



KIAMA SHORES SENIOR HOUSING DEVELOPMENT TRAFFIC IMPACT ASSESSMENT REPORT

FOR

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1. INTRODUCTION

1.1 BACKGROUND

Bitzios Consulting has been engaged by Kiama Shores Pty Ltd to prepare a traffic impact assessment report for the proposed senior housing development located at 23 Meares Place and 31 Collins Street, Kiama NSW. The developments location is shown in Figure 1.1.



Source: Google Earth – NSW Globe

Figure 1.1: Development Site Location

1.2 PROPOSED DEVELOPMENT DETAILS

The proposed development is to consist of seniors living residential and a commercial component. The proposed development is currently planned to include:

- 7 x 1 bedroom units;
- 40 x 2 bedroom units;
- 11 x 3 bedroom units;
- total of 58 units including 2 x caretaker units and 1 x managers' unit; and
- 164.32m² of Commercial Gross Floor Area (GFA).

Vehicular and service vehicle access will occur via the Collins Street frontage.

1.3 SCOPE OF WORKS

The scope of this assessment includes the following:

- assessment of the parking supply requirements associated with the site in accordance with the relevant SEPP, DCP and/or RMS requirements;
- summary of the site's traffic generation and any impacts on the surrounding road and intersections;
- assessment of the site access location and form;
- assessment of the car and bicycle parking provisions;
- assessment of the internal road and parking layout;
- a review of proposed methods and facilities for loading and refuse collection;
- undertake swept path analysis (using AutoTurn software) of internal car parking and service vehicle access and manoeuvring onto and within the site;
- a review of active transport amenity including on-site provisions for cyclists and connectivity to surrounding pathway networks; and
- a review of public transport accessibility and facilities within proximity to the site.

2. TRAFFIC ASSESSMENT

2.1 SURROUNDING ROAD NETWORK

Details of the surrounding road network is shown in Table 2.1.

Table 2.1: Surrounding Road Network

Road Name	No. of Lanes	Speed Limit	Divided	Jurisdiction	Hierarchy	Comments
Collins Street	2	40km/h	No	Kiama Municipal Council	Local Street	Main Street of Kiama which connects onto Gipps Street to the North. High pedestrian activity zone.
Meares Place	2	50km/h	No	Kiama Municipal Council	Local Street	A residential cul-de-sac that fronts the western side of the development.
Terralong Street	2	40/km/h	No	Kiama Municipal Council	Local Street	Main Street of Kiama and intersects with Collins Street at a roundabout. High pedestrian activity zone.
Minnamurra Street	2	50km/h	No	Kiama Municipal Council	Local Street	A residential street that intersects with Collins Street at a roundabout.

2.2 TRAFFIC GENERATION

Development traffic generation was calculated using the rates provided in the *Roads and Maritime Services (RMS) Guide to Traffic Generating Developments (2002)* for the commercial component and the *RMS Guides Technical Direction (August 2013)* for the senior housing component. An average PM network peak hour trip rate of 0.29 trips/unit has been adopted for the proposed senior living development based on three (3) similar Non-Metropolitan senior living developments located in Wamberal, Kincumber and Bowral comprising of 62 units (0.31 trips/unit), 76 units (0.23 trips/unit) and 86 units (0.33 trips/unit) respectively. The AM site peak hour does not generally coincide with the network peak hour for the seniors housing and no AM trip rates were stipulated in the RTA Guide for the commercial component. Therefore, only the PM peak hour has been assessed.

The two (2) caretaker units plus one (1) managers' unit are only expected to generate recreational trips outside of the PM peak (i.e. working on-site during the PM peak period), therefore they are not considered in the PM traffic generation calculation.

Table 2.2 details the expected traffic volumes generated by the proposed seniors living development in the network PM peak hour.

Table 2.2: PM Peak Development Traffic Generation

Land Use	Quantity	Rate	Peak Hour Trips
Senior Housing	55 units	0.29 trips per unit	15.9
Commercial	165 m ²	2 trips per 100m ² GFA	3.3
Total PM Peak Hour Trips			20

The proposed development is expected to generate 20 trips in the PM peak hour. The development trip splits for the senior housing and commercial components are detailed in Table 2.3.

Table 2.3: PM Development Trips Splits

Land Use	PM % Split		PM Trips	
	IN	OUT	IN	OUT
Senior Housing	70%	30%	11.2	4.8
Commercial	50%	50%	1.7	1.7
Total IN/OUT Peak Hour Trips			13	7

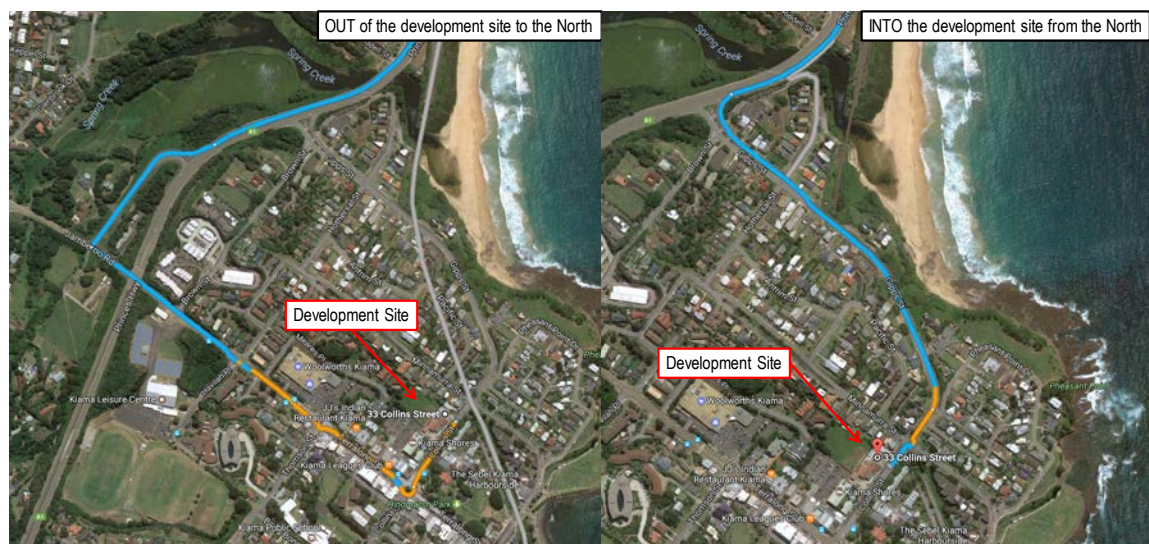
For the purpose of this assessment the following was assumed:

- trips into the development to be as follows:
 - 70% from the north (i.e. returning from Dapto, Shellharbour, Wollongong and local trips); and
 - 30% from the south (i.e. returning from Gerringong, Nowra and local trips).
- trips out of the development to be as follows:
 - 70% to the north (i.e. Shellharbour Shopping Centre, local trips); and
 - 30% to the south (i.e. Gerringong, local trips).

The following has been taken into consideration when determining the trip distribution into and out of the development:

- residents wanting to travel north on the Princes Highway are required to turn right out of the development and travel along Terralong Street towards the on-ramp;
- residents wanting to travel south on the Princes Highway are required to turn left out of the development and travel along Gipps Street towards the on-ramp;
- residents returning from the north along the Princess Highway will exit onto Gipps Street and will be required to turn right into the development;
- residents returning from the south along the Princes Highway will exit and travel along Terralong Street and will be required to turn left into the development; and
- considering the nature of the development (i.e. Senior Living Development) a percentage of trips will be localised (i.e. will not use the Princes Highway).

Figure 2.1 and Figure 2.2 illustrate the travel routes residents will likely take to travel to and from the north and to and from the south respectively.



Source: Google Maps

Figure 2.1: Travels Routes to and from the North



Source: Google Maps

Figure 2.2: Travels Routes to and from the South

Figure 2.3 depicts the expected traffic distribution.

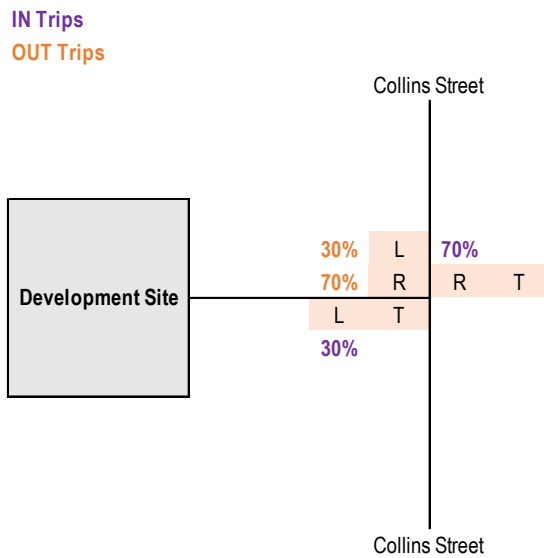


Figure 2.3: Development Distribution

In addition to the above justification, the 2016 background traffic counts undertaken (Figure 2.4) illustrate that the percentage split is approximately equal to 25% / 75% of vehicles travelling northbound and southbound on Collins Street. This is similar to the distributions adopted for the purpose of this assessment as shown in Figure 2.3. Therefore, the 30% / 70% split is considered to accurately represent a typical weekday distribution for a development site located on Collins Street, given that traffic counts and distributions vary from day to day (i.e. within an acceptable margin as factors such as weather, seasonality, accidents and roadworks can impact traffic count results).

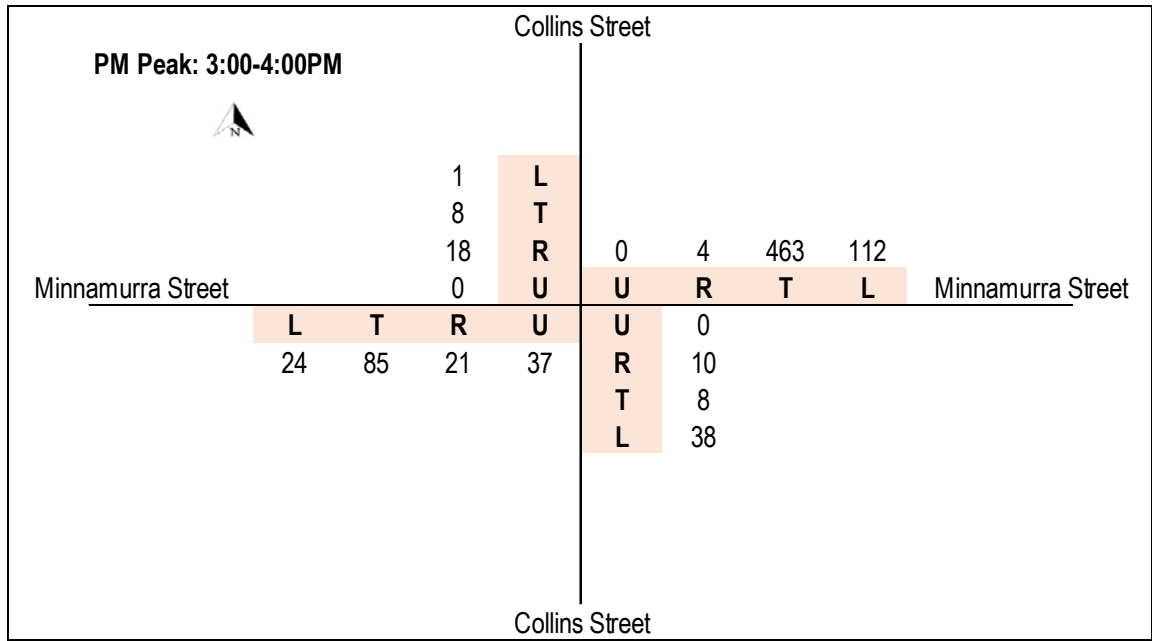


Figure 2.4: 2016 Background Traffic Counts

Figure 2.5 illustrates the distributed development traffic.

PM Peak Trips

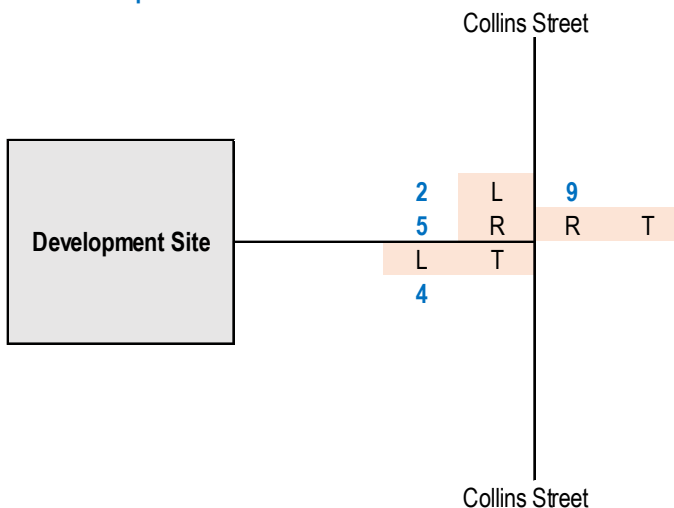
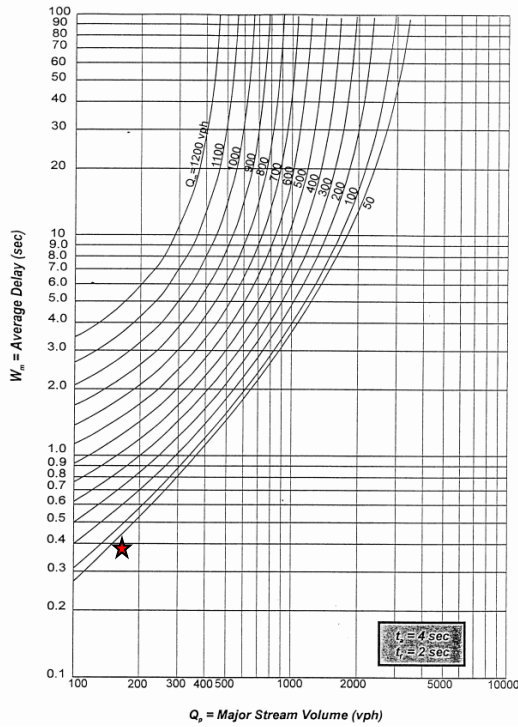


Figure 2.5: Development Generated Traffic

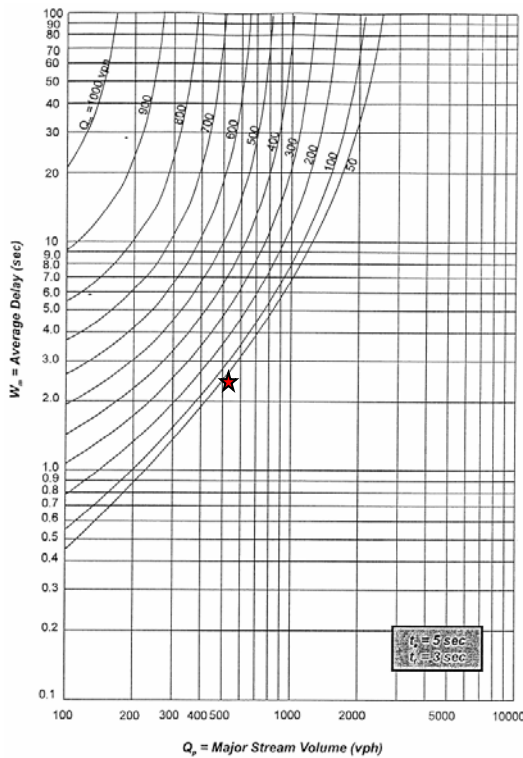
Based on a first principle approach method and the fact that Collins Street contains 556 vehicles travelling southbound and 167 vehicles travelling northbound in the PM peak hour. The gap between vehicles is calculated at 1 vehicle every 6.5 seconds and 1 vehicle every 21.6 seconds of southbound and northbound travelling vehicles respectively. Given that the critical gap acceptance is 4 seconds for right turn movements into the site and 5 seconds for right turn movements out from the site, this indicates there is adequate time for vehicles to safely perform right turn movements. In addition, the 5 trips 'right out' and 9 trips 'right into' the development are equivalent to 1 vehicle every 12 minutes and 1 vehicle every 6 minutes respectively. Furthermore, motorists are expecting vehicles to be manoeuvring in a low speed environment and given the nature of Collins Street's on-street parking and pedestrian movements there will likely be disruptions in through movement traffic, providing increases in vehicle gaps.

The delay for vehicles turning right into and out of the development is expected to be in the order of 0.4 seconds and 2.5 seconds respectively as illustrated in Figure 2.6 and Figure 2.7. These delays are considered to be minimal and as a result will have a low probability of rear end crashes. Therefore, the development trips are not expected to exacerbate intersection issues or carrying capacities along Collins Street to warrant the need for external traffic works to be imposed (i.e. central median).



Source: RPD Chapter 13: Intersections at Grade

Figure 2.6: Right Turning Movement into the Development Site



Source: RPD Chapter 13: Intersections at Grade

Figure 2.7: Right Turning Movement out of the Development Site

It is understood there is approval for an adjacent residential development at 35-41 Collins Street consisting of 14 units. The approved development is expected to generate in the order of 7 trips in the AM and PM peak hours based on a medium density residential rate of 0.5 trips per unit. This equates to approximately 1 vehicle entering or exiting the site every 10 minutes which is considered to be negligible. Furthermore, the access locations are separated by approximately 45m which is more than adequate considering the 40km/h speed limit of the road. Therefore, the approved development adjacent to the proposed site is not expected to impact the delays or access operations.

2.3 PRE DA MEETING MINUTES TRAFFIC CONCERN

A Pre DA meeting with Council on the 15 June 2016 stated the following:

“A Traffic Impact Study is required to be submitted with the development application. Council will require left in/left out - ingress/egress, controlled through the provision of a central median in Collins Street (provided at the developer’s expense).”

It is our understanding that there is an existing issue with regards to right turning vehicles accessing sites along the Collins Street north-western frontage (i.e. Fulton Auto Services). In addition, the existing on-street parking on both sides of Collins Street impact traffic conditions on a greater level to what is expected by the Senior Living development. In this respect, the proposed Senior Living development is expected to generate a total of 13 IN trips and 7 OUT trips in the PM peak hour. As discussed in Section 2.2 the traffic assessment indicates the development is not expected to cause any impacts greater than the current operations of Collins Street.

The introduction of an isolated median fronting the development will likely generate additional traffic concerns (i.e. U-turns around median) resulting in third party impacts and is not regarded as an appropriate entry statement to Kiama’s main street and the proposed development. Should Council have a road strategy in place that provides a continuous median between roundabouts it is considered a fair outcome for the applicant to contribute to the section of median fronting the development.

3. PARKING ASSESSMENT

3.1 CAR PARKING REQUIREMENT AND PROVISION

The *State Environmental Planning Policy (SEPP) (Housing for Seniors or People with a Disability) 2004* was used to source the required car parking rates for the senior housing development component. The SEPP requires that some resident spaces must comply with the parking requirements for persons with a disability set out in AS2890.6. Therefore, some senior resident parking spaces are to have an adjacent shared zone.

The two (2) caretaker and manager's units are require 1 space per dwelling.

Council's Development Control Plan (DCP) 2012 was used to source the parking rate for the commercial component at 1 space per 35m².

Table 3.1 details the parking requirements and provision for the proposed development.

Table 3.1: Car Parking Requirement and Provision

Land Use	Quantity	Rate	Requirement	Provision
Senior Housing	120 bedrooms	0.5 car parking spaces per bedroom (SEPP)	60	55 resident (incl. 15 PWD) 15 visitor (incl. 2 PWD)
Caretaker Apartments and Manager	3 units	1 car parking space per unit	3	3 staff
Commercial	165m ²	1 car parking space per 35m ² (DCP)	4.8	5 commercial (incl. 1 PWD)
Total Car Parks Required			68	78

A total of 55 residential car spaces including 15 People with Disability (PWD) and 15 residential visitor spaces including two (2) PWD spaces are provided on-site, which exceeds the SEPP requirement of 60 car spaces. In addition, two (2) staff (i.e. caretakers), one (1) manager and a total of five (5) commercial car parking spaces, including one (1) PWD space, are provided on-site. Therefore, the developments parking provision complies with the SEPP and Council's DCP requirements.

3.2 BICYCLE PARKING REQUIREMENT

The bicycle parking rate for the commercial component was sourced from the *Cycling Aspects of Austroads Guide (2014)* as stipulated by Council's DCP.

As stated in the SEPP, "a consent authority must not refuse consent to a development application made pursuant to this Chapter (Division 4 – Self-Contained Dwellings) 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)" as long as the development complies with the SEPP requirements. However, it is good practice to try and comply with some of the other guidelines outlined in the Apartment Design Guide (ADG).

No bicycle rates are stipulated in the SEPP and Austroads Guide for Senior Housing Developments; therefore, a reduced residential bicycle parking rate has been applied comparable to vehicle trip rate reductions (i.e. adopted senior housing vehicle trip rate of 0.29veh/h has a 42% reduction to a medium density residential vehicle trip rate of 0.5veh/h).

The bicycle parking requirement and provision is detailed in Table 3.2.

Table 3.2: Bicycle Parking Requirement

Land Use	Quantity	Rate	Requirement
Senior Housing Resident	120 bedrooms	0.145 bicycle space per lodging rooms (Security Level B)	17.4
Senior Housing Visitor	120 bedrooms	0.0363 visitor bicycle space per lodging rooms (Security Level C)	4.4
Commercial Staff	165m ²	1 staff bicycle space per 200m ² (Security Level B)	0.9
Commercial Visitor	165m ²	1 visitor bicycle space per 750m ² over 1000m ² (Security Level C)	0
Total Secure Bicycle Spaces Required (Security Level B)			19
Total Unsecure Bicycle Spaces Required (Security Level C)			5

The development site is only required to provide one (1) staff bicycle space for the commercial component, however it is considered reasonable that senior residents and visitors will use bicycles as a mode of travel and recreational use.

The development provides 21 Security Level B and six (6) Security Level C bicycle parking spaces on the basement level, which is considered acceptable to cater for the demand of the site. Note that in addition to the designated bicycle parking spaces, some of the resident storage lockers are suitable for bicycle storage. All bicycle spaces shall be designed in accordance with AS2890.3.

3.3 MOTORBIKE PARKING REQUIREMENT

No motorcycle rates are stipulated in the SEPP and Kiama Council's DCP; however, it is good practice to try and comply with some of the guidelines outlined in the Apartment Design Guide (ADG). The motorbike parking recommendations for the development were sourced from the *Wollongong City Council DCP-Chapter E3: Car Parking, Access, Servicing/ Loading Facilities and Traffic Management*. The motorbike parking rate is to include a 42% reduction (same principle to the bicycle parking reduction). Table 3.3 details the developments recommended motorbike parking requirement.

Table 3.3: Motorbike Parking Requirement

Land Use	Quantity	Rate	Requirement
High Density Residential	55 units	0.039 motorbike spaces per unit	2.2
Commercial	5 required car spaces	0.0232 motorbike space per required car space	0.12
Total Motorbike Parks Required			3

The development plans allocate five (5) motorbike spaces on the basement levels. The site does not require any motorbike spaces; however, it is considered good practice to provide a recommended amount of three (3) motorbike spaces at 1.2m wide by 2.5m long in accordance with AS2890.1. Therefore, the developments provision of five (5) motorbike spaces exceeds the requirements of three (3) motorbike spaces.

3.4 INTERNAL ROAD AND CAR PARK LAYOUT

The proposed development is required to be designed in accordance with Australian Standards AS2890.1:2004 *Off-Street Parking*, AS2890.2:2002 *Off-Street Commercial Vehicle Facilities*, AS2890.6:2009 *Off-Street Parking for People with Disabilities* and Kiama Municipal Council DCP Requirements. The car park layout geometrical design is summarised as follows:

- the resident parking bay dimensions have been provided in accordance with AS2890.1 at 2.4m wide by 5.4m long;
- the accessible car parking spaces for some residents have been designed in accordance with AS2890.6 for People with Disabilities (PWD) at 2.4m wide by 5.4m long parking spaces with an adjacent shared zone of equal dimensions;

- the resident visitor parking space dimensions have been provided in accordance with AS2890.1 User Class 2 requirements at 2.5m wide by 5.4m long;
- commercial visitor parking space dimensions have been provided in accordance with AS2890.1 User Class 3A requirements at 2.6m wide by 5.4m long;
- visitor PWD bays and shared zones are provided at 2.4m wide by 5.4m long in accordance with AS2890.6;
- all PWD spaces have a minimum headroom of 2.5m, with this height maintained from the entry of the parking space in accordance with AS2890.6;
- two-way parking aisle widths throughout the site are in accordance with AS2890.1 minimum width requirement of 5.8m;
- two-way ramp width exceeds the minimum requirement of 5.5m plus 0.3m clearance to either side (i.e. 6.1m wide) in accordance with AS2890.1;
- the ramp grades are provided in accordance with AS2890.2, catering for on-site servicing of a Medium Rigid Vehicle (MRV);
- Council's DCP requires one (1) car wash basin per 12 dwellings. We consider this to be excessive and propose that the two (2) car wash basin provided is adequate to service the residential components of the development due to the nature of the accommodation provided;
- a travel height clearance of 4.5m is provided for an MRV to ingress and egress the site in accordance with AS2890.2. An operating height clearance of at least 4m is therefore satisfied for the side loader Refuse Collection Vehicle (RCV); and
- columns are positioned outside of car parking envelope as per AS2890.1.

A swept path assessment was undertaken of a B99 passing a B85 at all critical turning points. Giveaway line marking and convex mirrors are positioned at critical points. Refer to Appendix B for the swept path assessment.

The basement level turntable operations for on-site servicing will have a number of safety measures implemented which include:

- boom gates being placed at the bottom of the Collins Street entrance ramp and at the entrance to the parking area; and
- flashing lights installed to warn pedestrians and vehicles the turntable is under operation.

During the turntable operations the boom gates will all be secured with sufficient warning devices (i.e. flashing lights) to prevent any vehicles from entering the turntable area.

A security roller grille is placed at the bottom to the ramp with a centrally mounted intercom system. This grille will remain open during the daylight hours and commercial business hours (i.e. 5am – 8pm) and close during the night time period to provide security. It is understood that no deliveries or garbage truck movements are expected outside of these hours. The intercom will only be operated by residential visitors as residents will have remote devices to activate the security grille.

4. ACCESS AND SERVICING ASSESSMENT

4.1 ACCESS

The proposed development provides one all movement driveway access on Collins Street. The 6m driveway width is designed in accordance with AS2890.1 driveway category 1.

All vehicles and service vehicles will access the site via Collins Street. The crossover has also been designed to cater for Medium Rigid Vehicle (MRV) and a side loader Refuse Collection Vehicle (RCV) entering the site as illustrated by the swept path assessment attached in Appendix B.

4.2 SIGHT DISTANCE

The development access on Collins Street provides a sight distance in both directions greater than the 35m requirement for a 40km/h road in accordance with AS2890.1.

Pedestrian sight triangles have been provided on both sides of the Collins Street access driveway and dimensioned at 2m across property boundary and 2.5m into the property in accordance with AS2890.2 (i.e. catering for MRV and RCV on-site servicing). The sight triangle area is to remain free of vertical obstructions (i.e. walls, trees etc.). Refer to the development plans provided in Appendix A

4.3 QUEUEING

In accordance with AS2890.1 a queue length of three (3) vehicles (i.e. 2.4 vehicles) is required. AS2890.1 also stipulates that the grade should not exceed 1 in 20 (5%) for at least 6m prior to the control point for car waiting areas and 1 in 10 (10%) for not less than 0.8 of the queue length. The 1 in 20 grade for 6m prior to the control point (i.e. boom gate) and the 1 in 10 for 0.8 of the queue length (i.e. $0.8 \times 2.4 \times 6 = 11.5\text{m}$) is satisfied.

4.4 SERVICE VEHICLE

The senior housing residential component will require an occasional service by a MRV (i.e. removalist vehicle). The MRV will enter the site via Collins Street and park on the turntable. Before the MRV is ready to leave the site, the boom gates at the bottom of the ramp and to the car parking will be secured to prevent vehicles entering the servicing area (i.e. turntable). While the MRV is stored on the turntable, there is provision for a B99 vehicle to pass. Boom gates will only be activated when the MRV is required to turn around and leave the site (i.e. turntable being activated). No bulk deliveries are expected by the commercial component (i.e. possible real estate, hairdresser etc.). A site management plan is required for the operations of service vehicles (i.e. turntable operations).

No emergency vehicle parking areas are required in accordance with the SEPP, however there is room for an emergency vehicle in the refuse collection area if required.

A swept path assessment has been undertaken which demonstrates that both an MRV and RCV can enter and exit the basement level area in a forward gear. The swept path assessment is attached in Appendix B.

4.5 REFUSE VEHICLE

The side loader Refuse Collection Vehicle (RCV) is to service the development on-site. The RCV will enter the site via Collins Street and park on the turntable where bins will be emptied. The boom gates will be secured for the total period RCV is collecting waste to prevent vehicles entering the servicing area (i.e. turntable). The RCV will egress the site in a forward gear. A swept path assessment of the RCV entering and exiting the site in a forward gear has been attached in Appendix B.

A site management plan is required for RCV servicing operations.

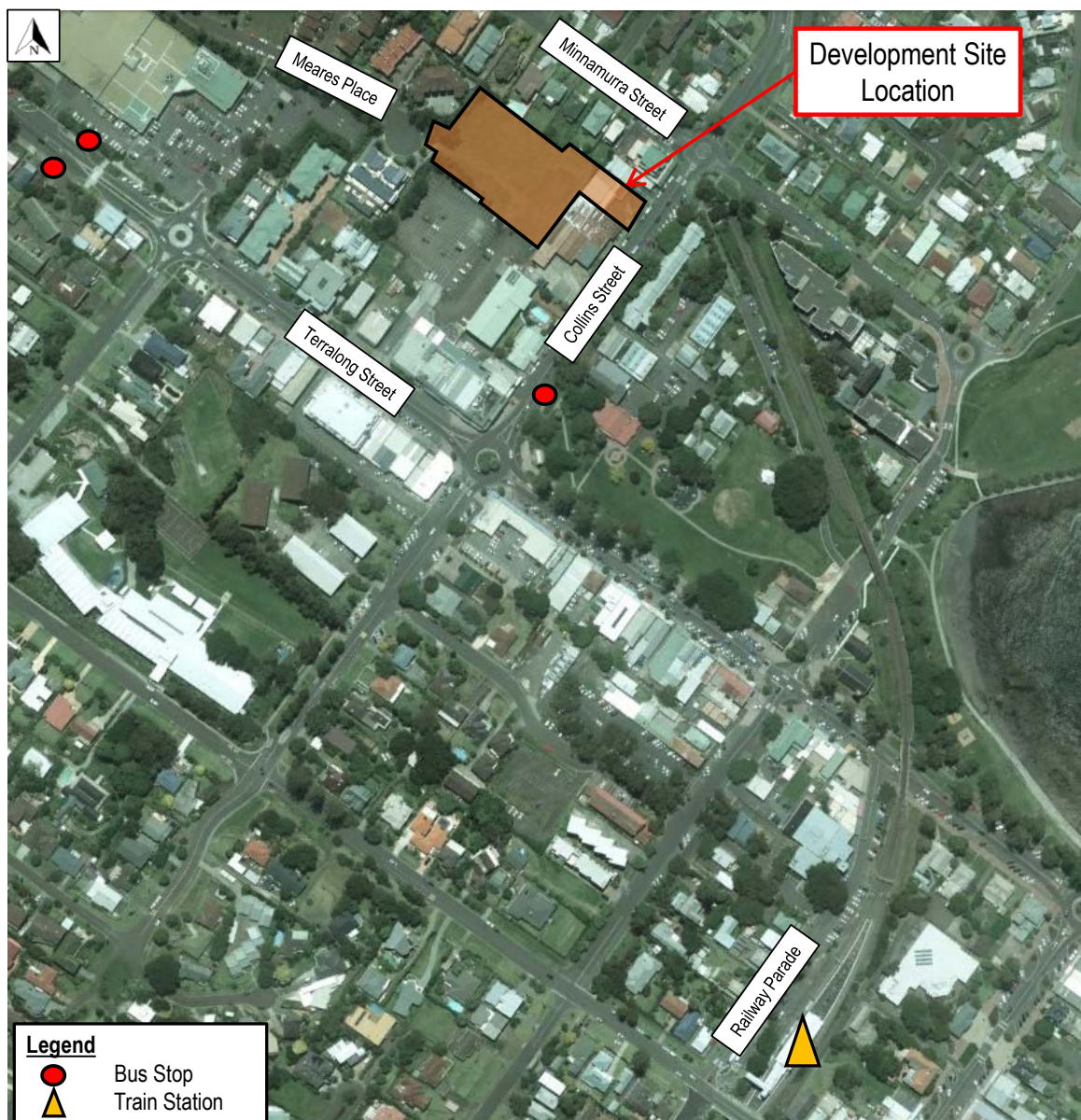
5. ALTERNATIVE TRANSPORT ASSESSMENT

5.1 PUBLIC TRANSPORT

One public bus stop is within 150m walking distance to the Collins Street frontage. Bus route 71 services this bus stop with a peak frequency of 90 minutes. Two additional bus stops are within 450m walking distance from the Meares Place frontage. Bus routes 71, 701 and 702 service these bus stops with peak frequencies of 120 minutes for route 701 (infrequent service) and peak frequency of 50 minutes for route 702 (varying frequencies).

The development is also within 700m walking distance to the Kiama Station on Railway Parade with peak frequencies of 60 minutes.

Figure 5.1 illustrates the bus stops and train station location with respect to the development site.



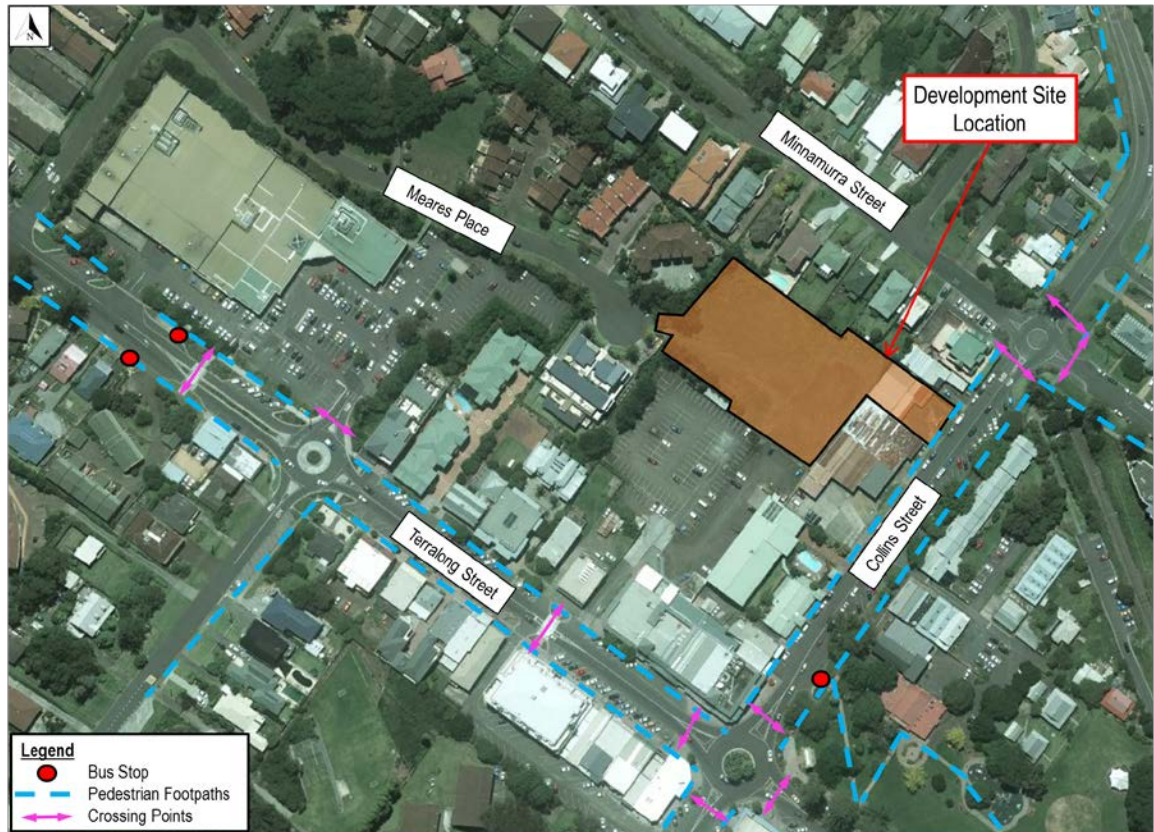
Source: Google Earth – NSW Globe

Figure 5.1: Bus Stops and Train Station in Proximity to Development Site

5.2 ACTIVE TRANSPORT

5.2.1 Pedestrians

The development site is located within a connected active transport network. The site provides a walkway connection to the existing pathway network along the Collins Street frontage. Figure 5.2 illustrates the pathways, crossings and bus stop locations in close proximity to the development site.



Source: Google Earth – NSW Globe

Figure 5.2: Pedestrian Pathways, Crossings and Bus Stops

5.2.2 Cycling

The cycle network supplements the active transport network in the vicinity of the development site. The on-road and off-road bikeways located in close proximity to the development site are shown in Figure 5.3.



Source: Kiama Cycleway Routes – Kiama Municipal Council

Figure 5.3: Bikeways in Proximity to the Development Site

6. CONCLUSION

The key findings of this traffic impact assessment are as follows:

- the proposed development is for a 58 unit (120 bedroom) senior housing apartment building and a 165m² GFA commercial component;
- the development is expected to generate 20 trips in the PM peak which equates to 13 IN trips and 7 OUT trips once distributed;
- based on a first principle approach method and the assumption that Collins Street contains 556 vehicles travelling southbound and 167 vehicles travelling northbound in the PM peak hour. The gap between vehicles is calculated at 1 vehicle every 6.5 seconds and 1 vehicle every 21.6 seconds of southbound and northbound travelling vehicles respectively. Given that the critical gap acceptance is 4 seconds for right turn movements into the site and 5 seconds for right turn movements out from the site, this indicates there is adequate time for vehicles to safely perform right turn movements. In addition, the 5 trips 'right out' and 9 trips 'right into' the development are equivalent to 1 vehicle every 12 minutes and 1 vehicle every 6 minutes respectively. Furthermore, motorists are expecting vehicles to be manoeuvring in a low speed environment and given the nature of Collins Street's on-street parking and pedestrian movements there will likely be disruptions in through movement traffic, providing increases in vehicle gaps;
- should Council have a road strategy in place that provides a continuous median between roundabouts it is considered a fair outcome for the applicant to contribute to the section of median fronting the development;
- the proposed Senior Living and Commercial component car parking provisions of 55 resident car spaces (i.e. designed to AS2890.1 and AS2890.6 requirements), 15 visitor car spaces, three (3) staff car spaces (i.e. caretaker and manager) and five (5) commercial spaces complies with the SEPP and Council's DCP requirements;
- the development site is only required to provide one (1) staff bicycle space for the commercial component. The development provides 21 Security Level B and six (6) Security Level C bicycle parking spaces on the basement level, which is considered acceptable to cater for the demand of the site;
- the development site provides five (5) motorcycle bays which exceeds the anticipated demand of the site;
- the internal road and car park layout generally complies with AS2890.1, AS2890.2, AS2890.6 and Council's DCP;
- a security roller grille is placed at the bottom to the ramp with a centrally mounted intercom system. This grille will remain open during the daylight hours and commercial business hours (i.e. 5am – 8pm) and close during the night time period to provide security. It is understood that no deliveries or garbage truck movements are expected outside of these hours. The intercom will only be operated by residential visitors as residents will have remote devices to activate the security grille;
- the proposed development provides one all movement driveway access on Collins Street. The 6m driveway width is designed in accordance with AS2890.1 driveway category 1 and the swept paths of an MRV and RCV entering and exiting the site;
- an MRV and RCV can successfully ingress and egress the site in a forward gear, when utilising the turntable. The boom gates at the bottom of the ramp and parking area are to be secured during the operation of the turntable. A site management plan is required for the operations of both the service vehicles and RCV; and
- given the nature of the site there is sufficient public transport facilities and active transport infrastructure within proximity to the site.

Based on the above assessment we conclude that there are no significant traffic or transport impacts associated with the proposed development that would preclude its approval and relevant conditioning by Council.

APPENDIX A

DEVELOPMENT PLANS