

Proposed Residential Development

**30 Fairlight Street,  
Fairlight**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

13 October 2021

Ref 21315

**VARGA TRAFFIC PLANNING** Pty Ltd  
**Transport, Traffic and Parking Consultants** 

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## **1. INTRODUCTION**

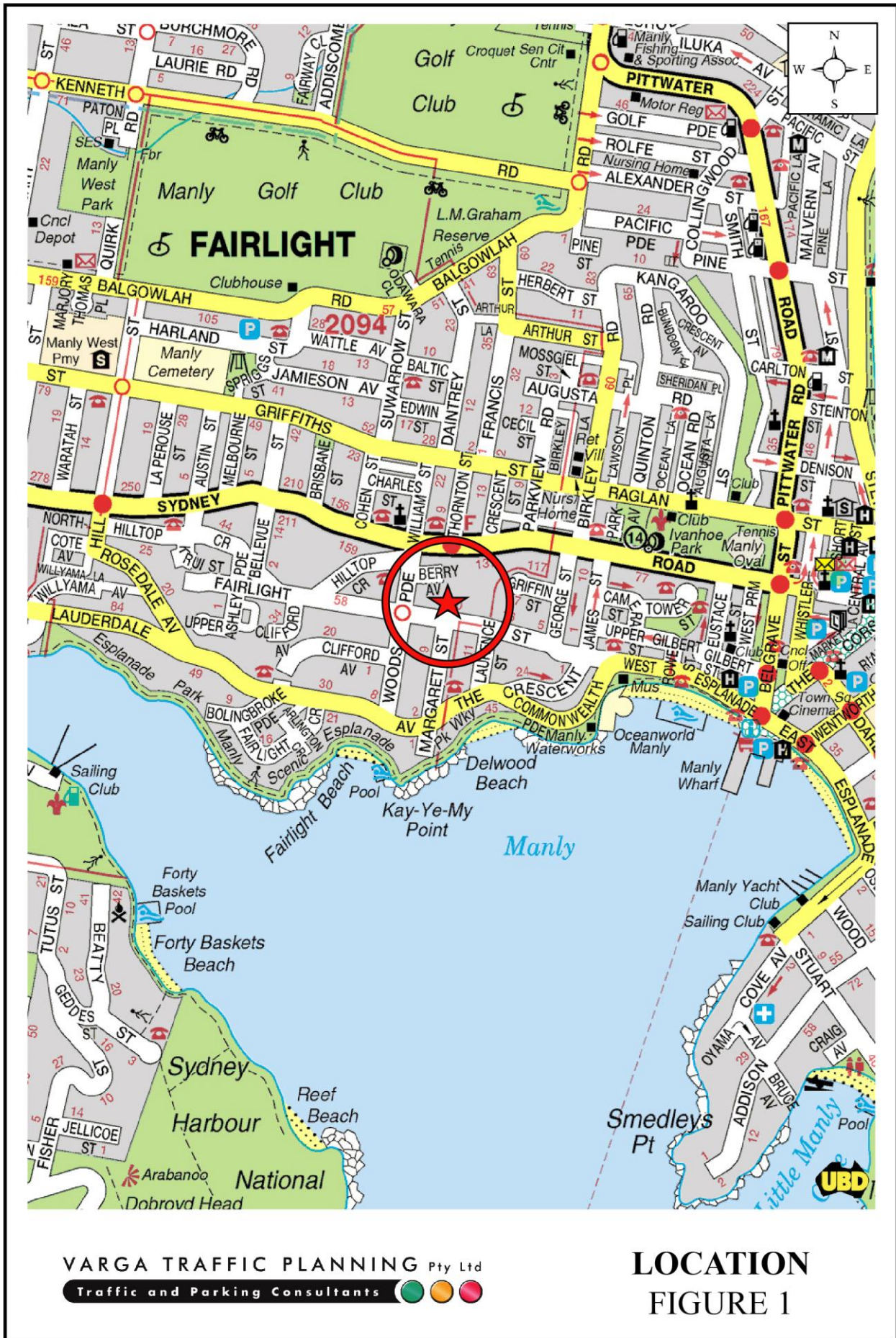
This report has been prepared to accompany a development application to Northern Beaches Council for a residential development proposal to be located at 30 Fairlight Street, Fairlight (Figures 1 and 2).

The proposed development involves demolition of existing structures on the site to facilitate the construction of a residential flat building.

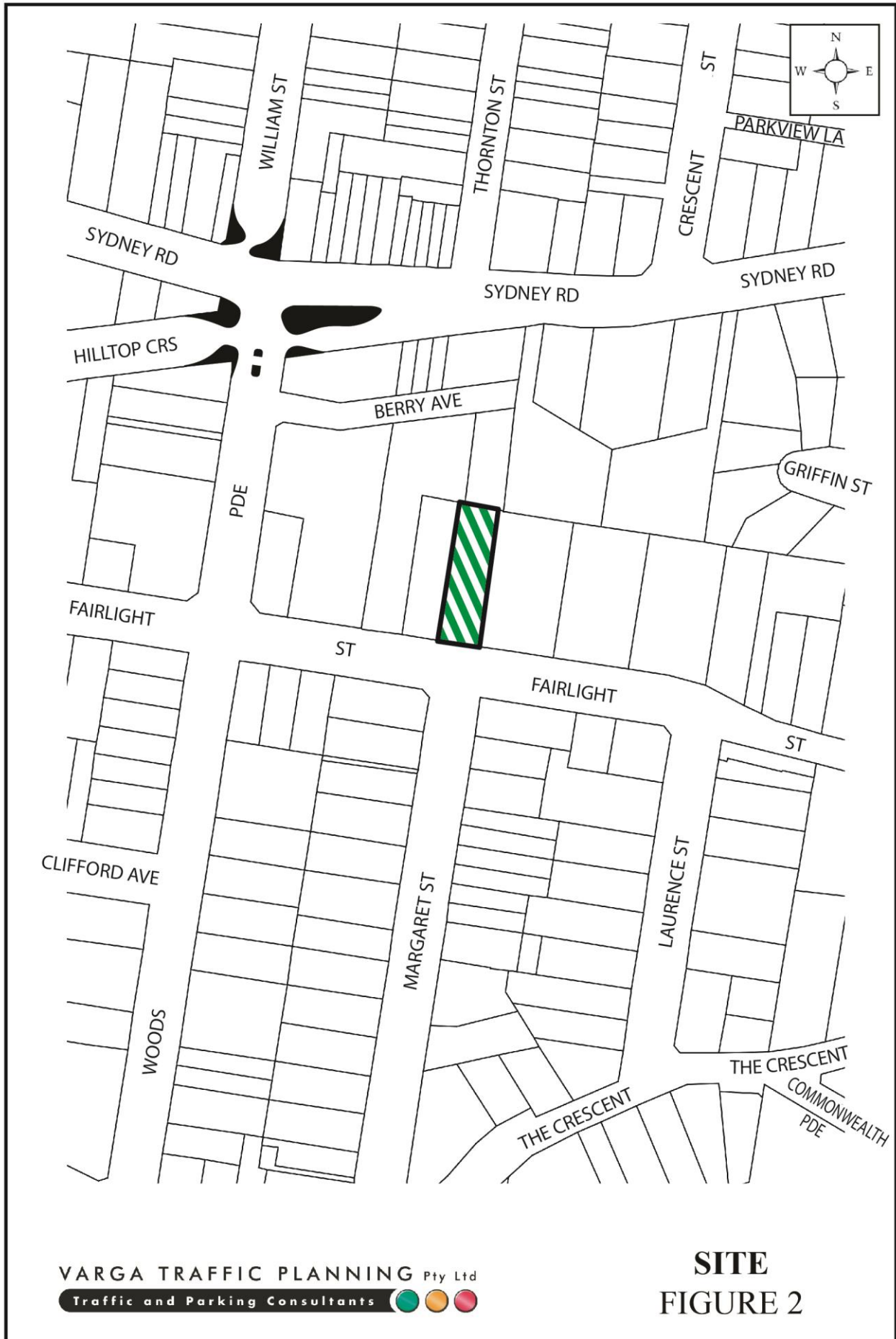
Off-street parking is to be provided in a single-level basement car parking area at street level, in accordance with Council requirements.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

- describes the site and provides details of the development proposal
- reviews the road network in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street car parking provided on the site.







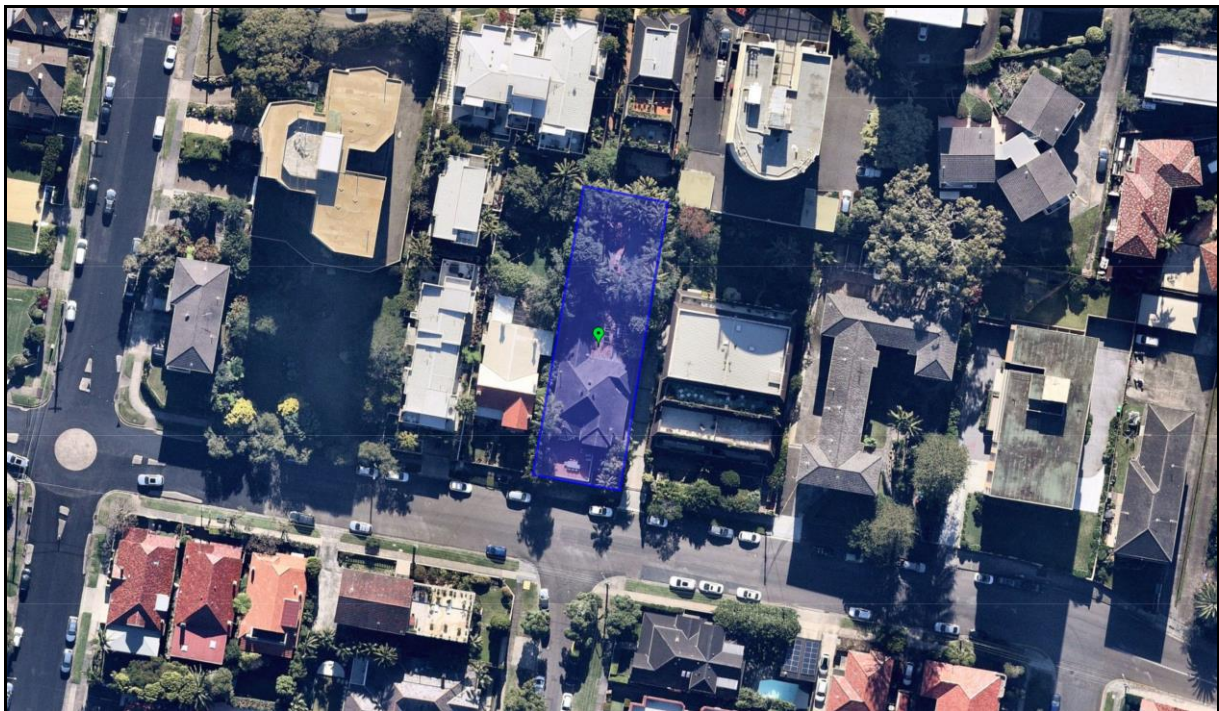
## 2. PROPOSED DEVELOPMENT

### Site

The subject site is located on the northern side of Fairlight Street, directly opposite Margaret Street. The site has a street frontage of approximately 16 metres in length to Fairlight Street, and occupies an area of approximately 861m<sup>2</sup>.

The site is currently occupied by a residential dwelling, with a three-vehicle garage accessed directly off Fairlight Street.

A recent aerial image of the site and its surroundings is reproduced below.



Source: Nearmap

### Proposed Development

The proposed development involves demolition of existing structures on the site to facilitate the construction of a residential flat building comprising 5 × three-bedroom residential units.

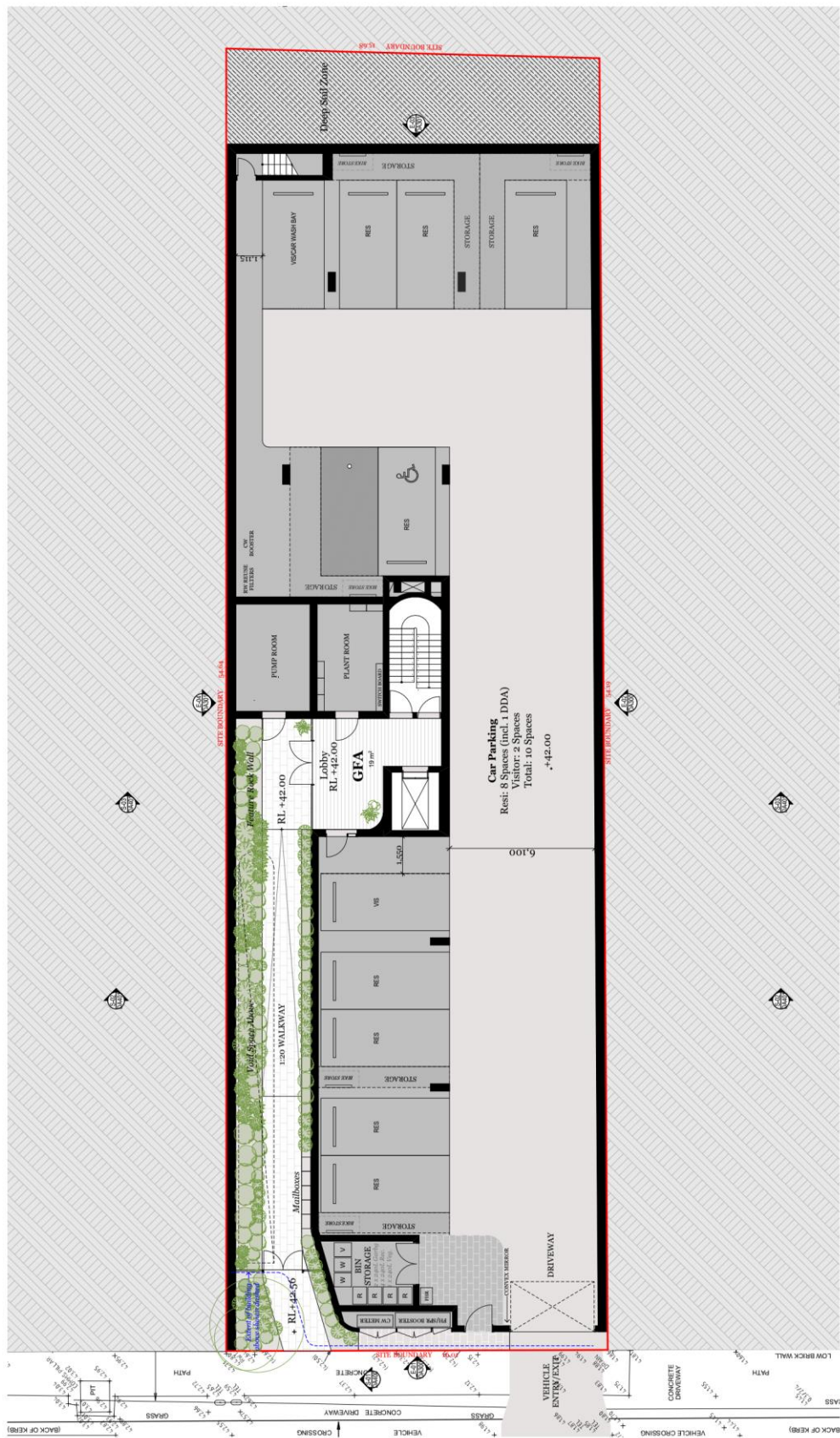
Off-street parking is proposed for a total of 10 cars in a single-level basement car parking area at street level, in accordance with Council requirements.


Vehicular access to the off-street car parking facilities is proposed to be provided via a new single-lane, two-way, combined entry and exit driveway located towards the eastern end of the Fairlight Street site frontage.

Garbage collection is expected to be undertaken by Council's waste contractors, with bins stored on site and brought out onto kerbside locations on collection days.

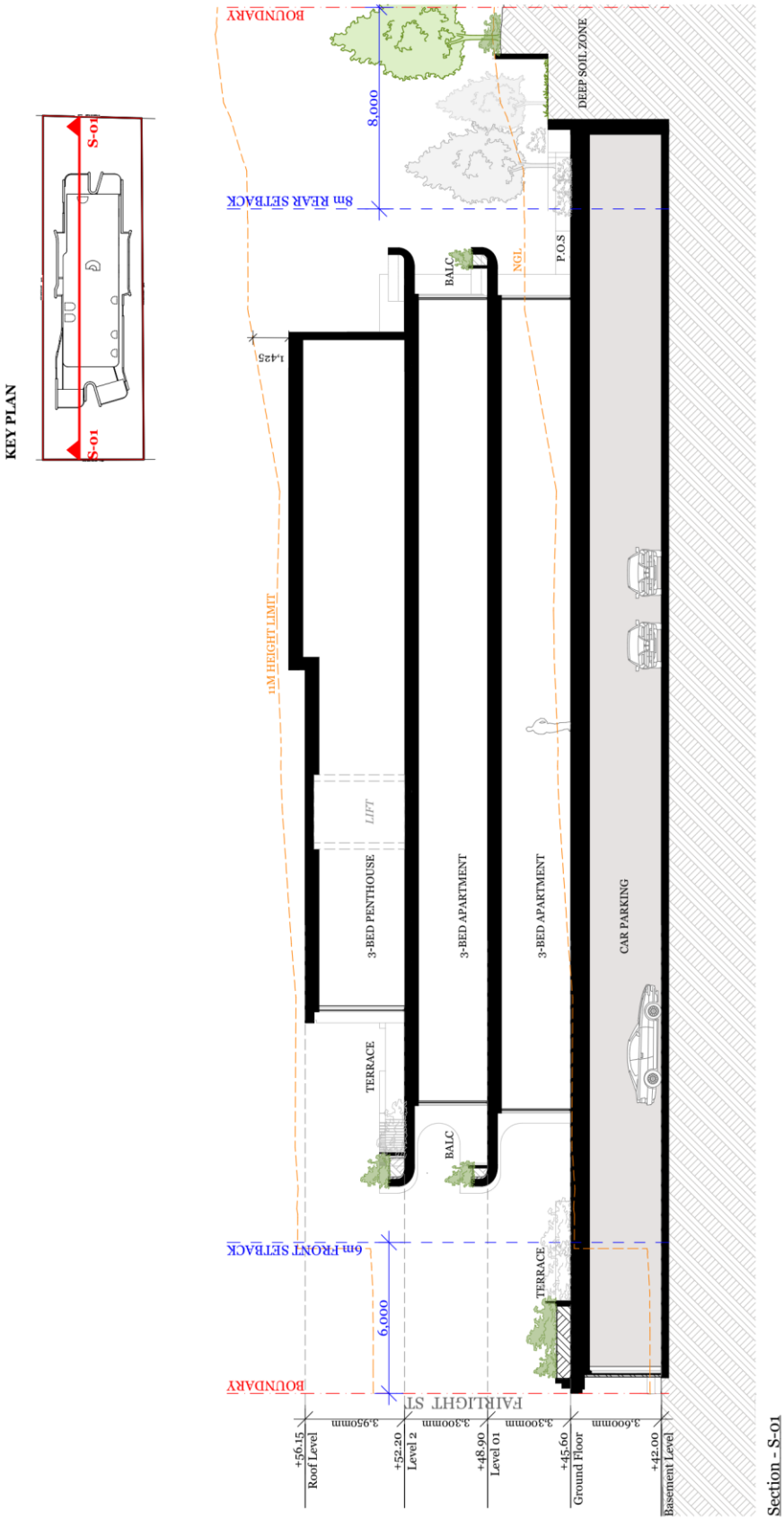
Plans of the proposed development have been prepared by *DKO Architecture (NSW) Pty Ltd* and are reproduced in the following pages.





	DKO Architecture (NSW) Pty Ltd 42 Davies Street Surry Hills, NSW 2010 8155700690 NSW: Nominated Architects Kees de Keijzer 5767   David Randerson 8542		T +61 2 8346 4500 info@dko.com.au www.dko.com.au	© DKO Architecture (NSW) Pty Ltd This drawing is part of this drawing may be reproduced or otherwise dealt with without written permission of DKO Architecture.	Rev. Date By Ckd Description A 12/10/2021 WL NB Development Application	Project Name Project Address 30 Fairlight St, Fairlight 30 Fairlight St, Fairlight, NSW 2094	Project Number Drawing Name Scale Date 00012781 Basement Plan 1:150 (A3) June 2021	Drawing Number Revision DA200 A
	Client		Adjani Pty Ltd		Revision			





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Rev.	Date	By	Ckd	Description
A	12/10/2021	WL	NB	Development Application

Project Name	30 Fairlight St, Fairlight
Project Address	30 Fairlight St, Fairlight, NSW 2094

Rev. Date	By	Ckd	Description
00012781	Sections - Sheet 1	1:150 (A3)	June 2021

Project Number	Drawing Name	Scale	Date
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DA400	A

Client: Adjani Pty Ltd

### **3. TRAFFIC ASSESSMENT**

#### **Road Hierarchy**

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Sydney Road is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Seaforth and Manly. It typically carries two traffic lanes in each direction in the vicinity of the site, and parking is generally permitted in the kerbside lane on either side of the road at selected locations.

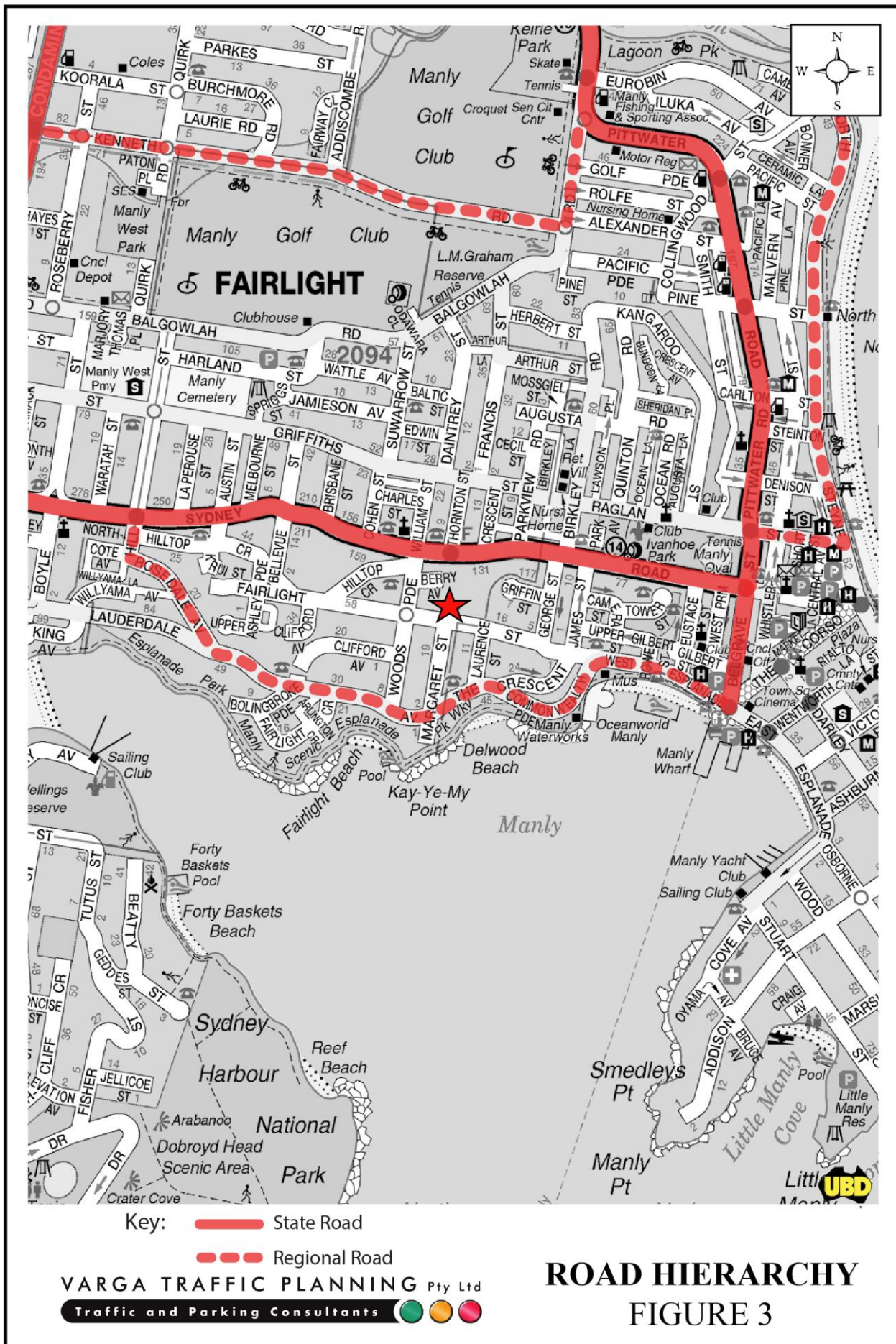
Lauderdale Avenue is classified by the RMS as a *Regional Road*, providing another east-west road link in the area, linking Sydney Road via Rosedale Avenue and Hill Street, and continues east as The Crescent. It typically carries one traffic lane in each direction. Kerbside parking is generally permitted on either side of the road at selected locations.

Fairlight Street is a local, unclassified road that is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted on both sides of the road.

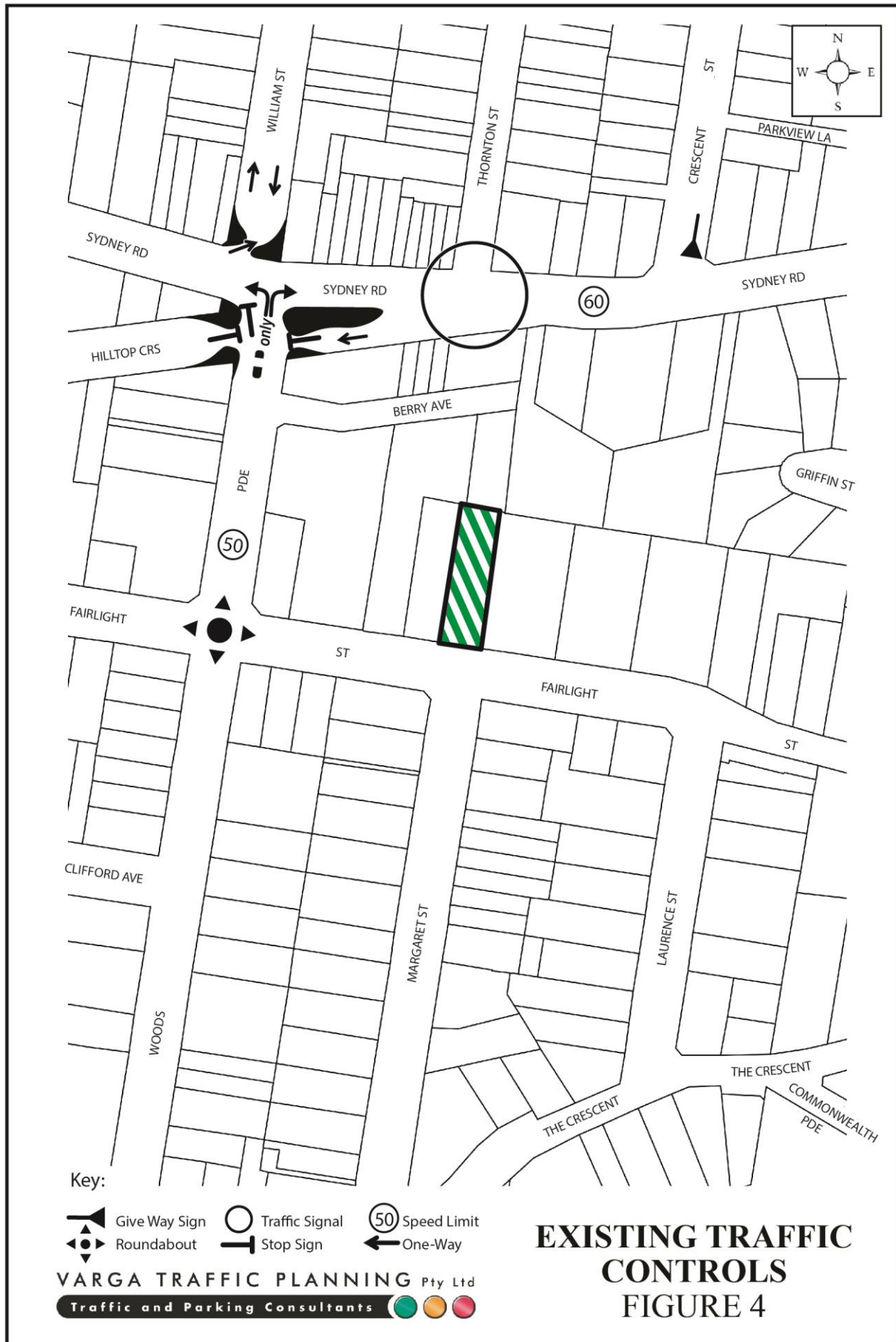
#### **Existing Traffic Controls**

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Sydney Road
- a 50 km/h SPEED LIMIT which applies to Woods Parade and all other local roads in the area
- a ROUNDABOUT where Fairlight Street intersects with Woods Parade









- TRAFFIC SIGNALS in Sydney Road where it intersects with Thornton Street.

### **Projected Traffic Generation**

The traffic implications of a development proposal primarily concern the effects of the *additional* traffic flows generated as a result of the development and its impact on the operational performance of the adjacent road network during the morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the development proposal is provided by reference to the Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the recently published RMS *Technical Direction* (TDT 2013/04a) document.

The TDT 2013/04a document specifies that it replaces those sections of the RMS *Guidelines* indicated, and must be followed when RMS is undertaken trip generation and / or parking demand assessments.

The RMS *Guidelines* and the updated TDT 2013/04a are based on extensive surveys of a wide range of land uses and nominate the following traffic generation rates which are applicable to the development proposal:

#### **Medium Density Residential Flat Building**

Up to 2 bedrooms:	0.4-0.5 peak hour vehicle trips per dwelling
3 bedrooms or more:	0.5-0.65 peak hour vehicle trips per dwelling

The RMS *Guidelines* also make the following observation in respect of medium density residential flat buildings:

#### **Definition**

A *medium density* residential flat building is a building containing at least 2 but less than 20 dwellings. This includes villas, town houses, flats, semi-detached houses, terrace or row houses and other medium density developments. This does not include aged or disabled persons' housing.

Application of the above traffic generation rates to the 5 residential units outlined in the development proposal yields a traffic generation potential of approximately 3 vehicle trips per hour (vph) during both the AM and PM peak hour.

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the existing uses of the site, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

The updated TDT 2013/04a nominates the following traffic generation rates which are applicable to the existing development:

**Low Density Residential Dwellings (Sydney Areas)**

0.95-0.99 peak hour vehicle trips per dwelling

Application of the above traffic generation rates to the existing residential dwelling on the site yields a traffic generation potential of approximately 1 vph during both the AM and PM peak hour.

Accordingly, it is likely that the proposed development will result in a *nett increase* in the traffic generation potential of the site of approximately 2 vph during both the AM and PM peak hour, as set out below:

**Projected Nett Increase in Peak Hour Traffic Generation Potential  
of the Site as a Consequence of the Development Proposal**

Projected Future Traffic Generation Potential:	3.0 vph
Less Existing Traffic Generation Potential:	-1.0 vph
<b>NETT INCREASE IN TRAFFIC GENERATION POTENTIAL:</b>	<b>2.0 vph</b>

That projected nett increase in traffic activity as a consequence of the development proposal is minimal, consistent with the zoning objectives of the area, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

## 4. PARKING IMPLICATIONS

### Existing Kerbside Parking Restrictions

All kerbside parking in the immediate vicinity of the site in Fairlight Street and Margaret Street is subject to 2P restrictions from 8am to 10pm, 7 days a week, except for permit holders.

### Off-Street Car Parking Provisions

The off-street car parking requirements applicable to the development proposal are specified in *Manly Development Control Plan 2013, Schedule 3 – Parking and Access* in the following terms:

#### **Residential Flat Buildings (Residential Zones)**

- 1 resident parking space for each dwelling (irrespective of number of bedrooms), plus
- 0.2 resident parking spaces for each 2 bedroom dwelling, plus
- 0.5 resident parking space for each 3 (or more) bedroom dwelling, and plus
- 0.25 visitor parking space for each dwelling (irrespective of number of bedrooms).

Application of the above car parking rates to the 5 residential units outlined in the development proposal yields a *minimum* off-street car parking requirement of 10 spaces as set out below:

Residential (5 units):	8 spaces (rounded from 7.5 spaces)
Visitors:	2 spaces (rounded from 1.25 spaces)
<b>TOTAL:</b>	<b>10 spaces</b>

The proposed development makes provision for a total of 10 car spaces, thereby satisfying Council's car parking code requirements.

The geometric design layout of the proposed car parking facilities has been designed to generally comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1:2004* and *Parking*

*Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6:2009* in respect of parking bay dimensions, aisle & driveway widths, and overhead clearances.

### **Off-Street Bicycle Parking Provisions**

The off-street bicycle parking requirements applicable to the development proposal are specified in *Manly Development Control Plan 2013, Schedule 3 – Parking and Access* in the following terms:

*Bicycle parking stands are required at a minimum rate of one stand for every three car parking spaces with a minimum provision of one stand for each premises.*

Application of the above bicycle parking rates to the provision of 10 car spaces yields a *minimum* off-street bicycle parking requirement of 3 spaces.

The proposed development makes provision for a total of 5 bicycle spaces in residential storage cages, thereby satisfying Council's bicycle parking code requirements.

### **Conclusion**

In Summary the proposed parking facilities satisfy the relevant requirements specified in Council's DCP as well as the Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.