

Revised Mixed-Use Development Proposal

**47-50 The Esplanade,  
Ettalong Beach**

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**TRAFFIC AND PARKING ASSESSMENT REPORT**

11 November 2015

Ref 15805

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### Document Verification

<b>Location:</b>	47-50 The Esplanade, Ettalong Beach	<b>Job Number</b>		15805	
<b>Revision</b>	<b>Details</b>	<b>Prepared</b>		<b>Approved</b>	
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		TY	10/11/15	RV	11/11/15

## **1. INTRODUCTION**

This report has been prepared to accompany an application to modify a previously approved mixed-use development proposal to be located at 47-50 The Esplanade, Ettalong Beach (Figures 1 and 2).

The Minister for Planning has previously approved the construction of a seven-storey mixed-use residential/retail building (MP 09\_0121). Car parking was previously approved in a split-level car parking area located between the basement and upper ground level.

The amendments proposed to the previously approved development involve an increase in the number of apartments and a minor reconfiguration to the car parking areas.

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
- 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. PROPOSED DEVELOPMENT

### Site

The subject site is located in Ettalong Beach and is bounded by The Esplanade, Memorial Avenue and a rear lane. The site has a street frontage of approximately 40 metres in length to The Esplanade, approximately 47 metres to Memorial Avenue and approximately 50 metres to the rear lane. The site occupies an area of approximately 2,300m<sup>2</sup>.

The subject site is currently occupied by an at-grade, open car parking area accessed via a vehicular entry/exit driveway to the rear lane.

### Previously Approved Development

Minister for Planning has previously approved the demolition of the existing car park on the site to facilitate the construction of a new mixed-use residential/retail building (MP 09\_0121).

A total of 45 residential apartments were previously approved as follows:

1 bedroom apartments:	10
2 bedroom apartments:	26
3 bedroom apartments:	9
<b>TOTAL APARTMENTS:</b>	<b>45</b>

A retail component was also approved on the street level of the building, with a cumulative floor area of 511m<sup>2</sup>.

Off-street car parking was approved for a total of 78 cars in a split-level car parking area between the basement and upper ground level. Vehicular access to the car parking facilities was previously approved via two separate entry/exit driveways located at the rear lane.

Loading/servicing for the development was previously approved to be undertaken in indented service bays along the rear lane site frontage.

## Proposed Development

The proposed development again involves the construction of a new mixed-use residential/retail building.

A total of 59 apartments are now proposed in the new building – a *nett increase* of 14 apartments, as follows:

1 bedroom apartments:	7
2 bedroom apartments:	42
3 bedroom apartments:	10
<b>TOTAL APARTMENTS:</b>	<b>59</b>

The retail component will remain largely unchanged on the street level of the building, with a cumulative floor area of 512m<sup>2</sup>.

Off-street car parking will continue to be provided for a total of 78 cars in the split-level car parking area between the basement and upper ground level.

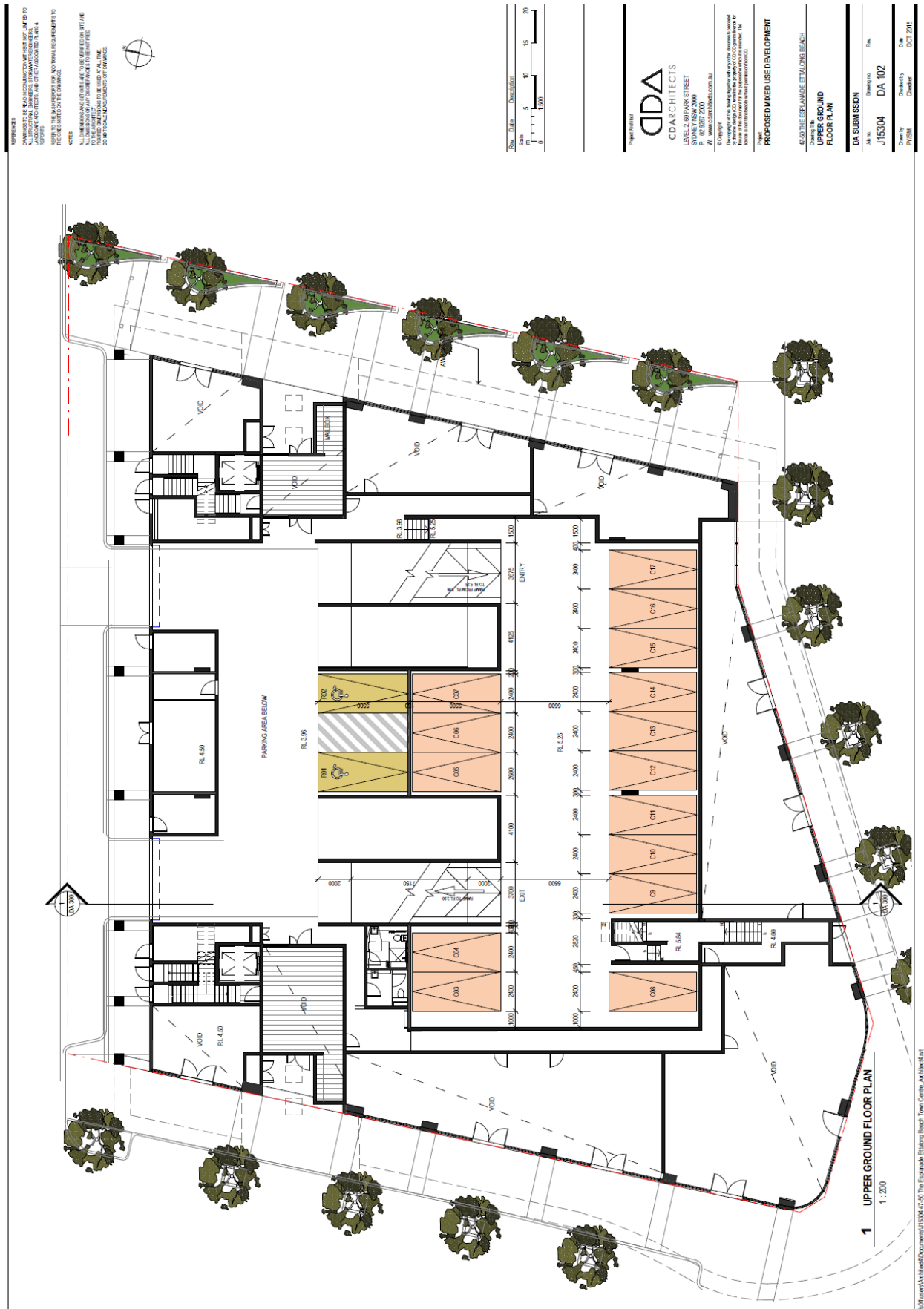
Loading/servicing arrangements for the proposed development will remain as per the previously approved development.

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











Rev.	Date	Description
P1	29.10.15	Primary Issue for modeling

Scale m

Project Architect

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**Project**  
**PROPOSED MIXED USE DEVELOPMENT**

47-50 THE ESPLANADE ET TALONG BEACH  
Drawing Title  
**SECTION A**

DA SUBMISSION			
Job no.	Drawing no.	Rev.	
J15304	DA 300	P1	
Drawn by	Checked by	Date	
TEST	TEST	OCT 2015	

### **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 is illustrated on Figure 3.

Maitland Drive and Barrenjoey Road is classified by the RMS as a *Regional Road* and forms part of a key north-south road link in the area, linking Patonga and Kincumber. The route typically carries one traffic lane in each direction in the vicinity of the site.

Memorial Avenue and The Esplanade are local, unclassified roads which are primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is generally permitted along both sides of both roads.

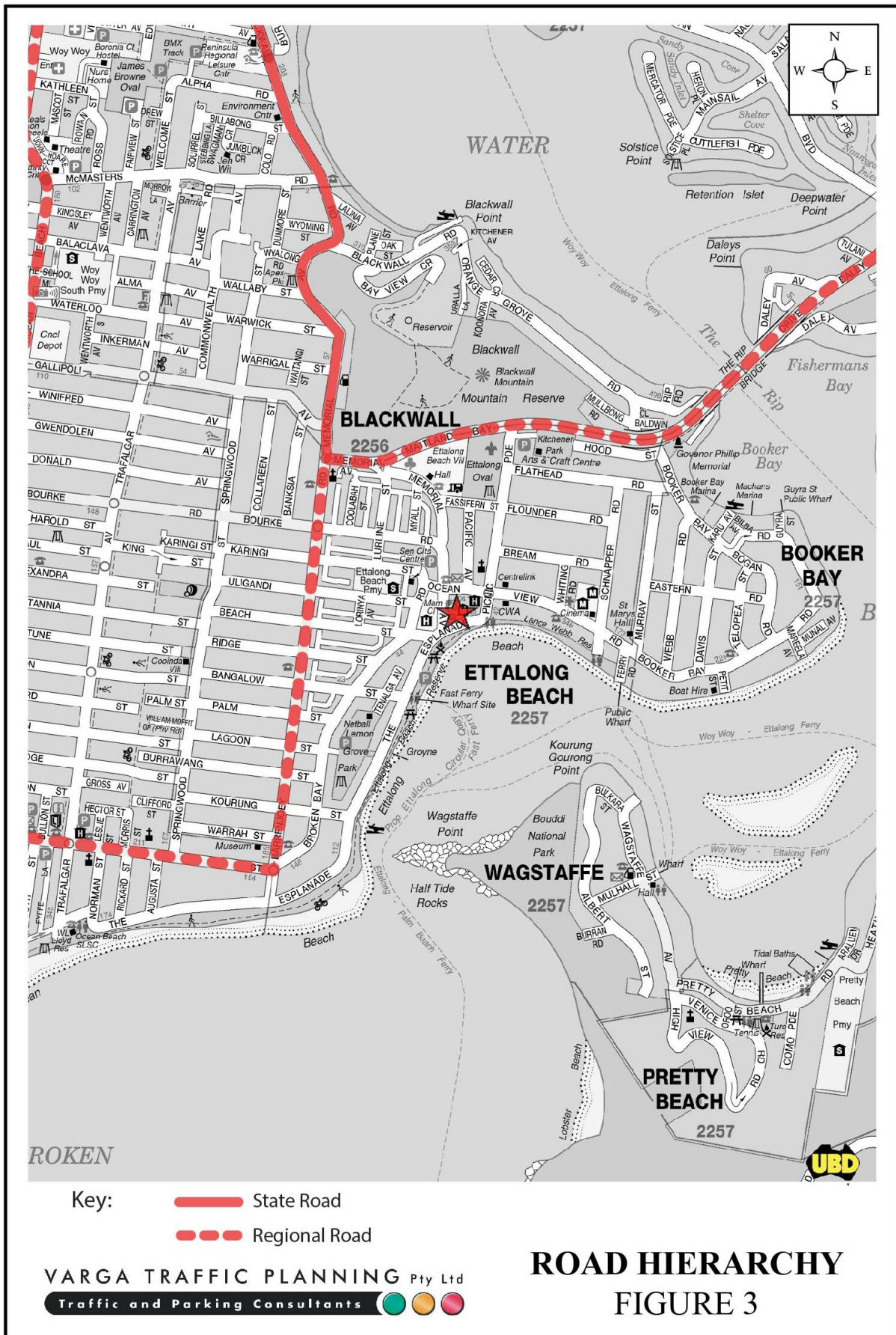
The rear lane behind the site is primarily used to service those properties fronting Ocean View Road and The Esplanade. The narrow width of the lane precludes kerbside parking along both sides of the rear lane.

#### **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 50 km/h SPEED LIMIT which applies to all the local roads in the vicinity of the site
- ROUNDABOUT in The Esplanade where it intersects with Ocean View Road
- PEDESTRIAN ZEBRA CROSSINGS at regular intervals on the local road network in the vicinity of the site.









## Projected Traffic Generation

The traffic implications of the development proposal primarily concern the effects of the *additional* traffic flows generated as a result of the development when compared with the previously approved development on the site, and its 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)*.

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

### **High Density Residential Flat Buildings in Sub-Regional Centres**

0.29 peak hour vehicle trips/dwelling

The RMS *Guidelines* also make the following observation in respect of high density residential flat buildings:

#### **Definition**

*A high density residential flat building* refers to a building containing 20 or more dwellings. This does not include aged or disabled persons housing. *High density residential flat buildings* are usually more than 5 levels, have basement level car parking and are located in close proximity to public transport services. The building may contain a component of commercial use.

#### **Factors**

The above rates include visitors, staff, service/delivery and on-street movements such as taxis and pick-up/set-down activities.

Application of the above traffic generation rates to the *nett increase* of 14 *additional* apartments in the amended development proposal yields a *nett increase* traffic generation potential of approximately 4 vehicle trips per hour during commuter peak period when compared with the previously approved development on the site.

That projected increase in the traffic generation potential of the site as a consequence of the amendment to the application 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 kerbside 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:

- 1 HOUR PARKING along both sides of Memorial Avenue
- generally UNRESTRICTED kerbside parking along both sides of The Esplanade.

### Off-Street Car Parking Provisions

The off-street car parking requirements applicable to the development proposal are specified in *Gosford Development Control Plan 2013, Part 7.1 – Car Parking* document in the following terms:

**Shop-Top Housing**

1 car space per dwelling

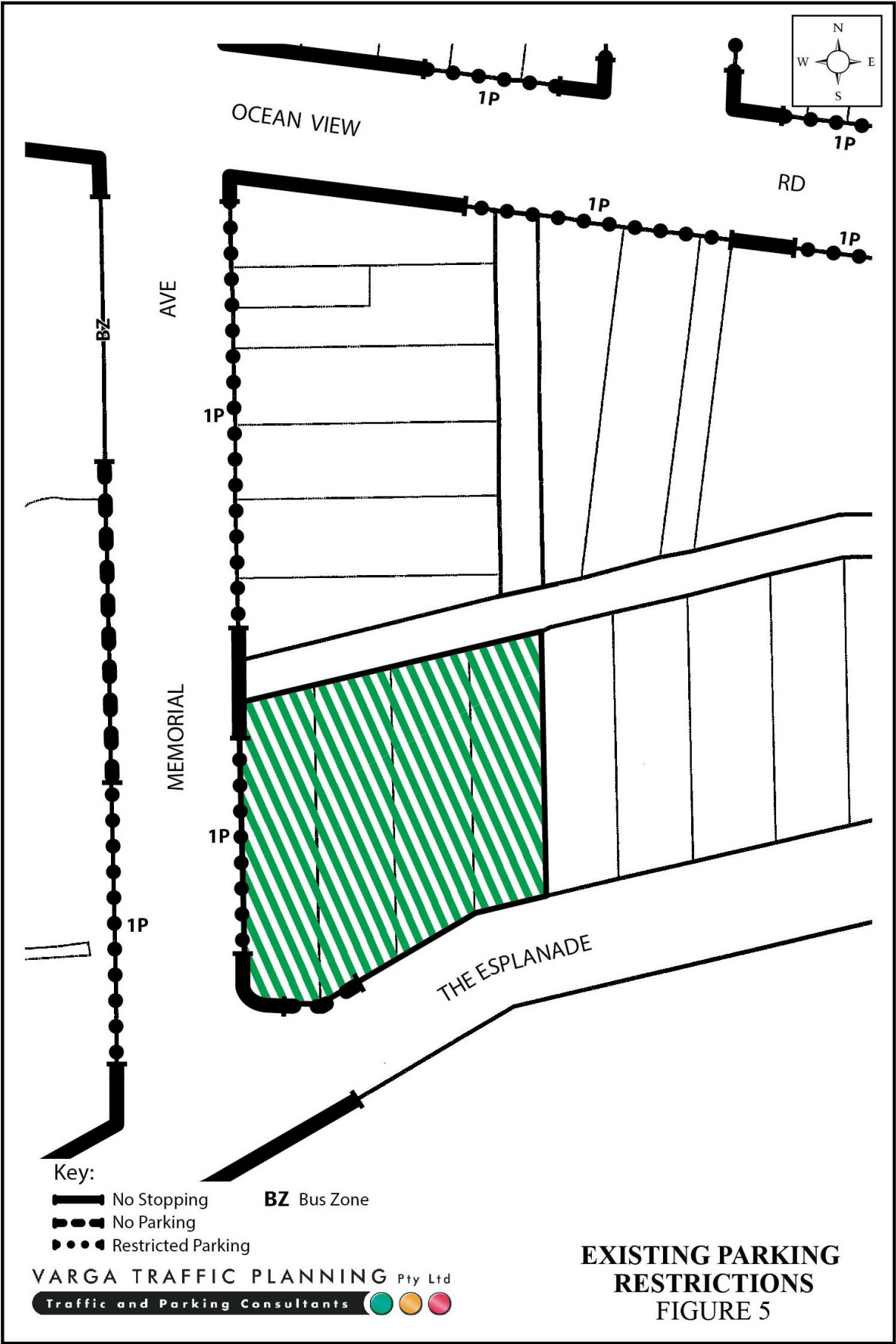
**Shops (B2 Local Centre)**

1 space per 30m<sup>2</sup> GFA

Application of the above car parking requirements to the residential/retail components of the development proposal yields an off-street car parking requirement of 76 spaces as set out below:

Residents (59 apartments):	59.0 spaces
Visitors (512m <sup>2</sup> ):	17.1spaces
<b>TOTAL:</b>	<b>76.1 spaces</b>

The proposed development makes provision for a total of 78 off-street car parking spaces, thereby satisfying Council's car parking requirements.



The geometric design layout of the slightly reconfigured car parking facilities have been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions and aisle widths.

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