

Our Ref: 21109

12 May 2021

Trio Industry Pty Ltd
c/o- PopovBass Architects
111 Flinders Street
Surry Hills NSW 2010

Attention: Mr Anthony Zonaga

Dear Anthony,

**RE: 142 OCEAN STREET, NARRABEEN
PROPOSED DEVELOPMENT APPLICATION FOR RESIDENTIAL FLAT BUILDING
TRAFFIC AND PARKING ASSESSMENT**

It is understood that a development application (DA) is to be submitted to Northern Beaches Council for a proposed residential flat building development at 142 Ocean Street, Narrabeen.

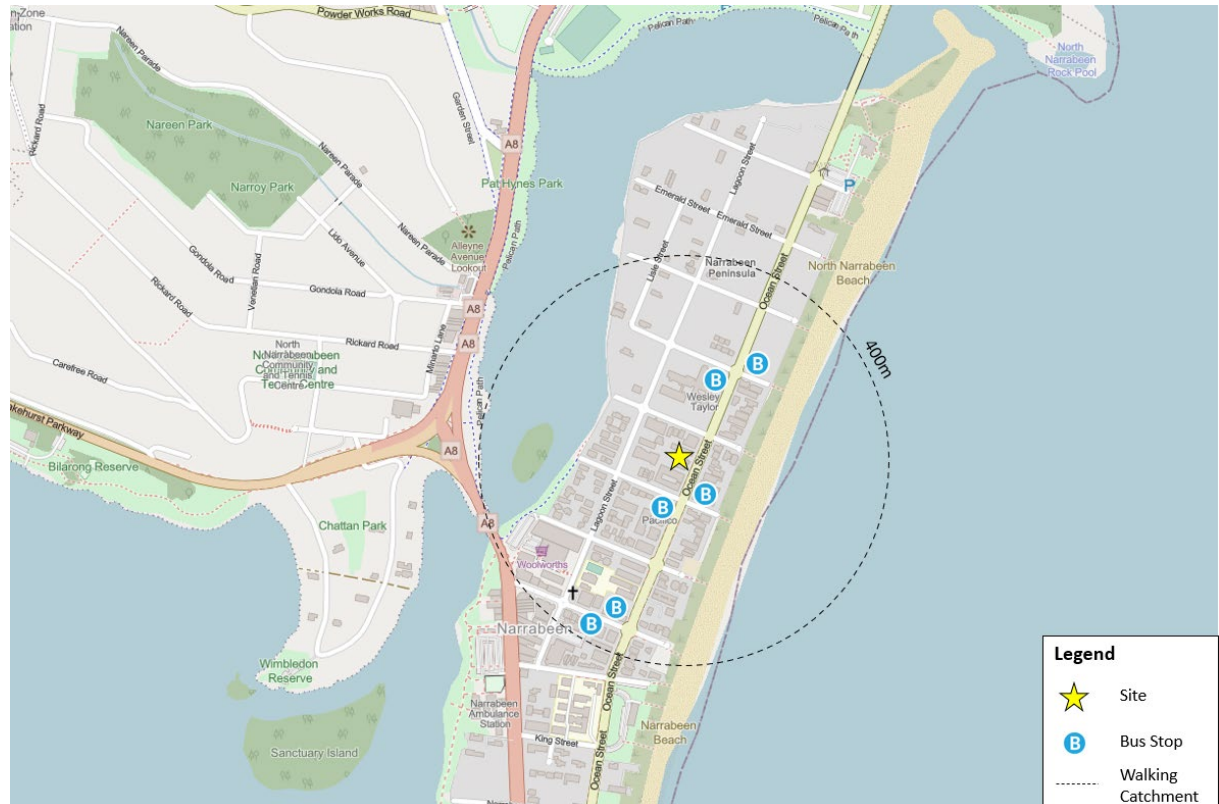
The Transport Planning Partnership (TPPP) has been engaged by Trio Industry Pty Ltd to undertake a traffic and parking assessment of the proposed development on the site. The findings of the assessment are presented in this DA Traffic and Parking Assessment report.

Site Context

The site is located at 142 Ocean Street Narrabeen within a well-established residential area in the Northern Beaches Council local government area. It is currently occupied by a single residential dwelling with a double garage parking space and one carport space. Vehicle access to the site is provided off Ocean Street via a single two-way 2.6m wide driveway.

The location of the site is shown in Figure 1.

Figure 1: Location Plan



Source: Open Street Maps

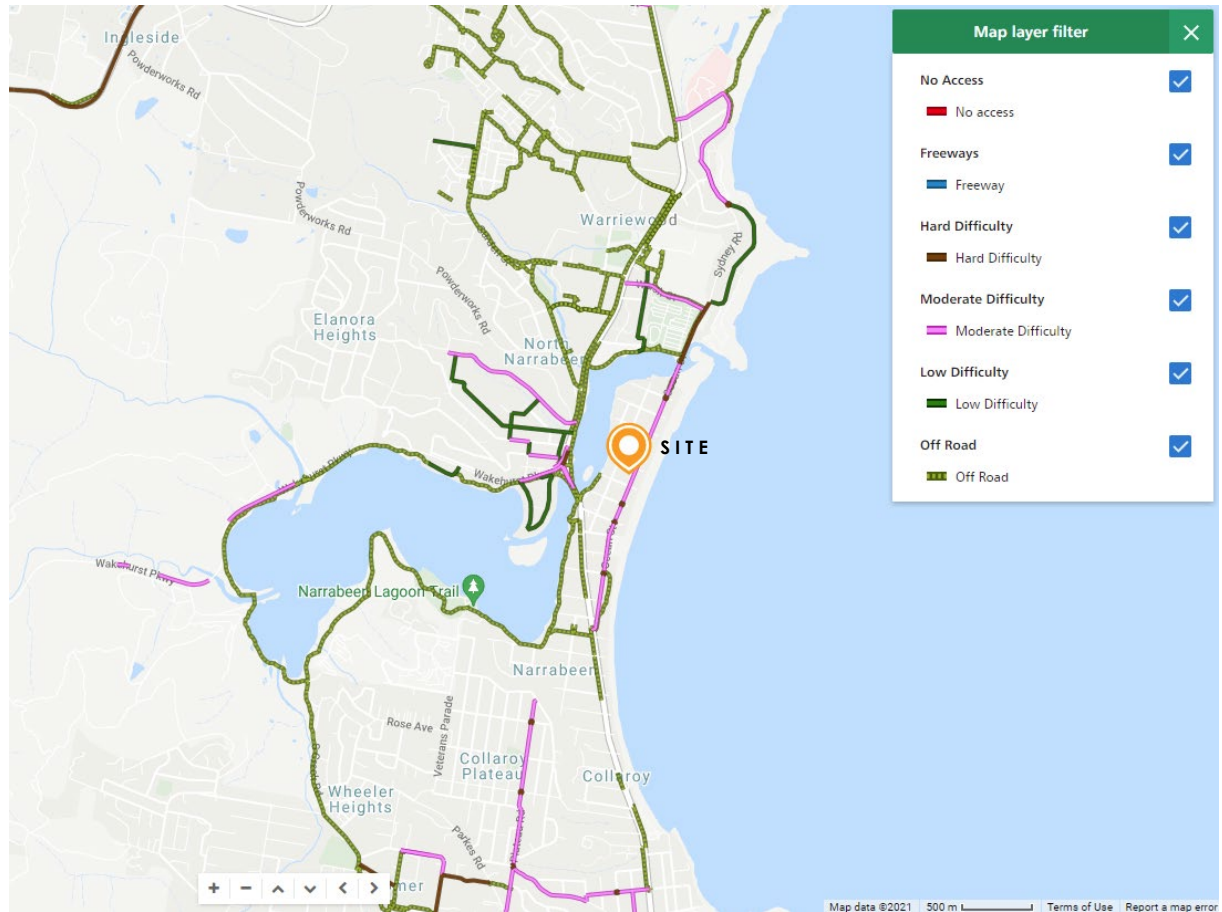
Pedestrian and Cycling Facilities

Well established pedestrian and cycle paths are provided along the site frontage, including sealed pedestrian footpaths and separated on-road bicycle paths on both sides of Ocean Street.

Pedestrian crossing facilities are also provided within 200-metres from the site via pedestrian refuges at Octavia Street and Wellington Street roundabouts north and south of the site respectively.

The locations of existing cycleways within the immediate vicinity of the site are shown in Figure 2.

Figure 2: Existing Cycleways Surrounding the Site



Source: Transport for NSW Cycleway Finder, last updated 22/04/2021

Public Transport Facilities

There are numerous bus stops located along Ocean Street within a 400m radius of the subject site as shown in Figure 1.

The nearest bus stops are located 60 to 90m south of the site on Ocean Street which services Route 155, as well as special school bus services. Route 155 provides good connectivity between Bayview Garden Village and Frenchs Forest via Narrabeen.

A summary of the existing peak hour services and associated frequencies is shown in Table 1.

Table 1: Existing Peak Hour Bus Services and Associated Frequencies

Route #	Route Description	AM Peak (7am-9am) No. of Buses	PM Peak (4pm-6pm) No. of Buses
155	Bayview Garden Village to Frenchs Forest	7	4
	Bayview Garden Village to Frenchs Forest	4	4

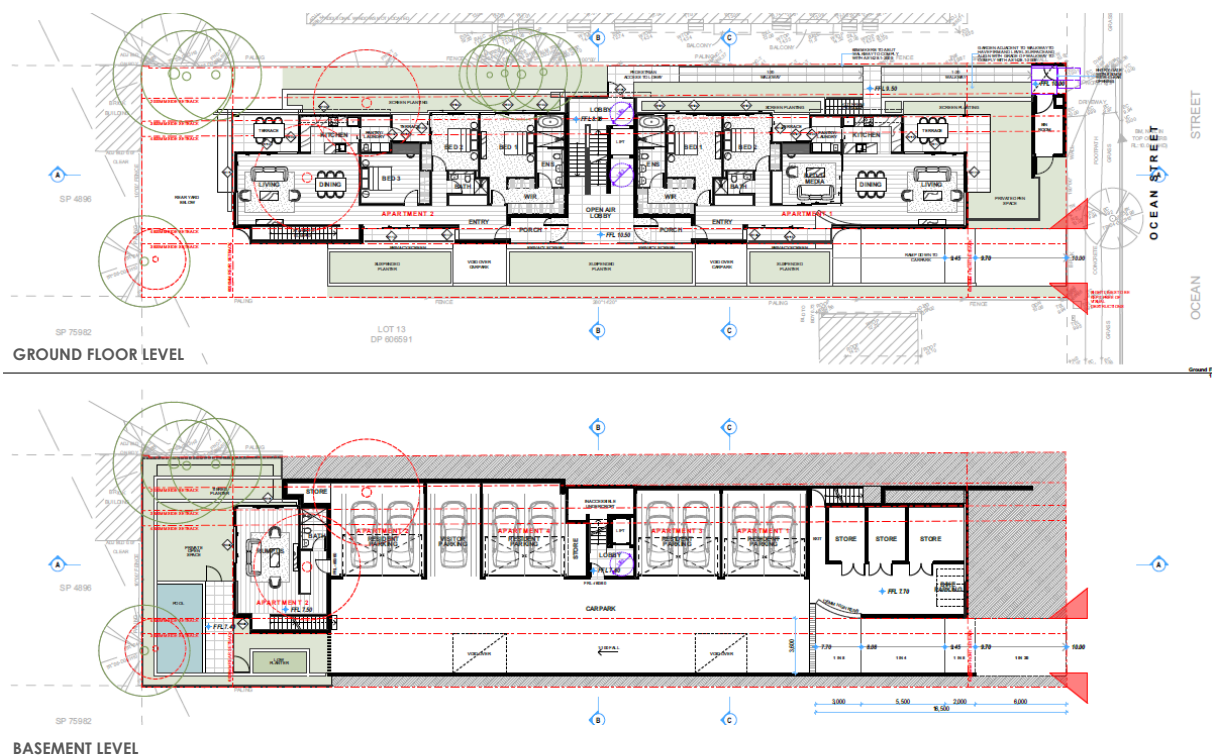
Proposal Description

The DA proposal involves the demolition of the existing on-site buildings to construct a new two-storey residential development with four apartments and associated car parking containing nine basement car parking spaces (four double garage spaces and one visitor car parking space).

Vehicle and pedestrian access to the site is proposed off Ocean Street as per existing conditions.

The proposed layout plans are shown in Figure 3, with full architectural plans in Attachment One.

Figure 3: Site Layout



Vehicle Access Arrangements

Vehicle access to the site is proposed via a single 3.6m wide two-way driveway off Ocean Street.

The driveway is proposed to operate under a two-way one-lane arrangement for the extent of the driveway (i.e. about 17-metres), as demonstrated in the swept path assessment in Attachment Two.

Based on the anticipated traffic generation of the site being low, it is not expected that these arrangements would result in any adverse traffic impact on the road network. Using the

estimated flows and length of the “conflict area”, the probability of a conflict on the driveway occurring is less than one per cent, which can be considered negligible.

On this basis, the proposed driveway is considered satisfactory.

Notwithstanding the above, it is recommended that additional signage and/or a flashing light system or similar be installed within the car park to alert residents to be aware of oncoming traffic and ensure that they wait within the basement car park until the driveway is clear (i.e. once the incoming vehicle has parked).

Traffic Assessment

Roads and Maritime Services (Roads and Maritime) provides traffic generation rates for different land uses in their *Guide to Traffic Generating Developments* and in their Technical Direction (TDT 2013/4a) containing revised rates.

Based on this, Roads and Maritime suggests a weekday peak hour trip rate of 0.5 to 0.65 trips per dwelling per hour for larger medium density residential flat buildings. Using this metric, the proposed four residential units could generate up to three vehicle trips during the weekday peak hour.

This level of development traffic is considered low and could not be expected to generate any discernible traffic impacts from a traffic capacity perspective.

Parking Assessment

The parking assessment for the proposal has been assessed against the Warringah Development Control Plan 2011 (DCP). A summary of the car parking requirements and proposed provision is provided in Table 2.

Table 2: Car Parking Assessment

Parking Type	Size	DCP Parking Rate	DCP Parking Requirements	Proposed Provision
Residential	4 x 3-bedroom dwellings	1.5 spaces per 3-bedroom dwelling	6 spaces	8 spaces
Visitors		1 space per 5 units or part of dwellings	1 space	1 space
Total			7 spaces	9 spaces

Table 2 indicates that the proposed development is required to provide seven car parking spaces, of which one space is to be allocated for visitors.

It is proposed to provide nine car parking spaces, eight residential and one visitor car parking space, which complies with DCP requirements. These residential car parking spaces are proposed to be designed as four double garages/cages within the basement car park.

In addition to this, the Warringah DCP sets out bicycle parking requirements at a rate of 1 per dwelling for residents and 1 per 12 dwellings for visitors. On this basis, the proposal would require five bicycle parking spaces. It is proposed to comply with this and provide five bicycle parking spaces in the basement car park.

Therefore, the proposed parking provision complies with DCP parking requirements and is considered satisfactory. The car park and associated elements are proposed to comply with design requirements as set out in the Australian Standards.

Waste Collection and Loading Facilities

It is proposed that all loading and unloading activities associated with the proposal will be conducted on-street on Ocean Street, including waste collection activities.

Based on typical residential servicing requirements, all loading and unloading activities associated with the site are expected to be low, nor on a regular basis.

It is proposed that waste and recycling will be collected by Council's waste collection service.

Council's waste collection occurs once a week, generally on Fridays. Waste bins would be stored on-site within the waste bin storage room on the ground floor. On collection day, a resident or building staff member (e.g. cleaner) would remove the bins from the storage area to the kerbside for kerbside waste collection. The resident / building staff member would then relocate the bins back to the storage area. These arrangements are consistent with the surrounding residential properties in the area.

Summary and Conclusion

Based on TTPP's review, it is concluded that the proposed development is acceptable from a traffic and parking perspective.

The proposal is expected to generate up to three vehicle trips during the weekday peak hour, which is considered negligible and could not be expected to result in any adverse impact on the road network. It is also proposed to comply with Council DCP parking requirements for the proposed development.

Overall, from a traffic and parking perspective the proposed development would be satisfactory.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Jason Rudd
Director

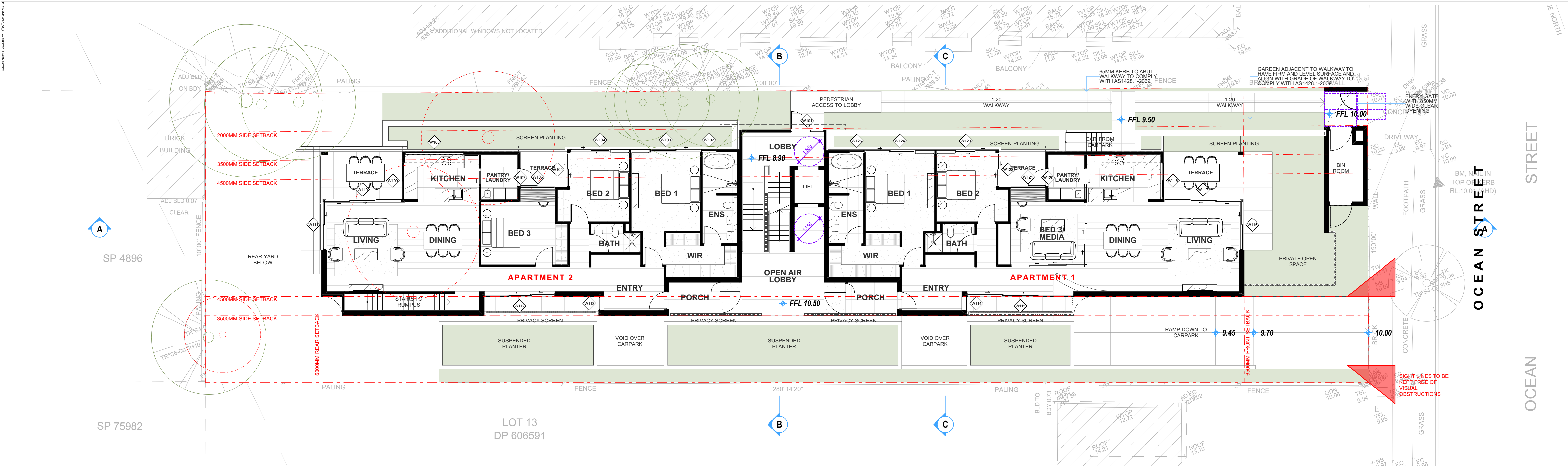
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Attachment One – Architectural Layout Plans

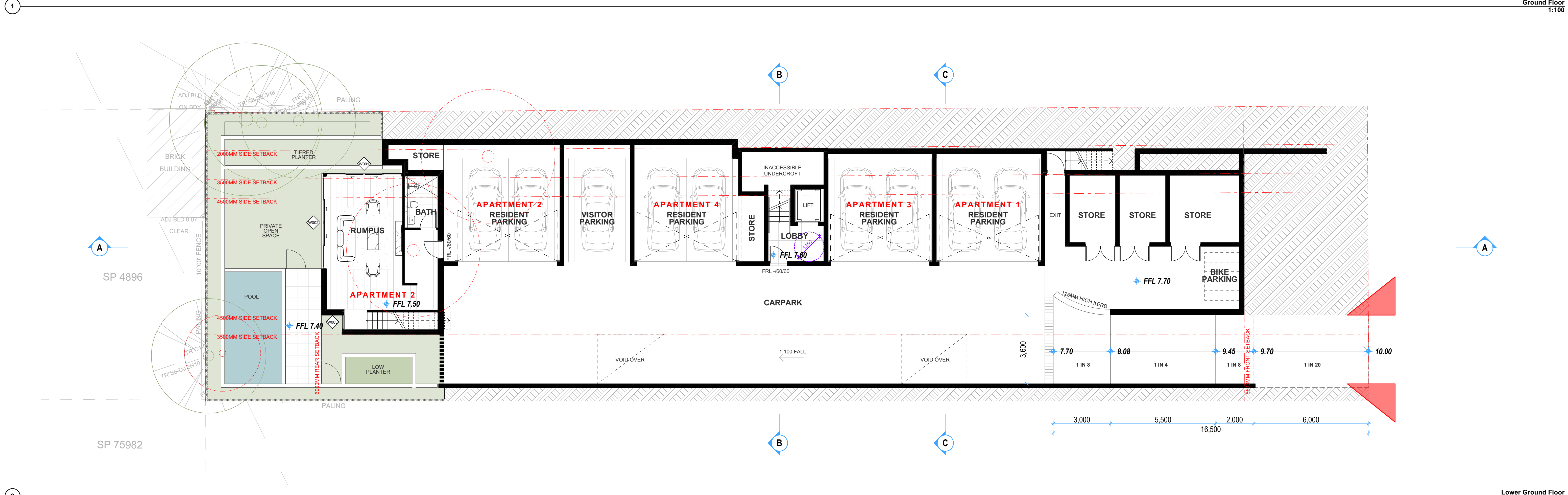
Attachment Two – Swept Path Assessment

Attachment One

Architectural Layout Plans



Ground Floor
1:100



Lower Ground Floor
1:100

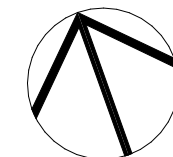
NOTES:

- ALL LEVELS TO AHD.
- REFER TO SURVEY FOR INFORMATION RELATING TO EXISTING SITE DATA.

02- Work in Progress
01- 31/03/21 FOR CONSULTANT COORDINATION
Rev Date Amendment
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Client
Trio Industry Pty Ltd
Project
TRIO NARRABEEN APARTMENTS
142 Ocean Street Narrabeen NSW 2101
Status
PRELIMINARY

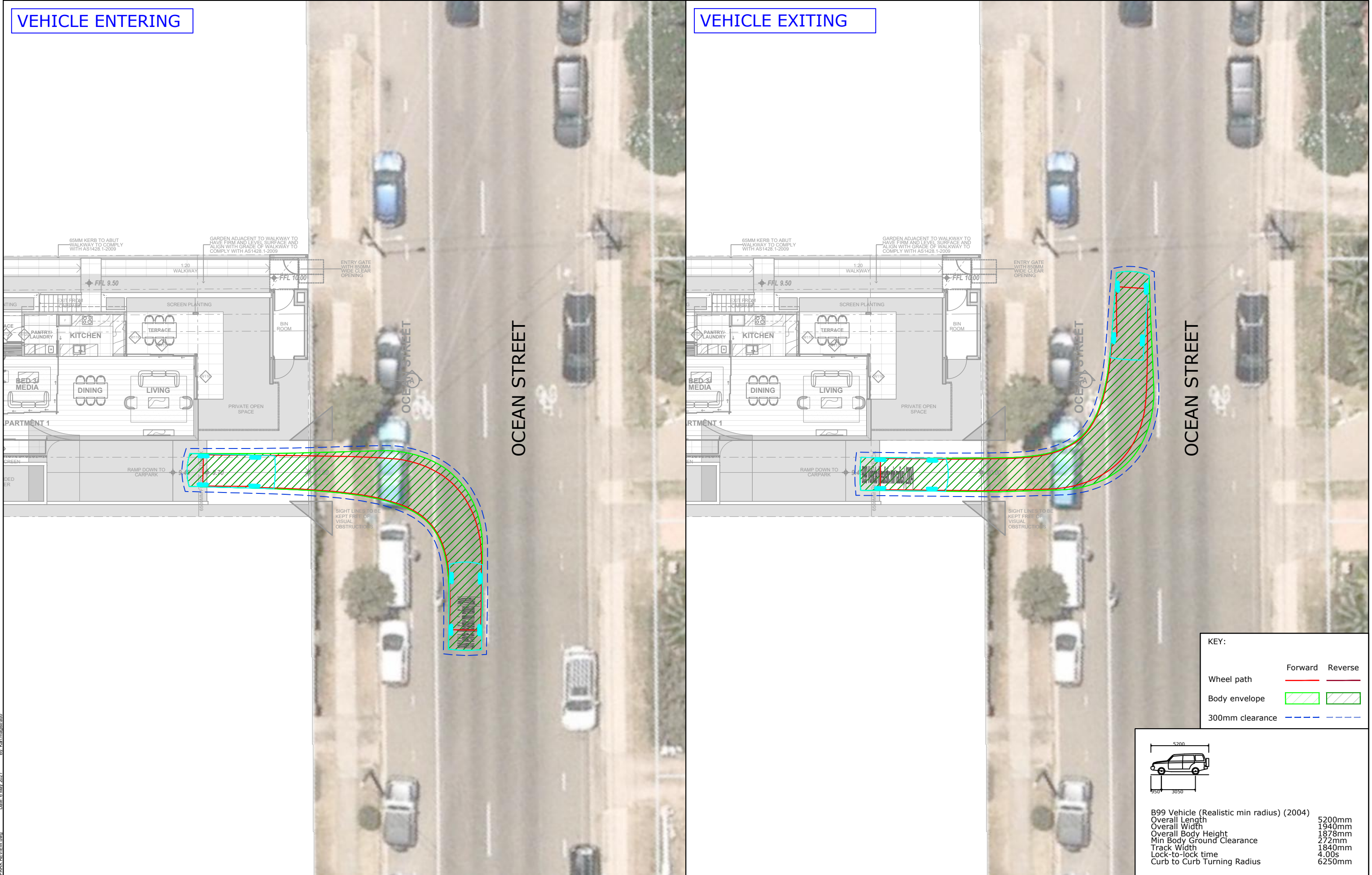
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Lower Ground & Ground Floor Plan
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Scale
1:100 at A1 size
Revision
02 - WIP
Date
Work in Progress

Attachment Two

Swept Path Assessment

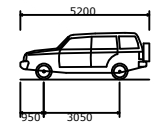
VEHICLE ENTERING

VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	JR	06/05/21

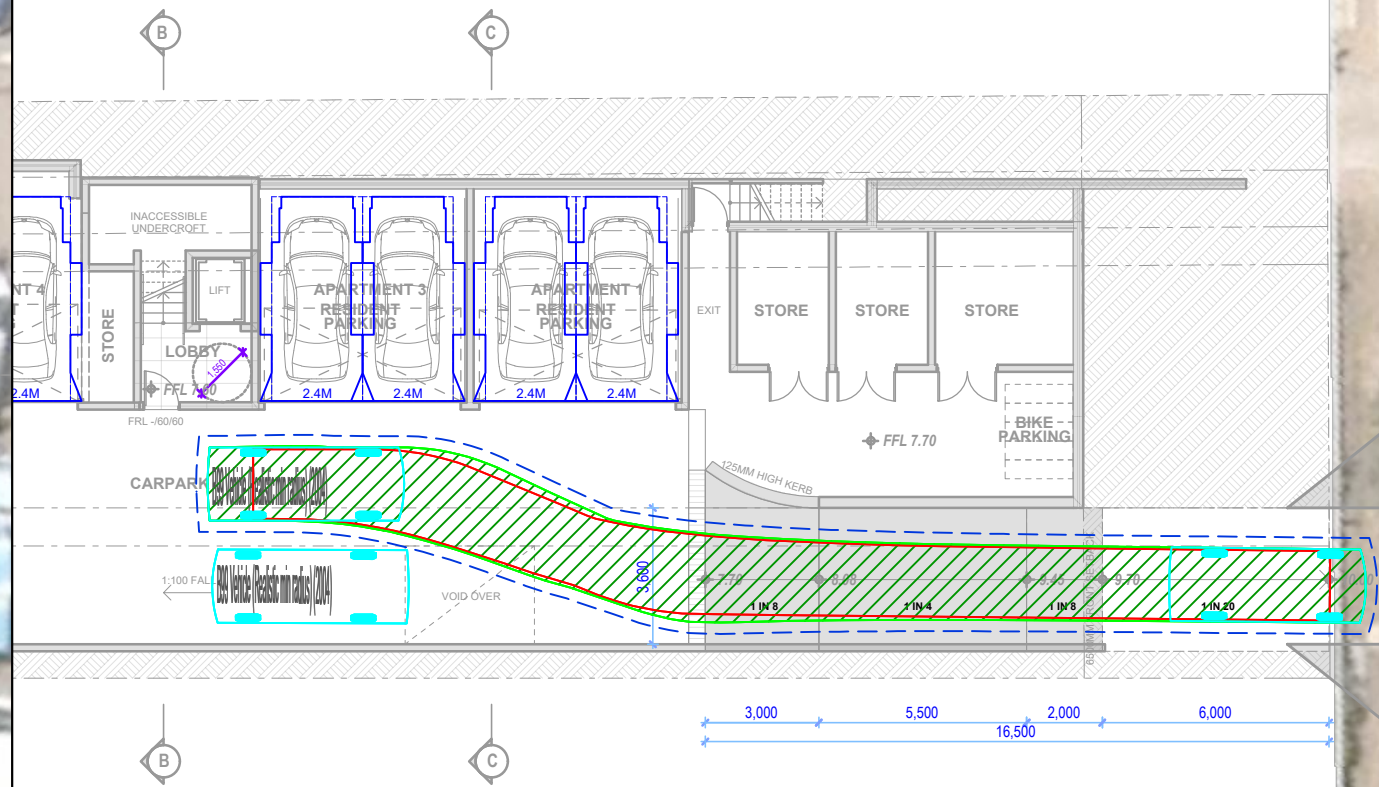
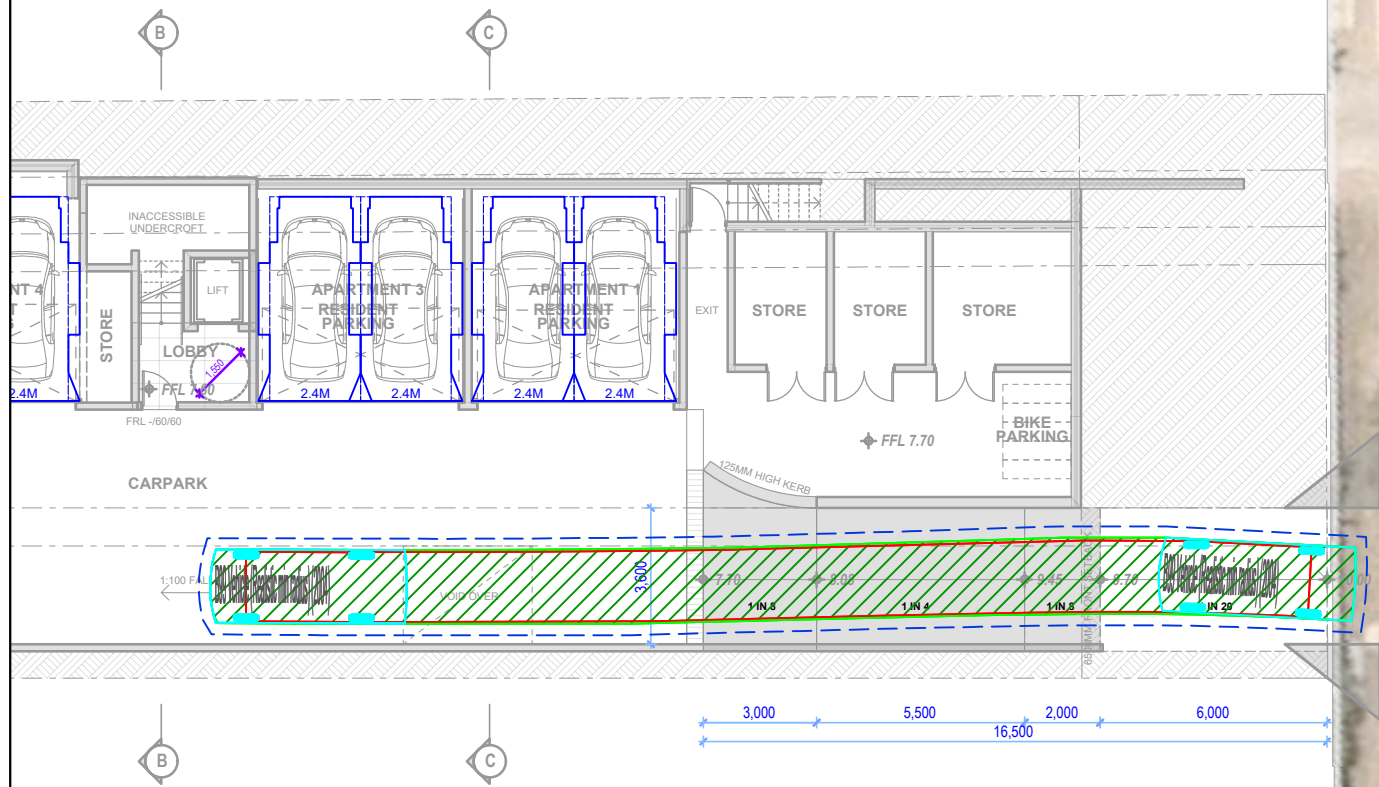


PROJECT	142 OCEAN STREET, NARRABEEN
TITLE	SWEPT PATH ANALYSIS - GROUND LEVEL AS2890.1 5.2m B99 VEHICLE

DWG No.	21109CAD003
FIGURE 2	
DATE STAMP	06 MAY 2021
PROJECT No.	21109
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REV.	A

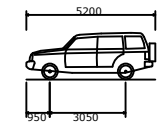
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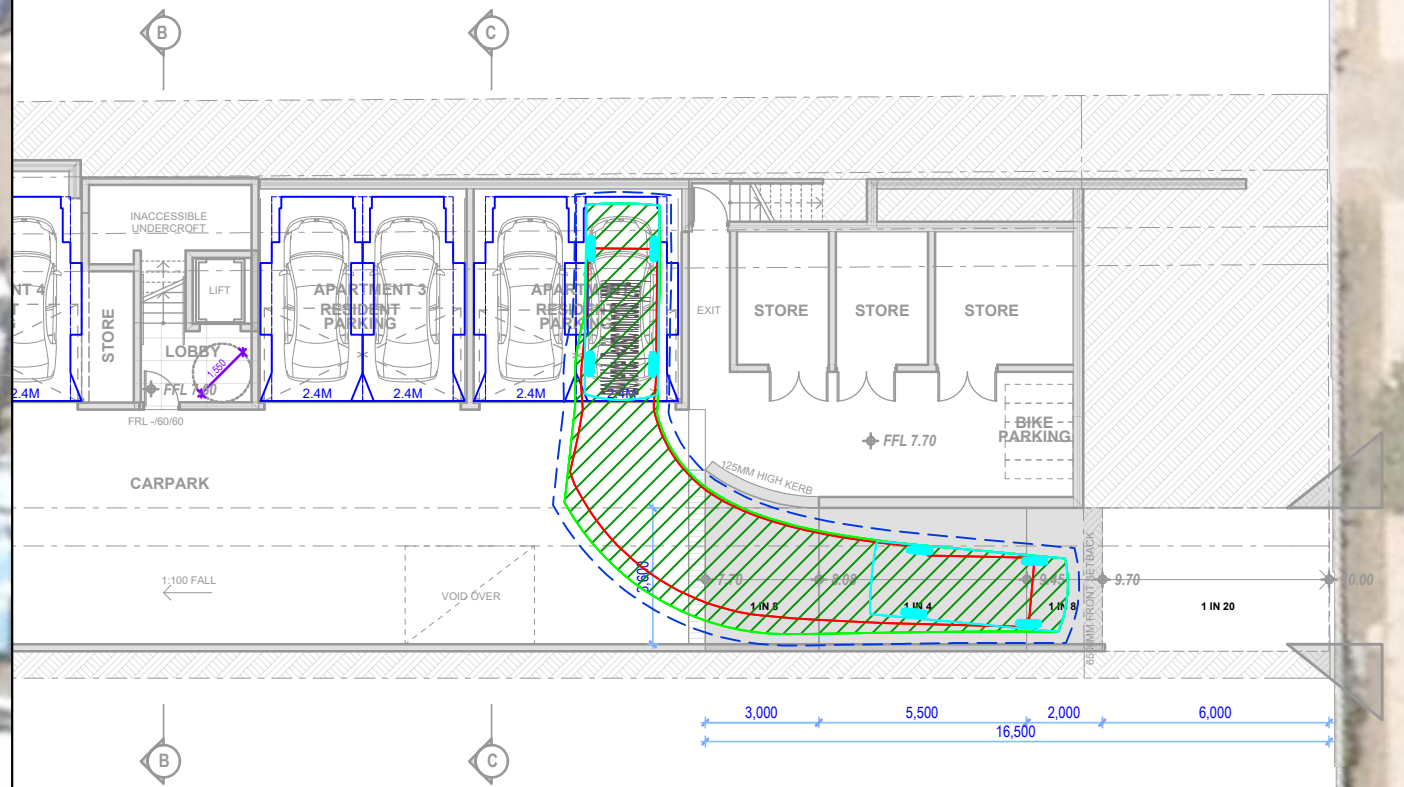
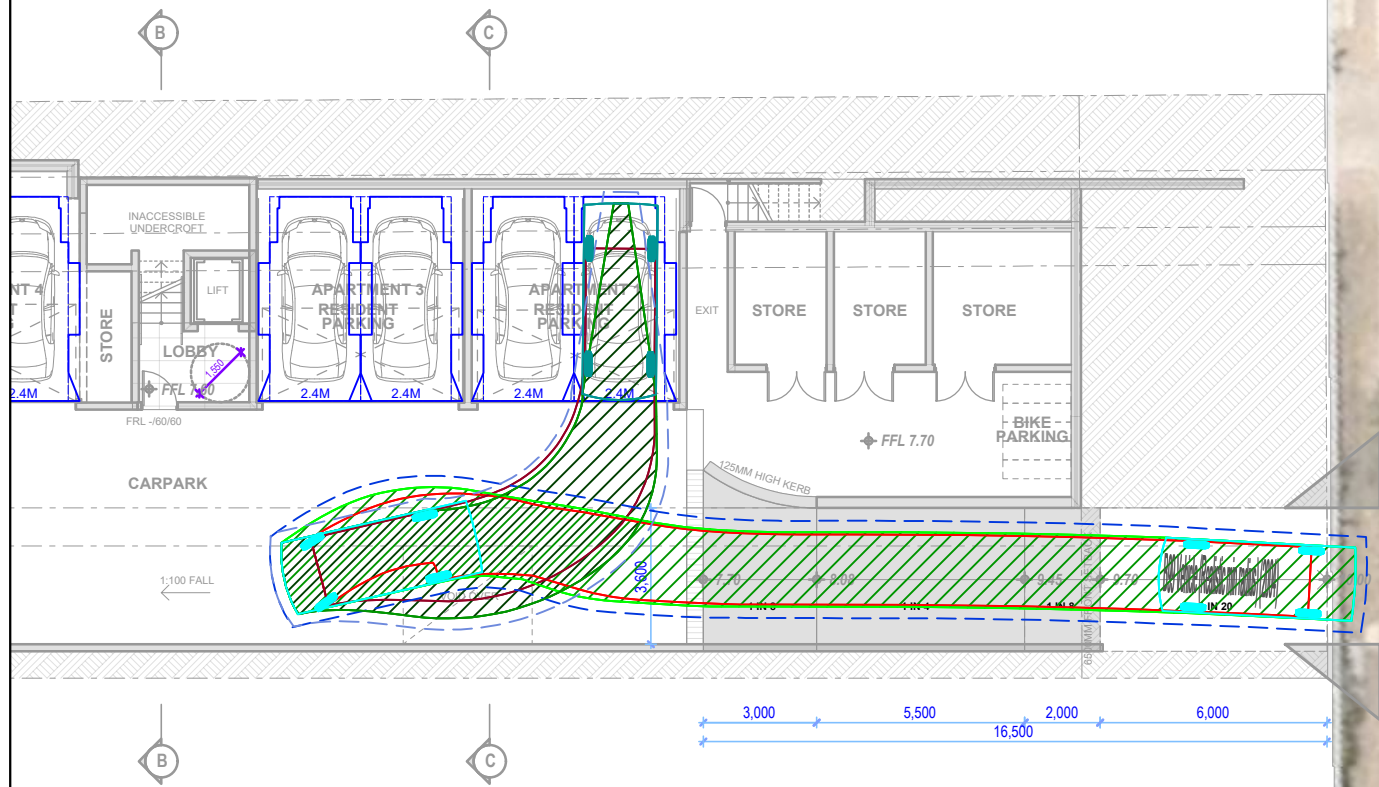


PROJECT	142 OCEAN STREET, NARRABEEN
TITLE	SWEPT PATH ANALYSIS - BASEMENT LEVEL AS2890.1 5.2m B99 VEHICLE

DWG No.	21109CAD003
FIGURE 3	
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PROJECT No.	21109
SCALE	1:200 @A3
REV.	A

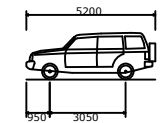
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VEHICLE EXITING



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PROJECT	142 OCEAN STREET, NARRABEEN
TITLE	SWEPT PATH ANALYSIS - BASEMENT LEVEL AS2890.1 5.2m B99 VEHICLE

DWG No.	21109CAD003
FIGURE 4	
DATE STAMP	06 MAY 2021
PROJECT No.	21109
SCALE	1:200 @A3
REV.	A

Filename: 21109CAD003-210506-CAR PARK REVIEW.dwg Date: 6 May 2021 By: Karl Manistrado