



**PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT**

**12-14 PONSONBY PARADE, SEAFORTH**

**Traffic and Parking Assessment Report**

12<sup>th</sup> December 2020

Ref: 20060

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 SEPP Seniors Living development on a consolidated site at 12-14 Ponsonby Parade, Seaforth (Figures 1 and 2).

The proposed development site has a total area of 2,023m<sup>2</sup> with frontages of 40.235m to Ponsonby Parade and 40.235m to Ross Street at the rear of the site. The existing site development comprises 2 dwellings (one on each lot) with each dwelling served by off-street carparking that gains vehicular access to Ross Street.

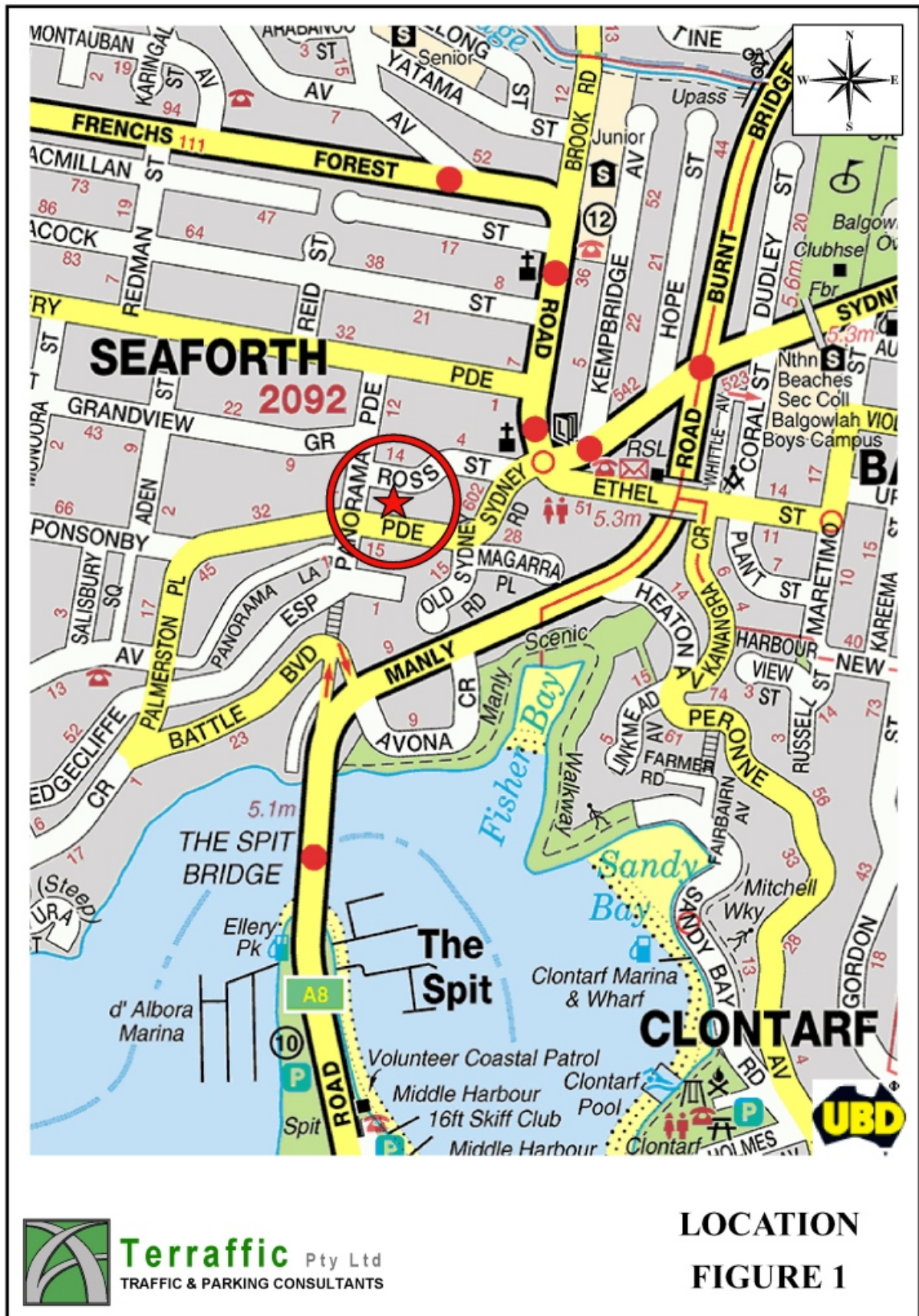


Aerial photograph of the site

### *Current Approval*

On the 11<sup>th</sup> December 2019, the Land and Environment Court of NSW granted consent for the demolition of the existing dwelling and construction of a SEPP Seniors Living development on 14 Ponsonby Parade, Seaforth (DA2017/1364). The approved development comprises 4 x 2 bedroom dwellings served by a 4 space basement carpark that gains vehicular access to Ponsonby Parade via a single width access driveway.









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### ***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 9 dwellings comprising 1 x 2 bedroom dwelling and 8 x 3 bedroom self contained dwellings.

The proposal is served by a single level basement carpark containing a total of 20 spaces comprising 19 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.

As per the current approval on the site, the proposal will gain vehicular access to Ponsonby Parade via a 6.1m wide combined entry/exit driveway.

### ***Public Transport Accessibility***

The subject site has convenient access to the following bus services that operate along Ponsonby Parade:

- Route 143** Chatswood to Manly via St Leonards, Neutral Bay, Cremorne, Mosman, Seaforth and Balgowlah (operates weekday peaks only)
- Route 144** Chatswood to Manly via Royal North Shore Hospital, St Leonards, Neutral Bay, Cremorne, Mosman, Seaforth and Balgowlah (operates daily)
- Route 145** Warringah Mall to Seaforth via Manly Vale (operates weekdays only)
- Route 168** Milsons Point to North Balgowlah via North Sydney Station, Neutral Bay, Mosman and Seaforth (operates weekday peaks only)
- Route 168X** City Wynyard to Warringah Mall via Neutral Bay, Mosman, Seaforth and North Balgowlah (Express service operating weekday peaks only)
- Route 169** City Wynyard to Manly via Neutral Bay, Mosman, Seaforth, Frenchs Forest, Narrabeena, Dee Why and Brookvale (operates daily)



**Route 173** Milsons Point to Narraweena via North Sydney Station, Neutral Bay, Mosman, Seaforth and Frenchs Forest (operates weekday peaks only)

**Route 248** Seaforth to City Wynyard via Mosman, Cremorne and Neutral Bay (operates weekday peaks only)

Bus stops for these services are located at the Ponsonby Parade/Panorama Parade intersection and are illustrated on Figure 4.

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:

|  |                        |
|--|------------------------|
| 1 x 2 bedroom units (2 bedrooms) @ 0.5 spaces per bedroom  | 1.0 car space          |
| 8 x 3 bedroom units (24 bedrooms) @ 0.5 spaces per bedroom | 12.0 car spaces        |
| <b>Total development</b>                                   | <b>13.0 car spaces</b> |

The proposed development clearly satisfies the SEPP with a total of 20 spaces comprising 19 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:





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

- The maximum ramp gradient does not exceed 5% (1 in 20)
- The two-way section of the access driveway has a minimum width of 6.1m
- 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 5.8m has been provided
- Garage door openings have a minimum width of 5.4m
- 1.0m wide dead-end aisle extensions have been provided

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 is illustrated on Figure 3 and comprises:

#### **State Roads**

Manly Road – Burnt Bridge Creek Deviation  
Frenchs Forest Road – Sydney Road

#### **Regional Roads**

nil

The development site is located on a section of Ponsonby Parade that forms a collector road link between manly Road and Frenchs Forest Road/Sydney Road. Ponsonby Road has a pavement width of approximately 11.4m comprises 2 travel lanes (1 in each direction) and a linemarked parking lane on both sides of the carriageway.

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

#### *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:

|                                     |   |
|-------------------------------------|---|
| <b>Housing for Aged or Disabled</b> | 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 4vtph during the weekday AM and PM peak periods calculated as follows:



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9 dwellings @ 0.4vtph per dwelling      4vtph

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 2 existing dwellings would generate 2vtph.

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      | 4vtph        |
| Existing Development      | 2vtph        |
| <b>Additional Traffic</b> | <b>2vtph</b> |

It can therefore 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.

