

136 Fisher Road, Cromer Traffic Assessment

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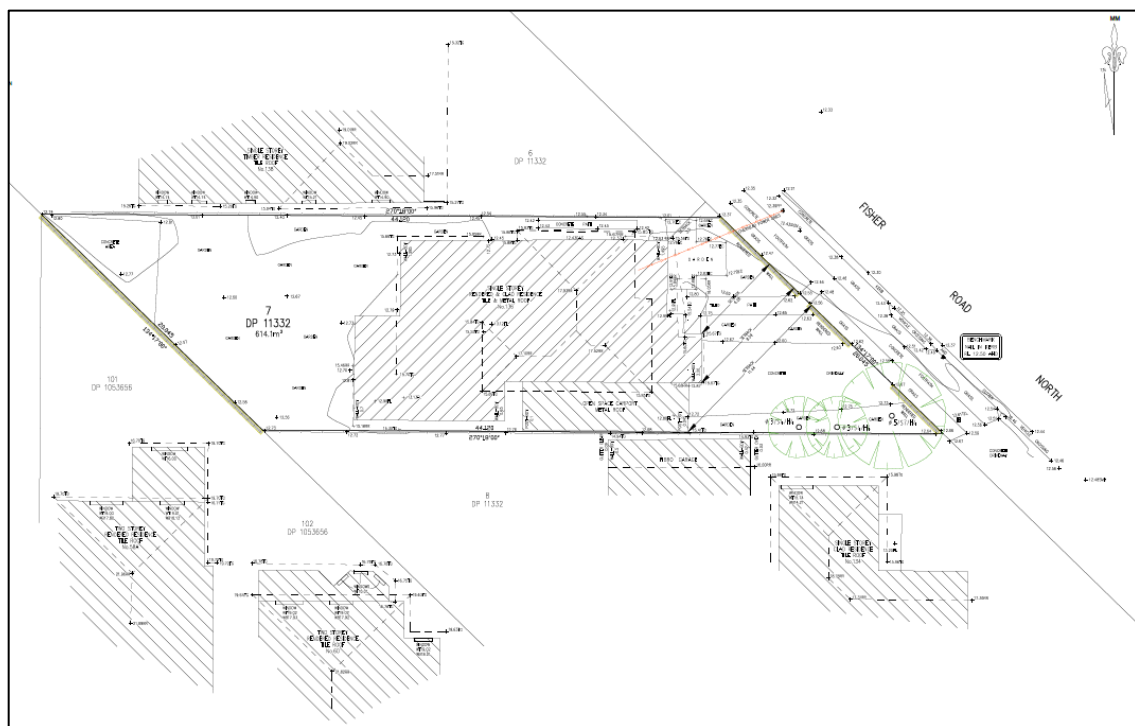
1 Introduction

This report has been prepared to support the development application to Northern Beaches Council for the alterations and additions to the property at 136 Fisher Road, Cromer.

The current development on the site is a single storey residential building with a rendered brick and timber fence and on-site parking for two vehicles within the property.

The proposed development is for the construction of additions and alterations to the existing single dwelling to provide a dual occupancy, with the provision of expanded parking within the property off Fisher Road.

Figure 1-1 – Site plan



The following documents have been reviewed as part of this assessment of the proposed development:

- AS 2890.1 Parking facilities – Part 1 – Off-street parking facilities
- Warringah Development Control Plan 2011
- TfNSW Guide to Transport Assessment (TfNSW 2024)

2 Subject property

The property is located at 136 Fisher Road North, Cromer (Lot 7 DP 11332) with a frontage of 20.045m to Fisher Road North. Fisher Road North is an unclassified Regional Road which runs southeast to northwest in the vicinity of the property. Under the Warringah LEP 2011 the subject property is zoned as low density residential.

There is an existing residential dwelling on the site with a concrete driveway access off Fisher Road North. This driveway provides access to a parking area for two vehicles at the front of the existing dwelling. A separate pedestrian access is provided to the dwelling from Fisher Road North.

The location of the subject land is indicated in Figure 2-1.

Figure 2-1 – Site location



Map source: Nearmap

This report provides an assessment for the development of dual occupancy dwelling on the property with the second dwelling to be constructed primarily within the existing building envelope.

2.1 Existing development

The subject property is Lot 7, DP 11332 with a street address of 136 Fisher Road North, Cromer. The property is approximately parallelogram in shape located on the western side of Fisher Road North and approximately 47 m north of the intersection with Lynwood Avenue. The eastern frontage and rear boundary are 20.045m in length, with the side boundaries being 44.12m in length.

The subject property is currently occupied by a one storey clad residential dwelling. Driveway access to the property is provided by a single driveway located toward the southern boundary of the property and leads to a double-parking space area. There is a rendered brick and timber fence provided along the front boundary with a retractable gate provided for the driveway, and a separate pedestrian gate located midway along the Fisher Road frontage.

The surrounding development consists of low-density residential dwellings on the western side of Fisher Road North, and south of the subject property. There are multi-unit developments located on the eastern side of Fisher Road including Dee Why Gardens, a retirement community with the entrance to the development located approximately 150m north of the subject property.

A Child Care Centre is located on the southern side of the intersection of Lynwood Avenue and Fisher Road North.

A bus stop post is located in front of the property. This is designated as a part time school bus stop operating 3-4pm on school days. Parking is permitted outside of this time.

2.2 Proposed development

The proposed development is for the expansion of the existing building to provide a second dwelling, provision of a tandem carport for one of the proposed dwellings and a garage with mechanical vehicle stacker to accommodate two vehicles under the main roof of the dwelling. It is also proposed to provide a vehicle turntable in the area currently used for vehicle parking to enable vehicles to manoeuvre in and out of the carport or garage, and to enter and exit the property in a forward direction.

The second dwelling is proposed to be located at the rear of unit 1 with a separate access via the rear of the proposed carport.

There are no proposed changes to the existing driveway access at the road boundary with Fisher Road North.

Separate pedestrian access gates are proposed for each of the units, with the unit 1 gate being located near the northern boundary and the pedestrian gate for unit 2 being located where the existing pedestrian gate is located.

The proposed plans for the proposed dual occupancy are shown in Figure 2-2.

3 Traffic and Parking

3.1 Surrounding Road Network

Fisher Road North

Fisher Road is a Regional Road (RR 7348) which runs from Pittwater Road at Dee Why to the intersection with Lynwood Avenue and Campbell Avenue. Lynwood Avenue and Campbell Avenue form part of Regional Road 7365, which follows a short section of Lynwood Avenue west from the intersection of Fisher Road and Campbell Avenue to the intersection with Fisher Road North and then north to the intersection with Carawa Road. Fisher Road North is then classified as a local road north of the intersection with Carawa Road. It has a speed limit of 50km/h. The following diagrams provide views of Fisher Road in the vicinity of the subject property.

Figure 3-1 - Fisher Road looking northwest



Source: Google Streetview (August 2024)

Figure 3-2 - Fisher Road looking southeast



Source: Google Streetview August 2024

The section of Fisher Road North in the vicinity of the subject property provides a single traffic lane in each direction with parking permitted on both sides of the road. The route 179 bus service operates along Fisher Road North, providing links to Dee Why shopping centre and Warringah Mall. It operates on a 20-30minute frequency seven days per week from approximately 6:00am to 11:00pm. The closest bus stops to the subject property are located 150m north, for services to Dee Why and Warringah Mall, and 215m north for services from Dee Why and Warringah Mall.

Lynwood Avenue

Is a local road for the majority of its length, which runs east west between Fisher Road and Alfred Street, within the Cromer residential area. As indicated above, it is classified as a Regional Road between the intersection of Fisher Road/Campbell Avenue and the intersection with Fisher Road North. It is a local road west of this intersection and serves a well-established low density residential area. It has a speed limit of 50km/h and provides a single traffic lane in each direction with parking allowed on both sides of the road.

Carawa Road

Carawa Road is a Regional Road (RR 7365) which runs between Fisher Road North and Willandra Road. It provides one traffic lane in each direction

The speed limit on Carawa Road is 50km/h and it is provided with a single traffic lane in each direction and parking on both sides of the road.

3.2 Proposed access & sight distance

An assessment of the sight distance available has been carried out for the driveway located toward the southern boundary of the property.

Table 3.2 in *AS 2890.1 Parking facilities – Part 1 – Off-street parking facilities* provides a required minimum sight distance at an access driveway of 45m for a domestic driveway for an approach speed of 50km/h along the road.

It is not proposed to make any changes to the existing driveway at the footpath crossing however, an assessment of the available sight distance has been undertaken.

Sight distance for the existing driveway entry was measured as >150m to the north and 88m to the south. These distances satisfy the requirements outlined in Figure 3.2 of AS 2890.1 for 50km/h.

3.3 Parking & traffic generation

Council's '*Warringah Development Control Plan 2011*' (DCP) provides a car parking requirement for residential dwelling houses and dual occupancies of 2 spaces per dwelling. This provides a requirement for the proposed dual occupancy development of two spaces for each of the dwellings, for a total of four car spaces.

The proposed development provides for a tandem carport for one of the dwellings and a garage with mechanical vehicle stacker for the other dwelling, providing for two vehicles. The vehicle stacker is considered appropriate for this development to reduce the impact of the car parking requirements on the frontage of the building.

A turntable is proposed to be located on the driveway within the property to enable residents to enter and leave the property in a forward direction.

The proposed parking satisfies the requirements of the DCP.

Traffic generation for the proposed dual occupancy development has been assessed in accordance with the TfNSW '*Guide to Transport Assessment*' (TfNSW 2024) (the

Guide), which has recently come into force. Section 5.6.2 of the Guide outlines trip generation for low density residential developments, which provides the following vehicle trips per dwelling during the AM and PM peak hours.

- AM Peak – 0.68 vehicle trips per dwelling
- PM Peak – 0.77 vehicle trips per dwelling
- Daily – 8.12 vehicle trips per dwelling

This provides a traffic generation for the proposed dual occupancy of 1.36 trips during the AM peak, 1.54 vehicle trips during the PM peak and 16.24 daily vehicle trips.

This traffic generation should be discounted by the vehicle trips that are generated by the existing dwelling, giving a nett additional traffic generation for the site of less than one vehicle trip in both the AM and PM peak hours.

This would result in negligible impact on traffic volumes on Fisher Road North and is considered acceptable for the proposed development.

4 Conclusion

This assessment of the traffic impacts of the proposed dual occupancy development has considered the existing road conditions along Fisher Road North, the sight distances available for the proposed and existing driveways, the parking requirements and proposed provision for the development, and the impacts of the additional traffic on the traffic flows on Fisher Road North.

All of the requirements of Councils DCP and relevant Australian Standards are satisfied with the proposed development. It is concluded that the proposed dual occupancy dwelling development, the provision of an additional parking area, and the proposed improvements to the existing internal parking provision for the property satisfy the requirements of council and will have no adverse impacts on traffic or parking as a result of the proposed development.