PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT

12-14 GLADYS AVENUE, FRENCHS FOREST

Traffic and Parking Assessment Report

26th September 2024

Ref: 24037

Prepared by

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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 12-14 Gladys Avenue, Frenchs Forest (Figures 1 and 2).

The proposed development site is located on the western side of Gladys Avenue approximately 125m north of Frenchs Forest Road West. The site has a total area of 4,704m^2 with a frontage of 9.39m to Gladys Avenue. The site is zoned R2 Low Density Residential under the controls of Warringah LEP 2011.

The existing site development contains 2 dwellings (one on each lot). The dwellings gain vehicular access to Gladys Avenue via a single width accessway that is approximately 30m long.

Photograph looking west from Gladys Avenue along the accessway

Development Proposal

The development proposal involves the demolition of the existing site development and construction of a Seniors Living development containing a total of 19 self contained dwellings (2 x 2 bedroom and 17 x 3 bedroom dwellings).

The proposal is served by a two level basement carpark containing a total of 28 resident spaces comprising 18 disabled/accessible spaces and 10 regular spaces as follows:

18 x disabled resident parking spaces in compliance with AS2890.6:2022
10 x resident parking spaces 2.4m wide in compliance with AS/NZS2890.1:2004

Of the 19 dwellings, 2 dwellings will be provided with tandem parking (ie one car in front of the other). The remaining 17 dwellings will have parking that gains direct access to the manoeuvring aisle.

Vehicular access to the proposed development is off Gladys Avenue via a two-way 5.5m wide combined entry/exit driveway. The dual width accessway narrows to a single lane approximately 16m into the site. The single lane accessway extends for approximately 25m before widening again to a dual width access ramp that serves the basement carpark. The basement parking levels are also connected by dual width access ramps.

Architectural plans of the development proposal are reproduced in Appendix A.

Public Transport Accessibility

The development site is served by the following bus routes that operate along Frenchs Forest Road West:

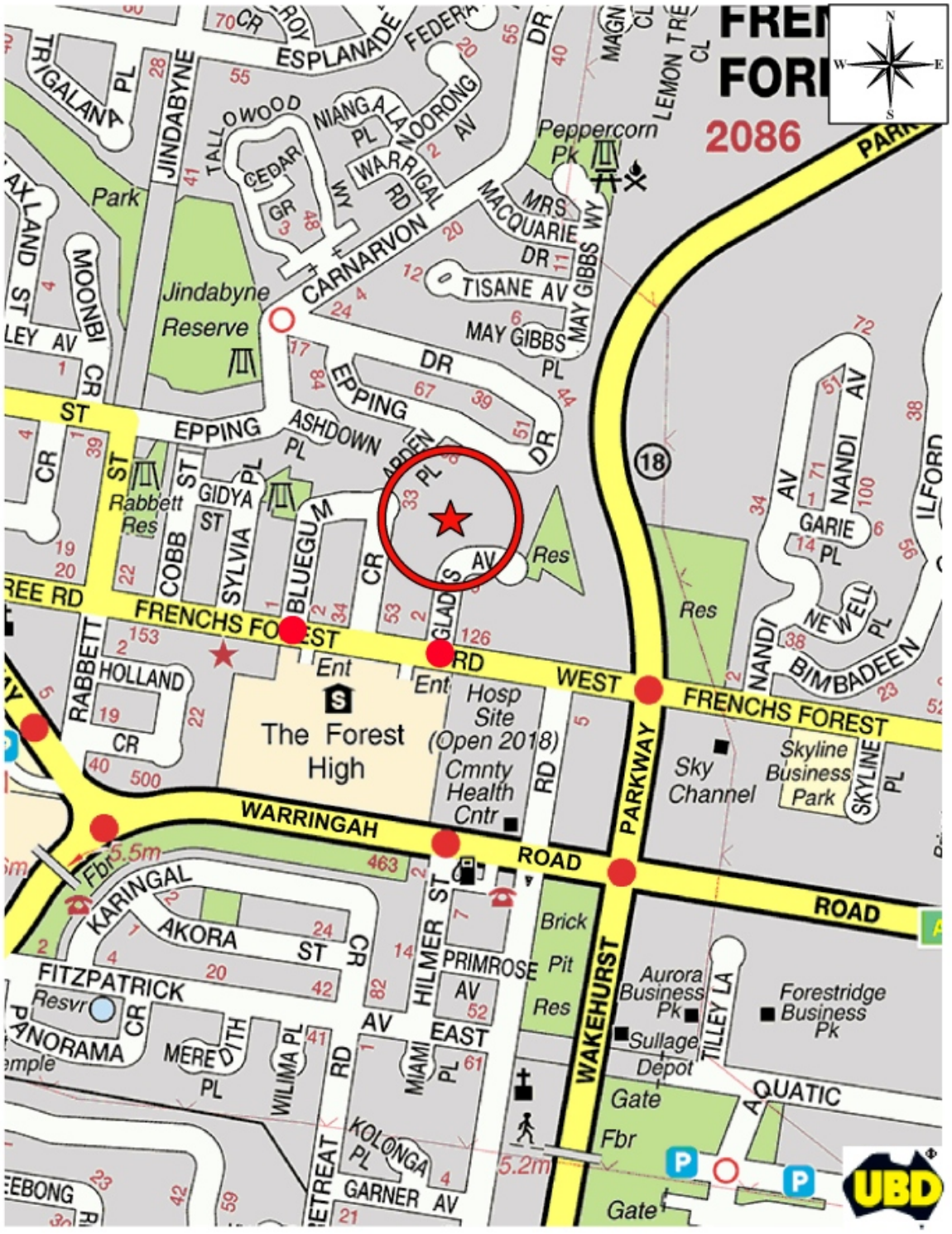
Route 141	Austlink (Belrose) to Manly Wharf via Frenchs Forest, Seaforth and Balgowlah. Service operates daily
Route 155	Bayview Garden Village to Frenchs Forest via Mona Vale and Narrabeen. Service operates daily
Route 160X	Dee Why to Chatswood via Beacon Hill, Frenchs Forest, Forestville and Roseville. Express service operates daily
Route 166	Frenchs Forest to Manly via Beacon Hill, Narraweena, Dee Why, North Curl Curl and Freshwater. Service operates daily

Route 193 Austlink (Belrose) to Warringah Mall via Frenchs Forest, Beacon Hill, Narraweena and Brookvale. Service operates daily

Route 280 Warringah Mall to Chatswood Station via Allambie Heights, Frenchs Forest, Forestville and Roseville. Service operates daily

Bus stops for these services are located on Frenchs Forest Road West at Gladys Avenue (refer to Figure 4).

The purpose of this report is to assess the traffic and parking implications of the proposed development.



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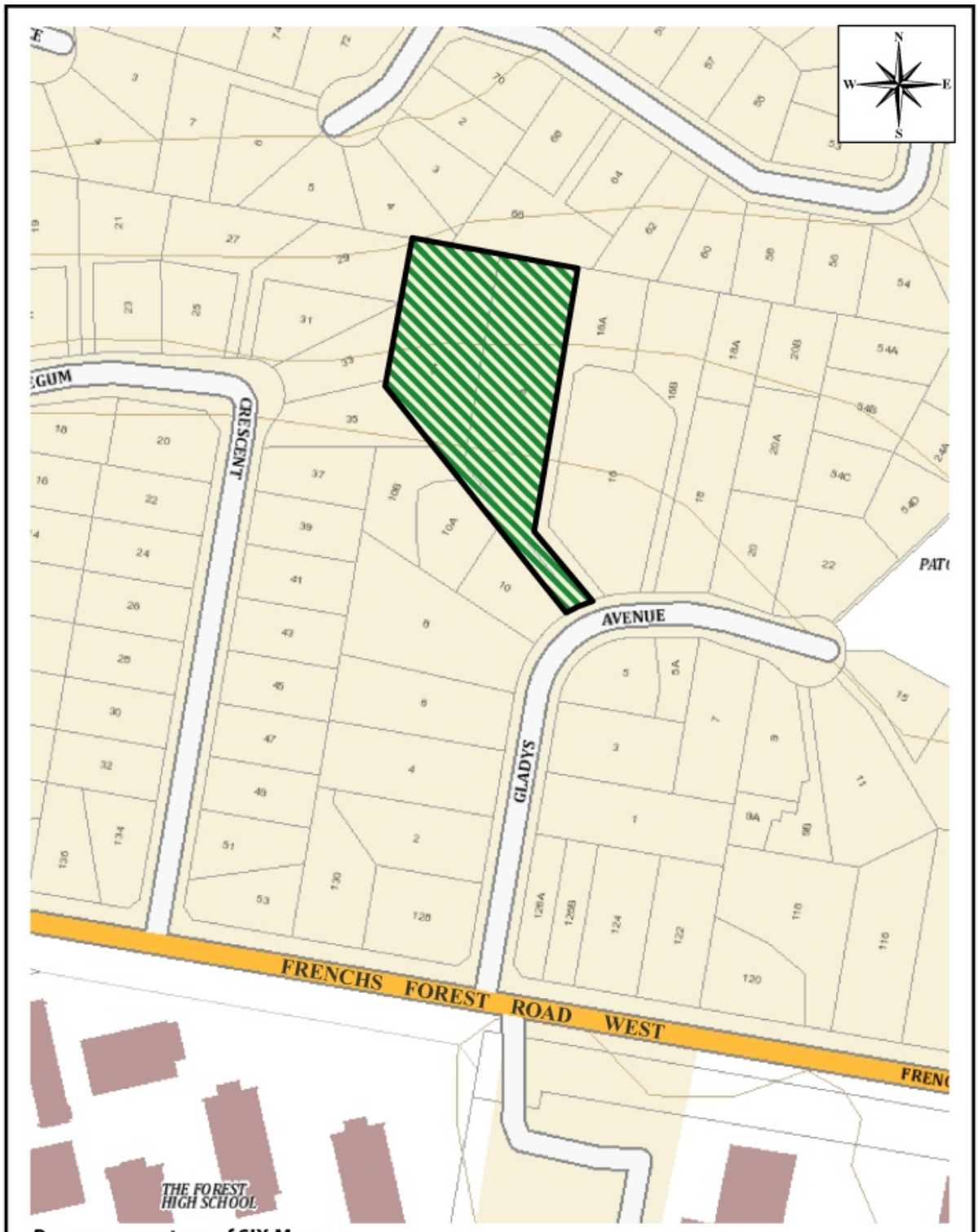
LOCATION

FIGURE 1


N
W
E
S
CRESCENT
AVENUE
GLADYS
FRENCHS FOREST ROAD WEST
THE FOREST HIGH SCHOOL
Basemap courtesy of SIX Maps
Terraffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS
SITE
FIGURE 2

2. PARKING ASSESSMENT

SEPP Housing Parking Requirement

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 28 spaces calculated as follows:

2 x 2 bedroom units (4 bedrooms) @ 0.5 spaces per bedroom	2.0 car spaces
17 x 3 bedroom units (51 bedrooms) @ 0.5 spaces per bedroom	25.5 car spaces
Total requirement	**27.5 car spaces**

The proposed development satisfies the SEPP with a total of 28 parking spaces.

Parking Space Compliance

As noted in the Introduction, the proposal makes provision for 18 disabled/accessible spaces and 10 regular spaces as follows:

> 18 x disabled resident parking spaces in compliance with AS2890.6:2022
>
> 10 x resident parking spaces 2.4m wide in compliance with AS/NZS2890.1:2004

Part 1 in Schedule 4 of the State Environmental Planning Policy (Housing) 2021 specifies the following dimensional requirements for resident parking spaces associated with independent living units:

4 Car parking

(1) If parking spaces attached to or integrated with a class 1 building under the Building Code of Australia are provided for use by occupants who are seniors or people with a disability, at least 1 parking space must—

(a) be at least 3.2m wide, and

(b) be at least 2.5m high, and

(c) have a level surface with a maximum gradient of 1:40 in any direction, and

(d) be capable of being widened to 3.8m without requiring structural modifications to a building.

(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,

(c) for a group of 8 or more parking spaces—

(i) at least 15% of the parking spaces must comply with AS/NZS 2890.6, and

(ii) at least 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.

As the development contains more than 8 parking spaces, the requirements in Clause 4(2)(c) will apply. Application of the requirements in Clause 4(2)(c) yields a requirement of at least 18 disabled/accessible spaces as follows:

28 spaces @ 15% of parking spaces to be AS2890.6 compliant	4 spaces
28 spaces @ 50% of parking spaces to be AS2890.6 or at least 3.2m wide	14 spaces
Total disabled/accessible required	**18 spaces**

The proposal satisfies this requirement with the provision of 18 disabled/accessible parking spaces compliant with the Australian Standard AS/NZS2890.6:2022 – *"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 regular 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 are a minimum 5.4m long x 2.4m wide
- An additional 300mm has been provided to parking spaces adjacent a wall
- A minimum aisle width of 5.8m has been provided
- A 1.0m wide blind aisle extension has been provided where necessary
- The accessway has a maximum grade of 5% (1 in 20) for the first 6.0m into the site
- Maximum ramp grades do not exceed 25% (1 in 4)
- Ramp transitions do not exceed 12.5% (1 in 8) over 2.0m
- The two-way sections of the accessway and ramps have a minimum width of 6.1m comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- The single lane section of the accessway has a minimum width of 3.6m comprising a 3.0m 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

Swept Path Analysis

The ability of the Australian Standard B99 vehicle (Ford Transitvan) and B85 vehicle (Ford Falcon) on pass at either end of the single lane accessway has been tested using the Autodesk

Vehicle tracking software. The paths of these vehicles passing at ground level (Level 4) are reproduced in Appendix B. As can be seen, these vehicles can adequately pass with the required clearances.

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	**Regional Roads**
Forest Way	nil
Warringah Road	
Wakehurst Parkway	

Naree Road and Frenchs Forest Road West are unclassified *Local Roads* that perform a sub-arterial road function that links Forest Way to the west with Warringah Road to the east. Frenchs Forest Road West carries 4 lanes of traffic (2 in each direction) with 24/7 CLEARWAY restrictions generally applying along both sides of the road.

Gladys Avenue is an unclassified *Local Road* with a primary function of providing access to properties along its length. It has a pavement width of approximately 6.1m with a NO PARKING restriction along the eastern alignment to facilitate passing traffic. The western alignment is unrestricted.

The existing traffic and parking controls in the vicinity of the site are illustrated on Figure 4. As can be seen, the intersection of Frenchs Forest Road and Gladys Avenue is signal controlled and provides access to the Northern Beaches Hospital.

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

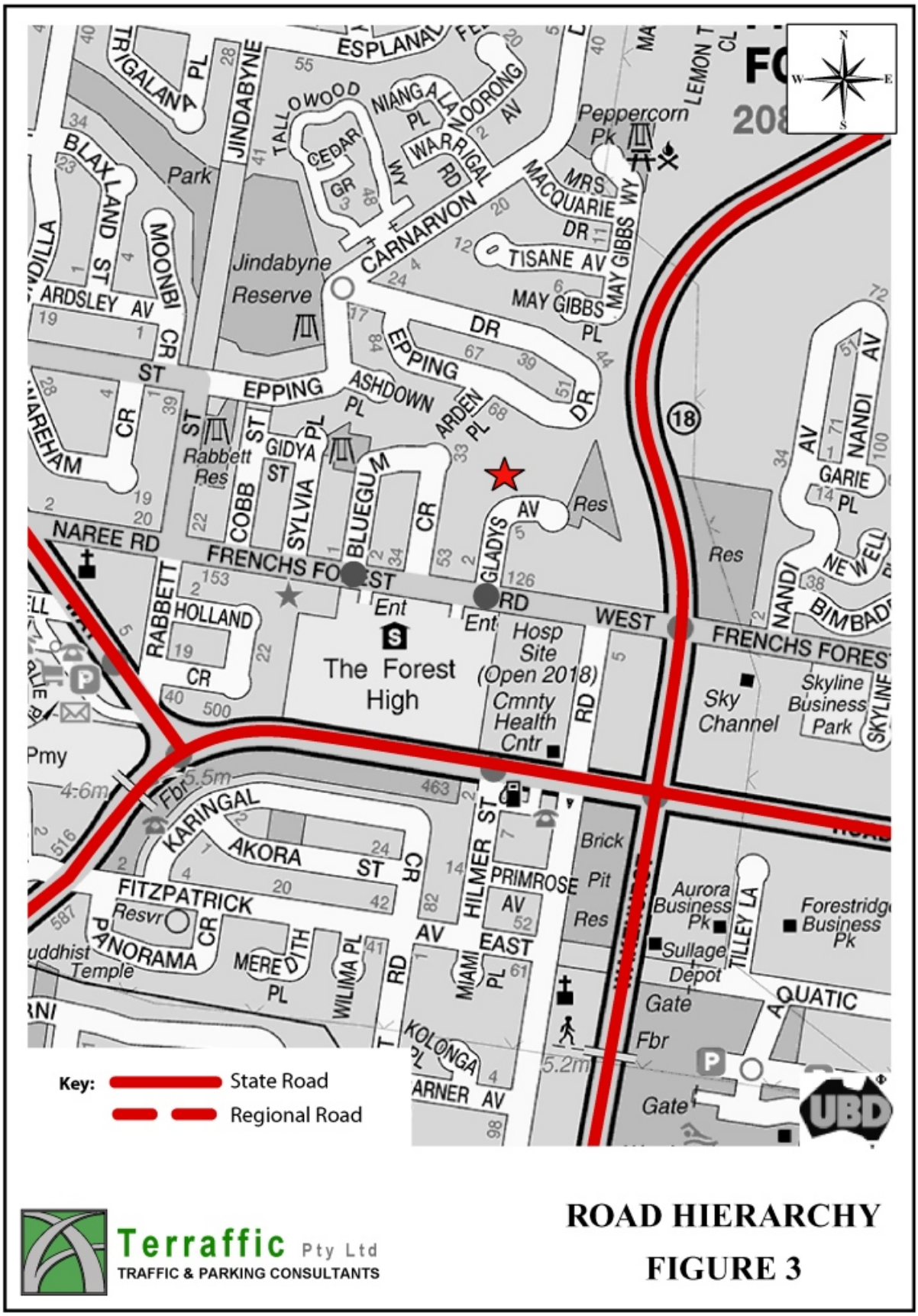
Application of the RMS's traffic generation rates to the **proposed development** yields a traffic generation potential in the order of 8vtph during the weekday AM and PM peak periods calculated as follows:

19 dwellings @ 0.4vtph per dwelling	8vtph (AM: 1 in / 7 out, PM: 7 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 6 additional vehicle trips during peak periods.

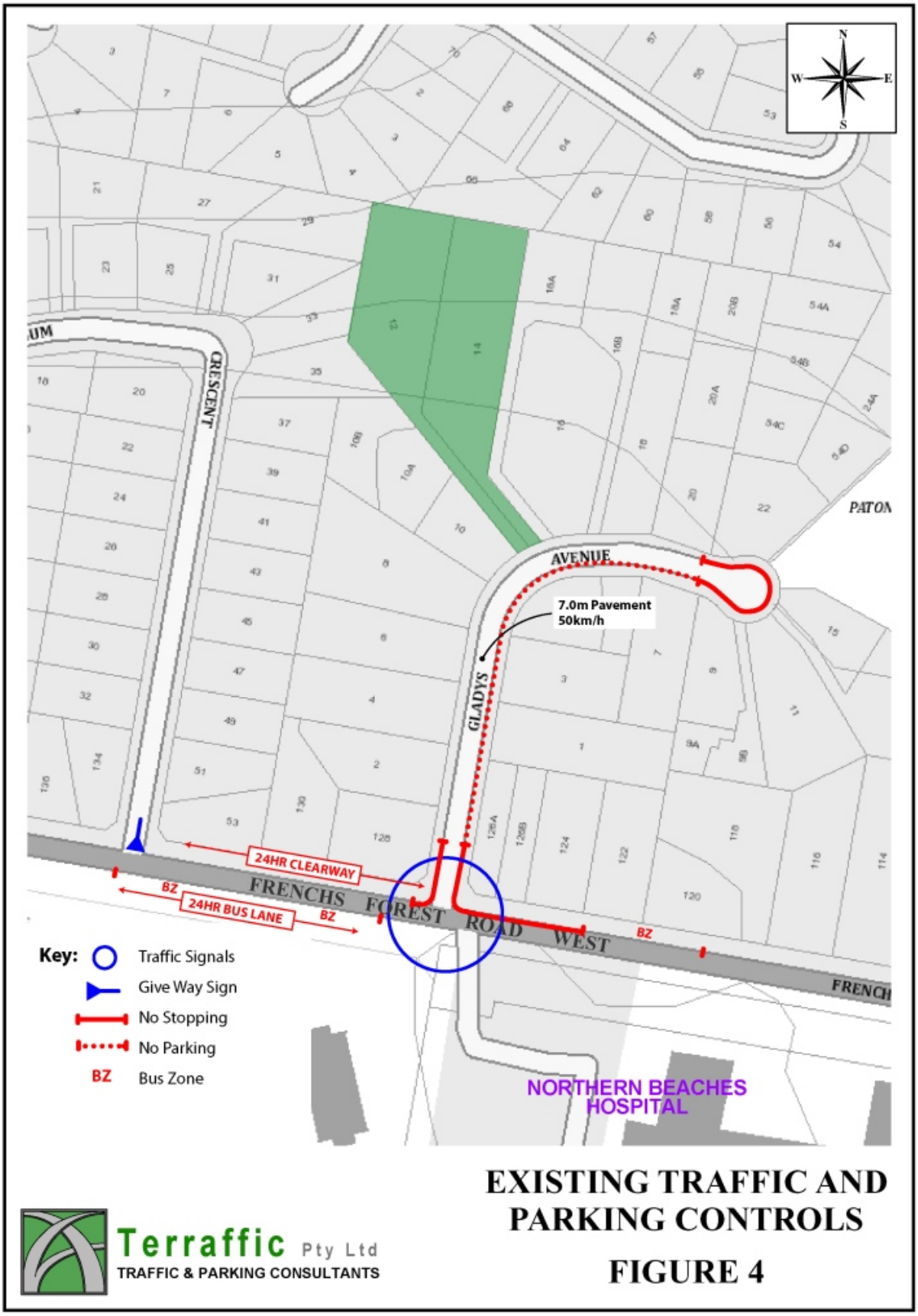
It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (6vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

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



ROAD HIERARCHY

FIGURE 3


N
W
E
S
CRESCENT
AVENUE
GLADYS
PATON
7.0m Pavement
50km/h
24HR CLEARWAY
BZ
24HR BUS LANE
BZ
FRENCHS FOREST ROAD WEST
BZ
FRENCH
NORTHERN BEACHES HOSPITAL
Key:
Traffic Signals
Give Way Sign
No Stopping
No Parking
BZ
Bus Zone
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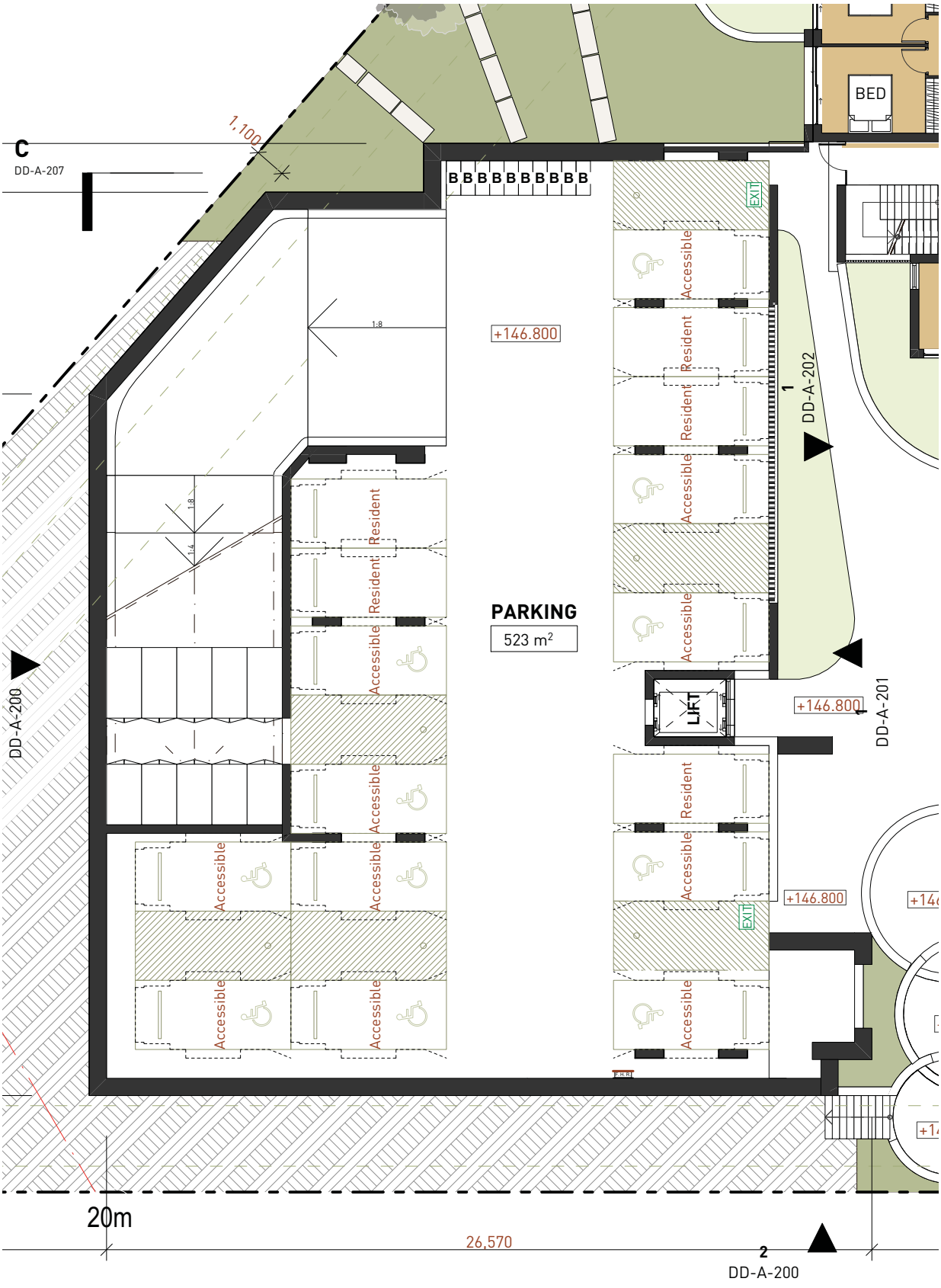
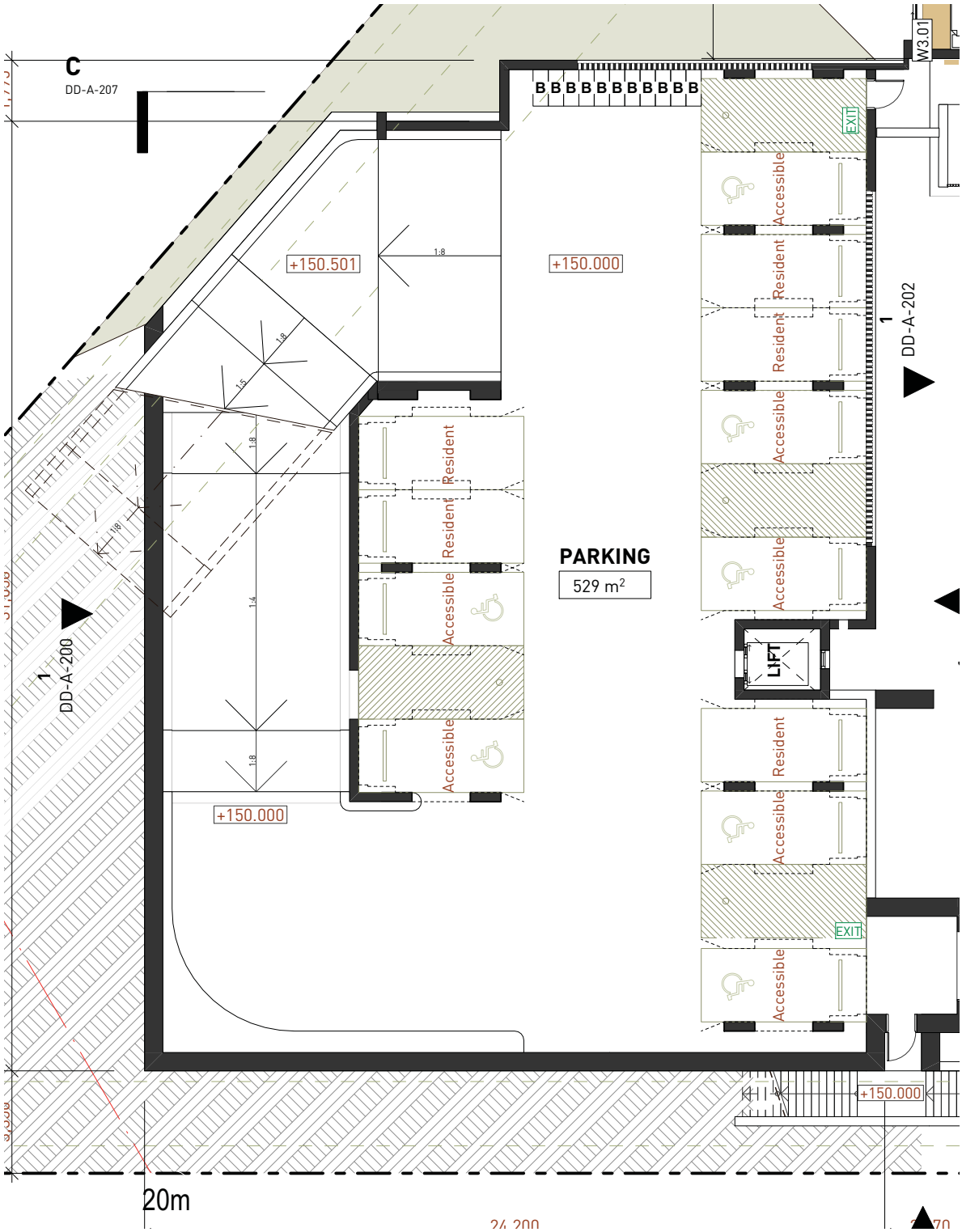
EXISTING TRAFFIC AND PARKING CONTROLS
FIGURE 4

APPENDIX A

ARCHITECTURAL PLANS


C
DD-A-207
1,100
BED
B B B B B B B B B B
EXIT
Accessible
Resident
+146.800
1
DD-A-202
1:8
1:4
PARKING
523 m²
LIFT
DD-A-200
DD-A-201
20m
26,570
2
DD-A-200


C
DD-A-207
W3.01
EXIT
Accessible
Resident
Resident
Accessible
Accessible
1
DD-A-202
+150.501
1:8
+150.000
Resident
Resident
Accessible
Accessible
PARKING
529 m²
LIFT
1
DD-A-200
1:8
1:5
1:8
1:8
1:4
1:8
+150.000
Resident
Accessible
EXIT
Accessible
+150.000
20m

1 LEVEL 4
1:200

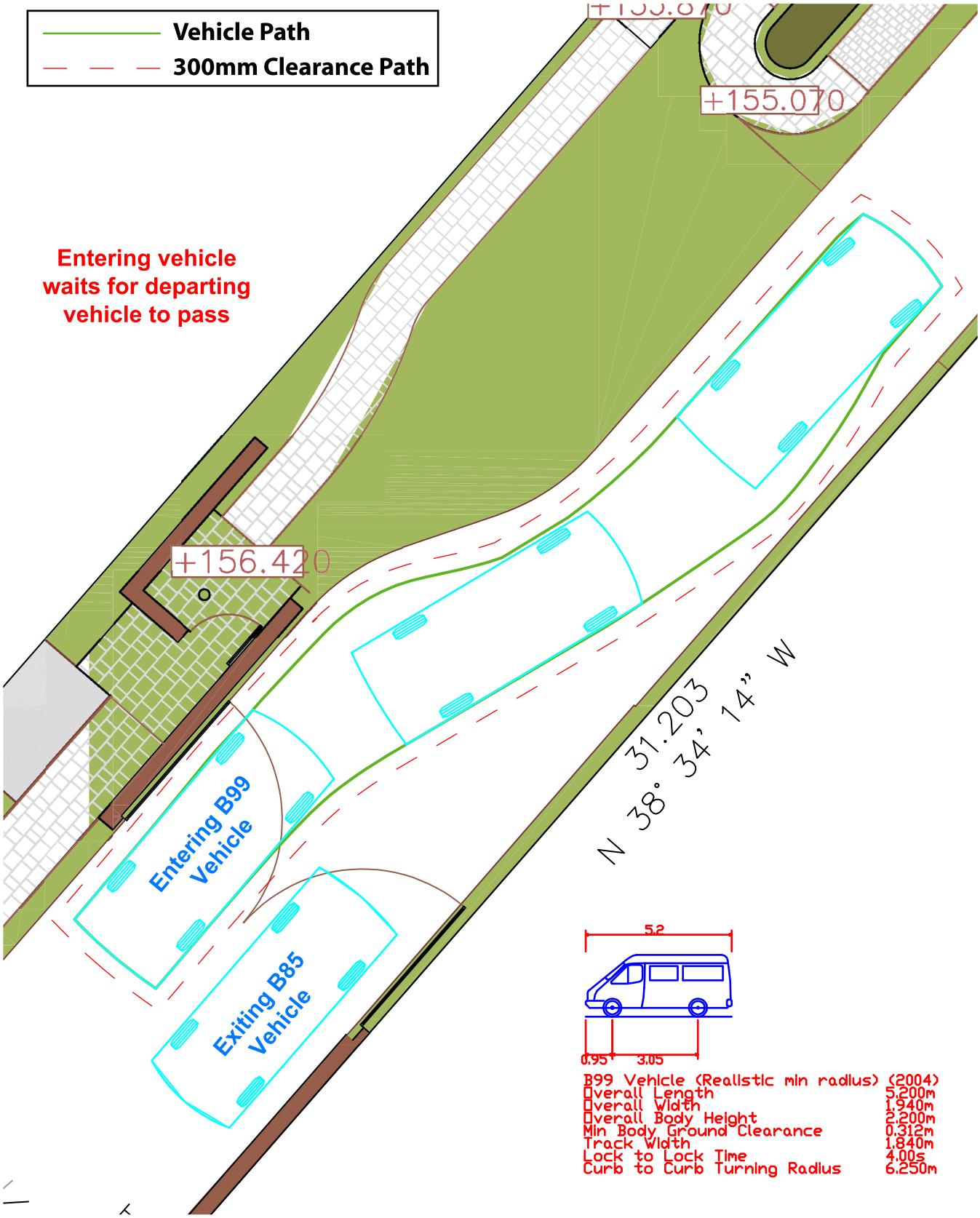
APPENDIX B

SWEPT PATH ANALYSIS

Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100

Vehicle Path
300mm Clearance Path



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

Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B99 Vehicle Entering Site No1

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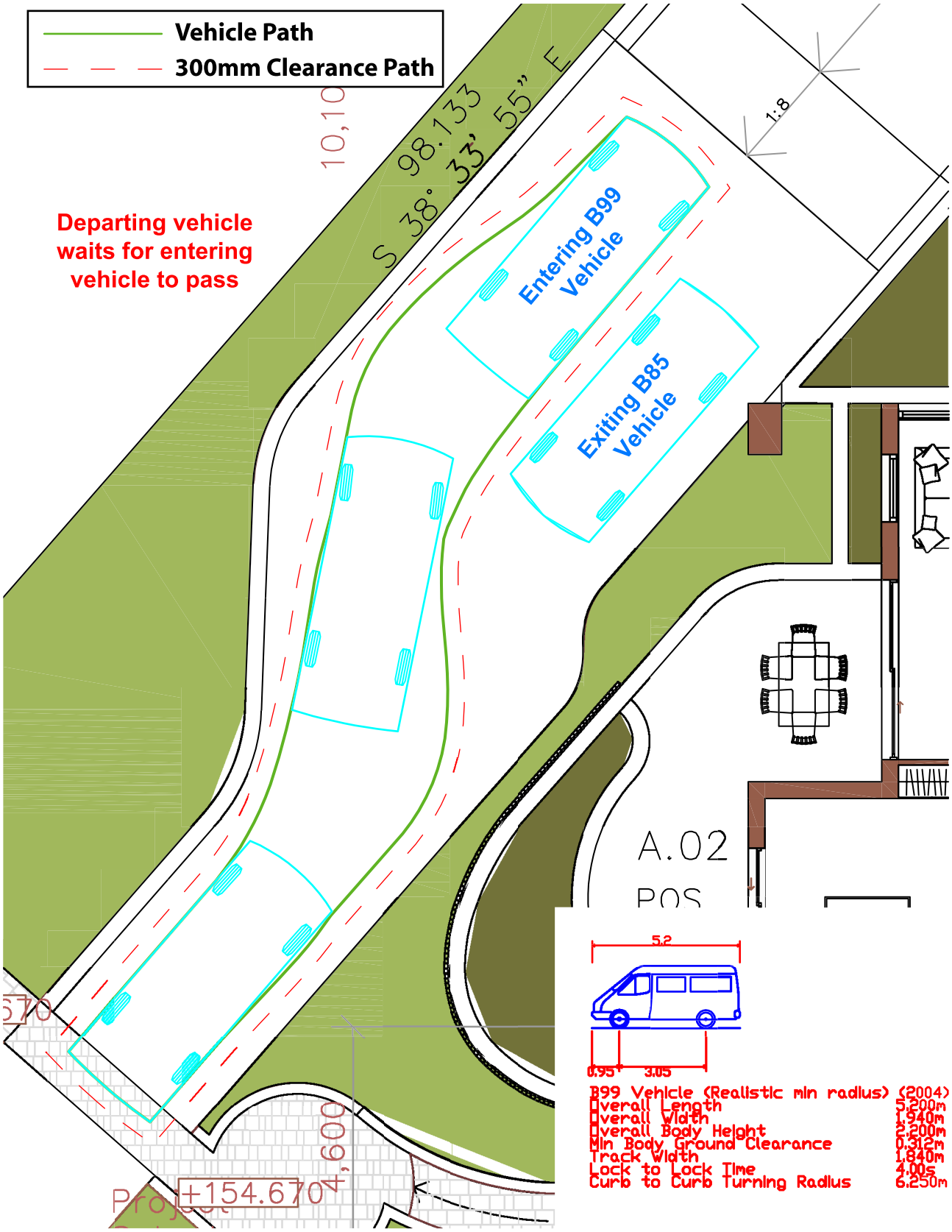
Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100

Vehicle Path
300mm Clearance Path

Departing vehicle waits for entering vehicle to pass



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

Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B99 Vehicle Entering Site No2

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