

**PROPOSED AGED CARE FACILITY
FOR THOMPSON HEALTH CARE**

23-33 BASSETT STREET EAST, MONA VALE

Traffic and Parking Assessment

3rd April 2024

Ref: 19061

Prepared by

Terraffic Pty Ltd
Traffic and Parking Consultants



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1. INTRODUCTION

This report has been prepared to accompany a Development Application to Northern Beaches Council for the construction of a new aged care facility located on a consolidated site at 23-33 Bassett Street East, Mona Vale (Figures 1 and 2).

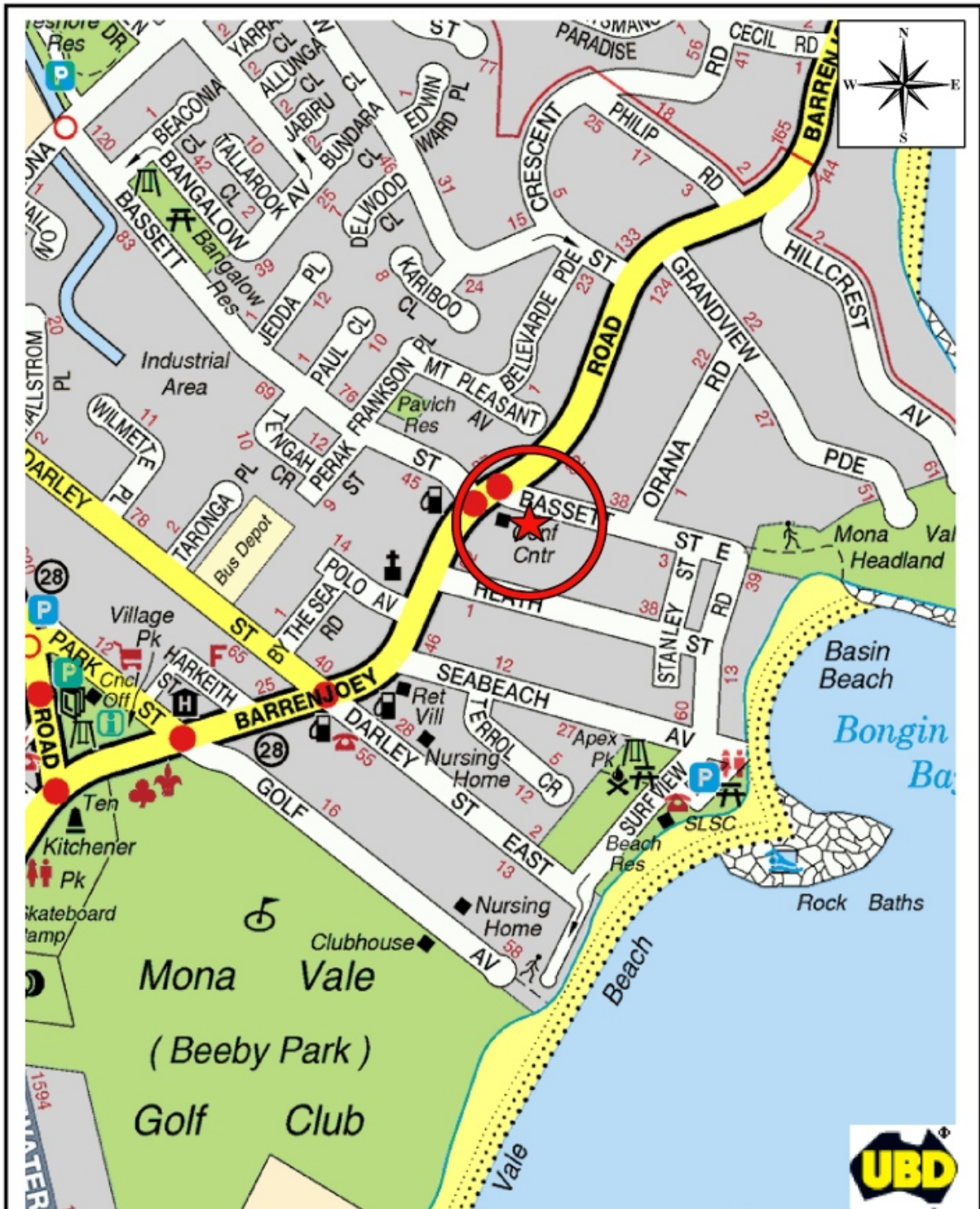
The subject site is located on the southern side of Bassett Street East approximately 40m east of Barrenjoey Road. It has a total site area of 6,503m² with a frontage of 106.68m to Bassett Street East.

Existing Site Development

The existing site development comprises:

- | | |
|----------------------------------|--|
| 23 Bassett Street East | A single dwelling with vehicular access to Bassett Street via a single width driveway |
| 25-33 Bassett Street East | A 62 bed aged care facility comprising 28 single wards and 12 double wards. The facility is operated by Thompson Health Care and is known as <i>Mona Vale House Nursing Home</i> . The development is staffed by a total of 28 employees including management, administration, nursing staff and external contractors. The facility is served by a 34 space at-grade carpark at the rear of the site that gains vehicular access via separate entry and exit driveways. A port cochere is also provided along the site frontage that includes parking for an ambulance. Vehicles enter the port cochere via the main entry driveway and exit via a separate access driveway. |

A site survey prepared by Bee & Lethbridge Pty Ltd is reproduced in the following pages.



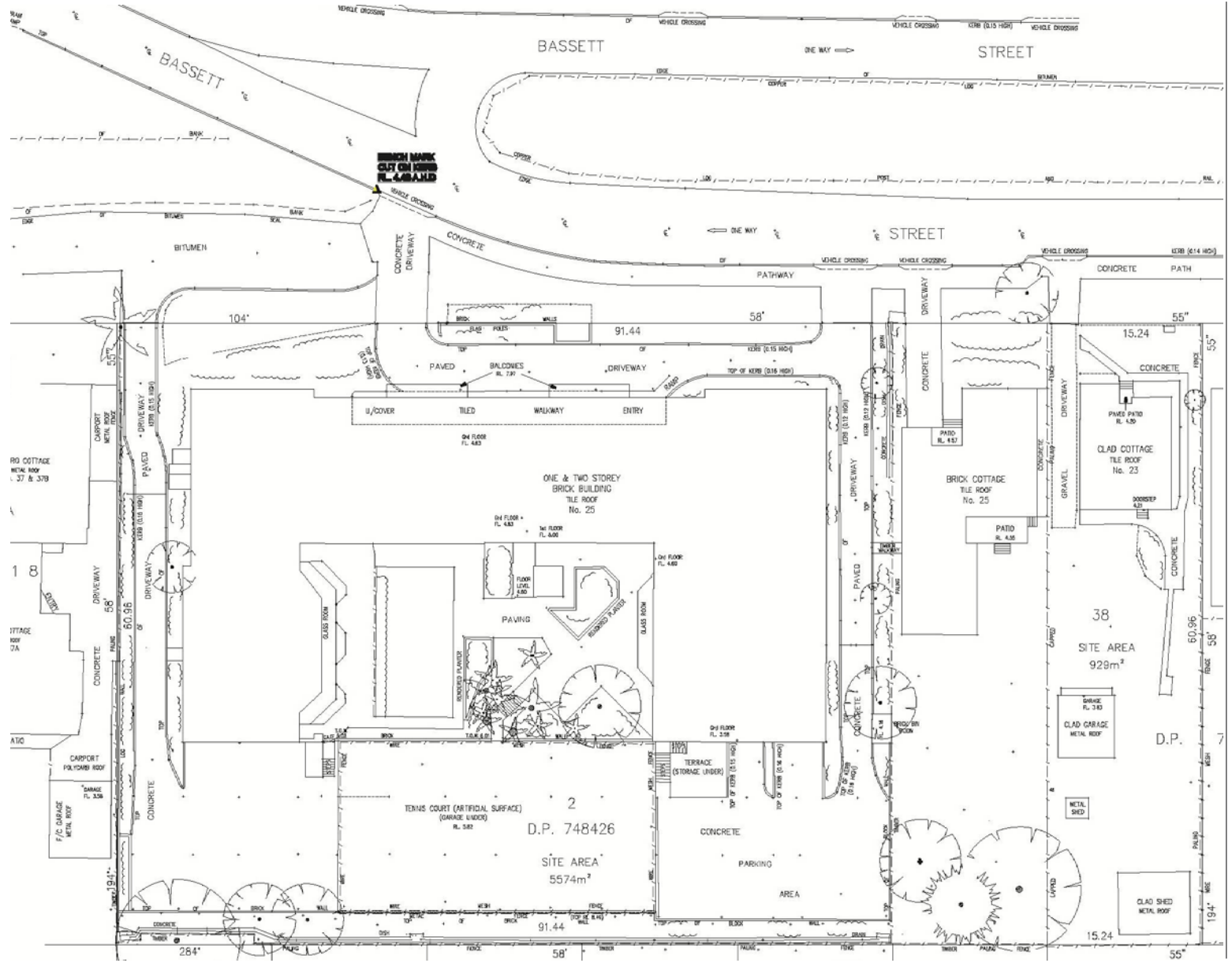
Terra Traffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS

**LOCATION
FIGURE 1**





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Site Survey



Current Approval

On the 26th April 2021, Northern Beaches Council approved DA2020/0816 on the site for the demolition of the existing site development and construction of a 118 room/118 bed residential aged care facility under the controls of the former State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

The approved development is served by a total of 40 parking spaces comprising 27 staff spaces, 12 visitor spaces and an ambulance bay. The staff and visitor parking spaces are located in a basement while the ambulance bay is conveniently located within a port cochere.

A parking space for a mini bus is also provided in the basement carpark. It is anticipated that the minibus will be similar to the 21 seat Toyota Coaster.

Vehicular access to the basement carpark is via a 9.0m wide combined entry/exit driveway off Bassett Street located adjacent to the eastern site boundary.

The access driveway also provides access to an off-street loading area on the ground level in the north-eastern corner of the site. The loading area has been designed to accommodate an 8.8m long Medium Rigid Vehicle (MRV). A turn bay is provided to facilitate forward entry and exit to the site.

As noted above, an ambulance bay is located within a 6.5m wide port cochere that gains vehicular access to Bassett Street via separate entry and exit driveways.

Thompson Health Care have indicated that the approved facility would employ a maximum of 50 staff during the day.



Development Proposal

The proposed development comprises the demolition of the existing site development and construction of a 118 bed residential aged care facility under the controls of Part 5 of the State Environmental Planning Policy (Housing) 2021.

As per the approved facility, the proposed facility will employ a maximum of 50 staff during the day as follows:

Position title	Number
Director of Nursing	1
Deputy Director of Nursing	2
Administration Officer	2
Registered Nurse	4
Nursing Assistant	18
Cleaners	4
Chef and Cook	2
Catering Attendant	5
Laundry Attendant	2
Recreational Activities Officer	3
Educator	1
Maintenance Officer	2
External Contractors	
Physiotherapist, Doctor, Handyman, Entertainer, etc.	4
Total	50

The proposal will be served by a total of 38 parking spaces as follows:

Basement Carpark (37 spaces)

- 29 x staff parking spaces
- 8 x visitor spaces

Ground Level Port Cochere

- 1 x ambulance bay



A parking space for a mini bus is also provided in the basement carpark. As per the approval, it is anticipated that the minibus will be similar to the 21 seat Toyota Coaster.

Vehicular access to the basement carpark is via a 9.0m wide combined entry/exit driveway off Bassett Street located adjacent to the eastern site boundary.

As per the approval, the access driveway will also serve an off-street loading area on the ground level in the north-eastern corner of the site. The loading area has been designed to accommodate a standard 8.8m long Medium Rigid Vehicle (MRV) with a turn bay that will facilitate forward egress from the site.

The 6.5m wide port cochere off Basset Street is also retained from the approval. The port cochere includes an ambulance bay to comply with the SEPP.

Public Transport Accessibility

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

Route 190X North Avalon to City Wynyard via Newport, Mona Vale, Warriewood, Narrabeen, Mosman, and Neutral Bay (express service operating weekday peaks only)

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

Bus stops for these services are located on Barrenjoey Road to the south of Bassett Street.

The Revision A architectural plans dated April 2024 prepared by Gartner Trovato Architects are reproduced in Appendix A.

The purpose of this report is to assess the traffic, parking and servicing implications of the development proposal.



Local Bus Services



2. PARKING AND SERVICING ASSESSMENT

SEPP Parking Requirement

Clause 107 in Part 5 / Division 7 of the State Environmental Planning Policy (Housing) 2021 specifies the following car parking requirement for Residential Care Facilities:

107 Non-discretionary development standards for hostels and residential care facilities—the Act, s 4.15

- (2) The following are non-discretionary development standards in relation to development for the purposes of hostels or residential care facilities -
- (h) for a residential care facility—at least 1 parking space for every 15 beds in the facility,
 - (i) at least 1 parking space for every 2 employees who are on duty at the same time,
 - (j) at least 1 parking space for the purpose of ambulance parking.

Application of those requirements to the proposed residential care facility yields a total parking requirement of 34 spaces calculated as follows:

118 beds @ 1 space per 15 beds	8 car spaces
50 staff @ 1 space per 2 staff	25 car spaces
1 x ambulance bay	1 ambulance space
Total Requirement	34 spaces

The proposed development exceeds the SEPP requirement with the provision of 38 parking spaces comprising 29 staff spaces, 8 visitor spaces and an ambulance bay in the port cochere.

Car Park Compliance

The basement carpark and access arrangements have been designed to satisfy the following requirements contained in the Australian Standard *AS/NZS2890.1-2004: "Off-Street Car Parking"*:

- Car spaces are a minimum 5.4m in length and 2.7m in width
- An additional 300mm has been provided to spaces adjacent a wall or obstruction



- A minimum manoeuvring aisle width of 6.0m has been provided
- Columns have been located in accordance with Clause 5.2 of the Standard
- The two-way access ramp has a minimum width of 6.1m comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- The first 6m of the access ramp from the property boundary does not exceed 5% (1 in 20)
- Ramp grades do not exceed 20% (1 in 5)
- Ramp transitions do not exceed 12.5% (1 in 8) over a distance of 2.0m
- A minimum headroom clearance of 3.0m has been provided in the basement
- Pedestrian sight line triangles have been provided

The disabled parking spaces have also 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

Servicing Arrangements

The proposed residential care facility will be served by a dedicated loading dock in the north-eastern corner of the site measuring 9m in length and 4.1m in width. The loading area can accommodate a waste collection vehicle similar in size to the Australian Standard AS2890.2:2002 Medium Rigid Vehicle (MRV).

Vehicular access to the loading bay is via the main 9.0m wide combined entry/exit driveway with a turn bay proposed to facilitate forward entry and exit to the site. The swept path of the Australian Standard AS2890.2:2002 8.8m long Medium Rigid Vehicle (MRV) accessing the loading bay is reproduced in Appendix B. As can be seen, this vehicle will manoeuvre in the turn bay, reverse into loading dock and depart the site in a forward direction.

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



3. TRAFFIC ASSESSMENT

Existing Road Network

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

Regional Roads

Darley Street

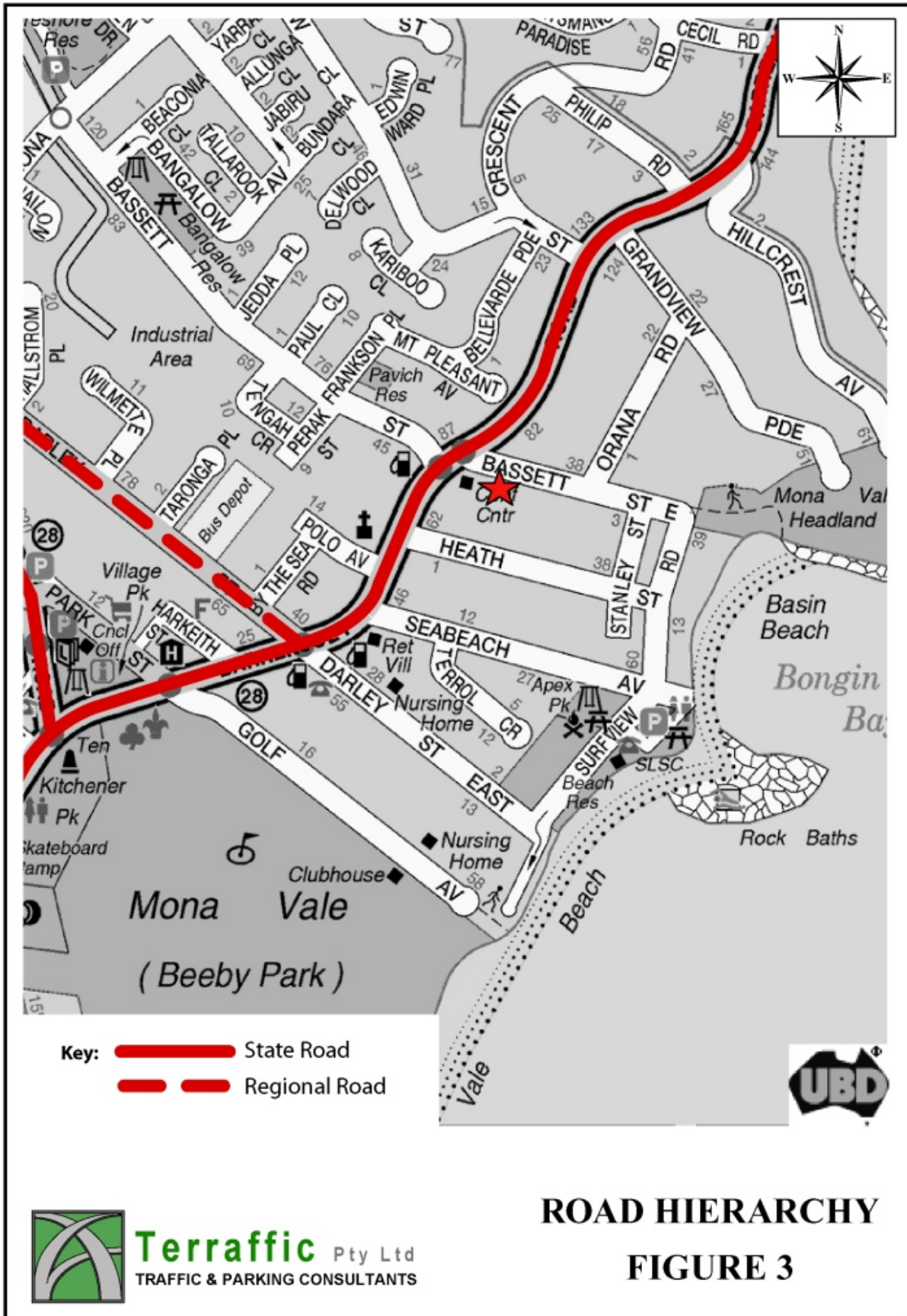
As can be seen, Barrenjoey Road is a classified State Road performing an arterial road function. It typically carries 6 traffic lanes through Mona Vale with traffic separated by a raised median island.

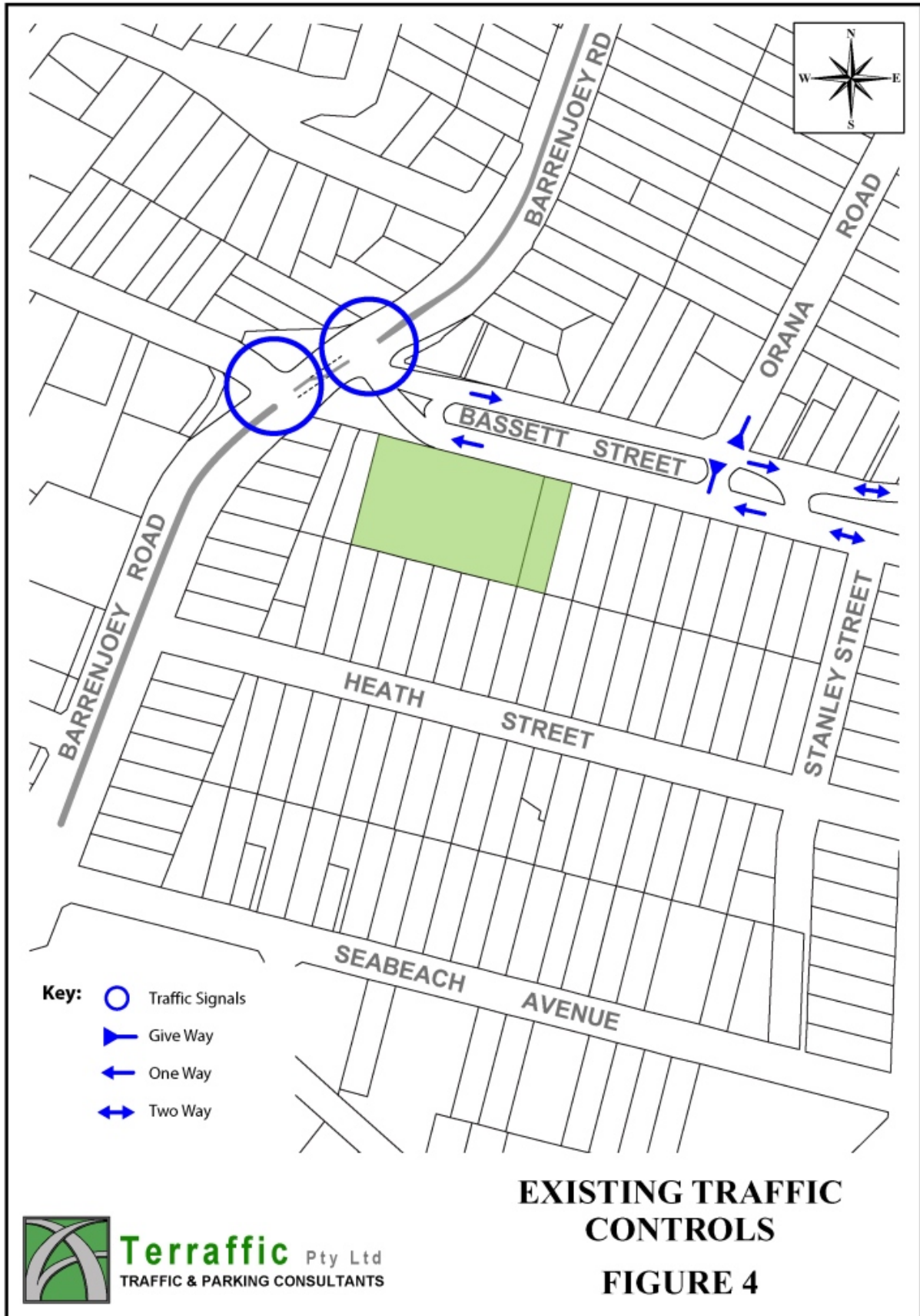
Bassett Street East is an unclassified *Local Road* that connects Barrenjoey Road to Surfview Road. The section of Bassett Street along the site frontage has a 10m wide centre median that separates eastbound and westbound traffic flow. Both the eastbound and westbound roads have a pavement width of approximately 5.5m comprising a kerbside parking lane and travel lane.

The existing traffic controls are illustrated on Figure 4 and include the traffic signals at the intersection of Barrenjoey Road and Bassett Street East. All turns are permitted at the traffic signals.

Traffic Generating Potential

An indication of the traffic generation potential of the existing and proposed development is provided by reference to the Roads and Maritime Services *Guide to Traffic Generating Developments (October 2002)*. The traffic generation rates specified in the Guidelines are based on extensive surveys of a wide range of land uses throughout Sydney and regional NSW and nominate the following traffic generation rates that apply to the subject development:





**Housing for Aged and Disabled**

0.1-0.2 trips per dwelling

While the RMS rate refers to dwellings, this assessment will adopt a conservative rate of 0.2 trips per bed that will comprise vehicle movements generated by staff and visitors.

Application of this rate to the proposed aged care facility yields a traffic generating potential in the order of 24 vehicle trips per hour (vtph) calculated as follows:

118 beds @ 0.2vtph per room

24vtph

As can be appreciated, the majority of that traffic will comprise staff arriving in the morning and departing in the evening. To that end, the likely breakdown of traffic will be as follows:

	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Staff	17	3	20	3	17	20
Visitors	2	2	4	2	2	4
Total	19	5	24	5	19	24

The traffic generation of the proposed development should be discounted by the traffic generating potential of the existing 62 bed aged care facility on the site. Application of the RMS traffic generation rate to the existing site development yields a traffic generation potential in the order of 12vtph during the weekday peak periods calculated as follows:

62 beds @ 0.2vtph per room

12vtph

Based on these projections, the proposed development will generate up to 12 additional vehicle trips on the road network during peak periods as follows:

Proposed site development

24vtph

Existing site development

12vtph

Nett increase in traffic**12vtph**



It will be readily appreciated that the additional traffic generated by the proposed development during peak periods is relatively minor (12vtph) 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.

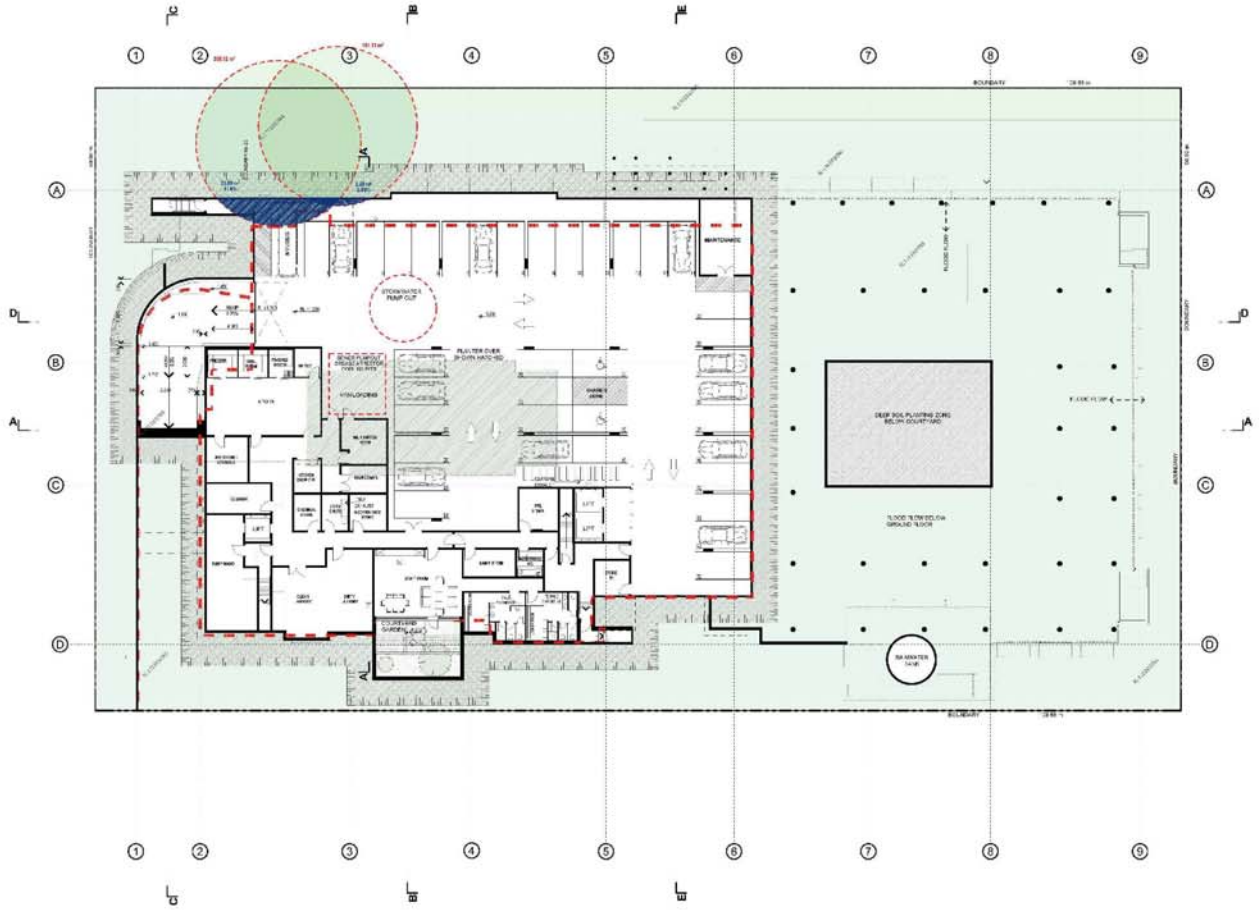
In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.



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APPENDIX A

PLANS OF THE PROPOSED DEVELOPMENT



DEVELOPMENT SCHEDULE
RESIDENTIAL AGED CARE FACILITY
33-35 BASSETT STREET, MOGA VALE

SITE AREA 4.653ha²

FSR CALCULATIONS

EXISTING FLOOR	PROPOSED GFA (GFA)
BASEMENT	BASEMENT
GROUND FLOOR	GROUND FLOOR
FIRST FLOOR	FIRST FLOOR
FLOOR TOTAL	FLOOR TOTAL
4,889m ²	4,889m ²
BASEMENT	BASEMENT
384m ²	384m ²
PROPOSED TOTAL GFA	5,273m²
PROPOSED FSR	1.142

RESIDENT ROOM NUMBERS

EXISTING APPROVED	PROPOSED
BASEMENT	BASEMENT
GROUND FLOOR	GROUND FLOOR
FIRST FLOOR	FIRST FLOOR
EXISTING TOTAL	PROPOSED TOTAL
118	118
TOTAL PROPOSED WARD NUMBER	118

LANDSCAPE + COMMUNAL AREA CALCULATIONS

REQUIREMENTS SUPPLY HOUSING 2021

TYPE	AREA
DEF. ARE. IN LTR. AREA	1,270m ²
LANDSCAPE SW/ TRISED	1,500m ²
COMMUNAL AREA (incl. LAIR)	2,770m²

PROPOSED LANDSCAPE AREAS

TYPE	AREA
BCFP (incl. 4 x SW/ TRISED)	1,200m ²
BASEMENT	1,500m ²
TOTAL PROPOSED LANDSCAPE AREAS	2,700m²

TOTAL COMMUNAL AREA 1,270m² (detached courtyard + special)

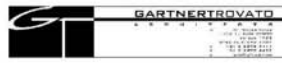
CARPARKING CALCULATIONS

REQUIREMENTS SUPPLY HOUSING 2021

TYPE	SPACE
1 SPACE FOR EVERY 10 BEDS	12
1 SPACE FOR EVERY 10 VISIT (M)	30
TOTAL REQUIRED	42

PROPOSED CARPARKING

TYPE	SPACE
BASEMENT	30
1 x ABOVE GROUND PARKING BAY	12
TOTAL	42

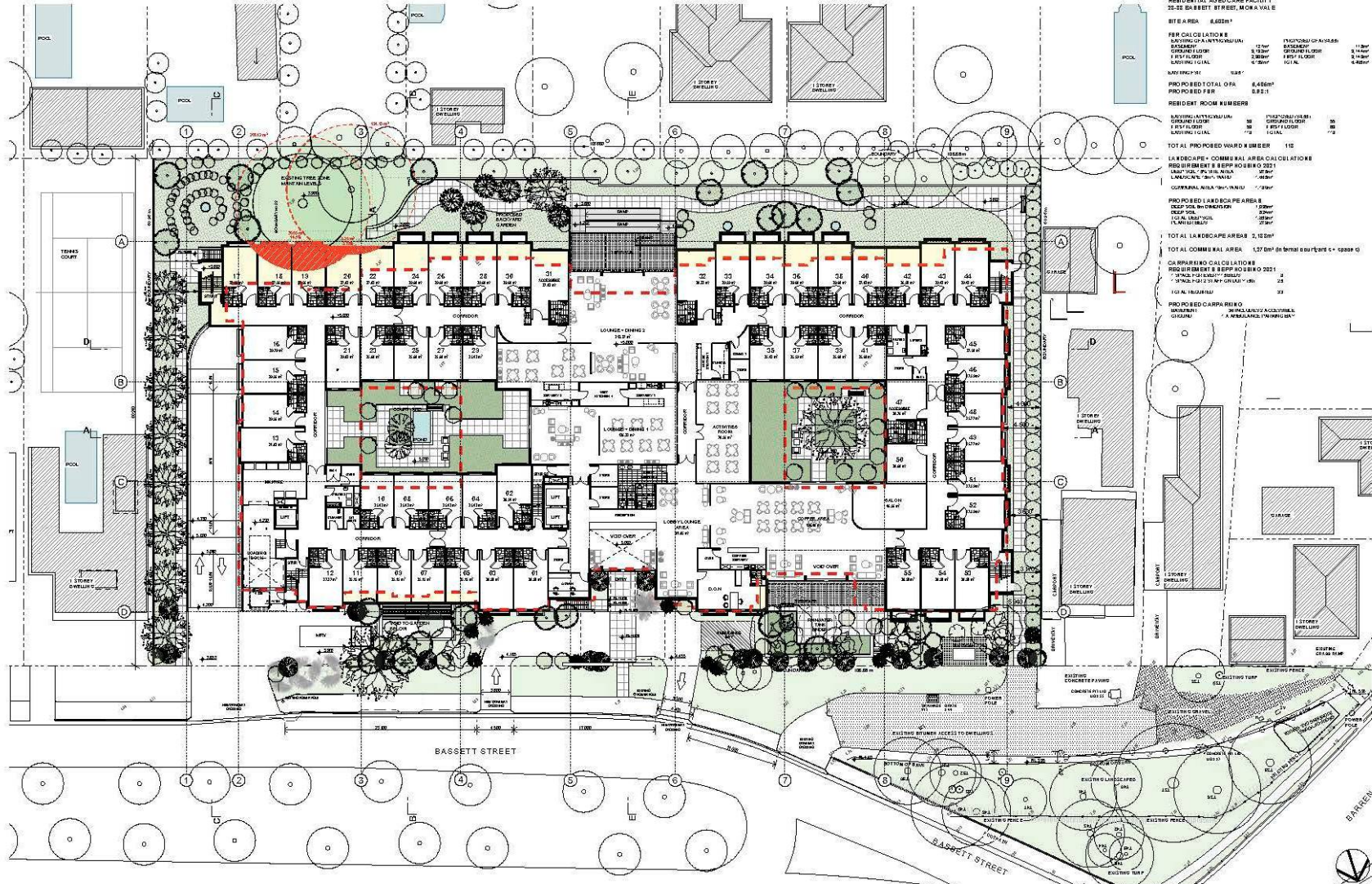


DATE	20/08/2024	DESCRIPTION	ISSUE	SCALE
20/08/2024	20/08/2024	20/08/2024	20/08/2024	20/08/2024
20/08/2024	20/08/2024	20/08/2024	20/08/2024	20/08/2024
20/08/2024	20/08/2024	20/08/2024	20/08/2024	20/08/2024

THOMPSON HEALTH BASSETT
THOMPSON HEALTH BASSETT
33-35 BASSETT STREET MOGA VALE
3101 1000 1000 1000 1000

BASEMENT LEVEL - CARPARK LEVEL

THOMPSON HEALTH BASSETT
2024 1000 1000 1000 1000



DEVELOPMENT SCHEDULE
 RESIDENTIAL AGED CARE FACILITY
 52-54 BASSETT STREET, MCKEEVALE

SITE AREA 4,826m²

FER CALCULATIONS

EXISTING CAPACITY (RESUM)	120m ²	140 ROOMS / 47 PLACES	120m ²
EXISTING FLOOR	9.30m ²	EXISTING FLOOR	9.30m ²
EXISTING TOTAL	2,850m ²	EXISTING FLOOR	4,826m ²
PROPOSED TOTAL OPA	6,486m²		
PROPOSED FER	6,822m²		

RESCIDENT ROOM NUMBERS

EXISTING ATTACHED	112 ROOMS / 47 PLACES
EXISTING FLOOR	9.30m ²
EXISTING TOTAL	2,850m ²

LANDSCAPE - COMMERCIAL AREA CALCULATIONS

RESIDENTIAL & RAMP ROBERTS 2021	1,270m ²
LANDSCAPE - PUBLIC AREA	2,720m ²
LANDSCAPE - SIDEWALK	1,030m ²
TOTAL LANDSCAPE AREA	5,020m²
TOTAL COMMERCIAL AREA	1,270m² (in front of yard & 1000sq)

CA PUBLISHING CALCULATIONS

RESIDENTIAL & RAMP ROBERTS 2021	1,270m ²
LANDSCAPE - PUBLIC AREA	2,720m ²
LANDSCAPE - SIDEWALK	1,030m ²
TOTAL COMMERCIAL AREA	5,020m²

GARTNERTROVATO

ARCHITECTURE

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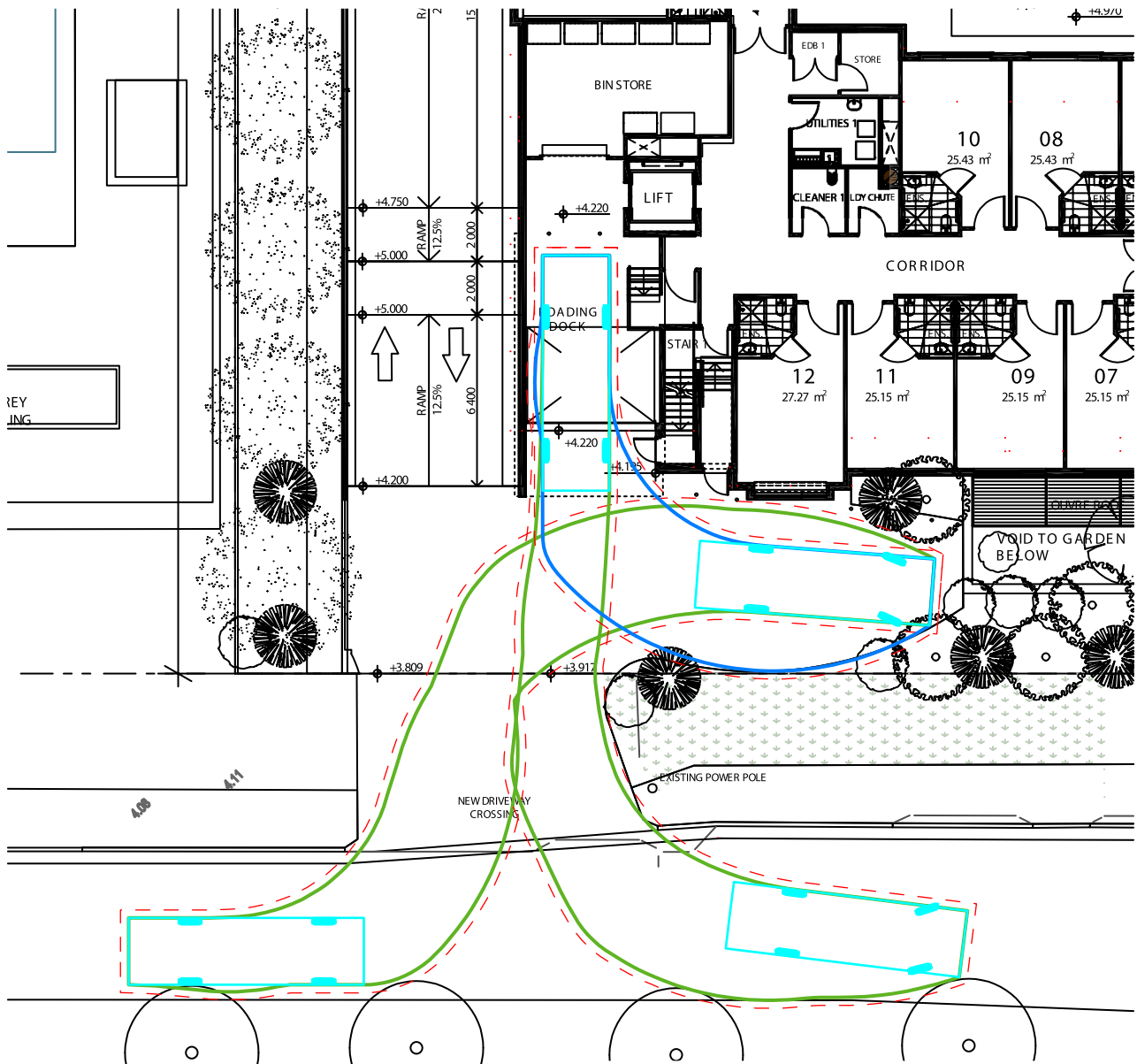
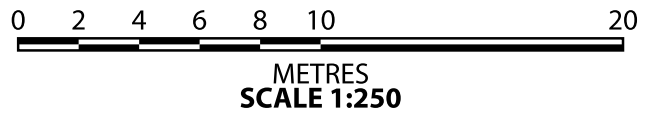


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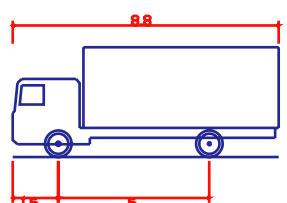
APPENDIX B

MEDIUM RIGID VEHICLE (MRV) SWEEP PATH

**Path prepared using
Autodesk Vehicle Tracking**



- Forward Vehicle Path
- Reverse Vehicle Path
- - - 300mm Clearance Path



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

**Manoeuvring Path of Australian
Standard AS2890.2:2018
8.8m Medium Rigid Vehicle (MRV)
Accessing Loading Bay**

