



8 FOREST ROAD, WARRIEWOOD

**APPLICATION TO MODIFY THE CONSENT ISSUED IN
RESPECT OF DA No. N0440/15 FOR THE
CONSTRUCTION OF A RESIDENTIAL DEVELOPMENT
COMPRISING 81 DWELLINGS**

TRAFFIC AND PARKING ASSESSMENT

30 January 2018
Ref: 16020

PREPARED BY

JOHN COADY

B SC (TECH); DIP TCP

TOWNPLANNING AND TRAFFIC CONSULTANT

ABN 61 676 119 735

7/19A-21 ADDISON ROAD, MANLY NSW 2095

PO BOX 528, MANLY NSW 1655

TEL: (02) 9977 1346; MOBILE: 04111 24333

EMAIL: john@johnco.com.au

Table of Contents

1. INTRODUCTION	1
2. PARKING	3
3. TRAFFIC	6

1. Introduction

This report has been prepared to accompany an application to Northern Beaches Council for a proposed modification to the consent issued by the Land and Environment Court in respect of DA No. N0440/15 for the construction of a residential development comprising 81 dwellings at 8 Forest Road, Warriewood. That consent is set out in a Judgement/Order issued on 11th July 2017.

Details of the approved and proposed modified development are set out below:

	Approved	Modification Proposal
Detached dwelling	1	1
Townhouses	14 x 3-bedroom	14 x 3-bedroom
Apartments	66 apartments comprising: <ul style="list-style-type: none"> • 8 x 1-bedroom • 8 x 2-bedroom • 49 x 3-bedroom • 1 x 4-bedroom 	72 apartments comprising: <ul style="list-style-type: none"> • 8 x 1-bedroom • 17 x 2-bedroom • 46 x 3-bedroom • 1 x 4-bedroom
No. of Adaptable Apartments in Mix	16 apartments comprising: <ul style="list-style-type: none"> • 4 x 1-bedroom • 5 x 2-bedroom • 7 x 3-bedroom 	18 apartments comprising: <ul style="list-style-type: none"> • 4 x 1-bedroom • 4 x 2-bedroom • 10 x 3-bedroom

The distribution of the residential apartments in the approved and proposed development to the four apartment buildings is:

DISTRIBUTION OF APARTMENTS					
	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom	Total
APPROVED DEVELOPMENT					
Block A	4	5	8	1	18
Block B	1	2	15	-	18
Block C	-	-	12	-	12
Block D	3	1	14	-	18
Total	8	8	49	1	66
MODIFICATION PROPOSAL					
Block A	4	9	7	1	21
Block B	1	2	15	-	18
Block C	-	-	12	-	12
Block D	3	6	12	-	21
Total	8	17	46	1	72
DISTRIBUTION OF ADAPTABLE APARTMENTS					
APPROVED DEVELOPMENT					
Block A	3	2	-	-	5
Block B	1	2	2	-	5
Block C	-	-	3	-	3
Block D	-	1	2	-	3
Total	4	5	7	-	16
MODIFICATION PROPOSAL					
Block A	3	2	1	-	6
Block B	1	2	2	-	5
Block C	-	-	4	-	4
Block D	-	-	3	-	3
Total	4	4	10	-	18

The number of off-street parking spaces available to serve the approved development and modification proposal is:

OFF-STREET PARKING SPACES IN BASEMENT CARPARK							
	Resident			Visitor			Total
	Standard	Adaptable	Total	Standard	Accessible	Total	
APPROVED DEVELOPMENT							
Townhouses	28	0	28	5	0	5	33
Block A	32	5	37	5	1	6	43
Block B	32	5	37	5	1	6	43
Block C	21	3	24	1	3	4	28
Block D	33	3	36	5	1	6	42
Total	146	16	162	21	6	27	189
MODIFICATION PROPOSAL							
Townhouses	28	0	28	5	0	5	33
Block A	37	6	43	6	1	7	50
Block B	32	5	37	5	1	6	43
Block C	20	4	24	3	1	4	28
Block D	40	3	43	6	1	7	50
Total	157	18	175	25	4	29	204

The purpose of this report is to assess the traffic and parking implications of the modification proposal.

2. Parking

Pittwater 21 Development Control Plan – 2014 identifies the parking requirements for multi dwelling housing and residential flat buildings which apply to the modification application as follows:

Minimum Number of Car Spaces

- 1-bedroom dwellings 1 space per dwelling
- 2 or more bedroom dwellings 2 spaces per dwelling
- Adaptable Housing in accordance with Control C1.9 of the Pittwater 21 Development Control Plan:
 - 1 space per dwelling in accordance with AS 4299 – 1995: Adaptable Housing
- The provision of parking for people with disabilities must be provided at a rate of 3% of the required parking spaces, excluding parking required for Adaptable Housing.
- Separate visitor parking is to be provided at a rate of 1 space per 3 dwellings rounded up.
- Provision must be made for garbage collection, removalist vans and emergency vehicles.
- For development with 10 or more dwellings, a vehicle washbay is to be provided.

The development consent issued in respect of DA No. N0440/15 also contains a number of conditions which are relevant to the off-street parking provision required to serve the approved and proposed development as follows:

18. The (approved) development is to include sixteen (16) adaptable units as shown on the architectural drawings referenced in this consent. The adaptable units, common areas, parking spaces associated with adaptable units and access thereto, are to be strictly in accordance with the provisions of AS 4299 – Adaptable Housing.
19. Each of the sixteen (16) adaptable apartments must have an adaptable parking space, on title. For two or three bedroom adaptable apartments, the adaptable parking space is to be in addition to another separate parking space.
20. Each dwelling must have two parking spaces, dedicated on title.
21. Visitor parking spaces are to be clearly identified and sign-marked.

Although *Pittwater 21 Development Control Pan 2014* specifies a parking requirement of 1 space per dwelling for 1-bedroom dwellings, that requirement is overridden by Condition No. 20 of the consent which requires that each dwelling must have 2 parking spaces.

The parking requirement for the modification proposal calculated in accordance with those requirements is set out on the schedule reproduced in the following pages.

That parking requirement is satisfied by the off-street parking provision incorporated in the proposed development. In this respect, the total parking requirement to be accommodated in the basement carpark is 202 parking spaces comprising:

▪ Resident:	Standard spaces	154
	Adaptable spaces	<u>18</u>
		172 spaces
▪ Visitor:	Standard spaces	25
	Accessible spaces	<u>4</u>
		29 spaces
▪ Carwash:		1 space
Total		202 Spaces

In the circumstances, it can be concluded that the modification proposal has no unacceptable parking implications.

SCHEDULE OF OFF-STREET PARKING REQUIREMENT FOR MODIFICATION PROPOSAL											
	RESIDENT								VISITOR	TOTAL*	
	1-BEDROOM		2-BEDROOM		3-PLUS BEDROOM		TOTAL			Standard Spaces	Adaptable Spaces
	Standard Spaces	Adaptable Spaces	Standard Spaces	Adaptable Spaces	Standard Spaces	Adaptable Spaces	Standard Spaces	Adaptable Spaces			
Detached House	-	-	2	-	-	-	2	-	-	2	-
Townhouses (14)	-	-	28	-	-	-	28	-	5	33	-
Apartments (72)											
▪ Block A (21)	5	3	16	2	15	1	36	6	7	43	6
▪ Block B (18)	1	1	2	2	28	2	31	5	6	37	5
▪ Block C (12)	-	-	-	-	20	4	20	4	4	24	4
▪ Block D (21)	6	-	12	-	21	3	39	3	7	46	3
Total	12	4	30	4	84	10	126	18	24	150	18

**Provision should also be made for a carwash bay in the basement carpark.*

3. Traffic

It will be readily appreciated that the addition of 6 residential apartments to the approved development is unlikely to have any unacceptable traffic implications in terms of road network capacity or traffic-related environmental effect. This expectation can be reinforced by comparing the weekday peak period traffic generation potential of the approved development with that of the proposed modification.

The typical weekday peak period traffic generation rates specified by the RTA Guidelines¹ for different types of residential development are applied to the approved and proposed modified development below:

APPROVED DEVELOPMENT		MODIFICATION PROPOSAL	
1 x detached dwelling @ 0.85	= 1 vtph	1 x detached dwelling @ 0.85	= 1 vtph
14 x townhouses @ 0.65	= 9 vtph	14 x townhouses @ 0.65	= 9 vtph
16 x 1/2 bedroom apartments @ 0.5	= 8 vtph	25 x 1/2 bedroom apartments @ 0.5	= 12.5 vtph
50 x 3/4 bedroom apartments @ 0.65	= 33 vtph	47 x 3/4 bedroom apartments @ 0.65	= 30.5 vtph
TOTAL	= 51 vtph	TOTAL	= 53 vtph

Accordingly, the additional traffic demand on the road network serving the site as a consequence of the modification application is only 2 vtph during the weekday peak periods, a minor increase which is unlikely to have any unacceptable effect in terms of road network capacity or traffic-related environmental effect.

Relevantly, the traffic assessment conducted by John Coady as part of the preparation of his Statement of Evidence for Land and Environment Court Proceedings No. 10083 of 2016² was based on a weekday peak period traffic generation potential of 52 vtph. That detailed traffic assessment led to a conclusion that this additional traffic demand on the road network serving the site would have no unacceptable traffic implications in terms of either road network capacity or traffic-related environmental effect.

Also, the Joint Statement signed by John Coady and Council’s Expert Tim Rogers, which assessed the traffic implications of DA No. N0440/15 as part of *Land and Environment Court Proceedings No. 10083 of 2016*, adopted a weekday peak period traffic generation potential for the now approved development of 52 vtph, and concluded that a residential development

¹ RTA “Guide to Traffic Generating Developments. Section 3 – Landuse Traffic Generation” October 2002.
² John Coady Consulting Pty Ltd “Warriewood Vale Pty Ltd v Pittwater Council. Land and Environment Court Proceedings No. 10083 of 2016. 8 Forest Road, Warriewood. Statement of Evidence” 7 November 2016

with this weekday peak period traffic generation potential would not have any unacceptable traffic implications.

In the circumstances it can be confidently concluded that the additional weekday peak period traffic generation potential of the modification application (only 1 vtp) will not alter that conclusion such that the modification application has no unacceptable traffic impact.