



PROPOSED AGED CARE FACILITY FOR THOMPSON HEALTH CARE

34 CURAGUL ROAD, NORTH TURRAMURRA

Traffic and Parking Assessment

10th March 2020

Ref: 19029

Prepared by

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TABLE OF CONTENTS

1. INTRODUCTION	1
2. PARKING AND SERVICING ASSESSMENT	7
3. TRAFFIC ASSESSMENT	10

APPENDICES

APPENDIX A	SMALL RIGID VEHICLE (SRV) SWEEP PATH
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LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD HIERARCHY

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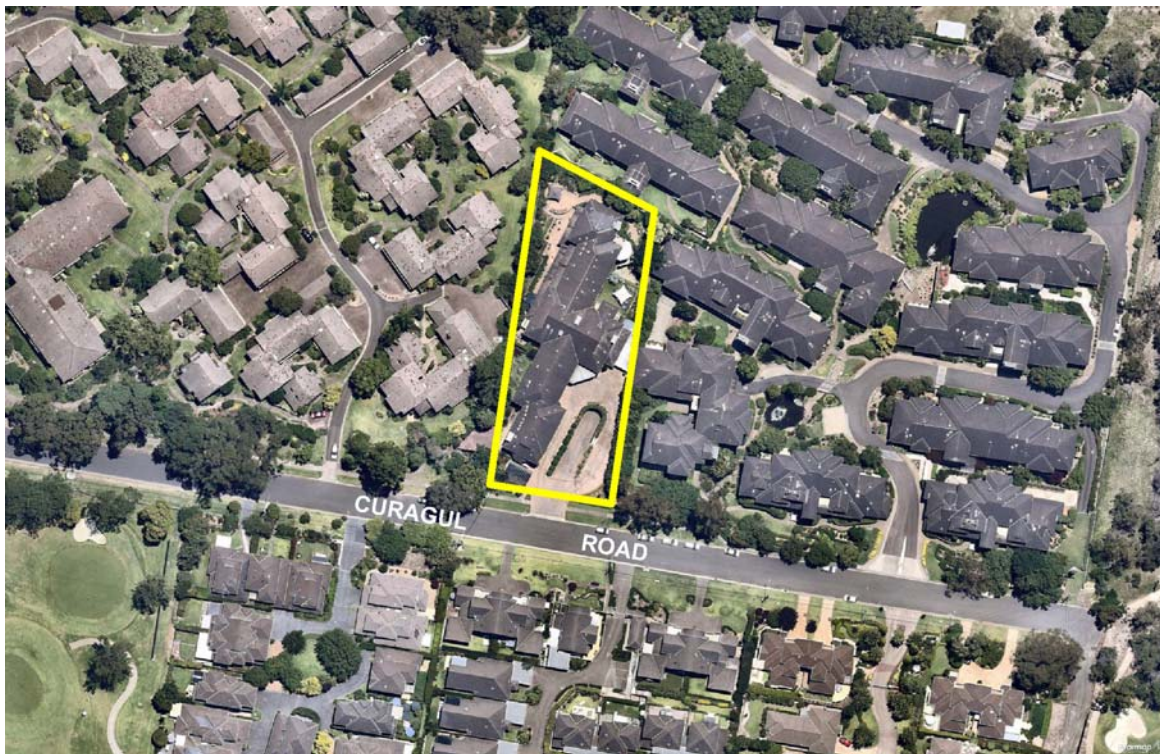
1. INTRODUCTION

This report has been prepared to accompany a Development Application to Ku-ring-gai Council for the re-construction of an aged care facility located at 34 Curagul Road, North Turramurra (Figures 1 and 2).

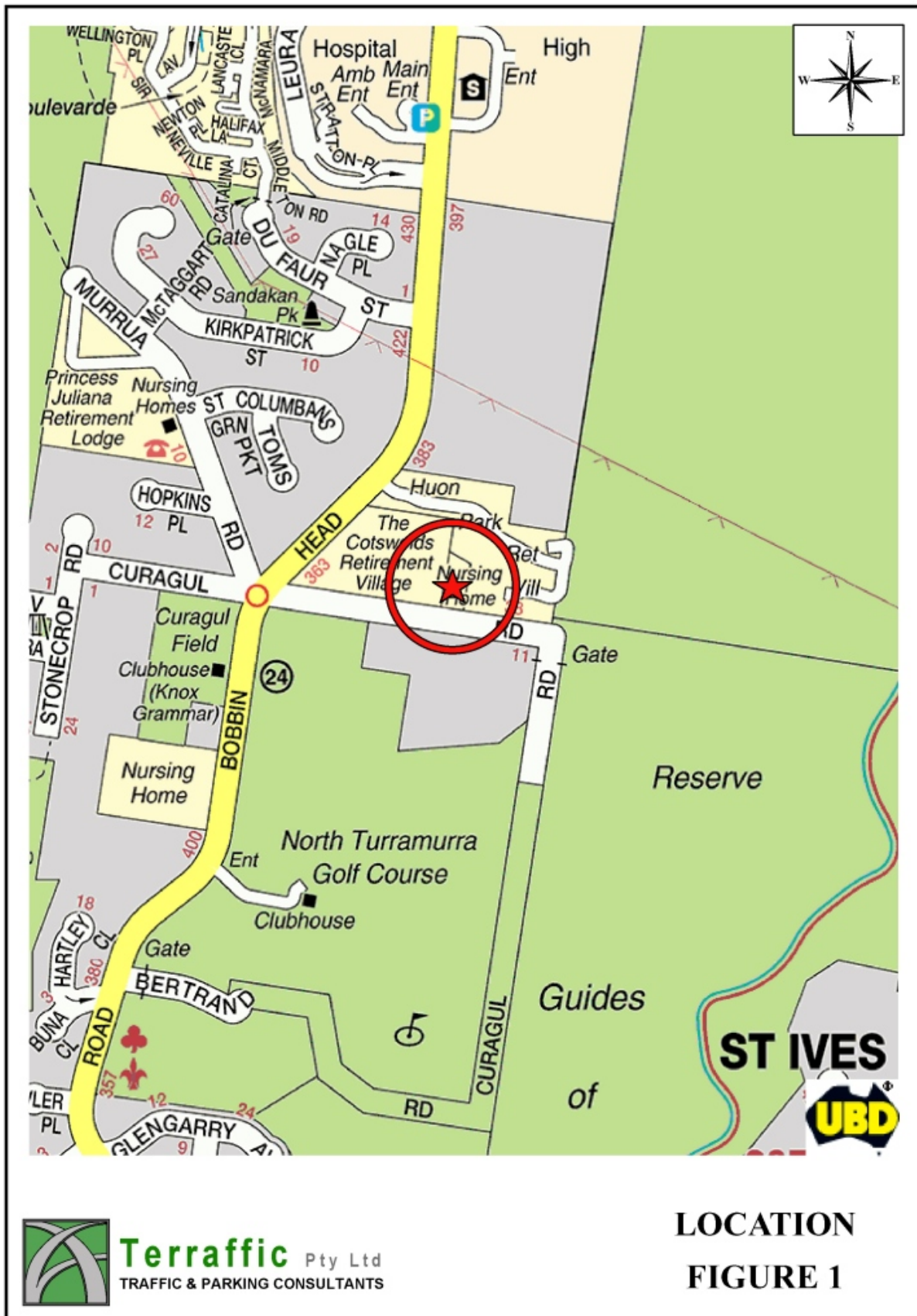
The subject site is located on the northern side of Curagul Road approximately 310m east of Bobbin Head Road. It has a total site area of 3,397m² with a frontage of 34.31m to Curagul Road.

Existing Site Development

The existing site development comprises a 59 rooms/68 bed aged care facility operated by Thompson Health Care. The facility is served by a 28 space basement carpark and a ground level port cochere that includes 2 additional parking spaces and a parking/turning bay for buses and trucks. Vehicular access to the site is off Curagul Road via a 10m wide combined entry/exit driveway.



Aerial photograph of the site







Development Proposal

The proposed development comprises the demolition of the existing site development and construction of a 66 room/66 bed residential aged care facility under the controls of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004. The facility will employ a maximum of 26 staff during the day as follows:

Position title	Number
Director of Nursing	1
Deputy Director of Nursing	1
Administration Officer	1
Registered Nurse	2
Nursing Assistant	10
Cleaners	2
Chef and Cook	1
Catering Attendant	2
Laundry Attendant	1
Recreational Activities Officer	1
Educator	1
Maintenance Officer	1
External Contractors	
Physiotherapist, Doctor, Handyman, Entertainer, etc.	2
Total	26

The proposal will be served by a total of 26 parking spaces as follows:

Lower Level Basement

- 16 x staff parking spaces

Upper Level Basement

- 9 x visitor spaces

Ground Level Port Cochere

- 1 x ambulance bay



Vehicular access to the basement carpark is via a 6.0m wide combined entry/exit driveway off Curagul Road located adjacent to the eastern site boundary.

The proposal will also be served by a 6.0m wide port cochere located on ground level. The port cochere will accommodate an ambulance and vehicles dropping off or picking up residents. Entry to the port cochere is via a 3.0m wide driveway located adjacent to the western site boundary. Vehicles departing the port cochere will exit via the main access driveway serving the development.

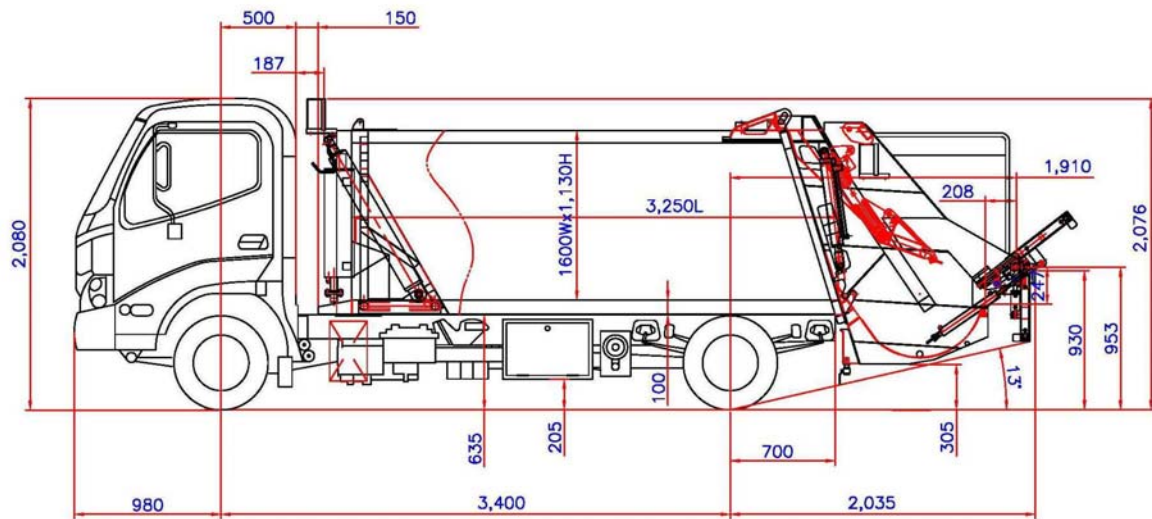
Deliveries and Waste Collection

A loading bay has been proposed on the upper basement level which is capable of accommodating delivery and waste collection vehicles similar in size to the 6.4m Small Rigid Vehicle (SRV).

As per Council's requirements for on-site waste collection, the proposed access ramp and upper basement provides a minimum headroom clearance of 2.6m which will be adequate for the vehicle similar to the Veolia truck specified below. The swept path of the SRV accessing the loading bay is reproduced in Appendix A.



Veolia SRV Waste Collection Vehicle



Specifications for the Hino 300 Waste Vehicle

Public transport Accessibility

The subject site has convenient access to the following bus services that operate along Bobbin Head Road:

Route 577	Turramurra to North Turramurra Loop Service (operates daily)
Route 594	North Turramurra to City QVB via St Ives, East Killara, East Lindfield, Roseville, Middle Cove and Wynyard Station (operates weekday AM and PM peak only)

The purpose of this report is to assess the traffic, parking and servicing implications of the development proposal.



2. PARKING AND SERVICING ASSESSMENT

SEPP Parking Requirement

State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 specifies the following car parking requirement for Residential Care Facilities:

48 Standards that cannot be used to refuse development consent for residential care facilities

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 residential care facility on any of the following grounds:

(d) parking for residents and visitors: if at least the following is provided:

- (i) 1 parking space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility provides care only for persons with dementia), and
- (ii) 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and
- (iii) 1 parking space suitable for an ambulance.

Application of those requirements to the proposed residential care facility yields a total parking requirement of 21 spaces calculated as follows:

66 beds @ 1 space per 10 beds	7 car spaces
26 staff @ 1 space per 2 staff	13 car spaces
1 x ambulance bay	1 ambulance space
Total Requirement	21 spaces

The proposed development exceeds the SEPP requirement with the provision of 26 parking spaces comprising 16 staff spaces, 9 visitor spaces and an ambulance bay in the port cochere.



Car Park Compliance

The basement carpark and access arrangements have been designed to satisfy the following requirements contained in the Australian Standard *AS/NZS2890.1-2004: "Off-Street Car Parking"*:

- Car spaces are a minimum 2.6m x 5.4m
- An additional 300mm has been provided to spaces adjacent a wall or obstruction
- A minimum manoeuvring aisle width of 5.8m has been provided
- Columns have been located in accordance with Clause 5.2 of the Standard
- The two-way access ramp has a minimum width of 6.1m comprising a 5.5m wide roadway and 2 x 300mm wide kerbs
- The first 6m of the access ramp from the property boundary does not exceed 5% (1 in 20)
- Ramp grades do not exceed 20% (1 in 5)
- Ramp transitions do not exceed 12.5% (1 in 8) over a distance of 2.0m
- A minimum headroom clearance of 3.1m has been provided in the upper basement
- A minimum headroom clearance of 2.2m has been provided in the lower basement
- Pedestrian sight line triangles have been provided

The disabled parking spaces have been designed in accordance with the Australian Standard *AS/NZS2890.6:2009 – "Off-street parking for people with disabilities"* as follows:

- A 5.4m long x 2.4m wide dedicated (*non-shared*) parking space
- An adjacent *shared* area that is also 5.4m long x 2.4m wide
- A minimum headroom of 2.5m above the disabled spaces
- Pavement cross-falls in disabled spaces do not exceed 2.5% (1 in 40) in any direction

Servicing Arrangements

As noted in the Introduction of this report, a loading bay has been proposed on the upper basement level which is capable of accommodating delivery and waste collection vehicles similar in size to the Australian Standard *AS2890.2:2018* 6.4m Small Rigid Vehicle (SRV).



The swept path of the SRV accessing the loading bay is reproduced in Appendix A and confirms that this vehicle will satisfactorily reverse into loading bay and depart the site in a forward direction.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking, access or servicing implications.



3. TRAFFIC ASSESSMENT

Existing Road Network

The classifications assigned to the road network serving the site by the RMS are shown on Figure 3 identifying the following classified State and Regional Roads:

State Road	Regional Road
Nil	Bobbin Head Road

Curagul Road is an unclassified *Local Road* with a primary function of providing access to properties along its length. It has a pavement width of approximately 9.3m with a single lane of traffic heading in each direction. The intersection of Bobbin Head Road/Curagul Road/Murrua Road is controlled by a single lane roundabout with no turn restrictions.

Traffic Generating Potential

An indication of the traffic generation potential of the existing and proposed development is provided by reference to the Roads and Maritime Services *Guide to Traffic Generating Developments (October 2002)*. The traffic generation rates specified in the Guidelines are based on extensive surveys of a wide range of land uses throughout Sydney and regional NSW and nominate the following traffic generation rates that apply to the subject development:

Housing for Aged and Disabled	0.1-0.2 trips per dwelling
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While the RMS rate refers to dwellings, this assessment will adopt a conservative rate of 0.2 trips per room that will comprise vehicle movements generated by staff and visitors. Application of this rate to the proposed aged care facility yields a traffic generating potential in the order of 13 vehicle trips per hour (vtph) calculated as follows:

66 rooms @ 0.2vtph per room	13vtph
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As can be appreciated, the majority of that traffic will comprise staff arriving in the morning and departing in the evening. To that end, the likely breakdown of traffic will be as follows:

	Morning Peak Period			Evening Peak Period		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Staff	9	2	11	2	9	11
Visitors	1	1	2	1	1	2
Total	10	3	13	3	10	13

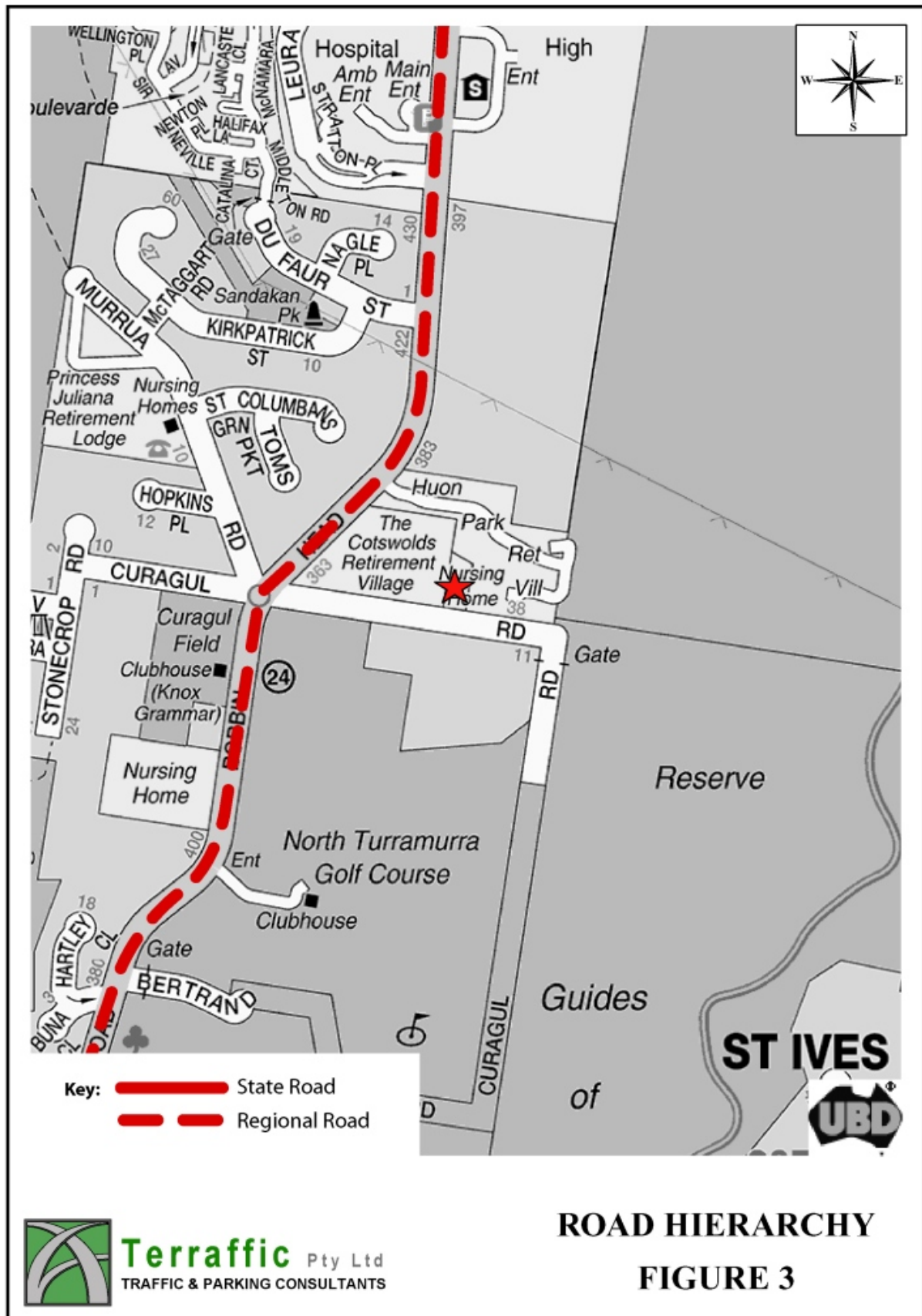
The traffic generation of the proposed development should be discounted by the traffic generating potential of the existing 59 room aged care facility on the site. Application of the RMS traffic generation rate to the existing site development yields a traffic generation potential in the order of 12vtph during the weekday peak periods calculated as follows:

59 rooms @ 0.2vtph per room 12vtph

Based on these projections, the proposed development will generate up to 1 additional vehicle trips on the road network during peak periods as follows:

Proposed site development	13vtph
Existing site development	12vtph
Nett increase in traffic	1vtph

It will be readily appreciated that the additional traffic generated by the proposed development during peak periods is relatively minor (1vtph) which 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.

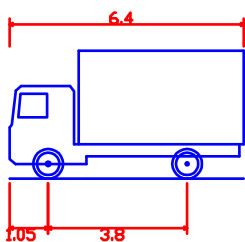
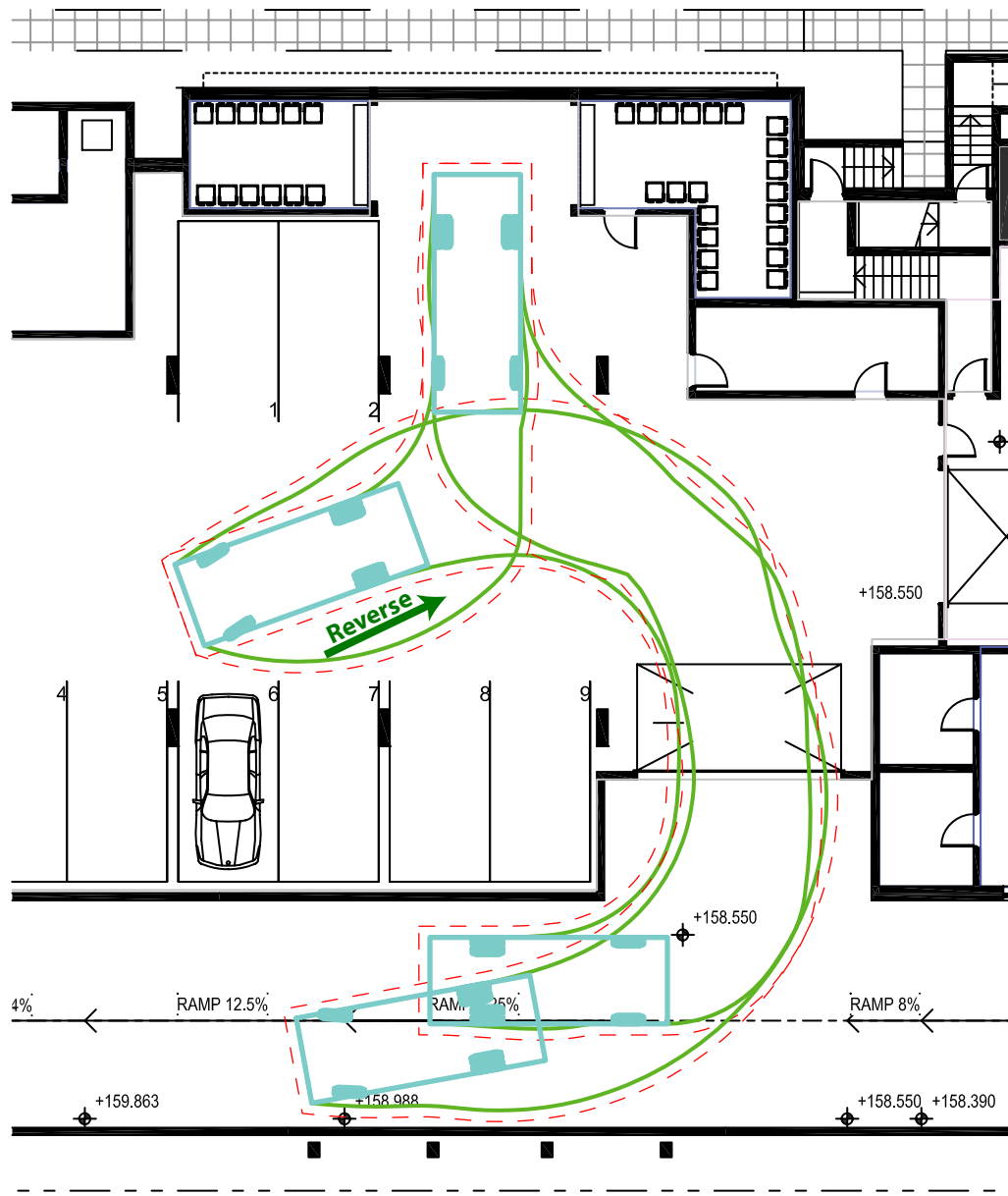
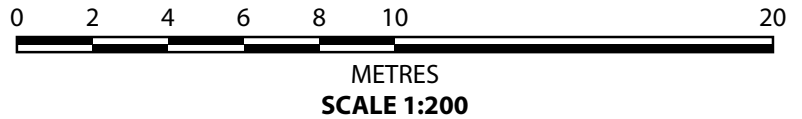




APPENDIX A

SMALL RIGID VEHICLE (SRV) SWEPT PATH

Path prepared using
Autodesk Vehicle Tracking



SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.330m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.330m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 7.100m

— Vehicle Path
- - - 300mm Clearance Path

**Manoeuvring Path of Australian
Standard AS2890.2:2018
6.4m Small Rigid Vehicle (SRV)
Accessing Loading Bay**



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