

18 December 2018

P0388 LL Morpeth Residential Aged Care TIA

Lend Lease
Level 14, Tower Three, International Towers
Exchange Place, 300 Barangaroo Avenue,
Barangaroo NSW 2000

Attn: Numa Miller

Dear Numa,

Proposed Residential Aged Care Facility development, Morpeth Road, Morpeth, NSW Traffic Impact Assessment

Further to our meetings and the recent site work, we have completed our site investigations and reviewed the documentation provided of the proposed Residential Aged Care Facility to be developed within the existing Closebourne Village development in Morpeth. We have reviewed the access location and have reviewed our previous work completed on Closebourne Village and the overall masterplan for this village. The masterplan has been previously reviewed and approved by Council and has been updated through the development of this site to reflect the changing needs of the village development.

Traffic Impact

Our previous review of the masterplan has allowed for a change in the mix of the residential dwellings and included traffic data collection at the key intersection of Morpeth Road and Tank Street. Updated Sidra traffic modelling has been completed as part of this masterplan update to ensure the road network and specifically the critical intersection of Morpeth Road and Tank Street continues to accommodate the traffic movements associated with the development of Closebourne Village.

The updated and approved masterplan for Closebourne Village allows for the following land use:

Table 1 – Current approved masterplan and approved revised masterplan.

Original approved Masterplan	Approved Revised Masterplan
14 residential	34 lots / houses
23 Farmlet Land Lots	23 Farmlet land lots
250 retirement village villas	260 villas
100 Bed nursing home	145 bed nursing home
12 bed respite care	25 bed respite care
	10 Bed and Breakfast
	4 small commercial tenancies (e.g. Physio, Podiatrist, Hair Dresser)

The impact of the masterplan development for Closeburn Village has been assessed with Sidra for the key intersection of Morpeth Road and Tank Street. The traffic for the approved masterplan has been distributed to the road network and the results, based upon the existing traffic volumes surveyed at the intersection of Tank Street and Morpeth Street / Swan Street. The Sidra result are shown below.

Table 2 - Sidra analysis for 2015 with full development flows as per revised masterplan

Approach	Level of Service	Delay (seconds)	Queues (metres)
Tank Street	A / A	11.5 / 11.9	10.4 / 11.9
Swan Street	A / A	3.3 / 3.4	0.4 / 0.3
Queens Wharf Road	A / A	10.2 / 9.8	0.3 / 0.4
Morpeth Road	A / A	2.8 / 2.8	2.6 / 4.1

Note – results are for AM / PM peak periods

The results above clearly demonstrate that the current intersection layout will operate with minimal delays and congestion, allowing for the additional traffic movements associated with the development of the balance of the revised Masterplan.

The intersection was then assessed for the future design year of 2025 and the results of the Sidra assessment are shown below:

Table 3 - Sidra analysis allowing for additional traffic movements associated with changes to masterplan over the original approved masterplan (2025 design year).

Approach	Level of Service	Delay (seconds)	Queues (metres)
Tank Street	A / A	14.0 / 14.5	16.6 / 20.3
Swan Street	A / A	3.2 / 3.3	0.5 / 0.3
Queens Wharf Road	A / A	11.5 / 10.5	0.4 / 0.4
Morpeth Road	A / A	3.8 / 3.0	4.5 / 5.4

Note – results are for AM / PM peak periods

The results above clearly demonstrate that the current intersection layout will operate with minimal delays and congestion allowing for the additional traffic movements associated with the development of the balance of the revised masterplan for the future design year of 2025. Based upon the Sidra assessment completed for the project and the traffic flows that could be generated by the approved masterplan for Closebourne Village, it is considered that the current layout of the intersection of Tank Street with Morpeth Road / Swan Street will continue to operate well with minimal delays and congestion, with considerable spare capacity.

Residential Aged Care Facility

The subject of this development application is the proposed residential aged care facility (RACF) identified within the approved revised masterplan for the site. The proposed RACF will provide 72 high care beds and 36 dementia beds (108 beds in total) which represents a reduced development compared with the current approved masterplan which allowed for a 145 bed RACF.

The development will provide 32 parking spaces on-site together with a service dock for waste collection vehicles and other delivery vehicles.

Parking

Parking for the project has been assessed against the SEPP for Seniors and People with a Disability. The SEPP provides for the following requirements:

- 1 space per 10 beds;
- 1 space per 15 beds for persons with dementia;
- 1 space for each 2 people employed on duty at any one time; and
- 1 space for an ambulance

The Council DCP provides the same rates as the SEPP with regard to on-site parking.

Applying these rates, the following parking provision is required for visitors:

- 8 spaces for general beds; plus
- 3 spaces for dementia beds.

This gives a total demand for 11 parking spaces associated with visitors with the balance of parking available for use by staff associated with the proposed RACF. The on-site parking provision of 32 spaces ensures that there are 21 spaces available for staff, which is adequate to support up to 42 staff on duty at any one time.

The actual staffing demands at peak times are less than 42 and the on-site parking provision will ensure that the staff parking demands can be met on site with no impact on the external road network.

Parking for an ambulance has been allowed for to the front of the building.

The design of the car park has been completed in accordance with AS2890 and ensures that all vehicles can enter and exit the site in a forward direction. The visitor parking is provided to the front of the building entry foyer for convenient access. The parking area to the rear of the site, by the loading dock area, is for staff only with additional staff parking located on the driveway to this loading dock and in the front of the building.

Servicing

The development will require regular servicing with the majority of the servicing being via the use of small rigid trucks or vans. There will also be a requirement for refuse collection vehicles. All service vehicles will use the loading dock area to the rear of the site and use the separate driveway access to this area. As this area is used for staff parking only there will be minimal interaction with other vehicles associated with these service vehicles. The timing for the waste collection vehicle pick up times will be managed on site to avoid the shift change times for staff on site.

The site will also require access for an ambulance and a designated ambulance parking bay is provided adjacent to the main entry to the site.

An Autoturn simulation has been completed for a refuse collection truck entering and exiting the loading dock area and confirms that this truck can enter and exit the site in a forward direction. An Autoturn simulation has also been completed for the ambulance access to the site. These are included in Attachment B to this letter.

Pedestrian access

Staff will have direct access from the rear parking area to the building via a secure door in this location.

The access for visitors and the balance of the staff will be via the footpath access to the main entry foyer.

There is an existing path on site that provides a connection to the existing facilities in Morpeth, together with a path that links this site to the existing development in the Closebourne Village.

Conclusion

From the site work completed and the review of the masterplan for the Closebourne Village, it is considered that the proposed development of the 108 bed residential aged care facility within the Closebourne Village will have a minimal impact upon the overall road network within the general vicinity of the site. The traffic generated by the proposal is low and has been assessed as part of the overall masterplan for the Village. Parking for the proposed Residential Care Facility is in accordance with the SEPP Housing for Seniors or People with a Disability 2004. The site access allows for all vehicles to enter and exit the parking areas and the service dock in a forward direction and can operate in a safe manner.

It is therefore concluded that the development should be approved on traffic and access grounds.



Sean Morgan

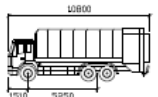
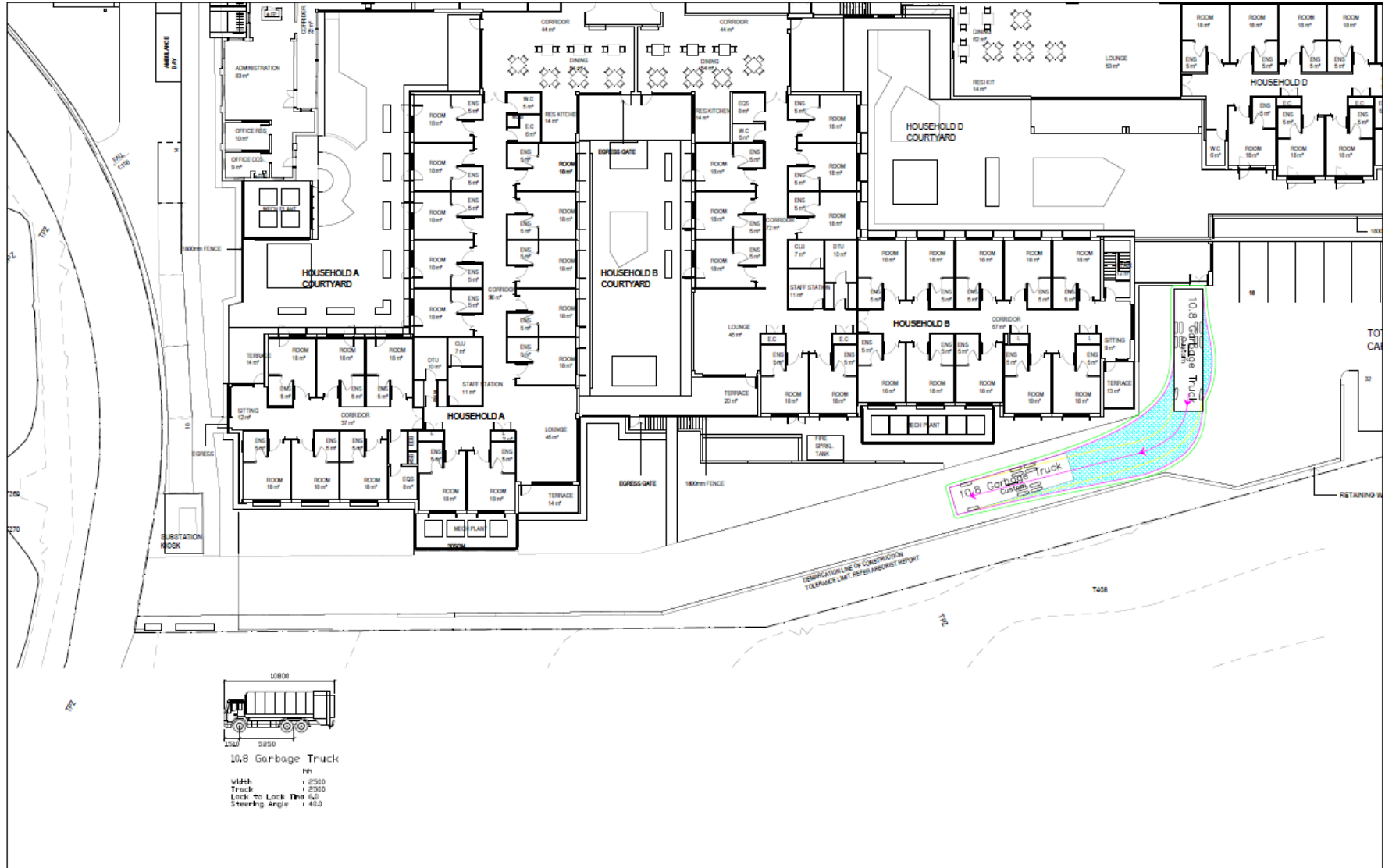
Director

Attachment A – Site plan

Attachment B – Autoturn simulation

Attachment A – Site Plan

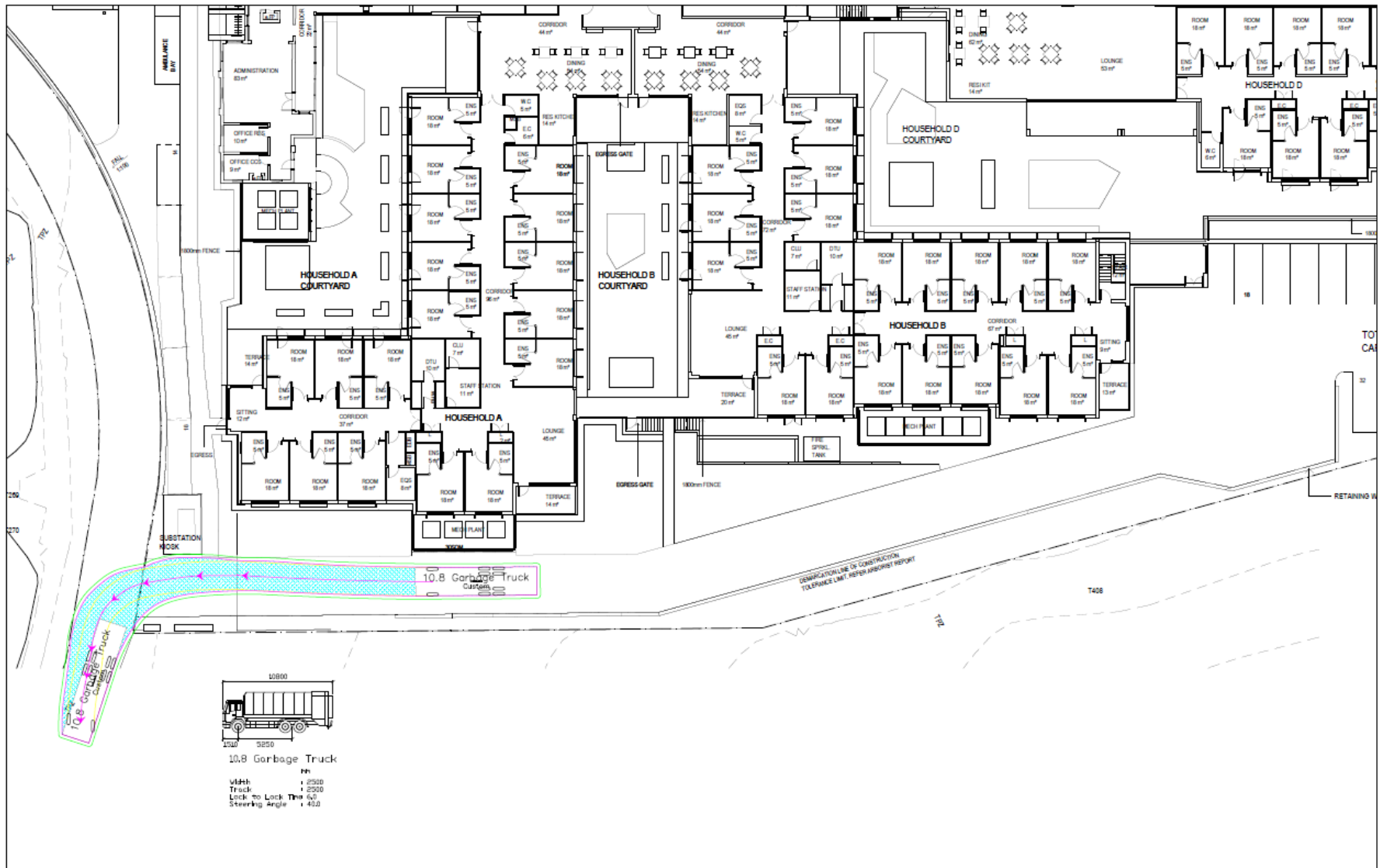




10.8 Garbage Truck
 H: 2500
 W: 2500
 Lock to Lock: 60
 Steering Angle: 40.0

Project	Lend Lease Morpeth		Scale 1:300 at A3
Date	02/08/2018	Prepared By	SL
Drawing No.	SS02	Revision	C

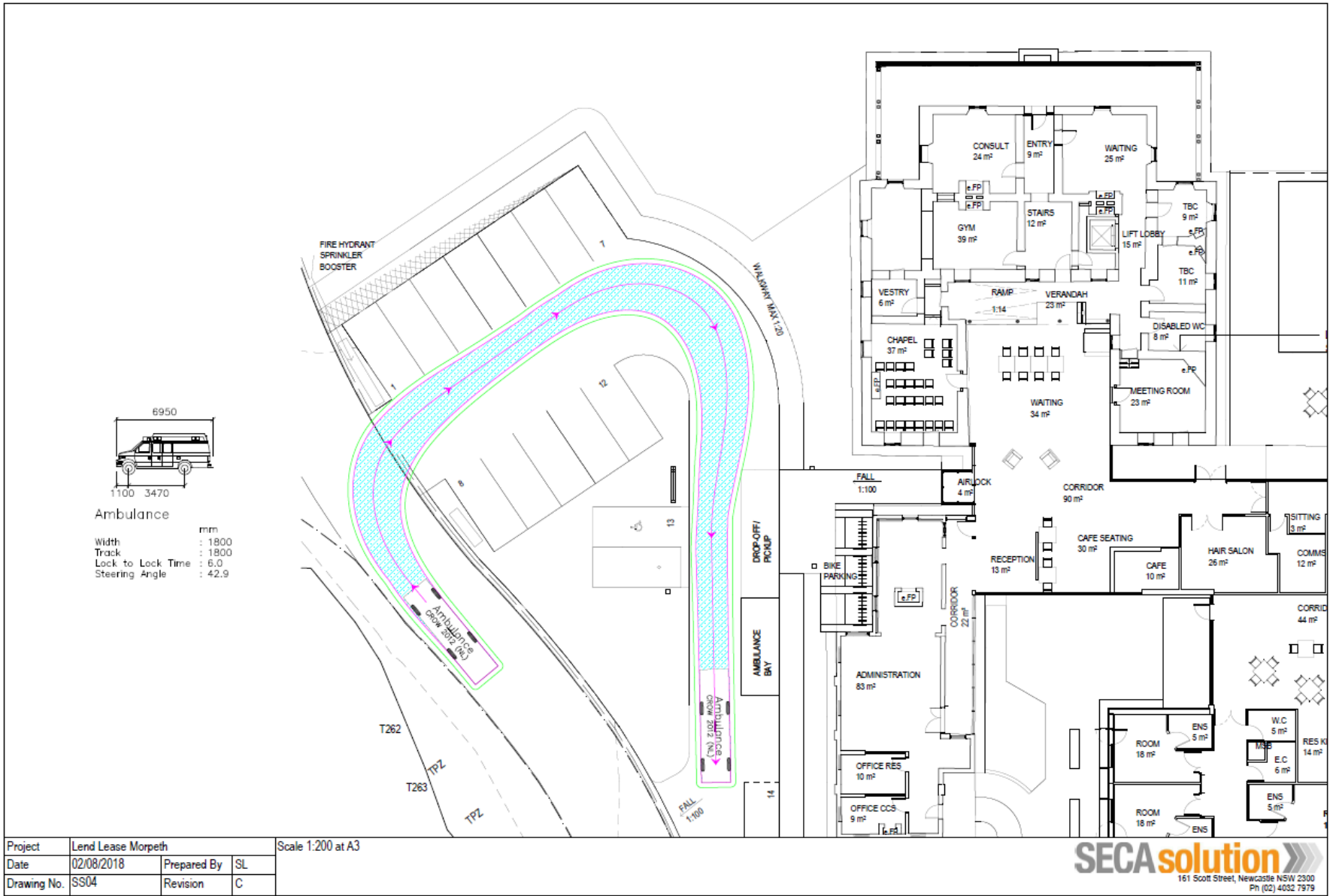
SECA solution
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Project	Lend Lease Morpeth		
Date	02/08/2018	Prepared By	SL
Drawing No.	SS03	Revision	C

Scale 1:300 at A3

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Project	Lend Lease Morpeth		Scale 1:200 at A3
Date	02/08/2018	Prepared By	SL
Drawing No.	SS04	Revision	C

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