2 x 300mm wide kerbs
- The maximum ramp gradient does not exceed 20% (1 in 5)
- Ramp transitions do not exceed 12.5% (1 in 8) over 2.0m
- A 1.0m wide blind aisle extension has been provided
- A minimum headroom clearance of 2.2m has been provided
- Pavement cross-falls do not exceed 2.5% (1 in 40)
- A minimum aisle width of 6.0m has been provided
- Garage door openings have a minimum width of 5.4m

In order to facilitate passing when entering and exiting the basement, it is recommended that a traffic signal system be installed at the top and bottom of the ramp. A further signal may be required in the basement to assist with passing around the OSD tank.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking implications.



### 3. TRAFFIC ASSESSMENT

#### *Road Network*

Veterans Parade forms part of the collector road network through Wheeler Heights. The network connects onto Pittwater Road to the north and south via Anzac Avenue – Parkes Road – Veterans Parade and Mactier Street.

Lantana Avenue is an unclassified local road that terminates 230m west of the site. It has a primary function of providing access to properties along its length and in particular the Anzac Village on the northern side of Lantana Avenue. It has a carriageway of 8.4m and is restricted to a speed limit of 50km/h.

The existing traffic and parking controls which apply to the road network in the vicinity of the site are illustrated on Figure 3.

#### *Projected Traffic Generation Potential*

An indication of the traffic generation potential of the 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 rate which is applicable to the proposed development:

**Housing for Aged or Disabled**     0.40 weekday peak hour vehicle trips per dwelling

Application of the RMS’s traffic generation rate to the **proposed development** yields a traffic generation potential in the order of 3vtph during the weekday AM and PM peak periods calculated as follows:

8 dwellings @ 0.4vtph per dwelling     3vtph



The traffic generation of the proposed development should be discounted by the traffic generation of the existing site development. Based on the Guidelines rate of 1vtph per residential dwelling, the existing dwelling would generate 1vtph.

To that end, the proposal will only generate 2 additional vehicle trips per hour during the morning and evening peak periods as follows:

Proposed Development	3vtph
Existing Development	1vtph
<b>Additional Traffic</b>	<b>2vtph</b>

As noted in the foregoing, the neighbouring development contains 7 Seniors Living dwellings and will also generate in the order of 3vtph. To that end, the accumulative traffic generation of the 2 developments will be 6vtph (approximately 1 vehicle movement every 10 minutes). This traffic will generally depart in the morning peak and return during the evening peak.

Therefore based on the RMS Guidelines, it can be readily appreciated that the proposed development 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.

