



TRAFFIC AND PARKING ASSESSMENT REPORT

FOR PROPOSED BOARDING HOUSE MODIFICATION
AT LOT 2506 BUNDALEER STREET BELROSE

Nov 2016

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1.0 INTRODUCTION

This report has prepared to accompany a Modification Application to Northern Beaches Council for an approved boarding house development located at lot 2506 Bundaleer Street, Belrose.

Council has previously approved the construction of a boarding house and nineteen car parking spaces on the site (DA2013/0587 & MOD2015/0160).

The modified car parking is to be provided in two separate car parking areas .The proposed modification involves the change of car parking space layout in basement area to reduce the dimension of car parking area to reach the requirements of ventilation - separating fire compartment, without reducing the amount of car parking space.

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, and the traffic conditions on that road network;
- Estimates the traffic generation potential of the development proposal, and assigns that traffic generation to the road network serving the site;
- Assesses the traffic implications of the development proposal in terms of road network capacity;
- Review 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.

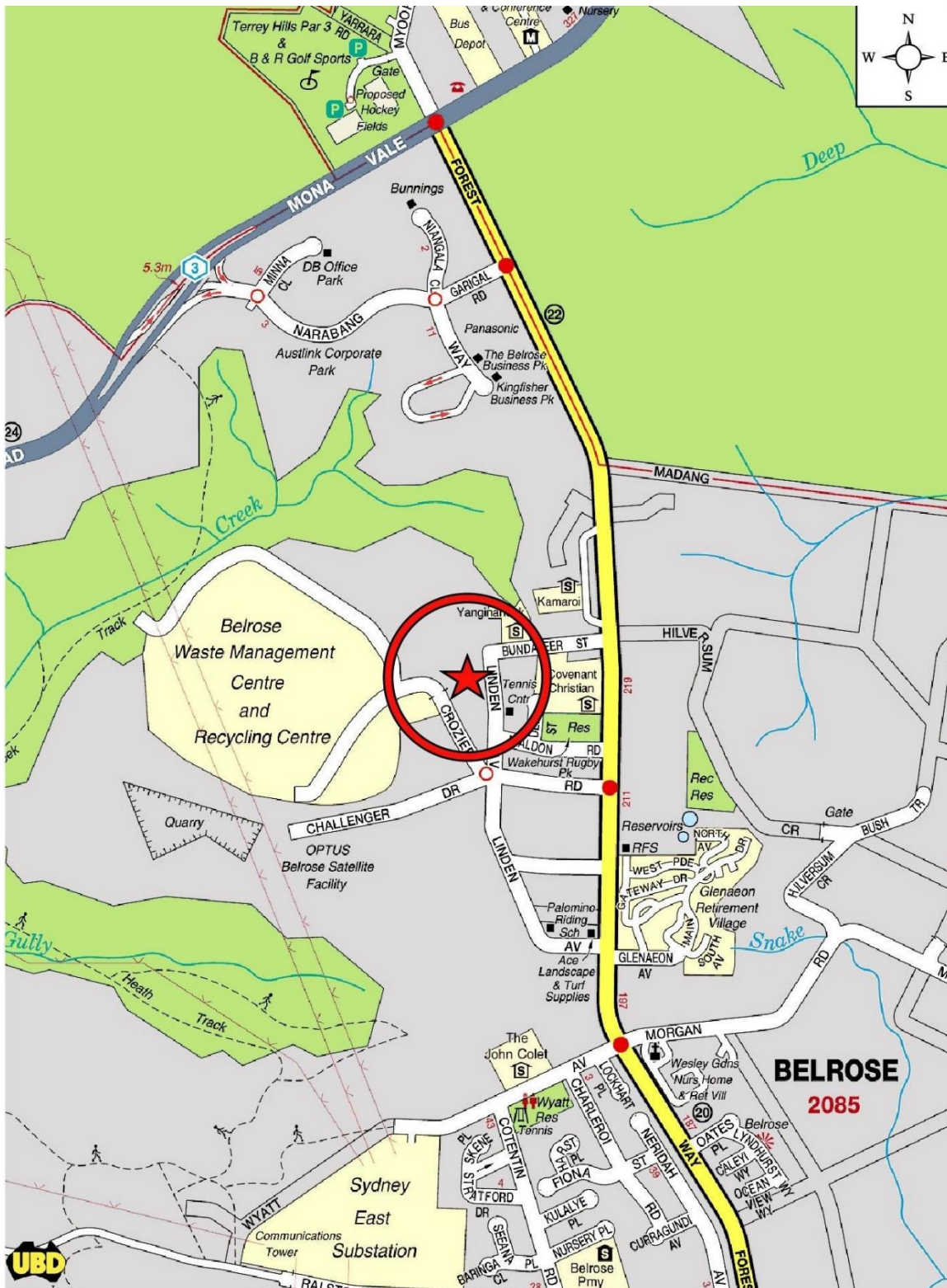


Figure 1 – Location

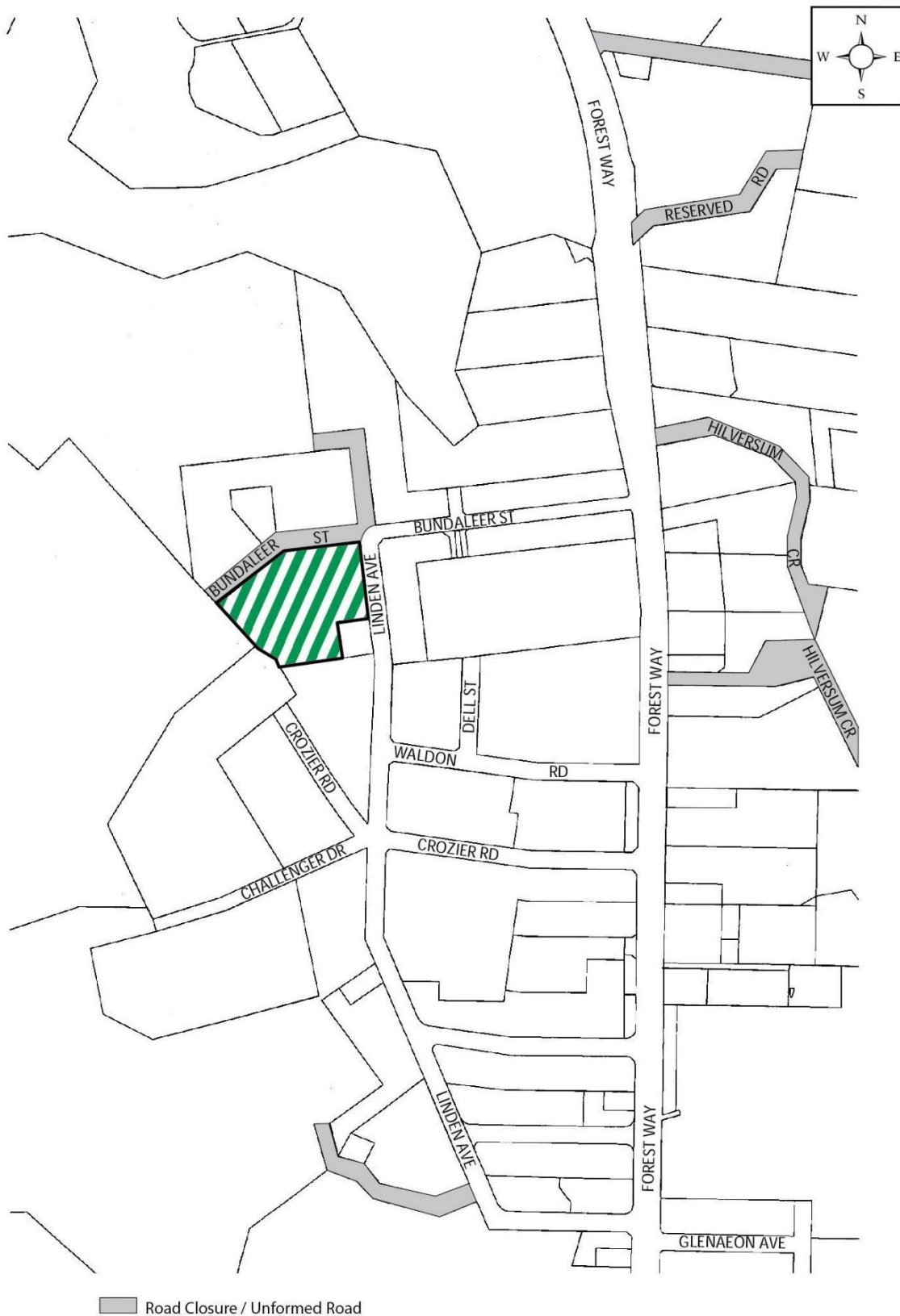


Figure 2 - Site

2.0 PROPOSED DEVELOPMENT

2.1 Site

The subject site is located on the western side of Linden Avenue at the northern end, opposite Bundaleer Street. The site has a street frontage approximately 86 metres in length to Linden Avenue and occupies an area of approximately 16,400m².

Council has previously approved the construction of a boarding house and fourteen car parking spaces on the site (DA2013/0587).

Construction of the previously approved boarding house has yet to commence and the site currently vacant.

2.2 Proposed Development

The proposed modification involves the construction of a new base car park and reduction of at grade car parking spaces. The number of boarding room remains unchanged. A total of 32 rooms are approved including 1 on-site manager's room.

The only employee associated with the boarding house will be the live-in manager.

Off-street car parking is proposed for a total of 19 cars, including 7 spaces in at grade car parking area and 12 spaces in the new basement car park in accordance with SEPP requirements. Vehicular access to the car parking facilities is to be provided directly off Linden Avenue.

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

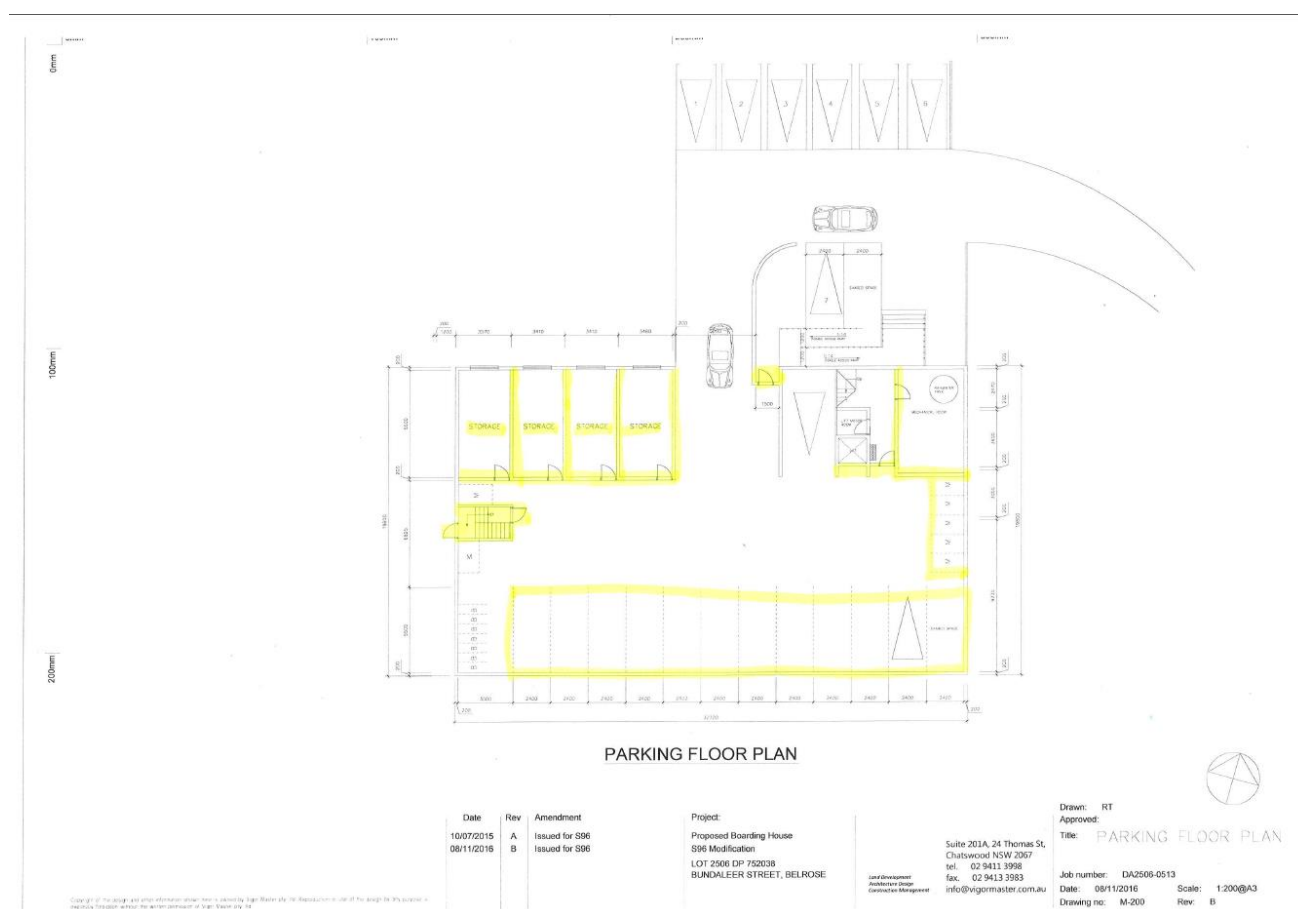


Figure 3 – Parking Floor Plan

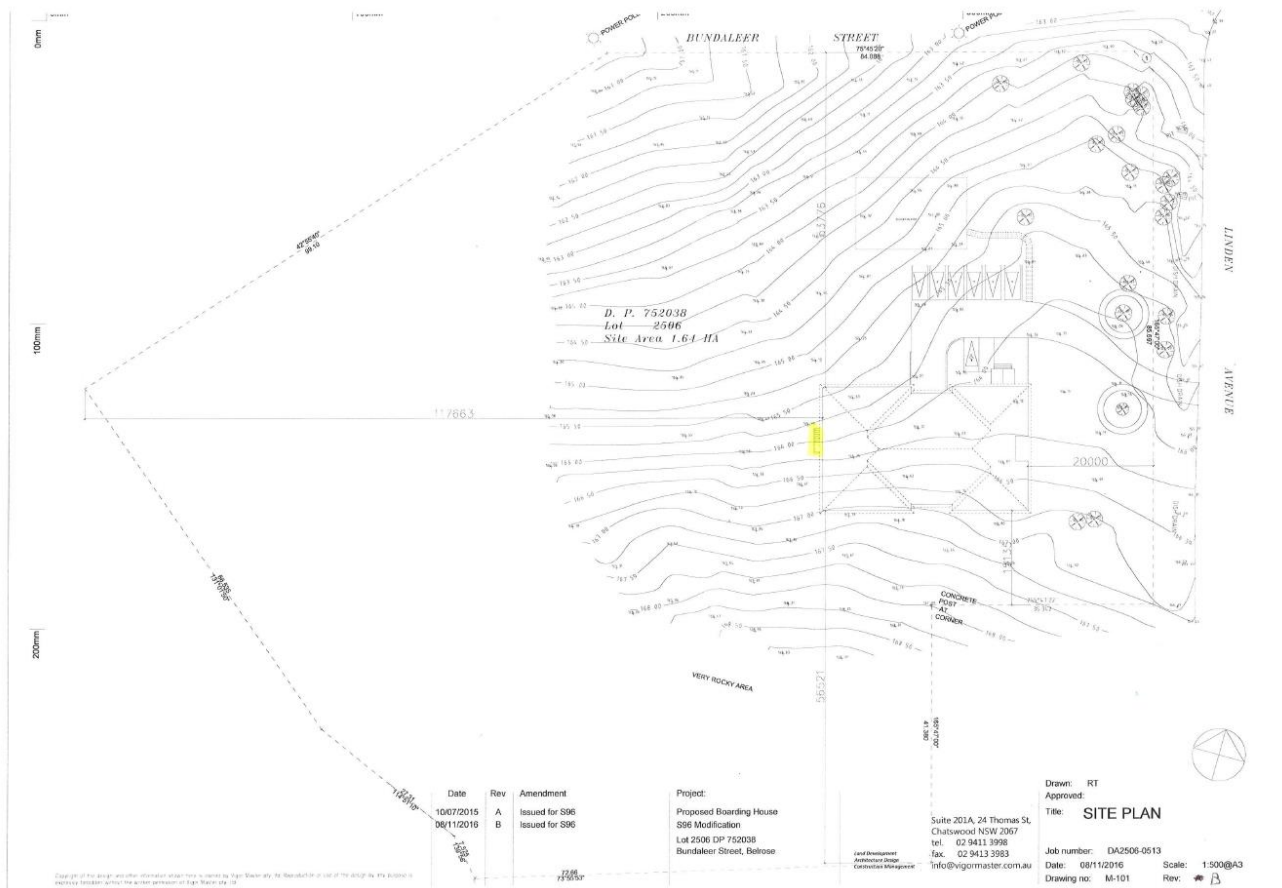
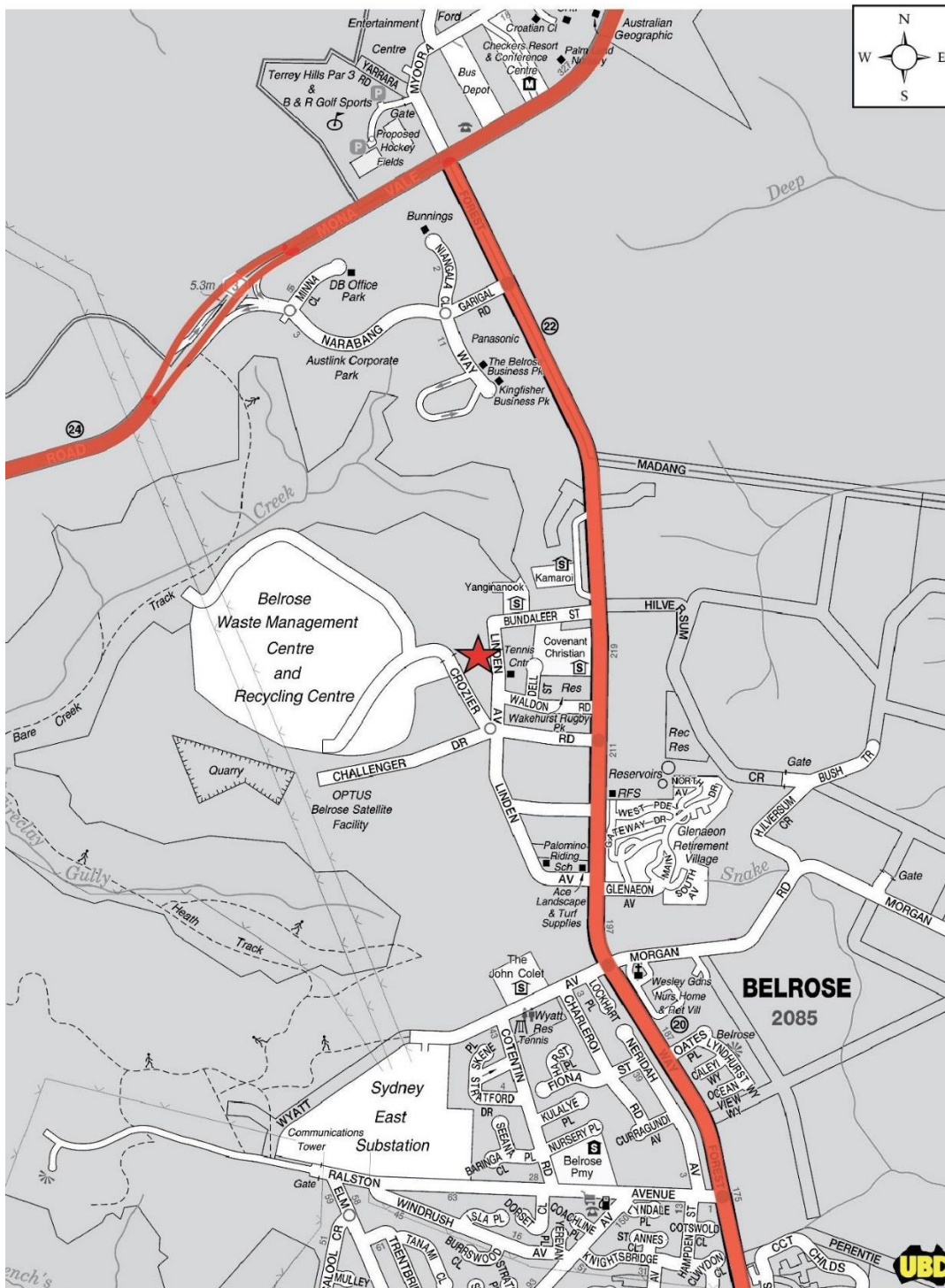


Figure 4 – Site Plan

3.0 TRAFFIC ASSESSMENT

3.1 Road Hierarchy

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



Key: — State Road

Figure 5 – Road Hierarchy

Forest Way is classified by the RMS as a State Road and provides the key north-south road link in the area, linking Terrey Hills to Frenchs Forest. It typically carries two traffic lanes in each direction in the vicinity of the site with turning bays provided at key locations.

Mona Vale Road is also classified by the RMS as a State Road and provides the key east-west road link in the area, linking the Pacific Highway in Gordon to Mona Vale. It also typically carries two traffic lanes in each direction in the vicinity of the site, with additional turning lanes provided at key locations.

Linden Avenue/Bundaleer Street are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. With the exception of school zone parking restrictions in Bundaleer Street, kerbside parking is generally permitted on both sides of both roads.

3.2 Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 6. Key features of those traffic controls are:

- A 50km/h speed limit which applies to Linden Avenue, Bundaleer Street and all other local roads in the area;
- Traffic signals in Forest Way where it intersects with Crozier Road;
- A 5-way roundabout at the intersection of Linden Avenue, Crozier Road and Challenger Drive;
- School zones at various locations throughout the local area.

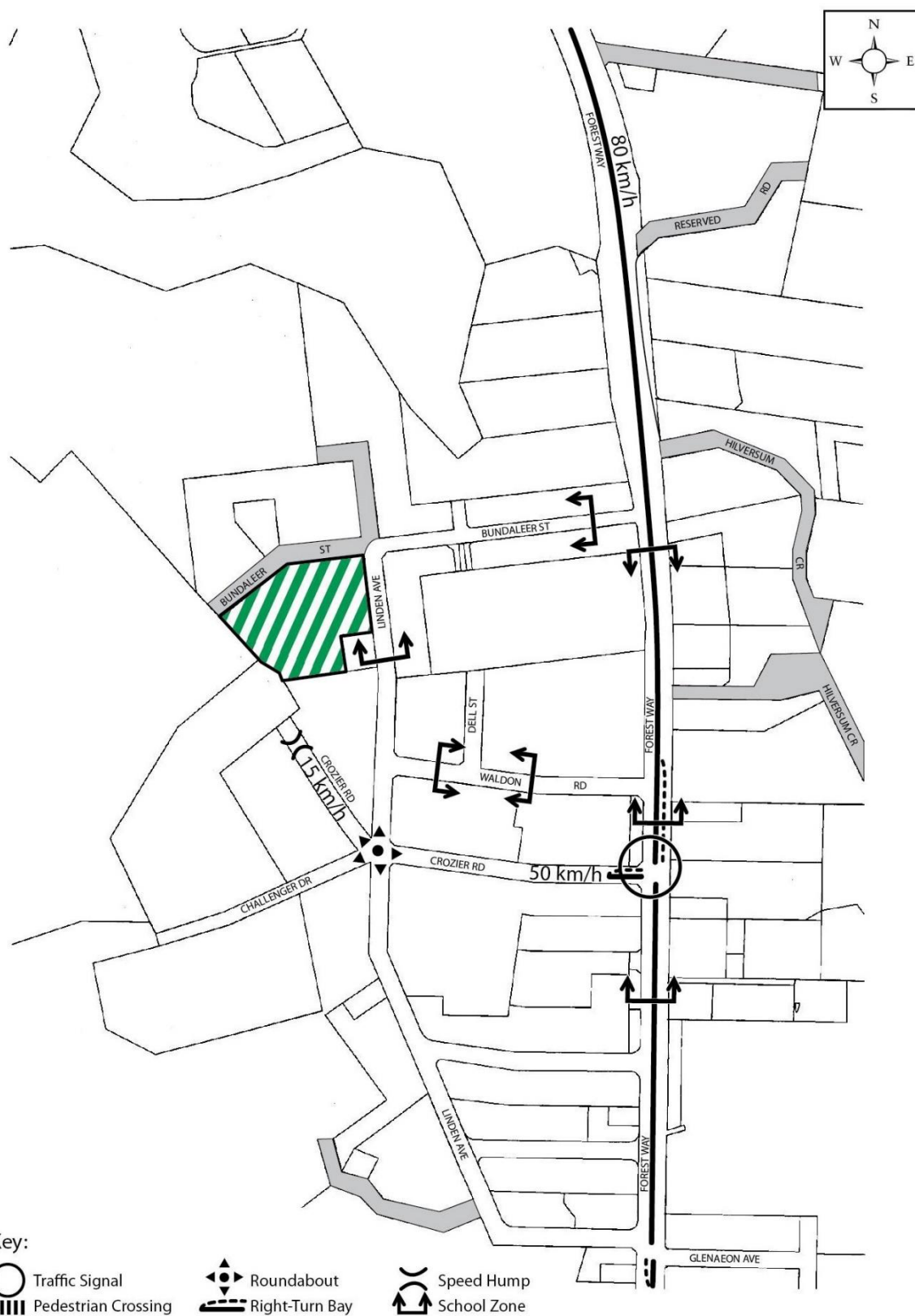


Figure 6 – Road Existing Traffic Controls

3.3 Existing Public Transport Services

The existing public transport services available to the site are illustrated below. There are currently 6 bus routes travelling within the vicinity of the site with Route 260, 270, 271, 282, 283 and 184 travelling along Forest Way.

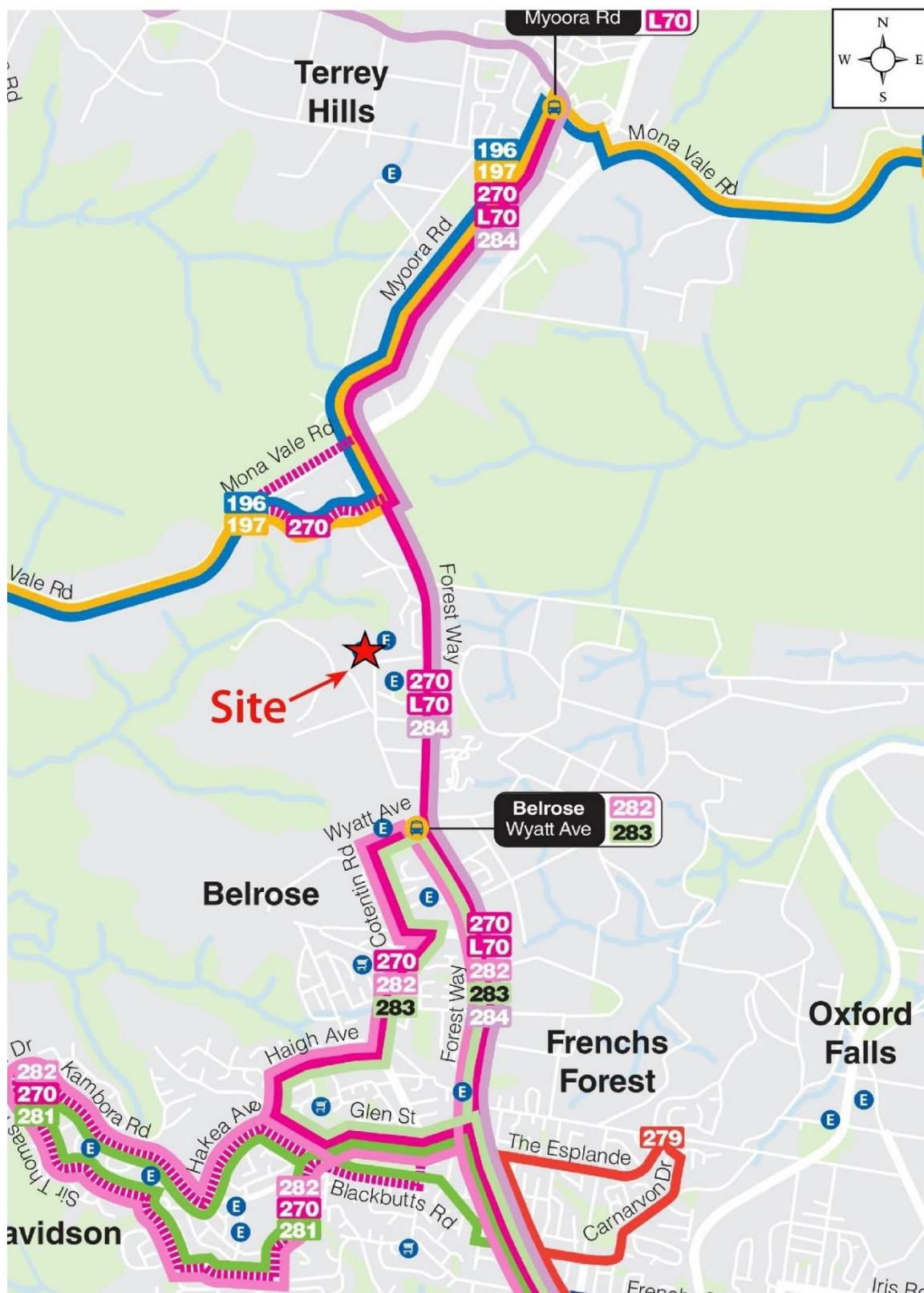


Figure 7 – Bus Route Map

There are more than 200 bus services per day travelling near the site on weekdays, decreasing to 160 bus services on Saturdays and 90 bus services on Sundays, as set out in the table below:

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
260	Terrey Hills to North Sydney	4	9	-	-	-	-
270	Terrey Hills to City	33	36	24	25	10	11
271	Terrey Hills to City	45	38	31	30	14	13
282	Chatswood District to Frenchs Forest	1	3	3	5	7	7
283	Chatswood District to Frenchs Forest	20	16	18	17	9	9
284	Chatswood District to Frenchs Forest	15	2	6	5	8	3
TOTAL		118	104	82	82	48	43

The site is therefore considered to be well served by public transport services.

3.4 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 Development, Section 3 – Landuse Traffic Generation (October 2002).

However the RMS Guidelines do not nominate a traffic generation rate for boarding houses, referring only to “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 “motels” has been adopted in respect of the boarding house component of the development proposal.

Application of the above “motel” traffic generation rate to the 32 boarding house units (including 1 manager/caretaker’s unit) outlined in the development proposal yields a traffic generation potential of approximately 13 vehicle trips per hour during the evening commuter peak period.

It should be noted however that in practice the boarding house could be expected to generate less traffic than the “motel” as the quantity of off-street parking is constrained in accordance with SEPP requirements. Furthermore, typical boarding house clientele are less likely to own a car than motel customer.

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

4.0 PARKING IMPLICATIONS

4.1 Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated below.

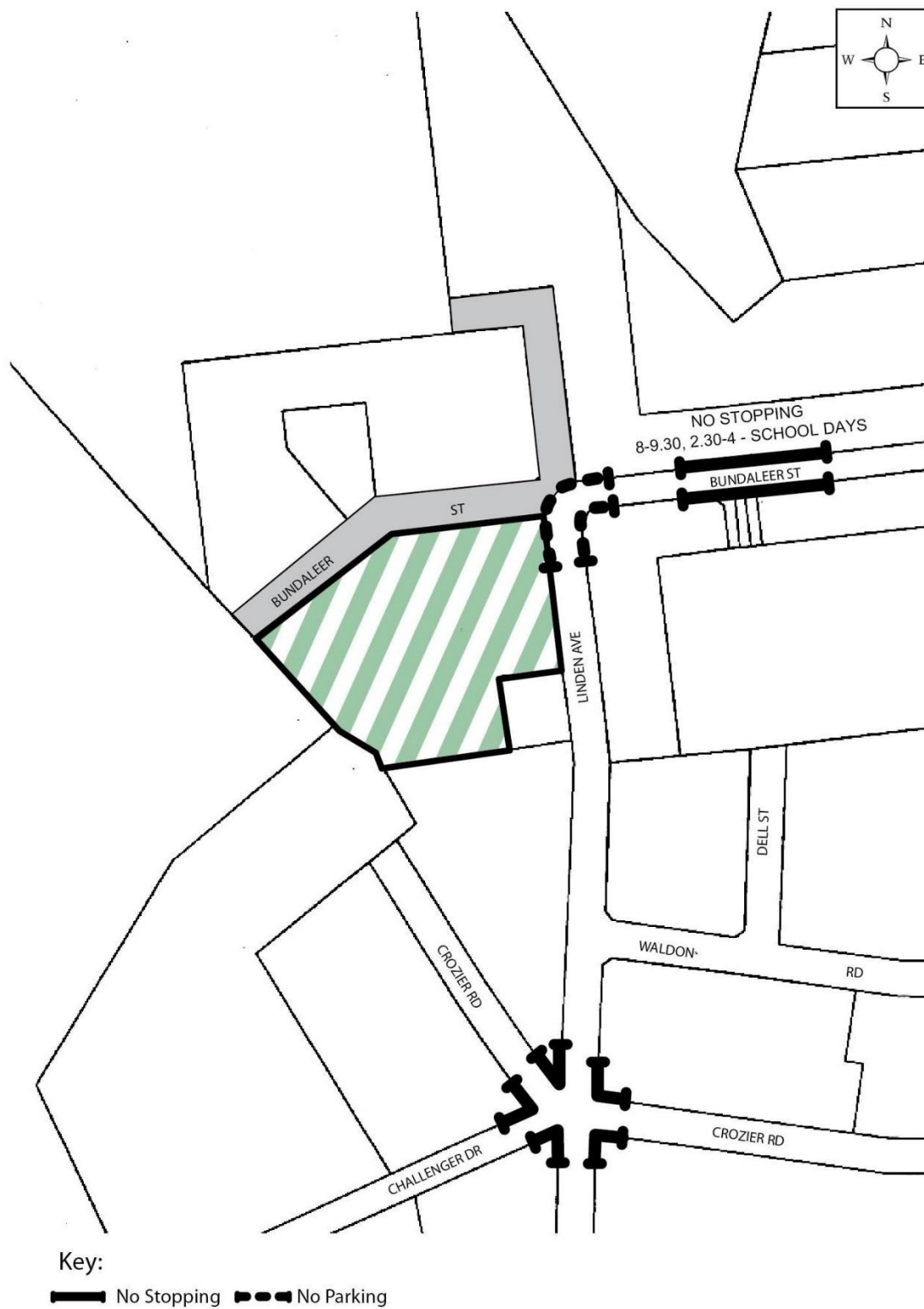


Figure 8 – Existing Parking Restrictions

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- No Parking restrictions at the corner of Linden Avenue and Bundaleer Street;
 - No Stopping restrictions during peak school times on both sides of Bundaleer Street in vicinity of Yanginanook School;
 - Generally Unrestricted Kerbside Parking throughout the surrounding road network.

4.2 Off-Street Parking Provisions

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

Division 3 Boarding Houses

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

- (e) parking: if at least the following is provided:
 - (i) in the case of development in an accessible area – at least 0.2 parking spaces are provided for each boarding room
 - (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 resident on site

Application of the above SEPP parking requirements to the 32 boarding house rooms (including 1 manager's room) outlined in the development proposal yields an off-street parking requirement of 6 parking spaces.

The proposed development makes provision for a total of 19 off-street parking spaces thereby satisfying the SEPP requirements.

The geometric design layout of the proposed car parking facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication Parking Facilities Part 1 - Off-Street Car Parking AS2890.1 in respect of parking bay dimensions and aisle widths.

The SEPP also both require the provision of 1 bicycle space per 5 boarding house units and 1 motorcycle space per 5 boarding house units. Application of these requirements to the 32 boarding house units outlined in the development proposal yields a parking requirement of 7 motorcycle spaces and 7 bicycle spaces.

The proposed development makes provision for a total of 7 motorcycle spaces and 7 bicycle spaces thereby satisfying the SEPP requirements.

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.