

Seniors Housing Development

Bushland Health Group

August 2024

SECAsolution 

Seniors Housing Development
Kolodong, NSW

Traffic Impact Assessment

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Issue: Ver03

Reference: P1675

26 August 2024

Quality Review and Document History

Version	Date	Description	Prepared By	Reviewed and Approved By
Ver01	02/10/2023	Draft	C. Thomas	S. Morgan
Ver02	26/06/2024	Final	C.Thomas	S.Morgan
Ver03	26/8/24	Final-updated plan	C.Thomas	S.Morgan

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1 Introduction

Background

Seca Solution Pty Ltd has been commissioned by dwp on behalf of Bushland Health Group to prepare a traffic, access and parking assessment for the proposed seniors housing development at 494 Wingham Road, Kolodong (Taree). The plans allow for a staged development incorporating a mixture of residential units with community facilities and some commercial elements ancillary to the site.

Parking is provided throughout the site with all vehicle access directly onto Marie Avenue. The accesses will allow for entry and exit movements with several driveways separated to cater for the distribution of traffic throughout the site.

As part of the project, Seca Solution has collected traffic data at the key location of Wingham Road and Marie Avenue and have observed the traffic operations in the locality of the site during the afternoon peak period.

1.1 Scope of Report

The scope of this report is to review and assess the external traffic arrangements for the proposed masterplan development and consider the impacts on the local road network. To consider the parking and access arrangements and confirm they are consistent with AS2890, SEPP (Housing) 2021 and the Greater Taree DCP 2010 and review the initial stages of the development that are the subject of the initial development application.

1.2 Issues and Objectives of the study

The issues relative to the proposal are:

- Assess impact on the local road network due to the additional traffic flows;
- Assess the impact of the parking generated by the proposed development;
- Review the access arrangements for the development;
- Review the service arrangement for the development; and
- Assess any other transport impacts associated with the development.

The objective of the report is to document the impacts of the proposed development and provide advice on any infrastructure work required as part of the development.

1.3 Planning Context

In preparing this document, the following guides and publications were used:

- Guide to Traffic Generating Developments, Version 2.2 Dated October 2002 published by Transport for NSW;
- RMS TDT 2013/04 "Update Traffic surveys August 2013".
- State Environmental Planning Policy (Housing) 2021 (Housing SEPP)
- Greater Taree Development Control Plan 2010
- Australian / New Zealand Standard – Parking Facilities Part 1 : off-street car parking (AS2890.1:2004);

2 Existing Situation

2.1 Site Description and Proposed Activity

The subject site is located within the MidNorth Local Government Area being part of Greater Taree.

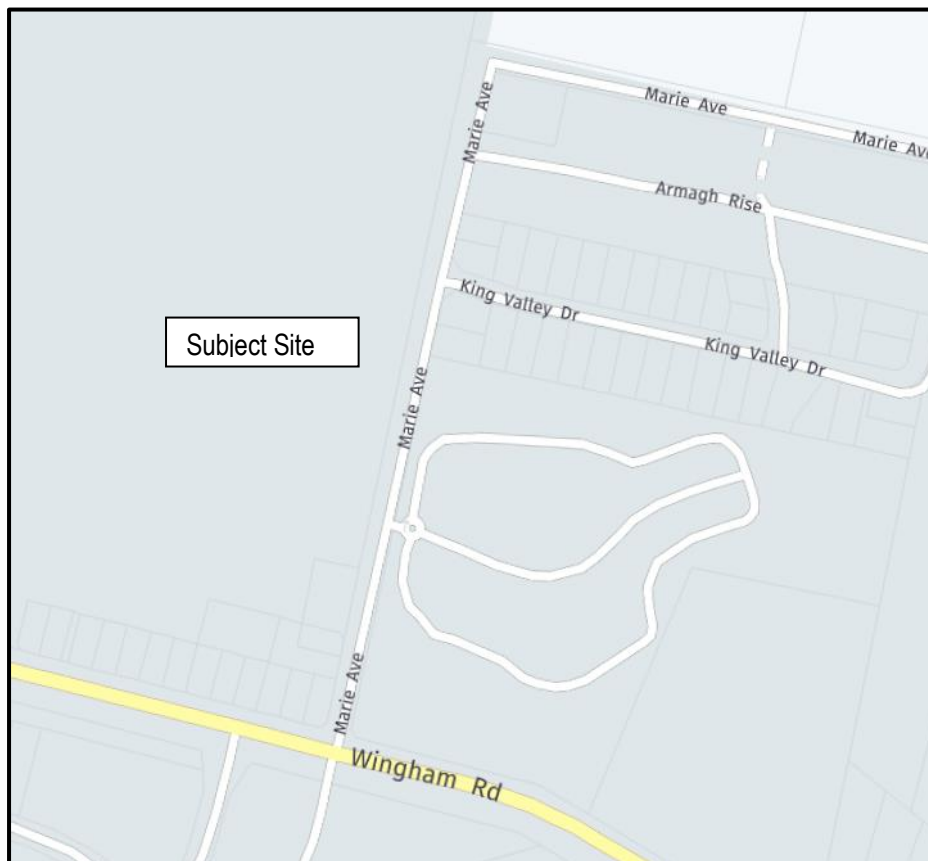
The site is generally vacant land including one dwelling and some sheds, on the western side of Marie Avenue.

The masterplan for proposed development includes in the order of 207 independent living units built across a number of internal roads with ancillary community facilities. Four duplex lots have direct access to Marie Avenue whilst the balance of the development gains access from the internal roads. The internal road network connects with Marie Avenue three access points.

2.2 Site Location

The site is located off Marie Avenue, Kolodong east of Taree.

The location of the site is shown below in Figure 2-1.



Source: Nearmap

■ Figure 2-1 - Site Location

2.2.1 Zoning and Adjacent Land Use

Zoning for the land is R1 along with land to the south and east on Marie Avenue.

To the north and west of the site the land is zoned RU1 whilst on the southern side of Wingham Road is a business park zoned E4 and E5 as well as R5 land towards Taree.

2.3 Site Access

All vehicle access to the site will be from Marie Avenue with three new access points to be developed as part of the staged development. Staging will be dependent upon market demands.

These accesses will cater for all turning movements.

2.4 Existing Traffic Conditions

2.4.1 Road Hierarchy

Wingham Road

The main road through the locality is **Wingham Road**, classified a regional road (192) which connects the town of Taree to the east with Wingham to the west. Wingham Road is to the south of the site and has recently been upgraded as part of a 1.8km stretch of Wingham Road which included the construction of three roundabouts and the installation of kerb and gutter. Hargreaves Drive was realigned to form the fourth leg of a roundabout intersection with Marie Avenue. The road was widened between Cedar Party Road and Potoroo Drive, and between Marie Avenue and the old nursery.

It provides predominately a single lane of travel in each direction with a sealed shoulder and a cycling lane as well as additional lanes to allow for turning traffic. Wingham Road operates under a speed limit of 70km/hr in the vicinity of the site.

There are footpaths provided as part of the new works between Marie Avenue and the bus stop to the east but otherwise footpaths are generally not provided.

Marie Avenue

Marie Avenue intersects with Wingham Road at the newly designed and constructed four-leg single lane roundabout forming the northern leg. At its northern end it terminates with a turn head with a fire trail forming its eastern end. To the east of Marie Avenue there are a number of new residential streets as well as Warrana Place, a residential aged care facility.

Marie Avenue is a sealed road with a width in the order of 7.5m wide. It has kerb and guttering along the eastern side in conjunction with the residential development and kerb and guttering to the north and south however there is no kerb and guttering along the majority of the site frontage. There is a footpath along the eastern side of the street.

Marie Avenue has no posted speed limit and is assumed to operate under an urban speed of 50km/hr given that Wingham Road is 70km/hr and Hargreaves Drive, an industrial road forming the southern leg of the Marie Avenue roundabout is posted as 60km/hr.



Photo 1 View south along Marie Avenue showing typical cross section. Subject site is to right hand side of the photo.

2.4.2 Roadworks

As detailed above, Wingham Road in this area has been upgraded (completed 2023).

To the west along Wingham Road a roundabout intersection has been proposed to be built at Kolodong Road to allow residential development in this area.

2.4.3 Traffic Management Works

The construction of the above roundabout allows for safe and appropriate access to both Marie Avenue and the Kolodong Business Park (Via Hargreaves Drive). The roundabouts, as well as supporting access to the side streets, provide a pinch point along Wickham Road managing speeds and improving road safety.

2.4.4 Pedestrian and Cycling Facilities

There are footpaths on the eastern side of Marie Avenue connecting to the bus stop to the east on Wickham Road. The roundabout has a splitter island and pedestrian refuge on the eastern side to support the movement of pedestrians in this location.

Cycling lanes have been included on Wickham Road although it is understood there is no long term plans for a cycling route in this area.

2.5 Traffic Flows

2.5.1 Peak Hour Flows

The proposed development is for a seniors housing development. The Guide to Traffic Generating Developments, published by Transport for NSW (GtTGDs) nominated peak hour demands in the PM peak and indicates that this type of development does not typically coincide with AM road peaks.

Traffic counts were therefore undertaken on Thursday 14th September between 3.45pm and 5.15pm at the intersection of Wingham Road and Marie Avenue to determine demands at this intersection as well as two-way movements along Marie Avenue.

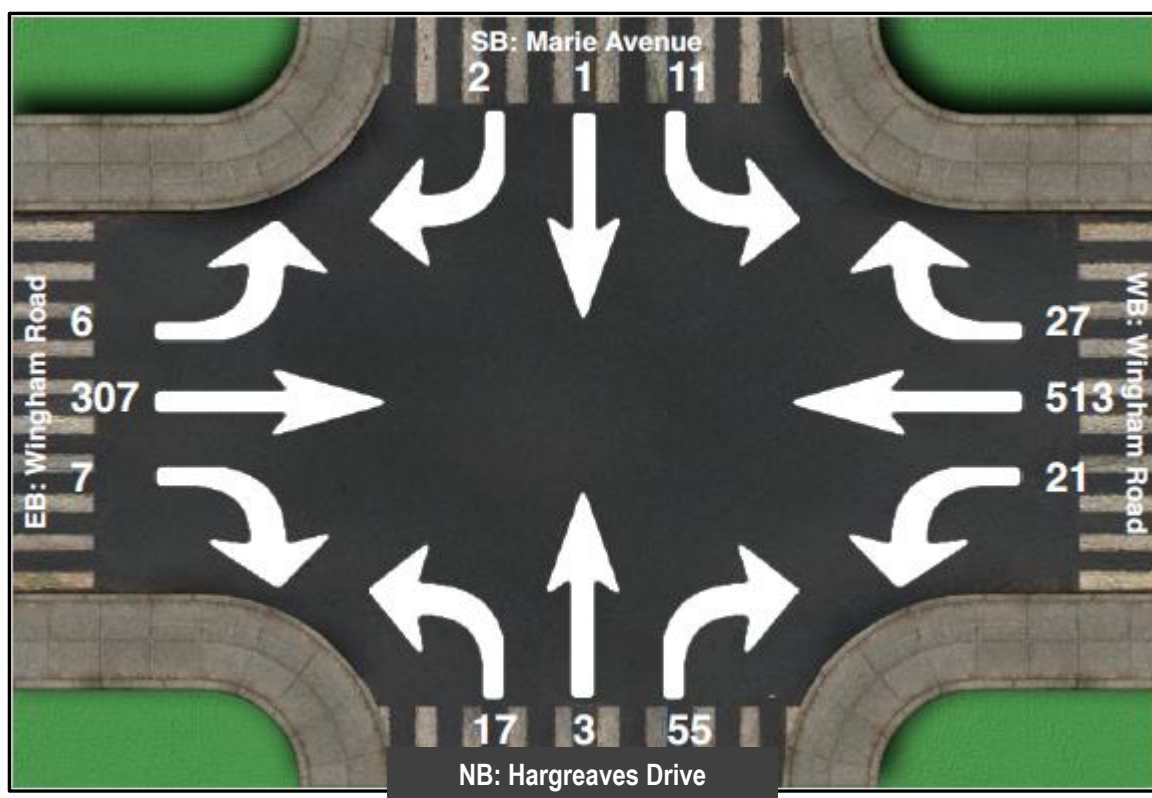


Figure 2-2 PM peak hour traffic demands The counts determined that existing two-way flows on Wingham Road in the afternoon peak (4PM-5PM) are 852 vehicles per hour (vph), 60% westbound (513vph) and 40% eastbound (320vph).

Flows on Marie Avenue are much lower, being 50 vph two way (36 northbound, 14 southbound) reflecting the low demand for traffic along this length of road. The split reflects a 70% inbound traffic demand associated with people returning home at the end of the day. 80% of traffic has an origin/destination to the east towards Taree.

2.5.2 Daily Traffic Flows

There is no recent traffic data published in the vicinity of the site.

Typically peak hour flows represent 10% of the daily flows; this would therefore be approximately 8500 vehicles per hour on Wingham Road with flows on Marie Avenue being around 500 vehicles per day.

2.5.3 Daily Traffic Flow Distribution

The daily traffic volumes in this area would be reasonably balanced in both directions, with the above data indicating a slight bias in movements westbound at the end of the working day. On Marie Avenue the traffic flows showed a bias northbound in the afternoon and the opposite is expected in the morning period.

2.5.4 Vehicle Speeds

No speed surveys were completed as part of the study work. The straight alignment and slight downhill gradient could allow for speeding along Marie Avenue, however it is a relatively short road which does not provide for through traffic. Observations on site would indicate that drivers do not speed here.

2.5.5 Existing Site Flows

The site is currently vacant and therefore generates no traffic movements. The site is zoned residential (R1) and would have been considered in modelling undertaken for the Wingham Road upgrades.

2.5.6 Heavy Vehicle Flows

Heavy vehicles flows along Wingham Road was surveyed as being 3.3% in the afternoon peak period. This was noted as being at its highest however in the first half hour of the survey potentially associated with the business park to the south of the site off Hargreaves Drive.

Heavy vehicle demands on Marie Avenue are low, primarily associated with housing construction and otherwise waste collection.

2.5.7 Current Road Network Operation

Observations on site during the peak period showed that the local road network operated well with the roundabout intersection allowing for the movement of vehicles in and out of the side roads in a safe and efficient manner.

2.5.8 Traffic Safety and Accident History

The upgrades to Wingham Road have been based on improving safety. The inclusion of roundabouts provides a slower speed environment as well as improving safety for turning vehicles.

The crash data in the vicinity of the site show no accidents along or involving Marie Avenue.

2.6 Parking Supply and Demand

2.6.1 On-street Parking Provision

Currently, vehicles can be parked on both sides of the local roads in the vicinity of the site. However, on-site observations indicate that current on street demands are negligible given that the subject site is vacant.

2.6.2 Off-Street Parking Provision

Individual lots typically provide for off-street parking.

2.6.3 Parking Demand and Utilisation

There was some on-street parking noted at the southern end of Marie Avenue associated with several dwellings. Otherwise there was minimal demand for parking along Marie Avenue.

2.6.4 Short term Set down or pick up areas

There are no set down or pick up areas in the locality of the site.

2.7 Public Transport

2.7.1 Rail Station Locations

Taree railway station is approximately 4 kilometres to the east of the site provides a daily rail service in both directions, north to Casino and south through to Sydney.

2.7.2 Bus Routes and Associated Facilities

There are bus stops on Wingham Road which are serviced by Route 319 Taree Central which operates several times per day. School buses also operate along Wingham Road.

2.8 Other Proposed Developments

The residential development opposite the subject site is still under construction with approximately 29 of 66 sites so far occupied.

A 200 lot residential subdivision is also planned on Kolodong Road to the west along Wingham Road.

3.2.2 Sight Distances

Marie Avenue provides a straight and generally level alignment with a gentle uphill gradient south to north. There is typically good visibility for all drivers entering and exiting the site from the various proposed access points.

Allowing for a frontage speed limit of 50 km/h on Marie Avenue and based on the Austroads Guidelines a minimum sight distance of 90 metres is required whilst AS2890.1 requires a desirable distance of 69 metres and a minimum SSD of 45 metres.

All proposed locations meet the requirements of AS2890 and the minimum requirements of Austroads Guidelines.



Photo 2 View to left (north) for drivers exiting the proposed northern site access onto Marie Avenue



Photo 3 View to right (south) for drivers exiting the proposed northern site access onto Marie Avenue



Photo 4 View to left (north) for drivers exiting the proposed central site access onto Marie Avenue



Photo 5 View to right (south) for drivers exiting the proposed central site access onto Marie Avenue



Photo 6 View to left (north) for drivers exiting the proposed southern site access onto Marie Avenue



Photo 7 View to right (south) for drivers exiting the proposed southern site access onto Marie Avenue

3.2.3 Service Vehicle Access

The development will require minimal service vehicle access. The largest service vehicle would be the occasional delivery van and regular garbage collection vehicles.

Garbage will be collected with vehicles typically 10.8m - 12.5 metres long.

Waste collection is proposed across three collection points being the maintenance shed area to the north of the site for resident waste, potentially near the Village Centre associated with the community facilities.

3.2.4 Queuing at entrances

Access to the site will typically be left in and right out, given Marie Avenue does not allow for through traffic movements.

Given the low traffic flows on Marie Avenue it is considered that there will be minimal queuing associated with the traffic movements into the subject site. Any queuing would be associated with vehicles exiting the site and would be contained within the site.

3.2.5 Current access compared with proposed access

There is a driveway to the existing residence and otherwise only informal access to the site depending upon fencing.

The proposed development will allow for kerb and guttering and upgrades along the site frontage. In addition to three access points, there shall be four lots with duplex developments and associated driveways direct onto Marie Avenue.

3.2.6 Access to Public Transport

Bus services along Wingham Road can be access via the footpath on the eastern side of Marie Avenue.

Allowing for the Housing SEPP the site is to provide access to facilities and services in accordance with Sec 93 of the SEPP which requires that a transport service be available both to and from the site during daylight hours at least once each weekday to take the residents to a place that has adequate access to facilities and services.

3.3 Circulation

3.3.1 Pattern of circulation

The internal road design allows of Primary and Secondary Roads as shown in Figure 3.2 as well as a series of pedestrian pathways.

The majority of roads will allow two-way circulation.

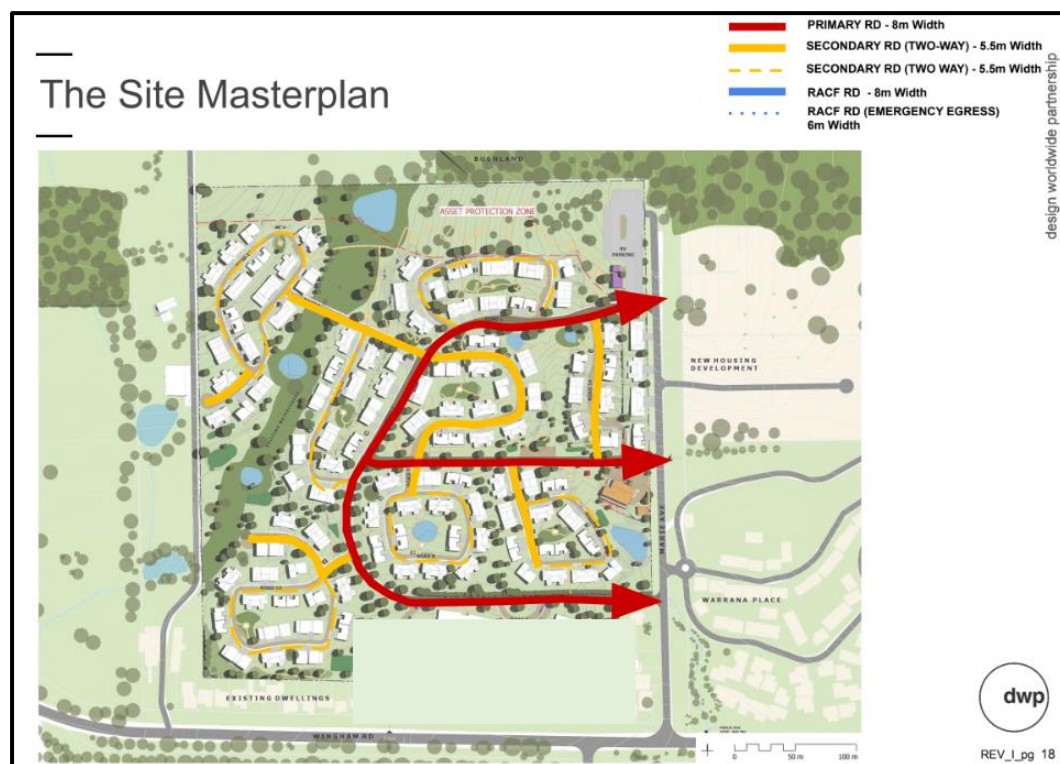


Figure 3-2 Proposed Road Network

3.3.2 Internal Road width

Per the DCP *“Access roads and internal roadways should be constructed to a level adequate for the largest vehicle anticipated to use the site. Internal road networks are to have a minimum width of 6 meters for two-way traffic with 7.5m being desirable”*

The main spine roads exceed this requirement, being 8 metres wide. The minor roads which provide access to the individual housing clusters are designed to a width of 5.5m (RFS Non-Perimeter Road) and shall operate as internal driveways rather than roadways per se. This will promote slower road speeds and as each cluster is typically 20-32 dwellings will not see high two-way traffic demands. These roads shall not allow for on street parking with parking either contained within individual garages or on driveways.

3.3.3 Internal Bus Movements

There will be no need for public bus services to access the site.

The internal road can allow for a people mover/mini bus to drive through to provide for the transportation of residence to various services and local facilities in accordance with Sec 93 of the Housing SEPP.

3.3.4 Service Area Layout

A maintenance and communal shed is located adjacent to the RV parking area to the north east corner of the site. No other service areas are required.

3.4 Parking

3.4.1 Proposed Supply

All parking for this proposed development will be contained within the site.

Independent living units will each have a single or double garage.

The Central Village (community commercial centre) will have access to 60 parking spaces across three modules.

3.4.2 Parking provision per State Government policy Housing SEPP

Sec 108 - (j) for a development application made by, or made by a person jointly with, a social housing provider—at least 1 parking space for every 5 dwellings,

(k) if paragraph (j) does not apply—at least 0.5 parking spaces for each bedroom.

Car Parking (Schedule 4)

(1) If parking spaces attached to or integrated with a class 1 building under the *Building Code of Australia* are provided for use by occupants who are seniors or people with a disability, at least 1 parking space must—

- (a) be at least 3.2m wide, and
- (b) be at least 2.5m high, and
- (c) have a level surface with a maximum gradient of 1:40 in any direction, and
- (d) be capable of being widened to 3.8m without requiring structural modifications to a building.

(2) If parking spaces associated with a class 1, 2 or 3 building under the *Building Code of Australia* are provided in a common area for use by occupants who are seniors or people with a disability, the following applies—

- (a) for a parking space not in a group—the parking space must comply with AS/NZS 2890.6,
- (b) for a group of 2–7 parking spaces—
 - (i) at least 1 of the parking spaces must comply with AS/NZS 2890.6, and
 - (ii) 50% of the parking spaces must—

- (A) comply with AS/NZS 2890.6, or
- (B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction,
- (c) for a group of 8 or more parking spaces—
 - (i) at least 15% of the parking spaces must comply with AS/NZS 2890.6, and
 - (ii) at least 50% of the parking spaces must—
 - (A) comply with AS/NZS 2890.6, or
 - (B) be at least 3.2m wide and have a level surface with a maximum gradient of 1:40 in any direction.
- (3) To avoid doubt, a parking space that complies with AS/NZS 2890.6 is only counted toward 1 of the requirements in subsection (2)(b)(i) or (ii) or (c)(i) or (ii).
- (4) At least 5% of any visitor parking spaces must comply with AS/NZS 2890.6.
- (5) A parking space required by this section to comply with AS/NZS 2890.6, other than a visitor parking space, is not required to include the international symbol of access.
- (6) If multiple parking spaces are accessible by a common access point, the access point must be secured by a power-operated garage door, vehicle gate, vehicle barrier or similar device.
- (7) A parking space, other than a parking space under subsection (6), must be—
 - (a) secured by a power-operated door, or
 - (b) capable of accommodating the installation of a power-operated door, including by having—
 - (i) access to a power point, and
 - (ii) an area for motor or control rods for a power-operated door.
- (8) A requirement in this section for a parking space to comply with AS/NZS 2890.6 extends to the associated shared area within the meaning of AS/NZS 2890.6.
- (9) In this section, a parking space is in a **common area** if it is not attached to or integrated with a hostel or independent living unit.

3.4.3 Council code and local parking policies and plans

The Greater Taree DCP 2010 makes no provision for Seniors Parking.

Business Premises/Neighbourhood Shops - 1 space per 30m² of N.F.A

3.4.4 Parking Assessment

Applying the above rates to the proposal will provide:

Independent Living Units

2 bedroom – single car garage

3 bedroom – two car garage

Central Village

Supports functions such as a large gathering space, kitchen area, consulting rooms, meeting rooms, prayer room and large elevated terrace. There is also a separate kiosk / cafe fronting onto Marie Avenue.

GFA of 500m² – 17 spaces.

Allowing for these uses with no discount for cross use of facilities the proposed parking supply can accommodate the parking requirements.

3.4.5 Parking Layout

Driveways and parking area to be designed and constructed in accordance with Council requirements and AS2890 with garaging allowing for Housing SEPP as required.

3.4.6 Service Vehicle Parking

No dedicated service bay is required for the seniors living development. Deliveries typically by van can park adjacent to the Central Village.

Waste collection will be picked up in the RV carpark for the ILU waste and near the Community Centre carpark.

3.4.7 Pedestrian and Bicycle Facilities

Footpaths will be incorporated through the site as required under the Housing SEPP allowing suitable gradients to provide for the needs of the residents.

4 Transportation Analysis

4.1 Traffic Generation

The proposed development is staged and shall be released subject to market demands over a period anticipated to exceed 20 years. The following assessment allows for the whole of development to be released over a shorter period.

Standard traffic generation rates provided by the Guide to Traffic Generating Development (Updated surveys TD2013/04a) published by Transport for NSW should be applied to the development (seniors living rate). The guide provides a daily rate of:

- 2.1 trips per dwelling and
- 0.4 trips per dwelling in the afternoon peak period.

This guide indicates that the morning peak demand does not normally coincide with the morning peak demands on the road network.

Allowing for up to 209 dwellings this would indicate some

- 440 movements per day evenly split between 220 inbound and 220 outbound daily.

During the afternoon peak period, the flows would be in the order of

- 84 per hour and less in the morning peak period.

Typically, these will be split between 67 inbound (80%) in the afternoon peak and 17 outbound (20%).

No value is provided for the morning peak as the GtTGDs states that these generally do not coincide with the network peak hour.

Ancillary services – to allow for staff movements associated with ancillary services on site 4 trips have been allowed inbound in the AM peak and outbound in the PM peak. There may be some external trips associated with these eg café which may appeal to other local residents however these trips are unlikely to coincide with the local road peak.

Table 4-1 Total Trip Generation

Use	AM Peak	PM Peak	Daily
ILUs	-	84	440
Ancillary Services	4	4	16
Total	4	88	456 (228 inbound/228 outbound)

4.1.1 Daily and Seasonal Factors

There will be limited daily and seasonal variation in traffic movements.

4.1.2 Pedestrian Movements

There may be some pedestrian movements associated with residents of the ILUs and staff on site. Pedestrians are accommodated via an internal accessible pathway through the site.

4.2 Traffic Distribution and Assignment

4.2.1 Origin / destinations assignment

All traffic will approach the site from the south along Marie Avenue given that this road does not allow for through traffic.

Access will therefore see primarily left in/right out demands.

At the intersection of Marie Avenue and Wingham Road trips are expected to distribute to the east and west in a manner similar to current demands. This allows for 80% of traffic to have an origin/destination east towards Taree with the balance west towards Wingham.

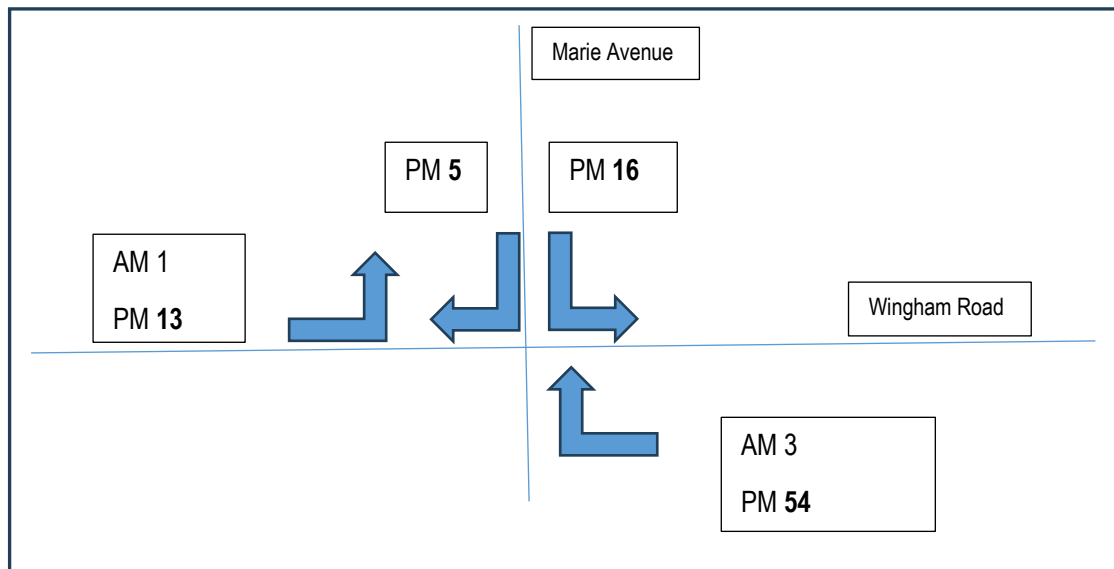


Figure 4-1 Diagram of future development traffic flows

4.3 Impact on Road Safety

The additional traffic flows associated with the development of the subject site will have a minimal and acceptable impact upon traffic safety. Recent upgrades to Wingham Road allow for improved safety along this corridor with roundabouts designed to allow for the future development of land along this stretch of road.

Sight lines on Marie Avenue meet the requirements of AS2890 and the Austroads Guidelines so accesses can be provided in a safe manner. The left turn into the site for inbound traffic further supports the safe operation with good forward visibility for all road users.

4.4 Impact of Generated Traffic

4.4.1 Impact on daily Traffic Flows

The existing daily traffic flows are well within acceptable limits for their classifications.

The impact of 88 vph on Marie Avenue (67 northbound in the PM peak) will maintain this road's level of service with flows of less than 200 vehicles per hour per direction.

The balance of the residential subdivision to the east of the site has 37 sites still to be built and occupied. This would see a further 29 trips (23 northbound in the PM) seeing cumulative demands on Marie Avenue of 126 vph northbound.

The two way flows will be in the order of 167 vph, within the environmental capacity as per TfNSW guidelines for a local road ensuring the amenity of this road is maintained.

The impact of these additional demands on Wingham Road are within the capacity of this regional road. Peak flows in the PM westbound are 561vph with the proposed development increasing these to 633vph westbound within the directional capacity of 900 vph (LoS D from TfNSW guidelines). This provides capacity for the development of the site over time allowing for background growth along this length of road.

4.4.2 Peak Hour Impacts on Intersections

The main intersection impacted by the proposed development is the roundabout intersection of Marie Avenue/Hargreaves Drive/Wingham Road. This intersection has been recently constructed (2023) and would have allowed for the development of land zoned on Marie Avenue for residential use.

The peak hour trip rate for the proposed development (Seniors ILUs) are lower than those associated with single dwellings with overall traffic demands typically less than those associated with a residential subdivision.

The impact of the proposed development on this intersection is therefore considered acceptable with no requirement for intersection modelling.

4.4.3 Impact of Construction Traffic

Construction parking and associated works can be contained on site with the staged development allowing for the development of the site in a period potentially being greater than 20 years.

The impact of construction traffic would typically be less than that of the development and therefore the impact on the local road network would be acceptable.

A construction traffic management plan will be required for the project at the construction phase with relevant controls associated with works along Marie Avenue.

4.4.4 Options for improving services

There is no requirement for improved bus services. Whilst the site may generate some demands for local bus services, particularly associated with staff travel movements, these are not likely to be high and are expected to be within the capacity of existing services.

5 Summary and Recommendations

5.1 Summary

The following summary is drawn from the investigations into the proposed Seniors Housing development on Marie Avenue at Kolodong (Taree).

The staged development will allow for 207 Independent Living Units, including four lots with duplexes fronting Marie Avenue. There are also ancillary services eg café, meeting hall etc.

All parking will be accommodated within the proposed site in accordance with the Housing SEPP with the ancillary services and hall providing parking per the Greater Taree DCP.

Vehicle access to the site will be from Marie Avenue only with three driveways proposed to connect with the community roads within the site. A central spine road shall allow for all vehicle movements whilst more secondary roads shall provide a mix of two way and one way vehicle movements. Visibility along Marie Avenue allows for suitable sight lines to meet both AS2890 and the Austroads Guidelines.

Servicing for the site will primarily be associated with waste collection and occasional deliveries by van or similar. These can all be contained within the site with all vehicles able to enter and exit the site in a forward direction. A parking area to the north of the site also allows for the storage of resident's caravans, motorhomes etc.

Access for emergency vehicles is available along the internal roads.

As part of the development, traffic survey data has been collected at the intersection of Wingham Road and Marie Avenue/Hargreaves Drive to determine two-way movements on Marie Avenue. This roundabout has been recently constructed to provide safety improvements and will have been designed to allow for the ongoing development of residential land on Marie Avenue. No modelling has therefore been undertaken on the intersection for this project.

Traffic generated by the proposed development has been assessed allowing for the full development of the site (up to 209 senior dwellings), which could occur over a 20 year timeframe depending upon market demands. The impacts of the traffic associated with the project are within the capacity of the local road network and will have minimal and acceptable impact on the operation of the local roads.

Stage 1 of the development will be consistent with the above.

5.2 Recommendations

The overall conclusion from the investigations is that the proposed development can be approved on traffic and parking grounds.

Appendix A – Site Plan

