



**Newport Marina and
Residential Development
Transport Statement**

Northern Beaches Council

6 June 2022

Dear Sir/Madam

Newport Marina and Residential Development – Development Application – Transport Statement

INTRODUCTION

JMT Consulting has prepared this transport statement to support a Development Application for the subdivision of a site in Newport to facilitate the ultimate development of nine residential lots. The existing site is made up of six individual lots, including five residential properties as well as the Sirsi Marina which currently operates as a commercial marina facility.

The location of the site is shown in Figure 1 below.



Figure 1 Site location

The proposed subdivision plan is shown in Figure 2 and includes nine separate residential lots with individual driveway access points. The existing commercial marina facility (including its on-site car parking spaces) would no longer operate on the site.

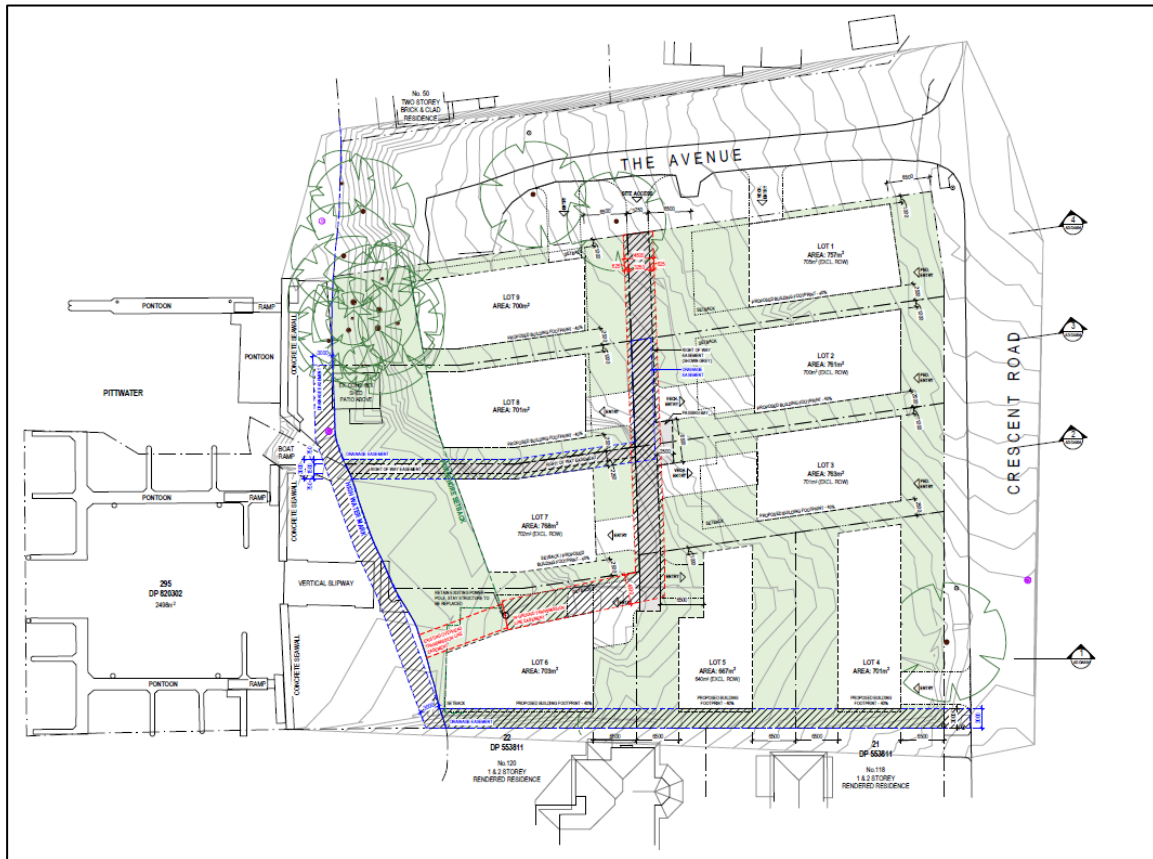


Figure 2 Proposed subdivision plan

Source: Scott Carver

ASSESSMENT

(i) Site access

The proposed site access arrangements are indicated in Figure 3 the following key elements:

- Access for six of the nine lots to be provided via a new internal shared zone under a right of way. This shared zone would be accessed from The Avenue and facilitate vehicle access to the various driveways within the site. The shared zone would be 3.25m wide and provide for a passing bay in the middle of the site to allow vehicles travelling in opposing directions to pass one another.
- Vehicle access for Lot 1 and Lot 9 to be directly via The Avenue.
- Vehicle access for Lot 4 to be directly via Crescent Road.

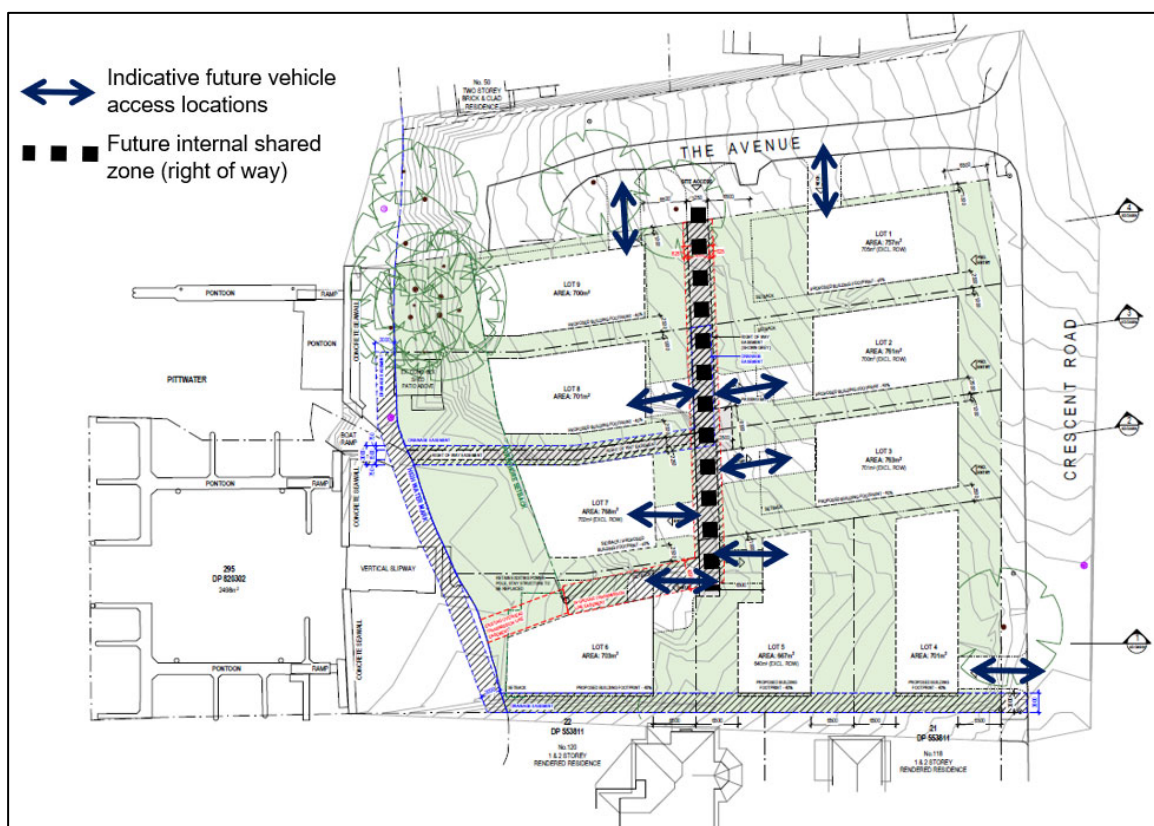
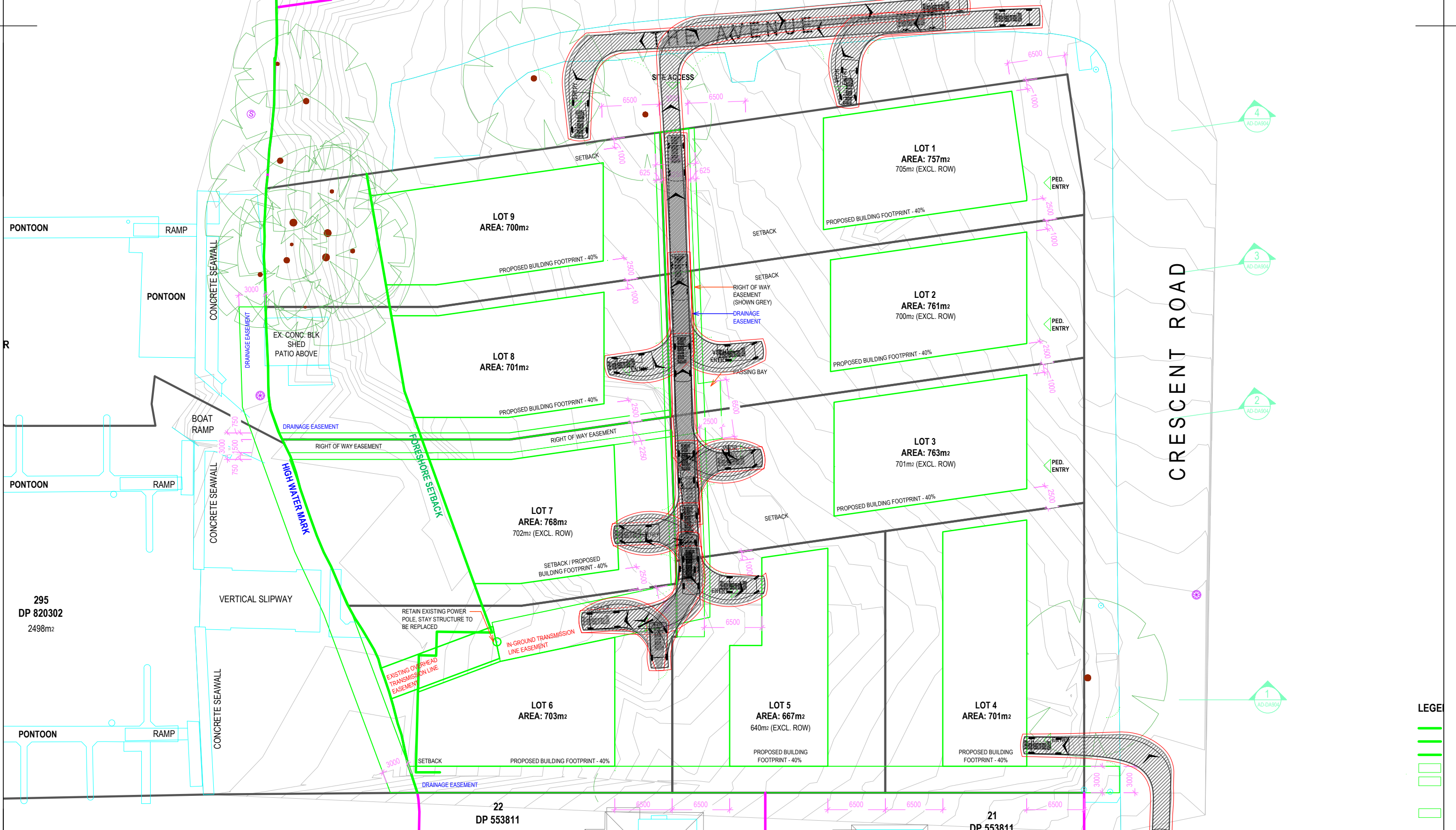


Figure 3 Proposed access arrangements

Preliminary vehicle swept path analysis has been undertaken to confirm the suitability of the proposed access arrangements. These swept paths, undertaken for the 'B99 vehicle' (largest passenger vehicle) as per the requirements of Australian Standards AS2890.1 is shown on the following page.



Job Title
NEWPORT MARINA AND RESIDENTIAL DEVELOPMENT

Client
ESSEX DEVELOP

JMT Consulting
ABN: 32 6358 30054
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PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths

Drawing No
2225_01

Date
01.06.22

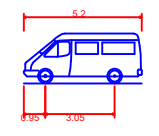
Legend

- Body Envelope
- 300mm Envelope
- Wheel Envelope

Job No
2225

Scale at A3
1:400

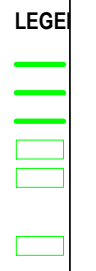
Vehicle type(s)



B99 Vehicle (8m min radius) (2004)

- Overall Length
- Overall Width
- Overall Body Height
- Min Body Ground Clearance
- Track Width
- Lock to Lock Time
- Curb to Curb Turning Radius

- 5.200m
- 1.940m
- 2.200m
- 0.312m
- 1.840m
- 4.00 sec
- 8.000m



(ii) Suitability of the subdivision layout

The subdivision proposal has been developed with consideration to the relevant requirements outlined in Australian Standards AS2890.1, including:

- The internal access driveway / shared zone has been designed with a width of 3.25m – exceeding the requirement for Category 1 driveways as outlined in Table 3.2 of AS2890.1.
- As the development would generate less than 10 vehicles per hour at peak times there is no requirement to make provision for two vehicles to pass on the driveway. As noted in Clause 3.2.2 of AS2890.1 only where 30 vehicle movements per hour are expected is there a need to provide for vehicle passing on a driveway.
- As recommended (although not required) in Clause 3.2.2 of AS2890.1, an opportunity for vehicle passing is provided within the site through the provision of a passing bay.
- The traffic flows on the internal driveway/shared zone are anticipated to be up to 7 vehicles per hour or 70 vehicles per day. These forecast traffic volumes fall well within maximum thresholds of 100 vehicles per hour and 1,000 vehicles per day as prescribed in the Transport for NSW SS/12/01 shared zone policy – making this area suitable as a shared pedestrian and vehicular environment.
- Driveways to the individual lots within the site have the ability to accommodate safe vehicle entry and exit movements

(iii) Car parking

Details of the proposed car parking arrangements will be provided at the time of the separate Development Applications for each of the individual lots. However the subdivision plan allows for two standard car parking spaces to be provided for each lot – complying with the requirements under the Pittwater DCP.

(iv) Traffic movements and road network impacts

The forecast level of traffic generated from the development has been based off the rates outlined in the *RMS Guide to Traffic Generating Developments* (2013 update) document. The rates applicable to low density residential dwellings are as follows:

- AM peak hour (8am – 9am): 0.99 vehicles / dwelling
- PM peak hour (5pm – 6pm): 0.95 vehicles / dwelling

The expected directions of travel for vehicles, based again off guidance within the *RMS Guide to Traffic Generating Developments* document, is as follows:

- AM peak hour: 80% departing, 20% arriving
- PM peak hour: 20% departing, 80% arriving

The resultant level of traffic generation is summarised in Table 1 below.

Table 1 Forecast site traffic generation

Peak Hour	No. of dwellings	Traffic Generation Rate	Number of vehicle trips		
			Into site	Out of site	Total
AM Peak Hour	9	0.95	2	7	9
PM Peak Hour	9	0.99	7	2	9

It is important to recognise however that the site currently comprises of six residential dwellings as well as a commercial marina which would already generate traffic movements. As seen in Figure 4 below the marina can accommodate over 20 public car parking spaces which generate traffic throughout the day.



Figure 4 Existing car parking at commercial marina

The volume of traffic generated by the existing site, particularly the 20+ car spaces provided at the commercial marina, would generate greater volumes of traffic when compared to the proposed nine lot subdivision. Therefore the proposal would not impact the operation of the surrounding road network.

(v) Pedestrian connections

As shown in Figure 5 the subdivision proposal will provide for pedestrian connections through the site to the boat ramp. As previously noted, given the minor level of vehicular traffic movements on the internal driveway/shared zone (less than 10 vehicles per hour), this area will be suitable for pedestrians to move around walk within the site.

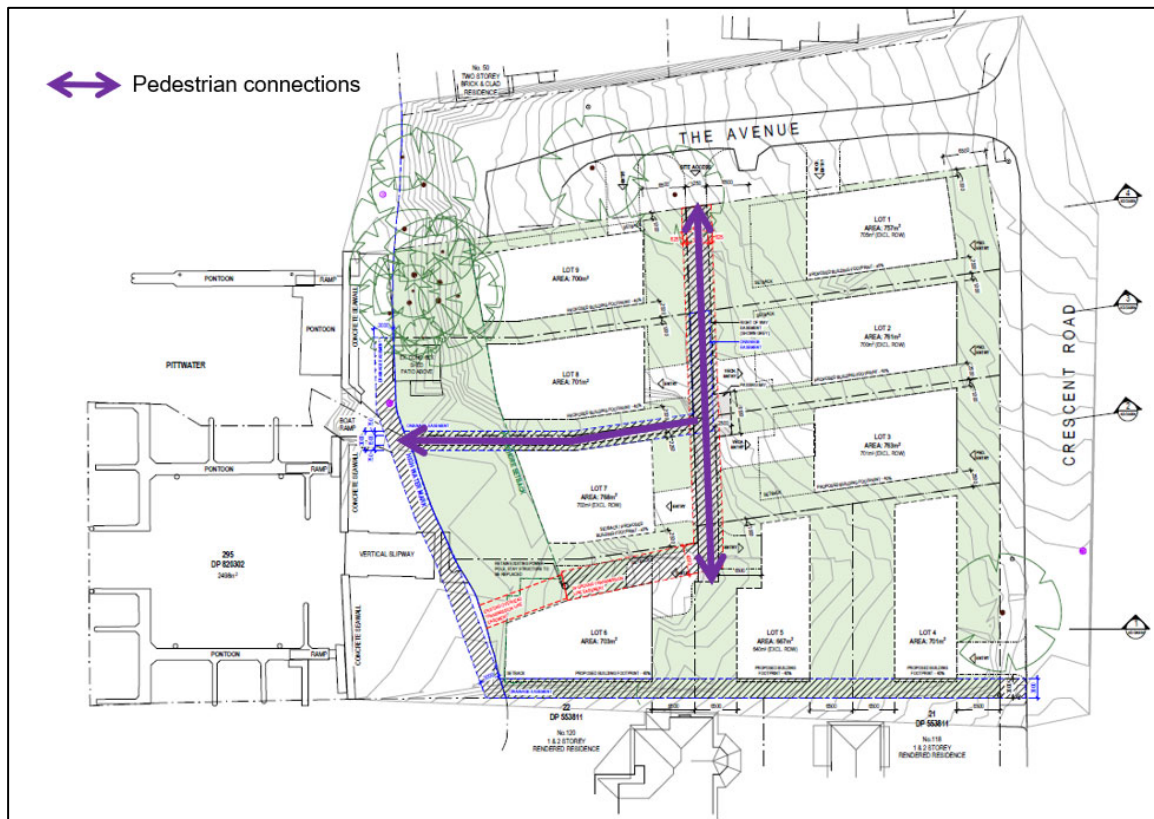


Figure 5 Pedestrian connections

SUMMARY

This transport statement has been prepared to support a Development Application for the subdivision of a site in Newport to facilitate the ultimate development of nine residential lots. The existing site is made up of six individual lots, including five residential properties as well as the Sirsi Marina which currently operates as a commercial marina facility.

Key findings of the assessment are as follows:

- The subdivision layout will provide for appropriate vehicle access into each of the nine lots, with vehicle swept path analysis confirming that suitable access is achievable.
- The subdivision proposal has been developed with consideration to the relevant requirements outlined in Australian Standards AS2890.1 including with respect to driveway widths and passing opportunities for vehicles.
- The proposal, with the removal of the existing commercial marina which accommodates more than 20 car parking spaces, is expected to result in fewer traffic movements over the course of the day when compared to existing conditions and therefore not impact the operation of the surrounding road network.
- The proposal makes provision for pedestrian connections through the site.

Therefore it can be concluded that the traffic and transport impacts of the proposed Development Application are acceptable.

Please do not hesitate to contact the undersigned should you require any further information.

Regards



Josh Milston

Director | JMT Consulting

MIEAust CPEng