

15 Old Glenhaven Road, Glenhaven

APPENDIX A

TRAFFIC ANALYSIS

Glenhaven Aged Care Facility

Traffic Impact Statement

NA80513007 Traffic

Prepared for
Living Choice Pty Ltd

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1 Introduction

This traffic impact statement provides an assessment of the potential traffic issues relating to the planning proposal to allow smaller lot size on the subject site as shown in **Figure 1.1** for future subdivision. The subject site, proposed to be developed into an aged care centre, is located between Holland Road and Old Glenhaven Road with frontage to Glenhaven Road.

Figure 1.1 Site Location



2 Existing Conditions

Glenhaven Road at the vicinity of the subject site comprises one lane in each direction with a double barrier line median. There is a posted speed limit of 60km/h on this road for both directions of traffic.

In July 2003, a traffic impact assessment was undertaken for a housing development on Old Glenhaven Road by BJ Bradley & Associates. The report included 2001 traffic survey data for Glenhaven Road for the AM and PM peak periods. The assessment used a growth rate of 3% per annum to predict the 2003 traffic volumes. As shown in **Table 2.1**, Glenhaven Road carries approximately 630 vehicles in the 2003 AM Peak and 748 vehicles in the PM Peak.

Using the same growth rate assumptions of 3% per annum, it is estimated that there are some 819 vehicles and 972 vehicles travelling on Glenhaven Road in the AM peak and PM peak hour respectively.

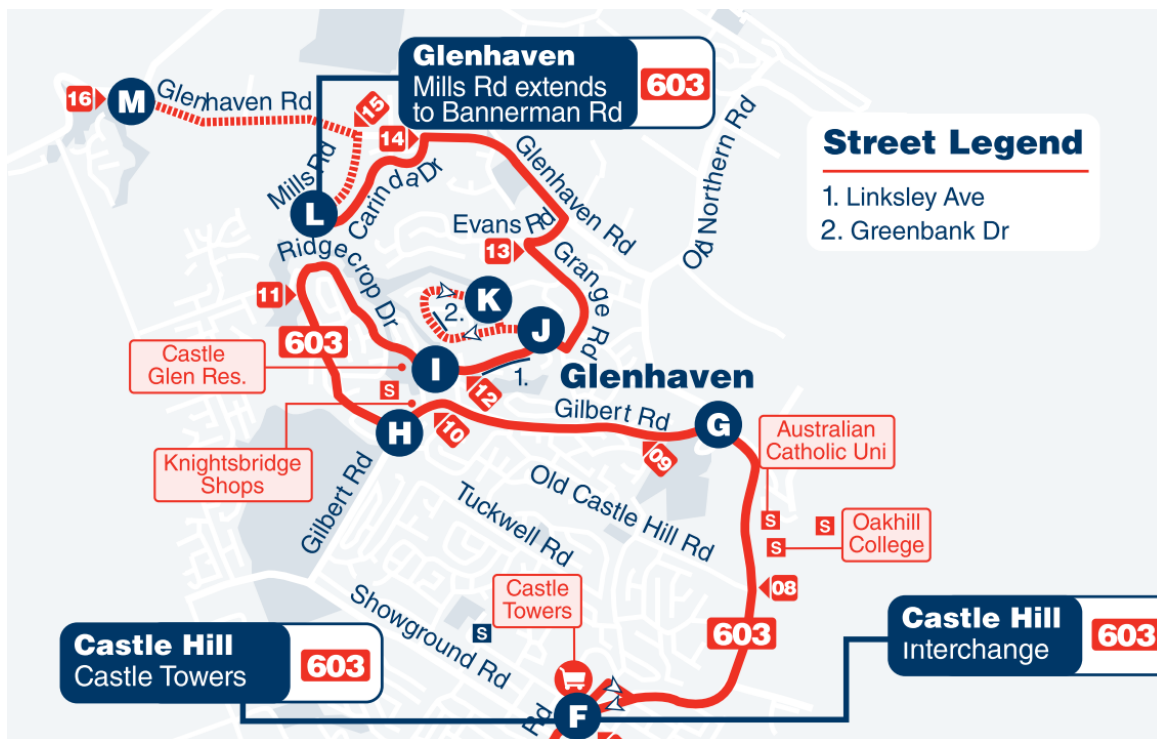
Table 2.1 2003 Traffic Volumes on Glenhaven Road

Year	Peak Period	Eastbound Volume (veh/hr)	Westbound Volume (veh/hr)	Both Directions (veh/hr)
2003 (based on BJ Bradley & Associates Data)	AM Peak	214	416	630
	PM Peak	250	498	748
2013 (predicted)	AM Peak	278	541	819
	PM Peak	325	647	972

2.1 Public Transport

The site vicinity is currently served by Bus Route 603 operated by HillsBus as shown **Figure 2.1**. Route 603 runs between Parramatta and Glenhaven with a weekday frequency 30 minutes in the AM peak and 60 minutes in the PM peak. There are currently bus stops are located within 400 metres of the proposed site.

Figure 2.1 Bus Route Map



3 Proposed Development

The concept design of the proposed development indicates that the subject site will consist of

- 100 units;
- Ancillary services such as hairdresser, café and gymnasium;
- 8 nurse bays;
- 16 car park spaces and a port cochere for visitors and residents with access from Glenhaven Road; and
- 14 car park spaces and loading dock at the basement level for delivery and staff use. Access is via Holland Road.

4 Potential Trip Generation

The RMS Guide to Traffic Generating Developments (2002) document has been referenced to forecast the potential traffic generated from the proposed aged care facility. The RMS Guide provides a daily vehicle trip rate of 2 trips per unit and an evening peak hour vehicle trip rate of 0.2 trips per unit.

It must be noted that the trip rates adopted for this study are at the higher end of the range provided within the RMS Guide. This will therefore provide a more conservative assessment of the traffic impact of the proposed development. Based on the concept design, the development is likely to yield a lower trip generation due to its use as a nursing / convalescent home with limited parking spaces provided.

Based on the RMS trip rates, the aged care development generates approximately 200 trips daily and peak hour trips are estimated to be in the order of 20 vehicles.

5 Traffic Impacts

Table 5.1 indicates the 2013 and 2023 forecast traffic volumes for Glenhaven Road with the development in place. The additional 20 vehicles from the aged care facility will result in a maximum of 2.5% increase in the traffic volumes on Glenhaven Road. The marginal increase is not anticipated to have a significant impact on the road network and Glenhaven Road is expected to continue to operate satisfactorily in 2023.

Table 5.1 Forecast Traffic Volumes for Glenhaven Road

Year	Peak Period	Both Directions (veh/hr) Base	Both Directions (veh/hr) Base + Development	% Increase
2013	AM Peak	819	839	2.4%
	PM Peak	972	992	2.1%
2023	AM Peak	1064	1084	1.9%
	PM Peak	1264	1284	1.6%

6 Conclusion

The proposed aged care facility is likely to generate around 20 vehicular trips during each peak period. With the development in place, the net increase in traffic volumes on Glenhaven Road is less than 2.5% and is considered to be negligible. The marginal increase is not anticipated to have a significant impact on the road network and Glenhaven Road is expected to continue to operate satisfactorily in 2023.