

MOORGATE PROPERTY PTY LTD

REPORT ON TRANSPORT ASPECTS  
OF SECTION 96 MODIFICATION TO  
APPROVED RESIDENTIAL DEVELOPMENT  
AT 18 MARMORA STREET, FRESHWATER.

MARCH 2014

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## I. INTRODUCTION

- I.1. Colston Budd Hunt & Kafes Pty Ltd has been commissioned by Moorgate Property Pty Ltd to review the transport effects of the Section 96 modifications to the approved residential development at 18 Marmora Street, Freshwater. The site is located within Freshwater village, as shown in Figure 1.
- I.2. In April 2009, the Land and Environmental Court approved a development application (DA) to demolish existing buildings and construct a mixed use development at two adjacent sites at 5 to 7 Lawrence Street and 18 Marmora Street. A traffic report<sup>1</sup> was prepared by CBHK to support this DA. The Marmora Street component of the DA is relevant to this Section 96 application.
- I.3. Residential development was approved on the Marmora Street section of the site comprising 8x2 bedroom plus office units and 2x3 bedroom plus study units in two three-storey apartment style buildings, and a two-storey dwelling with three bedrooms plus a study.
- I.4. This Section 96 Application is for approval to make modifications to the existing scheme (current approval for eleven residential dwellings) to provide seventeen dwellings, with a modified basement car park layout. As approved in the original development application, access will be provided to the basement parking via a new driveway onto Marmora Street.
- I.5. This report assesses the transport implications of the Section 96 modifications to the approved development.

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<sup>1</sup> 'Transport Report for Proposed Mixed Use Development, 5-7 Lawrence Street and 18 Marmora Street, Harbord', July 2007, Colston Budd Hunt & Kafes.

## 2. TRANSPORT REVIEW

2.1. The transport effects of the Section 96 modifications are set down through the following sections:

- ❑ existing context;
- ❑ proposed modifications;
- ❑ public transport;
- ❑ parking;
- ❑ access, internal circulation and servicing;
- ❑ traffic effects; and
- ❑ summary.

### Existing Context

- 2.2. The site is located at 18 Marmora Street, Freshwater, as shown in Figure 1. The site is currently occupied by mixed use development. A development application was approved in April 2009 to demolish the existing buildings and provide a new mixed use development including eleven residential dwellings with frontage onto Marmora Street.
- 2.3. The site is located within Freshwater Village. The surrounding land use is a mix of residential, commercial and retail, with a church located north west of the site, with frontage onto Marmora Street.
- 2.4. The road network in the vicinity of the site includes Marmora Street, Albert Street and Soldiers Avenue. Marmora Street provides access to the approved residential development. It is a local street and connects to Albert Street at its south east end and to Soldiers Avenue at its north west end. It provides an undivided carriageway
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with one traffic lane and one parking lane in each direction, clear of intersections and has a speed limit of 50km/hr.

2.5. Albert Street forms part of the “main street” within Freshwater Village, with the other section of the “main street” continuing onto Lawrence Street. Albert Street is located south and east of the site. In the vicinity of the site, it provides one traffic lane in each direction with kerb side parking. It has a speed limit of 50km/hr north east of Marmora Street and a speed limit of 40km/hr south east of Marmora Street.

2.6. Soldiers Avenue is located north of the site. In the vicinity of the site, it provides one traffic lane and one parking lane in each direction. It forms an uncontrolled t-intersection with Marmora Street and has a speed limit of 50km/hr.

#### Proposed Modifications

2.7. The Section 96 Application involves modifications to the residential component of the approved development application to increase the number of dwellings from 11 to 17. Parking provision would increase to 28 spaces with a modified car park layout and driveway (within the site). As approved in the original development application, access will be provided to the basement parking via a new driveway onto Marmora Street.

#### Public Transport

2.8. Public transport is provided by Sydney Busses. Sydney Buses operates the 139 service along Albert Street through Freshwater Village. This is a seven day service that connects Manly Wharf with Warringah Mall via South Curl Curl. Bus stops are located on Albert Street near the site. In addition, there is a peak hour express service (E65) that operates along Albert Street through the village. This service operates during the weekday commuter peak periods and connects South Curl Curl to Wynyard in the CBD. Route number 136 also provides services

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between Chatswood and Mona Vale via Frenchs Forest, Dee Why, Freshwater and Manly, with the closest bus stop located approximately 500 metres from the site.

2.9. The increased population (associated with the additional six units) in the area will strengthen demand for existing public transport services. This is consistent with government objectives of:

- (a) improving accessibility to employment and services by walking, cycling, and public transport;
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
- (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
- (d) supporting the efficient and viable operation of public transport services.

#### Parking

2.10. Warringah Council's Development Control Plan 2011 (DCP) sets out parking requirements for various land uses. Part H, Appendix I sets out the following requirements in relation to residential parking;

- detached dwellings/town houses – 2 spaces per dwelling;
- 1 space per 1 bed unit;
- 1.2 spaces per 2 bed unit;
- 1.5 spaces per 3+ bed unit;
- 1 visitor space per 5 units.

2.11. Applying this rate, the proposed development (comprising 1x1 bedroom unit, 7x2 bedroom units, 8x3 bedroom units and 1x4 bedroom unit) would require 28 spaces, including 4 visitor spaces and 3 disabled parking bays.

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- 2.12. The proposed parking provision is 36 spaces, including 4 visitor, 3 disabled and one small car space. Tandem spaces should be allocated to the same unit and the small car space and the adjacent space should be allocated to the same unit.
- 2.13. Therefore, the proposed parking provision satisfies council's requirements and is considered appropriate.

#### Access, Internal Circulation and Servicing

- 2.14. Access to the development will be provided from Marmora Street, as per the original approved development application. Modifications are proposed to the layout of the basement car park and internal access ramp.
- 2.15. The car park will be accessed via a 3.5 metre wide (Category 1) driveway off Marmora Street, with a 3.5 metre wide one lane ramp providing internal access to the car park. Traffic flow on the one lane ramp will be managed by mirrors with passing bays at the top and bottom of the ramp. Such an arrangement is considered appropriate as traffic flows will be low on the ramp and passing opportunities will be provided at the top and bottom of the ramp.
- 2.16. Within the car park, car parking spaces will be a minimum of 2.4 metres wide by 5.4 metres long with a minimum aisle width of 5.8 metres. Spaces located next to walls will be a further 300mm wider. Aisle widths will be widened by 300mm adjacent to parking spaces located opposite structures. Dead end aisles will have a one metre aisle extension to facilitate access to end spaces. Height clearances will be a minimum of 2.2 metres for standard spaces and 2.5 metres for disabled parking bays. These dimensions are considered appropriate, being in accordance with AS2890.1-2004.
- 2.17. Waste collection will be on-street from Marmora Street.
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Traffic Effects

- 2.18. Based on RMS guidelines, the Section 96 modification would increase the traffic generation of the site by approximately three vehicles (from six to nine vehicles) per hour (two way) during peak periods, which equates to an increase of one vehicle every 20 minutes. The location of the access driveway on Marmora Street will be the same as the approved development. Thus, the traffic effects of the Section 96 modifications will be negligible.

Summary

- 2.19. In summary, the key findings for the Section 96 modifications to the approved residential development at 18 Marmora Street are:
- i) provision of increased population (associated with the provision of six additional units) will strengthen the demand for existing public transport services;
  - ii) the proposed parking provision complies with Council's parking code and is considered appropriate;
  - iii) access, circulation and servicing arrangements are considered appropriate; and
  - iv) the proposed modifications will have a negligible effect on traffic compared to the approved development.





Location Plan