Our Ref: 17281

24 June 2019

Restifa + Partners
Suite 302,
123 Walker Street
NORTH SYDNEY NSW 2060

Attention: Mr Sam Restifa

Dear Sam,

RE: CLUB MARCONI, 121 PRARIE VALE ROAD, BOSSLEY PARK
PROPOSED SENIORS HOUSING DEVELOPMENT – TRAFFIC STATMENT

The Transport Planning Partnership (TTPP) has prepared this letter on behalf of Restifa + Partners to accompany a Site Compatibility Certification (SCC) application. The SSC application seeks approval for the proposed addition of 98 seniors housing apartments within the existing Club Marconi at 121 Prairie Vale Road, Bossley Park.

This statement relates to the traffic and parking implications arising with the proposed development. The findings of our assessment are herein provided below.

1. Existing Conditions Assessment

1.1 Existing Site Description

The existing Club is located at 121 Prairie Vale Road, Bossley Park, and is generally bound by Restwell Road to the north, Sweethaven Road to the east, Prairie Vale Road to the south and Holbrook Street to the west of the site. Vehicle access to the site is currently provided off Restwell Road and Prairie Vale Road to the north and south of the site, respectively.

The subject site and its surrounds is shown in Figure 1.

Figure 1: Locality Map

Source: Google Maps Australia

Land use surrounding the site predominately comprises low residential dwellings and recreational use, including the SWIAA retirement village and Marconi Park located directly east of the site.

1.2. Existing Site Access

The Club currently has six (6) existing vehicle accesses off Restwell Road and Prairie Vale Road along the northern and southern boundary of the site. However, it is noted that only three (3) are currently in operation.

The existing site access arrangements are shown in Figure 2.

Figure 2: Existing Site Access Arrangements

Basemap Source: Google Maps Australia

1.3. Existing Site Traffic Generation

Traffic surveys were conducted at the existing access points on 4pm-9pm Friday, 20 October 2017 and 4pm-9pm Saturday, 21 October 2017, to determine the existing traffic generated by the existing Club.

Based on these surveys, the existing site peak hour times were found to be as follows:

- Friday @ 6.15pm-7.15pm (552 two-way trips)
- Saturday @ 6.30pm-7.30pm (651 two-way trips)

A summary of the traffic generated by the site during the Friday and Saturday survey period is presented in Figure 3 and Figure 4, respectively.

Figure 3: Friday, Existing Site Traffic Generation

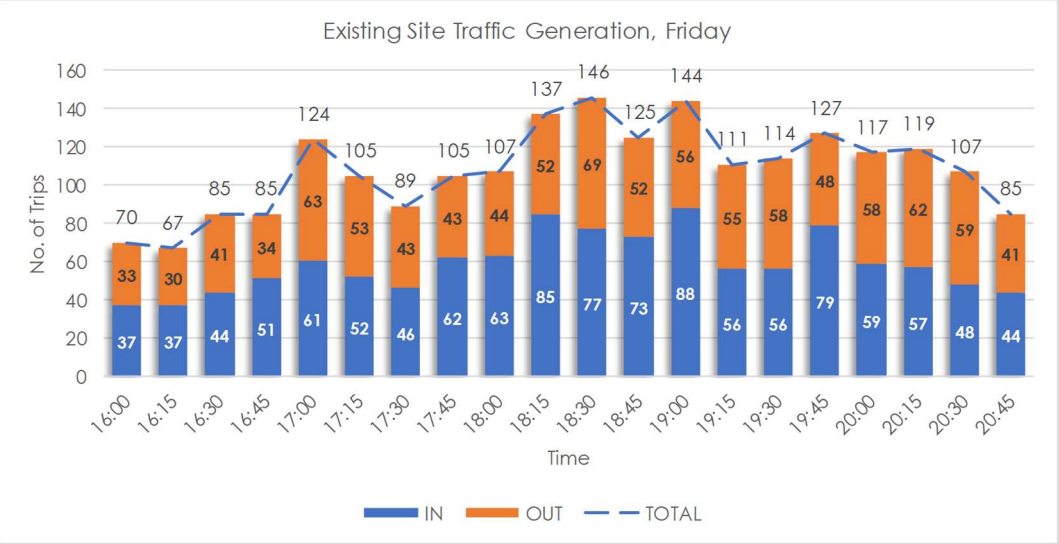
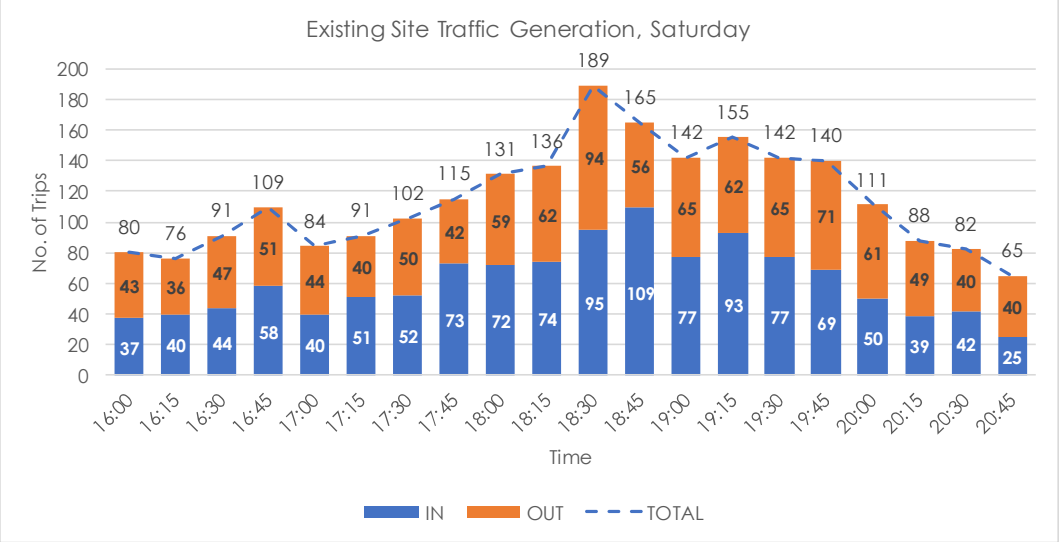


Figure 4: Saturday, Existing Site Traffic Generation



1.4. Existing Car Parking Conditions

Concurrent with the above traffic surveys, car parking survey counts were also undertaken at the Club on 6.30am-12 midnight Friday, 20 October 2017 and 6.30am-12 midnight Saturday, 21 October 2017. A total of 1,681 existing car parking spaces were recorded.

The existing car parking supply and associated parking restriction is shown in Table 1.

Table 1: Car Parking Supply and Restriction

	Parking Restriction	Parking Supply
At-Grade Car Park	Vice President	2
	President	1
	Director	6
	Restricted	27
	Unrestricted	139
	Chief Operator	1
	Chief Executive	1
	Reserved (GYM)	18
	Disable Parking	23
	Unrestricted	308
	Disable Parking	12
	Unrestricted	578
Basement Car Park	Unrestricted	500
	Reserved	65
Total Car Parking Supply		**1,681**

The Friday parking survey results indicate the following:

- peak parking accumulation for the at-grade car park on a Friday of 604 parked vehicles occurred at 7:30pm, which is only 54% of its capacity (512 remaining vacancies)
- peak parking accumulation for the basement car park on a Friday of 58 parked vehicles occurred at 7:30pm, which is only 10% of its capacity (507 remaining vacancies)
- peak parking accumulation for the combined car parks on a Friday of 662 parked vehicles occurred at 7:30pm, which is only 39% of its capacity (1,019 remaining vacancies).

The Saturday parking survey results indicate the following:

- peak parking accumulation for the at-grade car park on a Saturday of 860 parked vehicles occurred at 8:30pm, which is only 77% of its capacity (256 remaining vacancies)
- peak parking accumulation for the basement car park on a Saturday of 99 parked vehicles occurred at 8:30pm, which is only 18% of its capacity (466 remaining vacancies)
- peak parking accumulation for the combined car parks on a Saturday of 959 parked vehicles occurred at 8:30pm, which is only 57% of its capacity (722 remaining vacancies).

A summary of the car parking occupancy surveys is graphically presented below.

Friday Car Parking Survey Graphs

Figure 5: Friday Car Parking Occupancy Survey (At-Grade Car Park)

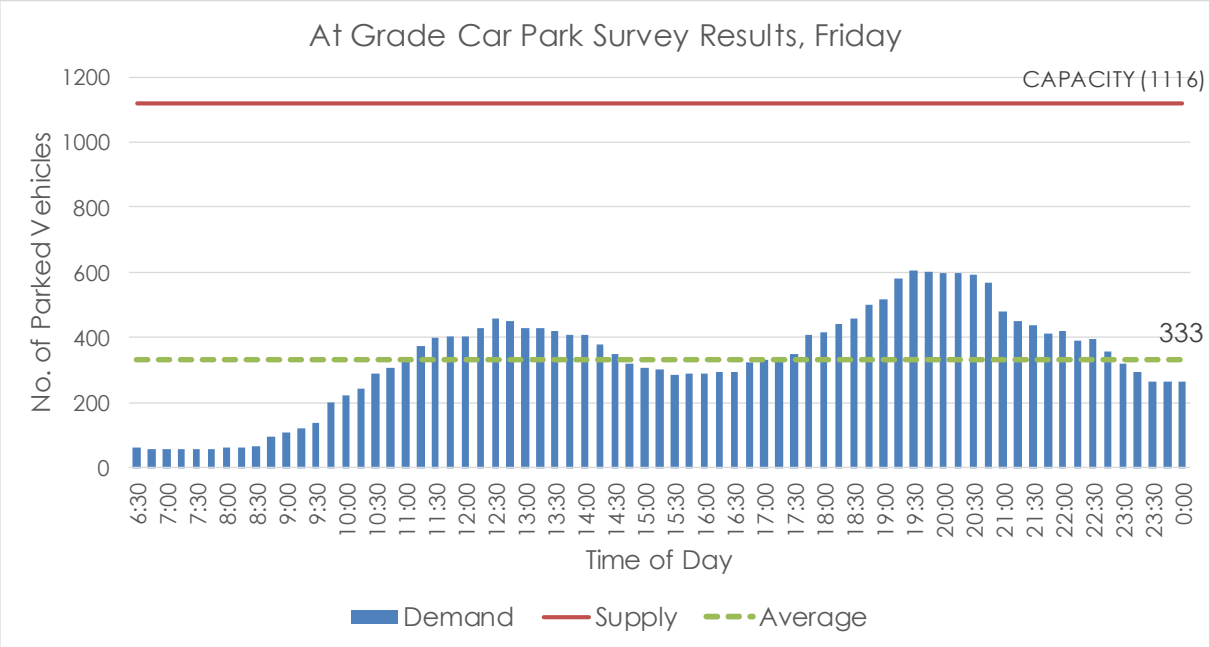
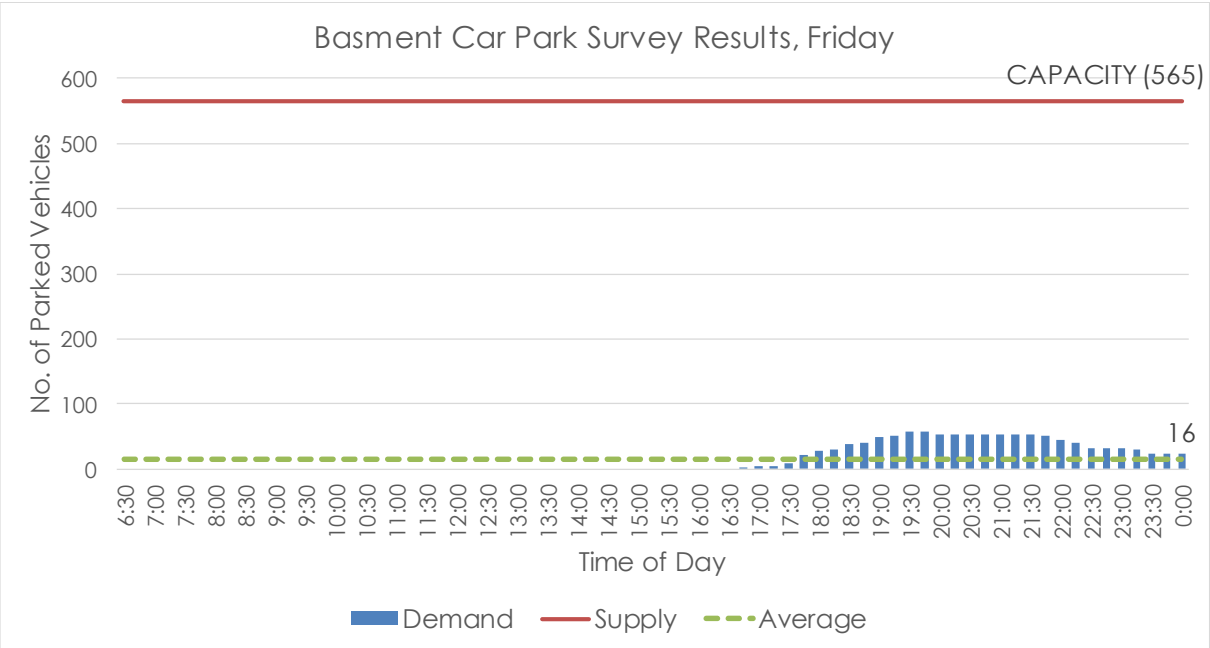


Figure 6: Friday Car Parking Occupancy Survey (Basement Car Park)



Saturday Car Parking Survey Graphs

Figure 7: Saturday Car Parking Occupancy Survey (At-Grade Car Park)

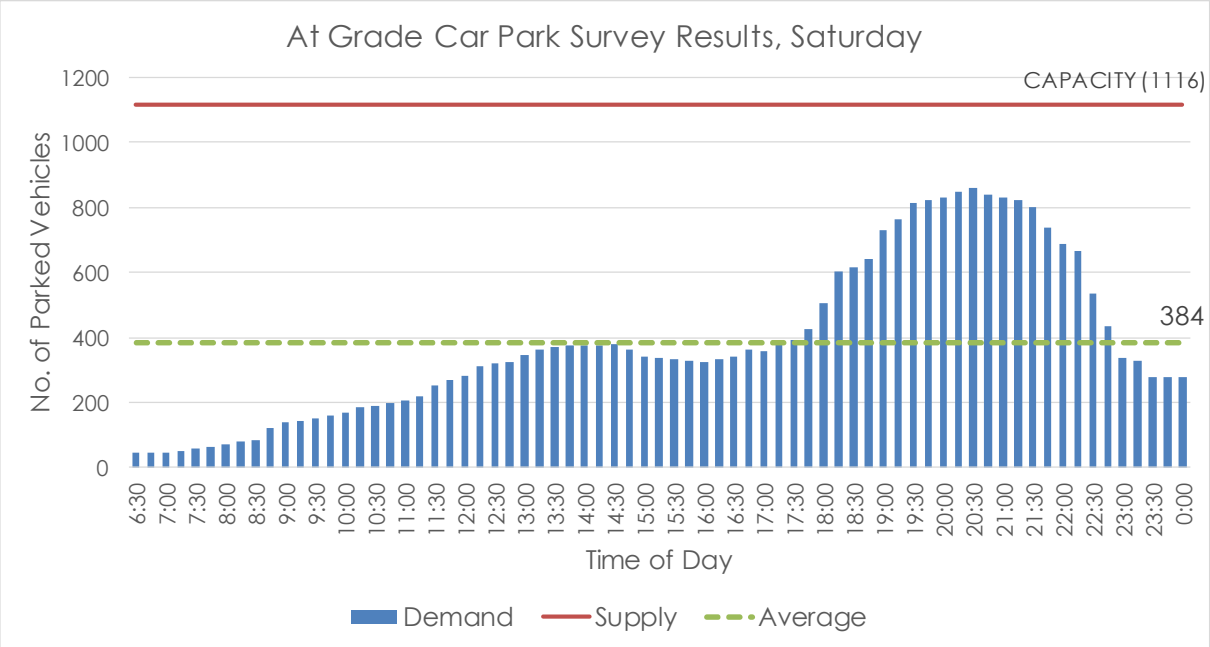
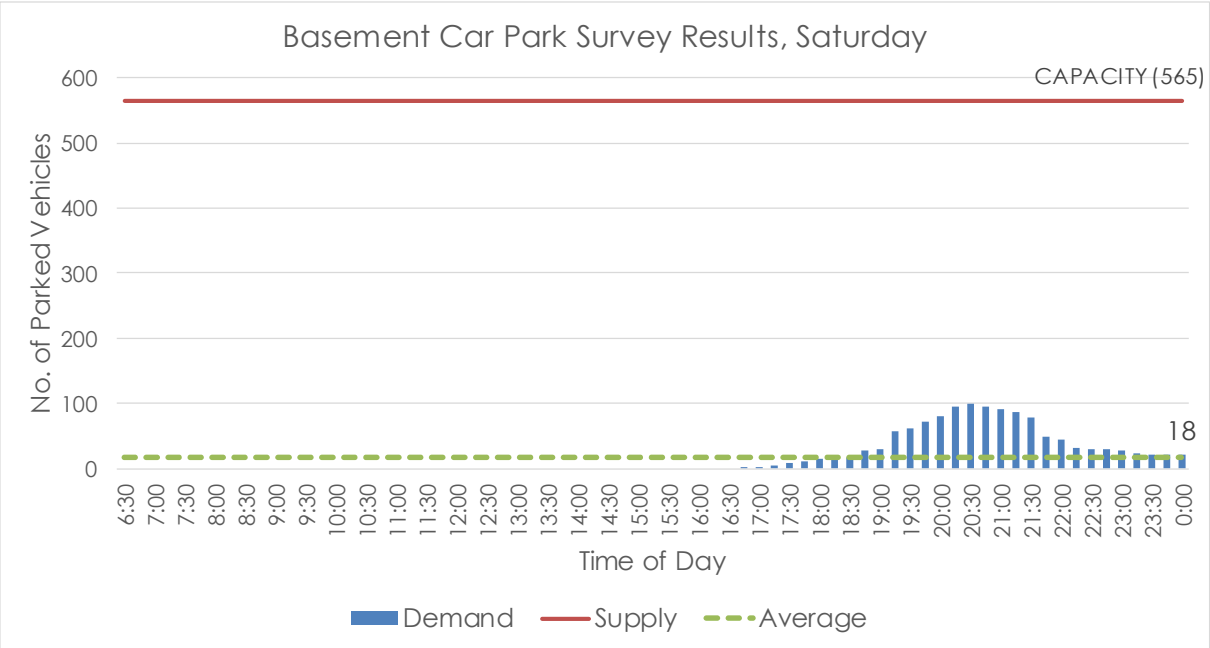


Figure 8: Saturday Car Parking Occupancy Survey (Basement Car Park)



Combined Car Park Survey Graphs

Figure 9: Friday Car Parking Occupancy Survey (Combined Car Park)

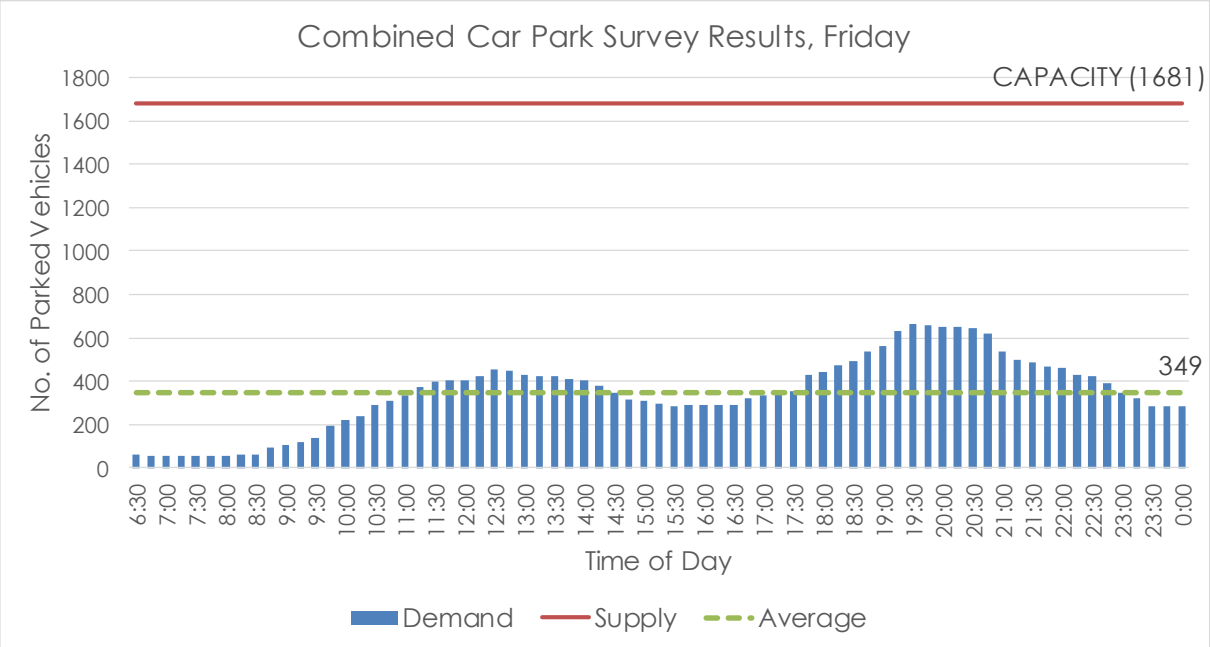
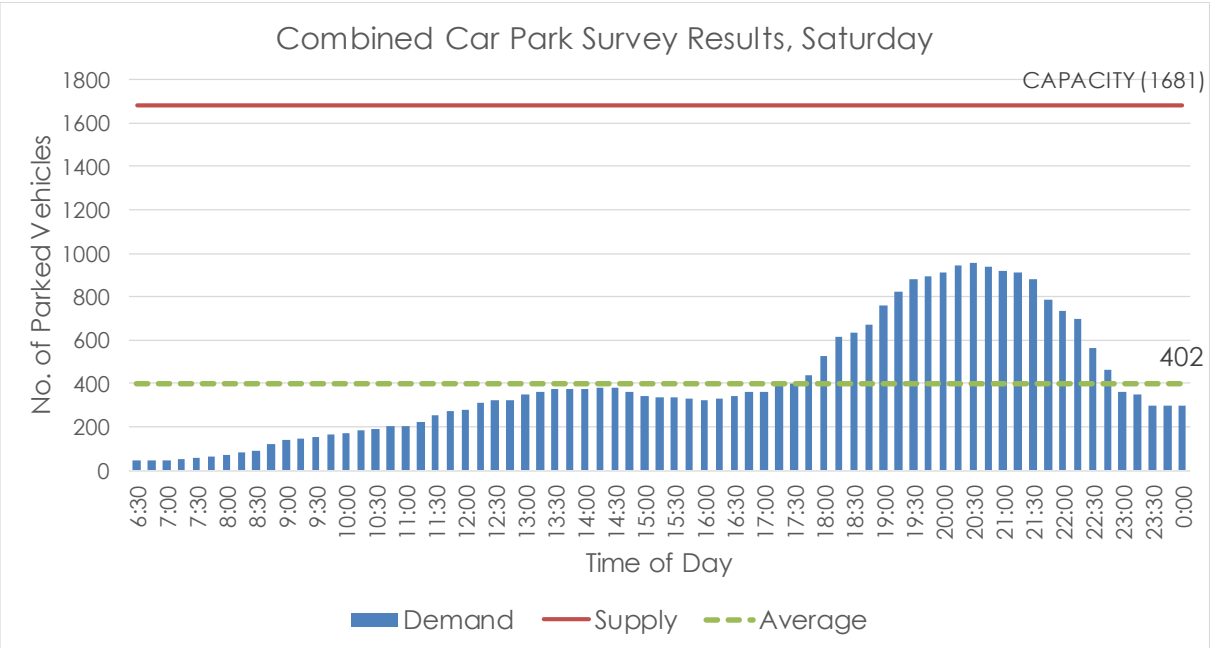


Figure 10: Saturday Car Parking Occupancy Survey (Combined Car Park)



In summary, the existing Club car parking currently operates well below its capacity, with at 1,019 and 722 remaining parking vacancies during typical Friday and Saturday peak periods, respectively.

2. Proposed Development

2.1 Proposal Description

It is proposed to introduce a residential apartment complex, comprising 98 seniors housing apartments (independent living units (ILU)), at the existing Club at 121 Prairie Vale Road, Bossley Park. It is noted that this traffic letter only seeks to assess the proposed introduction of the 98 seniors housing apartments.

The proposed 98 seniors housing apartments is set to comprise:

- 40 x 1-bedroom apartments
- 53 x 2-bedroom apartments
- 5 x 3-bedroom apartments

The overall masterplan of the site is shown in Figure 11.

Figure 11: Proposed Masterplan

Source: Client

2.2 Car Parking Requirement and Assessment

The car parking requirements for the proposed development has been assessed against the State Environmental Planning Policy, Housing for Seniors or People with a Disability, 2004 (SEPP Seniors Housing) for self-contained dwellings.

The SEPP Seniors Housing state that parking for self-contained dwellings must be provided at least:

- *0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider*

As such, the proposed development (161 bedrooms) would require at least 81 car parking spaces.

It is proposed to provide some 190 car parking spaces within a discrete car park away from the Club public car parking for ILU residents. This car parking provision complies with the SEPP Seniors Housing car parking requirements.

Additionally, it is anticipated that all visitors associated with the seniors housing development would share existing Club car parking provisions within the basement car park, which currently operates well below its capacity with at least 1,019 and 722 remaining car parking vacancies during typical Friday and Saturday peak periods, respectively.

As such, the proposed car parking provision is considered satisfactory.

2.3 Traffic Assessment

Traffic generation rates for seniors housing developments have been estimated based from the RMS Guide to Traffic Generating Developments (Guide), updated traffic surveys (TDT 2013/04a). The RMS Guide suggests that seniors housing developments typically generate traffic at the following rates:

- weekday daily vehicle trips 2.1 vehicle trips per dwelling
- weekday peak hour vehicle trips 0.4 trips per dwelling

On that basis, the proposed provision of 98 seniors living apartments would likely generate a total trip generation of 206 vehicle trips per day and 39 vehicle trips in the peak hour. This equates to a frequency of one vehicle every 1.5 minutes in the peak hour. This is considered negligible. Any intersection modelling software (such as SIDRA) would be unlikely to register any changes in the intersection performance as a result of such a low-level increase in traffic.

In summary, the traffic impacts associated with the seniors housing development (i.e. additional one vehicle every 1.5 minutes) is expected to be minimal and could not be expected to result in any operational or safety issues in the surrounding road network.

2.4 Traffic Impacts During Large Events

The Club is expected to host a range of large events such as football matches, shows and special functions and events throughout the year. With such events it can be expected that the site may generate a larger than usual traffic demand associated with such events.

Of note, the Club hosts an annual event every Sunday 28 May to celebrate Italian Republic Day, which attracts many thousands of people to the Club. During this event, car parking is managed by the Club to ensure appropriate car parking allocation and arrangements are in place, including use of the basement car park within the Club, which is generally closed off to the public. Consultation with the relevant authorities are also undertaken prior to any major events at the Club.

3. Summary and Conclusion

The proposed development of 98 seniors housing apartments (independent living units) is not expected to result in any adverse parking and/or traffic implications on the surrounding road network. As such, the proposed development is considered broadly compatible with the surrounding road network.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Ken Hollyoak
Director