PROPOSED SHOP TOP HOUSING DEVELOPMENT

1-5 RICKARD ROAD, NORTH NARRABEEN

TRAFFIC AND PARKING ASSESSMENT REPORT

5TH JULY 2024

REF 24036

Prepared by

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1. INTRODUCTION

This report has been prepared to accompany a Development Application (DA) to Northern Beaches Council for a proposed shop top housing development on a consolidated site at 1-5 Rickard Road, North Narrabeen (Figures 1 and 2).

The development site is located on the south-western corner of the Rickard Road/Minarto Lane intersection. The site has an area of 1,425.8m^2 with frontages of 41.7m to Rickard Road and 39.045m to Minarto Lane. The subject site is zoned E1 Local Centre under the controls of the Pittwater Local Environmental Plan 2014.

Existing Site Development

The existing development comprises 3 residential dwellings (1 on each Lot) with each dwelling gaining vehicular access to Rickard Road via a single width access driveway.

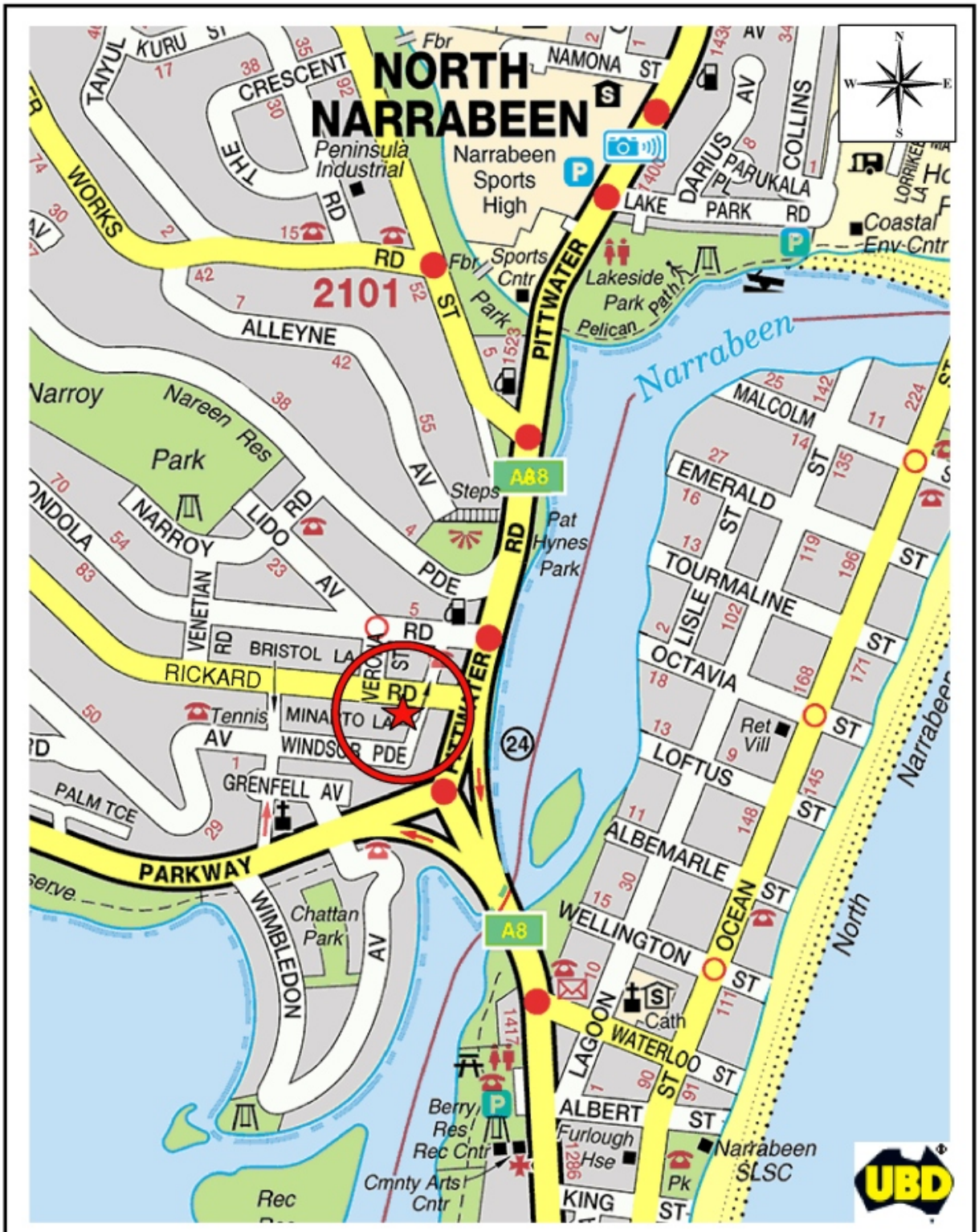
Development Proposal

The proposed development comprises the demolition of the existing dwellings and construction of a shop top housing building comprising 5 commercial suites with a combined floor area of 320m^2 and 16 residential units comprising 9 x 2 bedroom units and 7 x 3 bedroom units.

The development proposal is served by 42 off-street parking spaces comprising 31 resident spaces, 3 visitor spaces and 8 commercial tenant spaces. The development will also be served by 2 motorcycle spaces in the upper carpark and 10 bicycle racks located over both parking levels.

Vehicular access to the site is via a 5.5m wide combined entry/exit driveway off Minarto Lane. The driveway widens inside the property to form two accessways that serve each parking level.

Architectural plans of the development proposal are reproduced in Appendix A.



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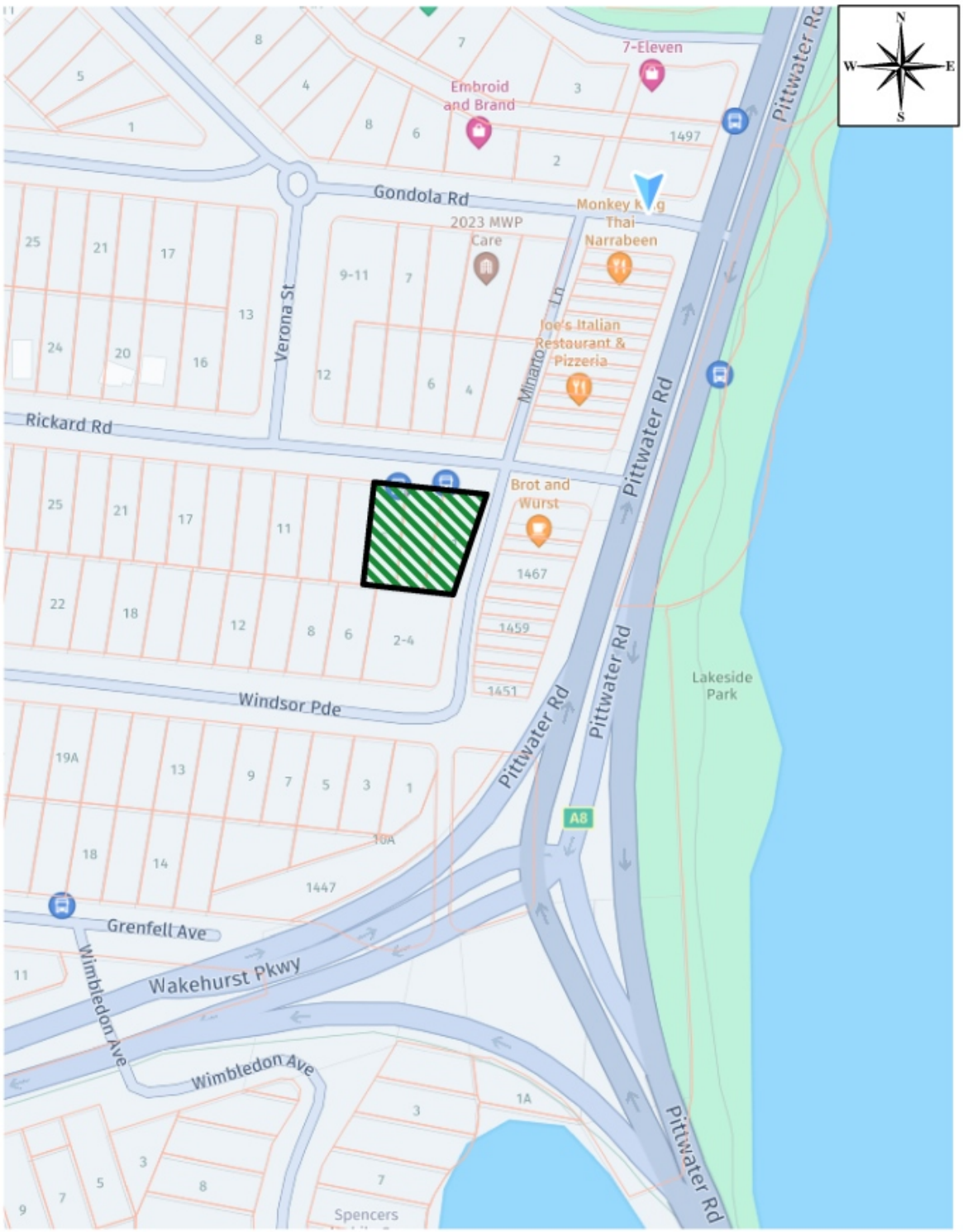
LOCATION
FIGURE 1



Basemap courtesy of NearMap

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SITE

FIGURE 2

Public Transport Accessibility

The subject site has convenient access to the following bus service operated by Sydney Buses:

Route 182 Mona Vale to Narrabeen via Warriewood, North Narrabeen and Elanora Heights (operates daily)

Route 185 Mona Vale to Narrabeen via Warriewood and North Narrabeen (operates daily)

Route 190X Avalon to City Wynyard (Express Service) via Mona Vale, North Narrabeen, Narrabeen, Dee Why, Brookvale, Mosman, Neutral Bay and North Sydney Station (operates during weekday peaks)

Route 199 Palm Beach to Manly Wharf via Avalon, Newport, Mona Vale, North Narrabeen, Narrabeen, Dee Why and Brookvale (operates daily)

The bus stops for route 182 are located on Rickard Road while the bus stops for routes 185, 190X and 199 are located on Pittwater Road at Rickard Road. The bus stops for the B1 Line are located on Pittwater Road to the south of Waterloo Road in Narrabeen. This will represent a walk of approximately 580m (8 minutes) between the development site and the B1 bus stop.

The purpose of this report is to assess the traffic and parking implications of the proposed development.

2. PARKING ASSESSMENT

Pittwater Council Off-Street Parking Requirements

Table 1 in Section B6.3 of the Pittwater 21 DCP (effective 14 November 2015) specifies the following parking requirements for Shop-Top Housing:

1 bedroom dwellings	1 space per dwelling
2 or more bedroom dwellings	2 spaces per dwelling
Visitor parking	1 space per 3 dwellings
Business and Office Premises	2.5 spaces per 100m^2 GLA

Application of this requirement to the proposed development yields a minimum parking provision of 46 spaces calculated as follows:

9 x 2 bedroom units @ 2 spaces per dwelling	18.0 resident spaces
7 x 3 bedroom units @ 2 spaces per dwelling	14.0 resident spaces
Total Resident Parking	*32.0 resident spaces*
16 units @ 1 space per 3 units for visitors	5.3 visitor spaces (rounded to 6 spaces)
Total residential requirement	*37.3 spaces (rounded to 38 spaces)*
320m^2 commercial @ 2.5 spaces per 100m^2	8.0 tenant spaces
Total requirement	**45.3 spaces (rounded to 46 spaces)**

The development proposal is served by 42 off-street parking spaces comprising 31 resident spaces, 3 visitor spaces and 8 commercial tenant spaces. The proposed parking provision represents a shortfall of 4 spaces comprising 1 resident space and 3 visitor spaces when calculated in accordance with the Council DCP.

SEPP 65 Off-Street Parking Requirements

An objective of the State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development (SEPP 65) and the Apartment Design Guide is to provide guidance on car parking in residential apartment developments. The SEPP recommends that parking should

be determined in relation to the availability, frequency and convenience of public transport, or proximity to a centre in regional areas.

In designated accessible Sydney locations and nominated centres in regional NSW, the Apartment Design Guide applies a minimum requirement that is the lesser of either the relevant rate set out in the *Guide to Traffic Generating Developments* (GTTGD) or the council car parking requirement for residential apartment development.

Part 3J Bicycle and car parking of the Apartment Design Guide sets out a range of objectives, design criteria and design guidance for car parking, car park design and facilities for other modes of transport in apartment developments. The guide introduces parking requirements for some sites in Metropolitan Sydney and nominated regional centres.

Objective 3J-1 states:

> *Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas.*

The design criterion sets out measurable requirements for how this objective can be achieved in apartment developments, as follows:

> For development in the following locations:
>
> - On sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area

While the subject site is not located within 800m of a railway station or light rail stop, it is located within 580m of the B1 rapid bus line that connects Mona Vale to Wynyard Station through the Northern Beaches. The B1 line satisfies the intent of the ADG by providing a major trunk transit alternative for residents of the subject site.

Section 5 of the Roads and Maritime Services *"Guide to Traffic Generating Developments"* (October 2002) specifies the following parking requirements for medium density residential and commercial office developments:

1 bedroom units	1 space per unit
2 bedroom units	1.2 spaces per unit
3 bedroom units	1.5 spaces per unit
Visitor parking	1 space per 5 dwellings
Office	1 space per 40m^2 GFA

Application of this requirement to the proposed development yields a minimum parking provision of 33 spaces calculated as follows:

9 x 2 bedroom units @ 1.2 spaces per unit	10.8 resident spaces
7 x 3 bedroom units @ 1.5 spaces per unit	10.5 resident spaces
Total resident parking	*21.3 resident spaces (rounded to 22 spaces)*
16 units @ 1 space per 5 units for visitors	3.2 visitor spaces (rounded to 3 spaces)
Total residential requirement	*24.5 spaces (rounded to 25 spaces)*
320m^2 commercial @ 1 space per 40m^2	8.0 tenant spaces
Total requirement	**32.5 spaces (rounded to 33 spaces)**

The proposed development clearly exceeds the RMS Guidelines with the provision of 42 off-street parking spaces comprising 31 resident spaces, 3 visitor spaces and 8 commercial tenant spaces.

Carpark Compliance

The proposed carpark and access has been designed to generally satisfy the following requirements of the Australian Standard AS/NZS2890.1:2004 – *"Off-street Car Parking":*

- Parking spaces have a minimum length of 5.4m and width of 2.4m
- An additional 0.3m has been provided for spaces adjacent to a wall or obstruction
- 1.0m wide blind aisle extensions have been provided where required
- The access/manoeuvring aisle has a minimum width of 5.8m
- The dual width access ramp has a minimum width of 6.1m comprising a 5.5m roadway and 2 x 300mm wide kerbs
- The maximum gradient of the access ramp does not exceed 25% (1 in 4)
- Ramp transitions do not exceed 12.5% (1 in 8) over 2.0m at crests
- Ramp transitions do not exceed 15% (1 in 6.7) over 2.0m at sags
- Pavement cross-falls do not exceed 5% (1 in 20) in any direction
- Pedestrian sight lines in accordance with Figure 3.3 of the Standard have been provided

The disabled parking spaces have been designed to comply with the Australian Standard AS/NZS2890.6:2009 – *"Off-street parking for people with disabilities"* as follows:

- A 5.4m long x 2.4m wide dedicated (non-shared) parking space
- An adjacent shared area that is also 5.4m long x 2.4m wide
- A minimum headroom of 2.5m above the disabled spaces
- Pavement cross-falls in disabled spaces do not exceed 2.5% (1 in 40) in any direction

Whilst the plans have been assessed to generally comply with the relevant standards, Northern Beaches Council typically conditions the consent to require a design certificate at the Construction Certificate stage to account for any changes following the development application.

Bicycle Parking

Section B6.3 of the Pittwater 21 DCP nominates that residential developments require secure bicycle storage at a rate of 1 bicycle rack per 3 dwellings. Application of this rate yields a minimum bicycle parking requirement of 6 bicycles calculated as follows:

16 units @ 1 bicycle space per 3 units 6 bike spaces

The DCP also specifies the following bicycle parking requirement for businesses:

> *For Business/Industrial development or additions, comprising of 200m² GFA or more, secure enclosed bicycle storage facilities must be provided within the building at the rate of 1 bicycle rack per 1000m² GFA, or a minimum of 4 bicycle racks, whichever is the greater.*

As the proposed commercial space is only 320m^2, the development will require a minimum of 4 bike racks for the commercial office space.

The proposed development satisfies both requirements with the provision of 10 bicycle racks with 4 racks located on the ground level for the commercial tenants and 6 racks in the upper carpark for residents.

Motorcycle Parking

Section B6.3 of the Pittwater 21 DCP specifies that business/industrial development or additions, comprising of 200m² GFA or more, provision is to be made for motor cycle parking at a rate of 1 motor cycle parking space per 100 motor vehicle spaces.

The proposal clearly satisfies the DCP requirement with the provision of 2 motorcycle spaces on the upper parking level.

In the circumstances, it can be concluded that the proposed development has no unacceptable parking implications.

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 (RMS) is illustrated on Figure 3 and comprises the following:

State Roads	**Regional Roads**
Pittwater Road	Garden Street – Powderworks Road
Wakehurst Parkway	

As can be seen, Pittwater Road is a classified *State Road* performing an arterial road function. It typically carries 6 traffic lanes with traffic separated by a raised median island.

Rickard Road is an unclassified local road performing a collector road function. It connects Pittwater Road to the residential areas of Elanora Heights and North Narrabeen. It has a pavement width of approximately 10m with unrestricted parking on both sides of the roadway to the west of Minarto Lane. A NO STOPPING restriction applies on both sides of Rickard Road between Pittwater Road and Minarto Lane.

Minarto Lane is an unclassified local road with a primary function of providing access to properties that front Pittwater Road. It has a pavement width of approximately 7.6m and carries TWO WAY traffic to the south of Rickard Road. Traffic flows in a ONE WAY southbound direction on the northern side of Rickard Road.

The existing traffic controls on the road network in the vicinity of the site are illustrated on Figure 4.

Projected Traffic Generation

An indication of the traffic generation potential of the existing and proposed development is provided by reference to the Roads and Maritime Services (RMS) "*Guide to Traffic Generating Developments"* (October 2002).

The traffic generation rates specified in the Guidelines are based on extensive surveys of a wide range of land uses throughout Sydney and regional NSW and nominate the following traffic generation rates applicable to the existing and proposed development on the site:

Residential dwelling	1.0 trip per dwelling
Medium density residential flat buildings	0.5 trips per dwelling – smaller units (2 bedrooms)
	0.65 trips per dwelling – larger units (3+ bedrooms)
Commercial/office	2 trips per $100m^2$

Application of the RMS traffic generation rate to the **existing development** yields a traffic generation potential of approximately 3vtph during peak periods as follows:

3 x residential dwellings @ 1vtph per dwelling	3vtph

Application of the RMS traffic generation rate to the **proposed development** yields a traffic generation potential of approximately 16vtph during peak periods as follows:

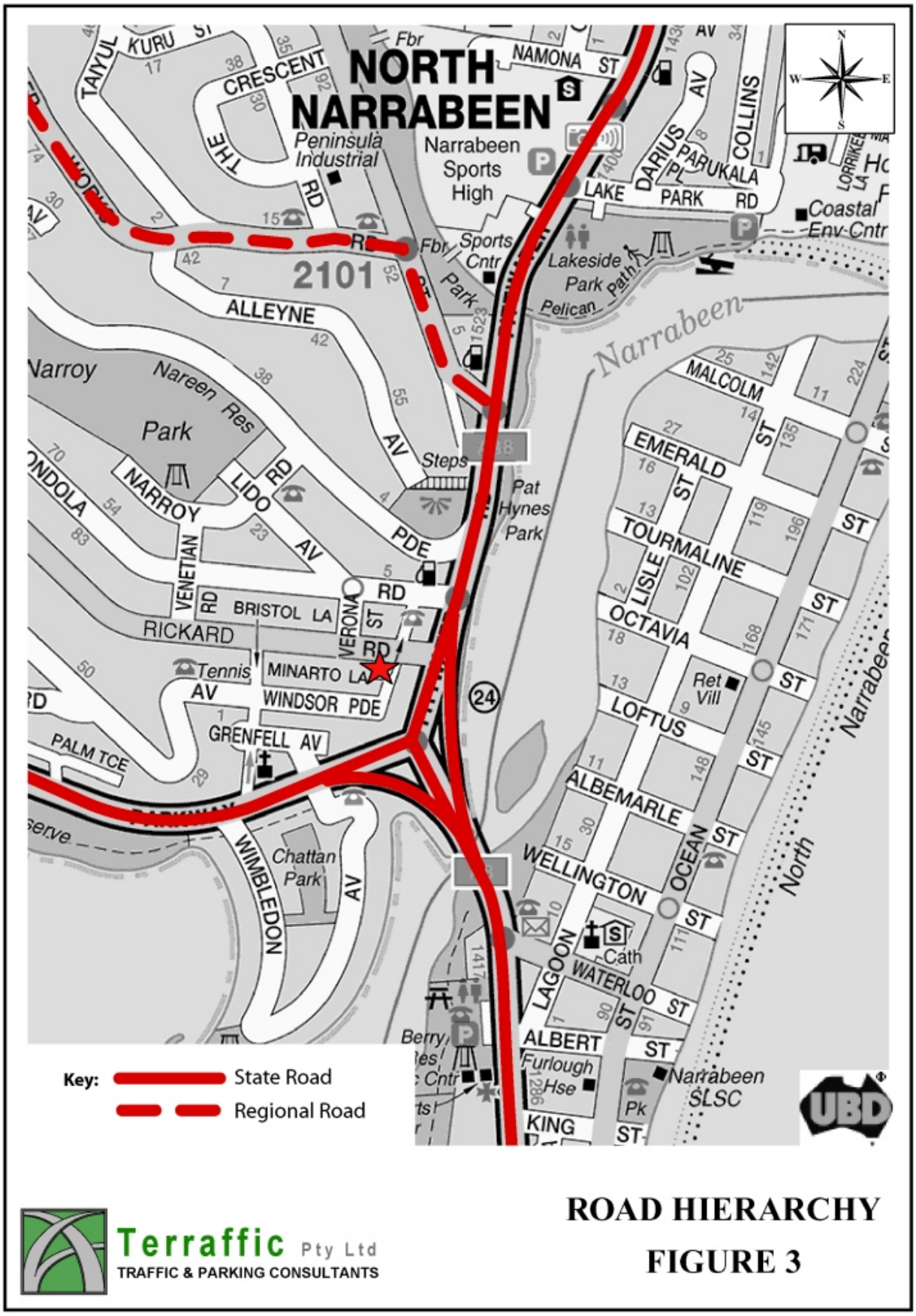
$320m^2$ commercial @ 2vtph per $100m^2$	7vtph
9 x 2 bedroom units @ 0.5vtph per unit	4vtph
7 x 3 bedroom units @ 0.65vtph per unit	5vtph
Total Development	**16vtph**

Based on the RMS Guidelines, the proposal will increase traffic flows on the road network by only 13 vehicle trips per hour during peak periods as follows:

Proposed shop top development	16vtph
Existing dwellings	3vtph
Additional traffic	**13vtph**

It will be readily appreciated that the additional traffic generated by the proposed development is very minor (13vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.



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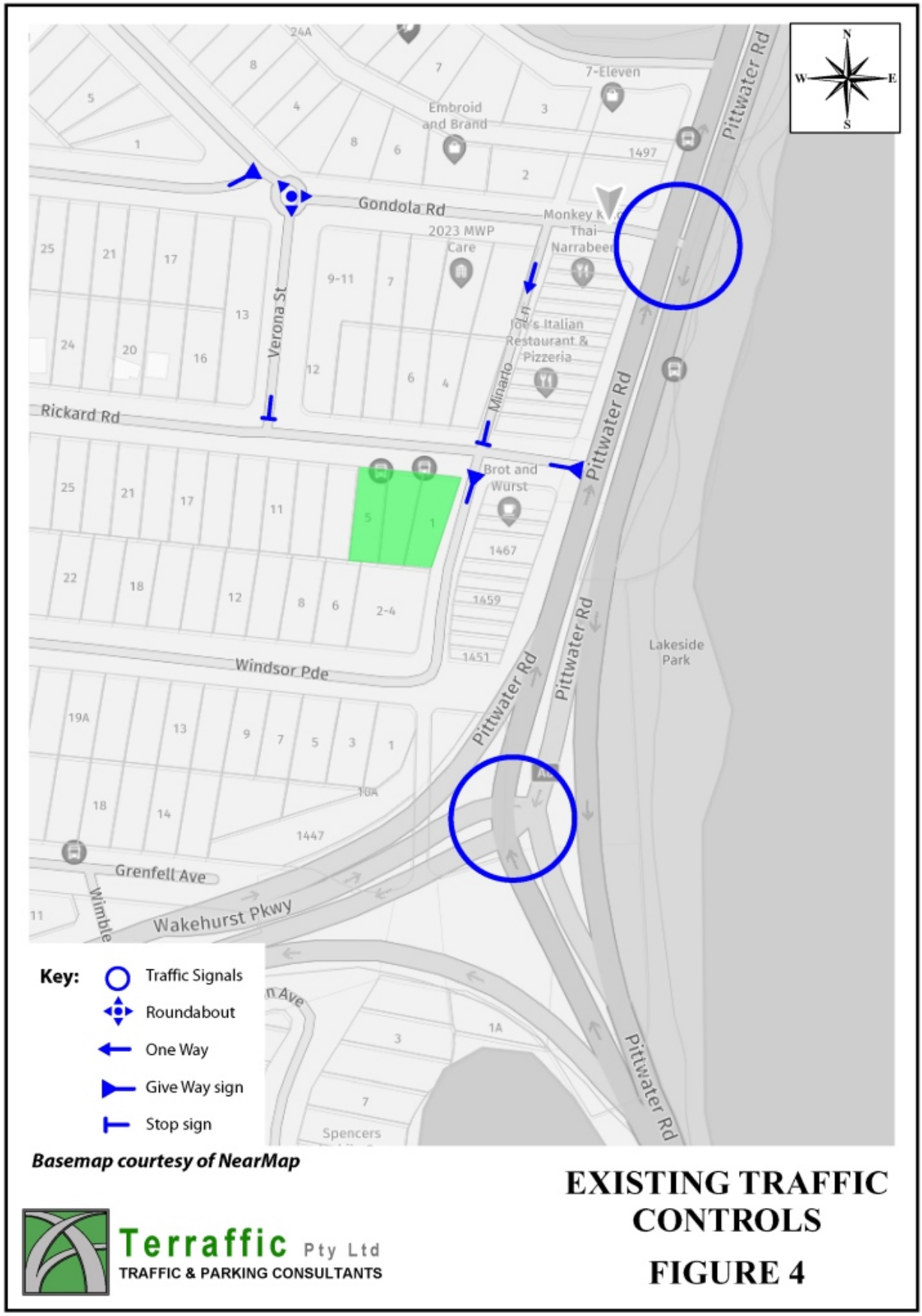
ROAD HIERARCHY

FIGURE 3


Gondola Rd
Rickard Rd
Windsor Pde
Grenfell Ave
Wakehurst Pkwy
Verona St
Minarto
Pittwater Rd
Pittwater Rd
Pittwater Rd
Pittwater Rd
Lakeside Park
7-Eleven
Embroid and Brand
2023 MWP Care
Brot and Wurst
Spencers
N
W
E
S
Key:
Traffic Signals
Roundabout
One Way
Give Way sign
Stop sign
Basemap courtesy of NearMap
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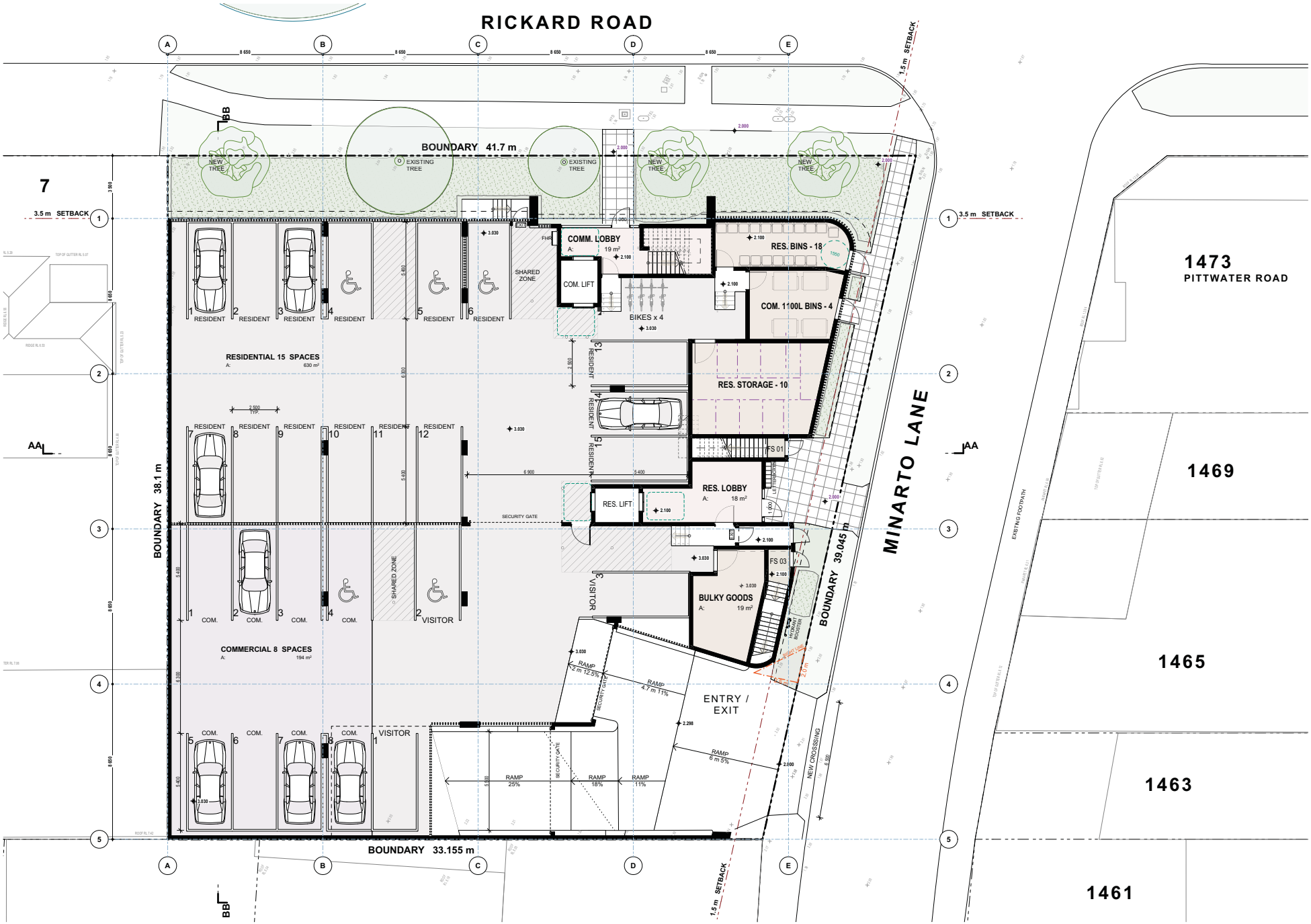
EXISTING TRAFFIC CONTROLS
FIGURE 4

APPENDIX A

PLANS OF THE PROPOSED DEVELOPMENT



GROUND FLOOR CARPARK

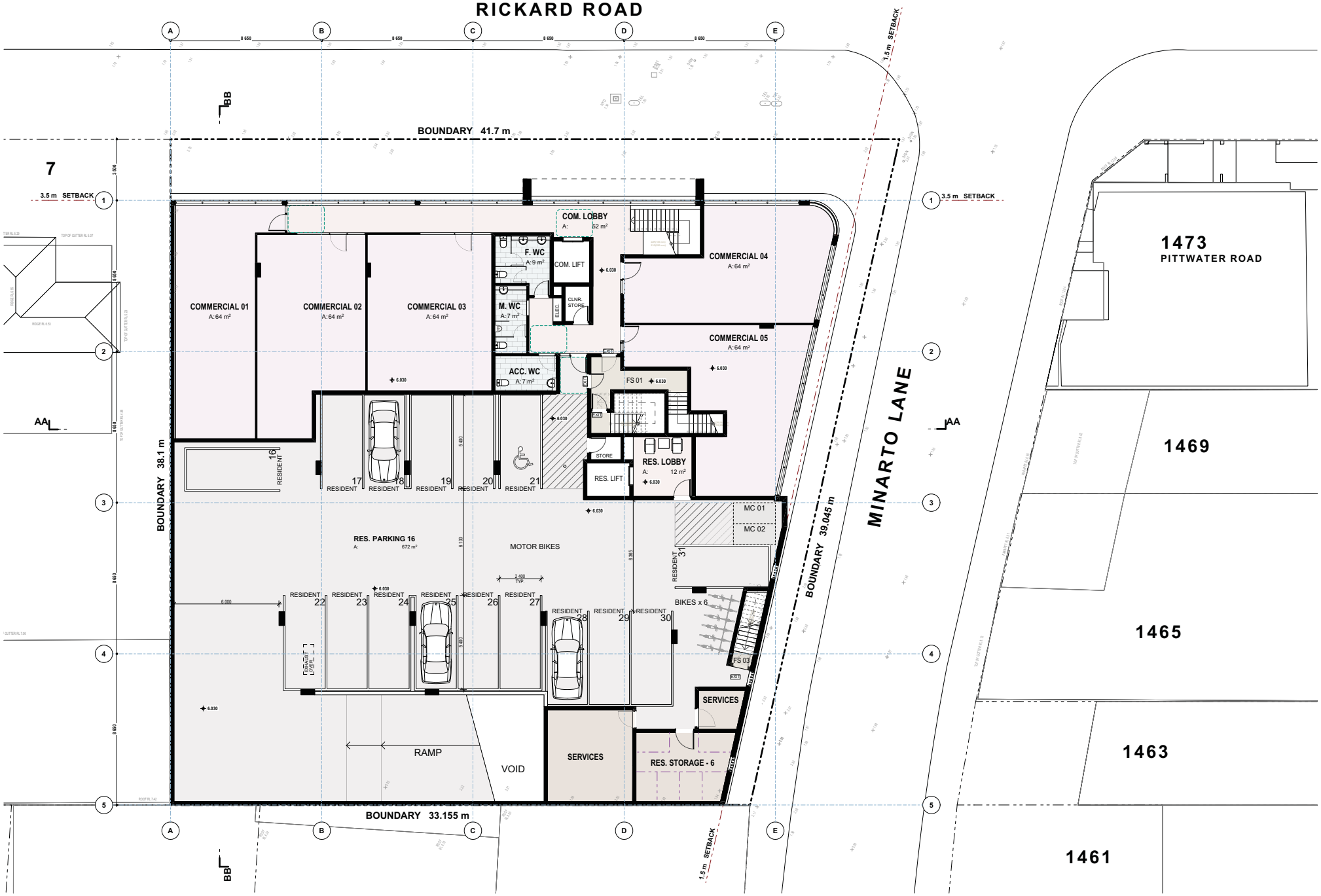
GARTNERTROVATO ARCHITECTS

Date	Rev	Description	Drawn	Checked
JUL 2024	A	ISSUE FOR DA		

1-5 RICKARD ROAD, NORTH NARRABEEN
SHOP TOP HOUSING
LOTS 7, 8, 9 DP 16212

GROUND PARKING LEVEL

SCALE	DRAWN BY	DATE
1:100 @ A1	DH	9/07/2024
PROJECT NO.	DRAWING NO.	REVISION
2315	DA 05	A



Date	Rev.	Description	Drawn	Checked
JUL. 2024	A	ISSUE FOR DA		

1-5 RICKARD ROAD, NORTH NARRABEEN
SHOP TOP HOUSING
LOTS 7, 8, 9 DP 16212

COMMERCIAL/RETAIL LEVEL

SCALE	DRAWN BY	DATE
1:100 @ A1	DH	9/07/2024
PROJECT NO.	DRAWING NO.	REVISION
2315	DA 06	A