

Proposed Residential Subdivision and
Residential Development

**173-175 Whale Beach Road,
Whale Beach**

TRAFFIC AND PARKING ASSESSMENT REPORT

17 April 2023

Ref 22506

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

TABLE OF CONTENTS

1. INTRODUCTION	1
2. DEVELOPMENT PROPOSAL	4
3. TRAFFIC ASSESSMENT	9
4. PARKING IMPLICATIONS	13

LIST OF ILLUSTRATIONS

Figure 1	Location
Figure 2	Site
Figure 3	Road Hierarchy
Figure 4	Existing Traffic Controls
Figure 5	Existing Parking Restrictions

1. INTRODUCTION

This report has been prepared to accompany a development application to Northern Beaches Council for a proposed residential subdivision and a residential development to be located at 173-175 Whale Beach Road, Whale Beach (Figures 1 and 2).

The proposed development involves the subdivision of the site into three separate lots, demolition of the existing dwelling and outbuildings on the site and the construction of a residential development, comprising three x 4-bedroom dwellings.

Off-street car parking is to be provided for each of the dwellings in accordance with Council's *DCP* requirements. Vehicular access to each dwelling's parking area is to be provided via each dwelling's separate, new entry/exit driveway located off the Whale Beach Road site frontage.

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
- reviews the public transport services 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. DEVELOPMENT PROPOSAL

Site

The subject site is located on the northern side of Whale Beach Road, approximately 500m south of Whale Beach. The site has a street frontage of approximately 40 metres in length to Whale Beach Road, and occupies an area of approximately 2,175m².

The site is zoned *C4 – Environmental Living* and is currently occupied by a large residential dwelling house with off-street parking, as shown in the recent aerial image of the site and its surroundings reproduced below.



Source: Metromap

Vehicular access to the site is provided via a single driveway located towards the middle of Whale Road site frontage, as shown in the *Streetview* image reproduced below.



View of site along Whale Road

Proposed Development

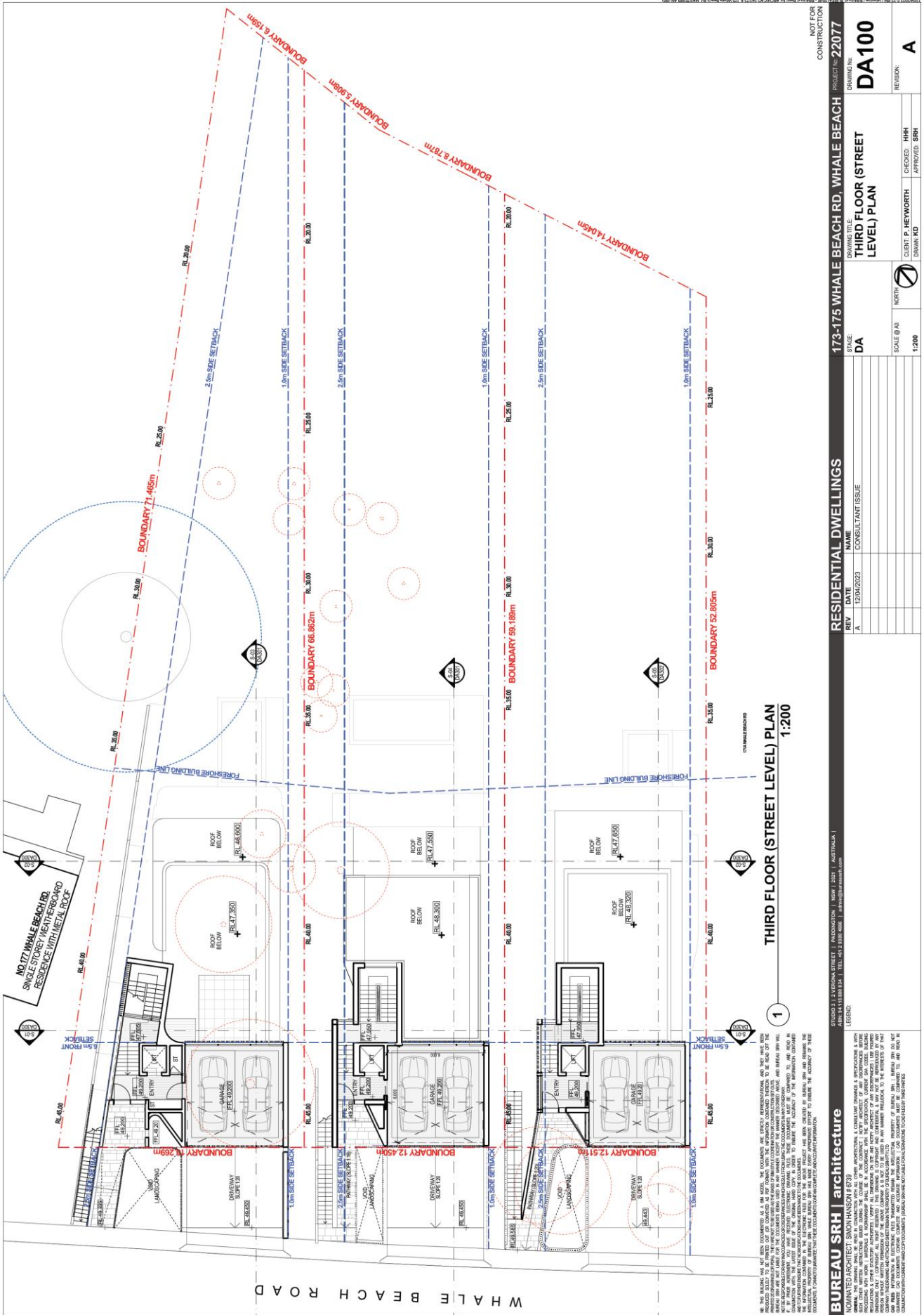
The proposed development involves the demolition of the existing dwelling house on the site to facilitate the subdivision of the land into 3 new residential allotments and the subsequent construction of a new residential development comprising three x 4-bedroom dwellings. The proposal therefore results in a *nett increase* of 2 x dwellings.

Off-street car parking is to be provided for each of the dwellings in the form of a double lock-up garage, in accordance with Council's *DCP* requirements.

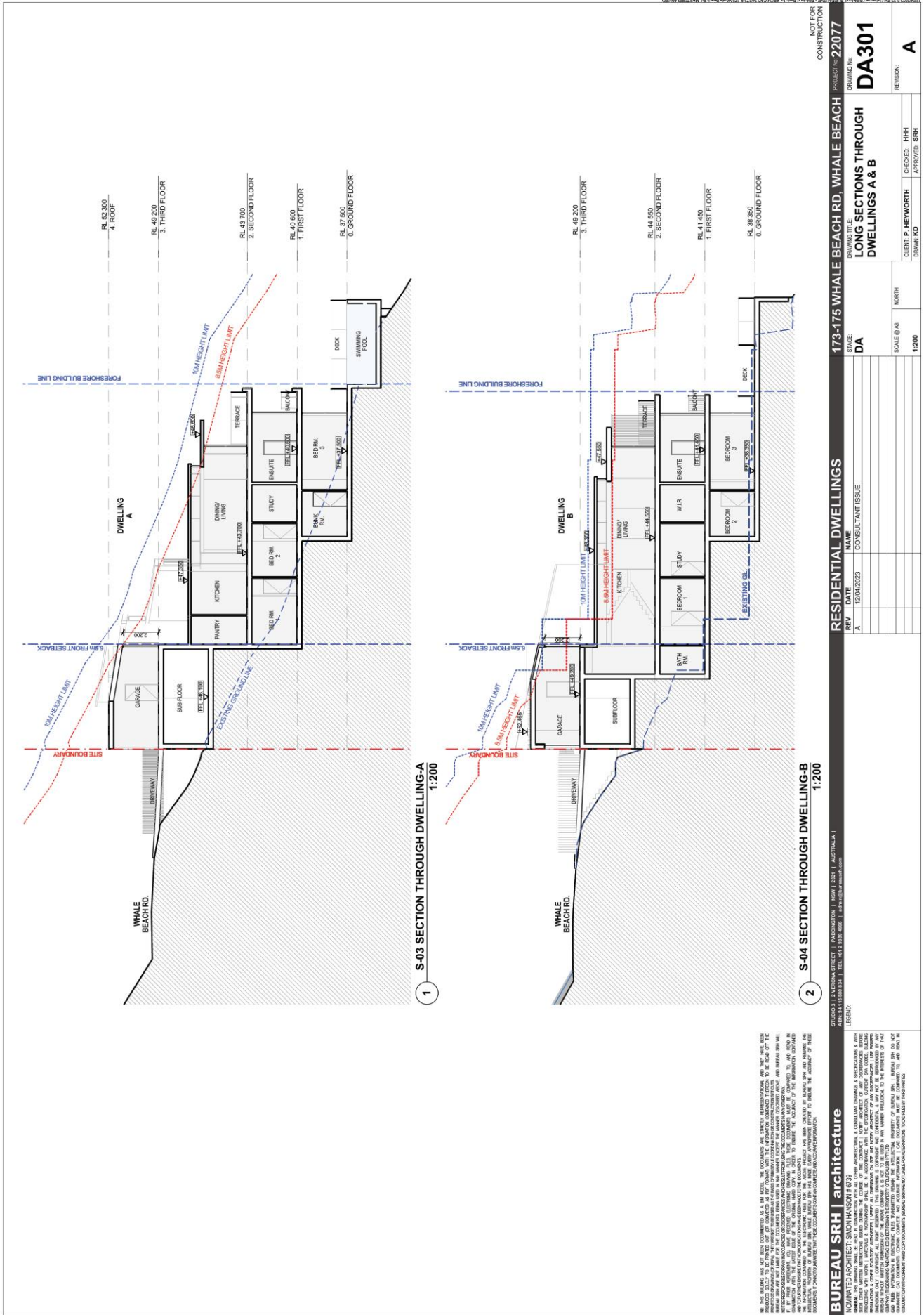
Vehicular access to the parking areas is to be provided via three new entry/exit driveways located off the Whale Beach Road site frontage, with each of the three proposed residential dwellings being served by a proposed access driveway.

Garbage collection is expected to be undertaken by Council's waste contractor, with bins to be lined up on "bin night" and collected from the Whale Beach Road kerbside area.

Plans of the proposed development have been prepared by *Bureau SRH* and are reproduced in the following pages.



BUREAU SRH architecture NOMINATED ARCHITECT: SIMON HANSON # 6738 DRAWING NO: DA100 PROJECT NO: 22077 NOT FOR CONSTRUCTION	
RESIDENTIAL DWELLINGS 173-175 WHALE BEACH RD, WHALE BEACH STAGE: DA CONSULTANT ISSUE SCALE @ A1: 1:200 NORTH	
REV: A DATE: 12/04/2023 NAME: CONSULTANT ISSUE	CLIENT: P. HEYWORTH CHECKED: HHH APPROVED: SRH
REGION: A	



1 S-03 SECTION THROUGH DWELLING-A
1:200

2 S-04 SECTION THROUGH DWELLING-B
1:200

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BUREAU SRH | architecture
 NOMINATED ARCHITECT: SIMON HANSON # 6738
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RESIDENTIAL DWELLINGS		173-175 WHALE BEACH RD, WHALE BEACH		PROJECT # 22077
REV	DATE	NAME	STAGE	DRAWING NO.
A	12/04/2023	CONSULTANT ISSUE	DA	DA301
LONG SECTIONS THROUGH DWELLINGS A & B				CLIENT P. HEYWORTH
SCALE @ (A)				CHECKED: HHH
1:200				APPROVED: SRH
NORTH				REGION: A

NOT FOR CONSTRUCTION

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for NSW (TfNSW) is illustrated on Figure 3.

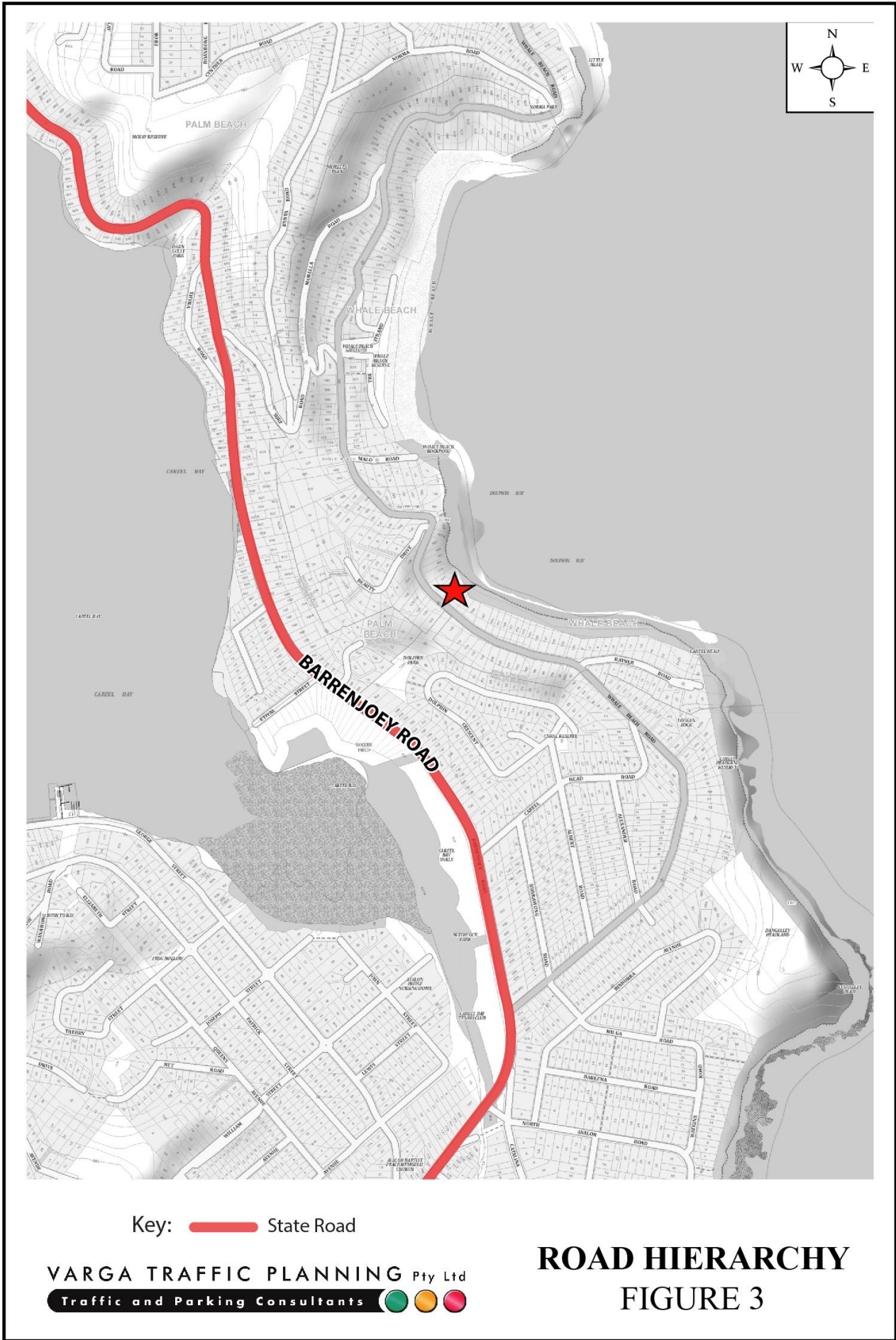
Barrenjoey Road is classified by TfNSW as a *State Road* and provides the key north-south road link in the area, linking Barrenjoey Beach to the north and Mona Vale to the south. It typically carries one traffic lane in each direction and allows kerbside parking on the western side of the road in the vicinity of the site.

Whale Beach Road is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. It typically carries one traffic lane in each direction. Kerbside parking is permitted along some sections 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 Barrenjoey Road
- a 40 km/h SPEED LIMIT which applies to Whale Beach Road
- a 50 km/h SPEED LIMIT which applies to all other local roads in the area
- a SPEED HUMP in Whale Beach Road to the north of the site
- a STOP SIGN restriction in Beauty Drive where it intersects with Whale Beach Road.





Projected Traffic Generation

The traffic implications of development proposals primarily concern the effects of the *additional* traffic flows generated as a result of a development proposal, and its potential impact on the operational performance of the adjacent road network.

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 *Technical Direction TDT2013/04a*.

The RMS *Guidelines* and *TDT2013/04a* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rate which is applicable to the development proposal:

Dwelling Houses

0.99 peak hour vehicle trips per dwelling

Application of the above traffic generation rate to the proposed *addition* of 2 dwellings on the site yields a *nett increase* of traffic generation potential of approximately 2 vehicle trips per hour during commuter peak periods.

That projected increase in traffic activity as a consequence of the development proposal is *statistically insignificant*, and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 5. Key features of those parking restrictions are:

- a NO PARKING restriction on southern side of Whale Beach Road towards the eastbound direction starting from the proposed site
- a NO STOPPING restriction on the northern side of Whale Beach Road to the north of the site

Off-Street Car Parking Provisions

The off-street parking requirements applicable to the development proposal are specified in Council's *Pittwater Development Control Plan 2021, Part B6.3 – Off-street Vehicle Parking Requirements* document in the following terms:

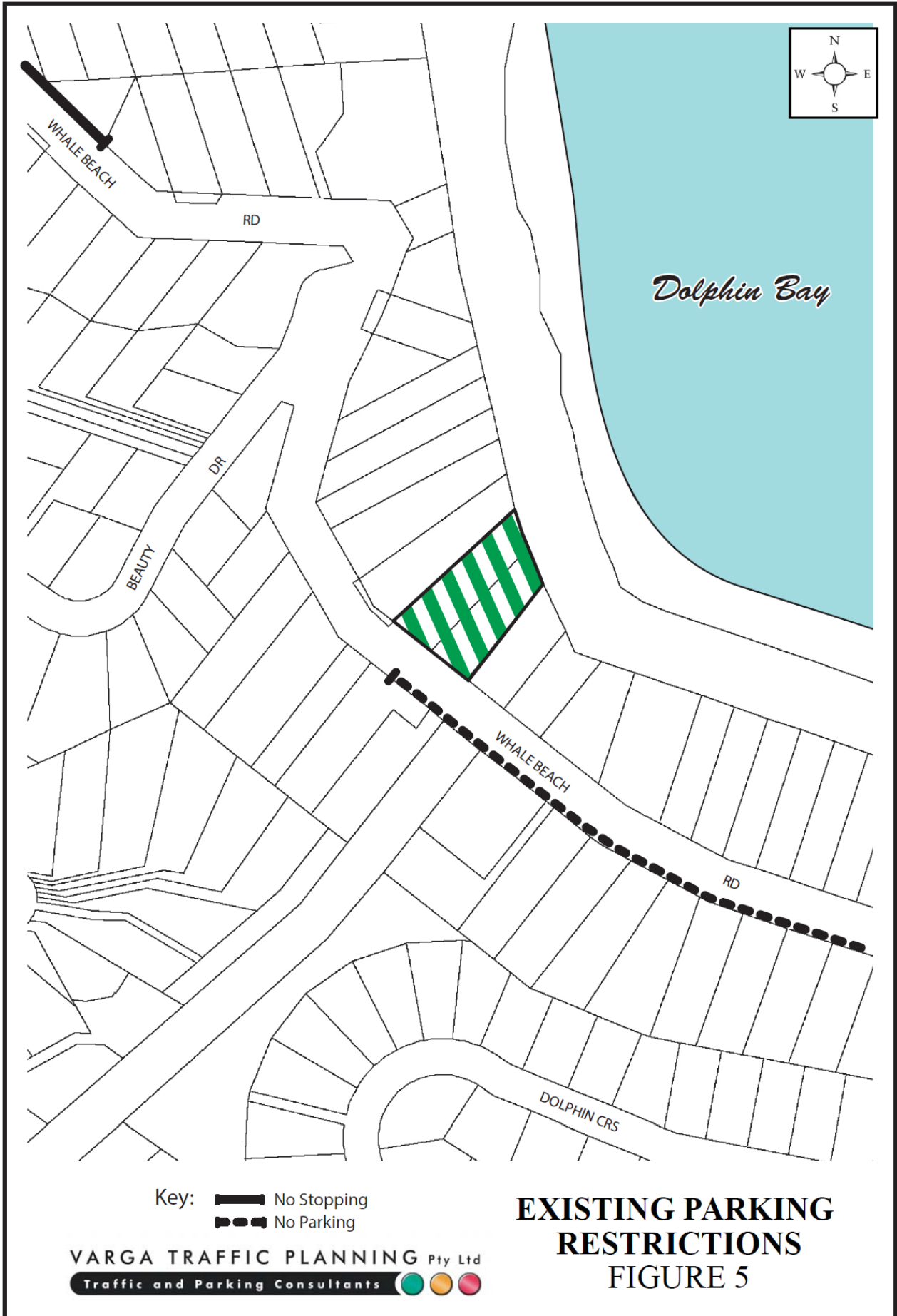
Controls

1 bedroom	1 space
2 bedrooms or more	2 spaces

Application of the above parking requirements to the proposed 3 x 4-bedroom dwellings outlined in the development proposal yields an off-street parking requirement of 6 spaces.

The proposed development makes provision for a total of 6 off-street parking spaces (i.e. 2 spaces for each dwelling), thereby satisfying Council's *DCP 2021* parking requirements.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* in respect of garage/parking space dimensions, overhead clearances, ramp gradients and aisle widths.



Conclusion

In summary, the proposed parking facilities satisfy the relevant requirements specified in Council's *DCP 2021*, as well as the relevant aspects of Australian Standards and it is therefore concluded that the proposed development will not have any unacceptable parking implications.