Established 1994

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# Proposed Residential Subdivision 14 Mirrool Street, North Narrabeen

**Traffic and Parking Assessment** 

Ref: 024/2022 Date: April 2023

Issue: C

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## 1.0 Introduction

This report has been prepared to accompany a Development Application to Northern Beaches Council for a proposed residential subdivision at 14 Mirrool Street at North Narrabeen (Figure 1).

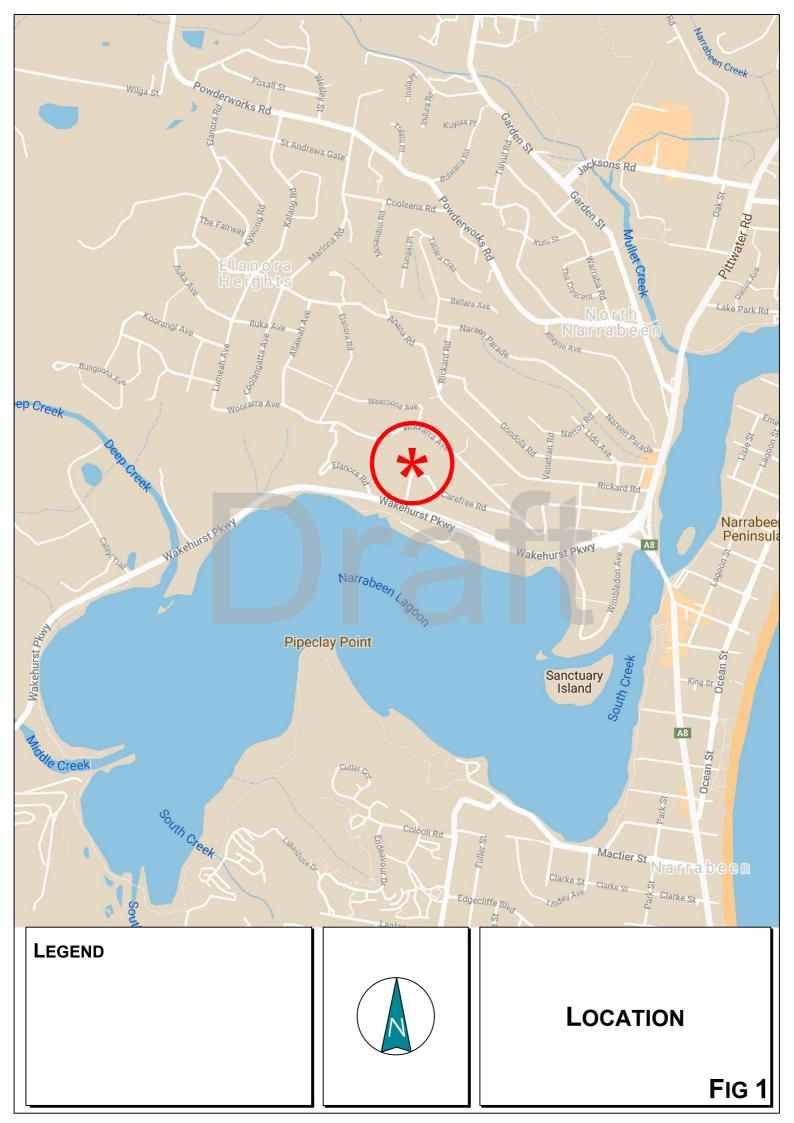
The site is located in a steep elevated position with an outlook over Narrabeen Lake and vehicle access is provided by the northern part of Mirrool Street road reservation (i.e. north of Carefree Road) which has a step downgrade towards the south an a gravel surface which only extends along the southern part of the frontage.

The proposed development scheme comprises:

- 3 residential lots
- new access driveway

The purpose of this report is to:

- describe the site, its context and the proposed subdivision
- describe the road network and traffic conditions in the area
- assess the adequacy of the proposed vehicle access
- assess the potential traffic implications



## 2.0 Proposed Development Scheme

## 2.1 Site, Context and Existing Circumstances

The site (Figure 2) is of Lot 9 in DP 18515 which occupies a rectangular shaped area of some 3,565 m<sup>2</sup> with an extensive frontage to the northern end of the Mirrool Street road reservation. The site currently comprises:

- an existing dwelling on the southern part
- an approved dwelling which is under construction on the central part
- a vacant northern part

The site is adjoined to the north, south by residential dwellings within a heavily tree'd environment.

## 2.3 Proposed Subdivision

It is proposed to:

- subdivide the site into 3 lots as follows:
  - o Lot 1 1100.18 m<sup>2</sup>
  - o Lot 2 1295.00 m<sup>2</sup>
  - o Lot 3 1169.82 m<sup>2</sup>
- clear the northern part of the site to enable level building platforms
- construct an access driveway along the Mirrool Street road reservation with access connections to the lots.

Details of the proposed subdivision are provided on the plans which accompany the Development Application and are reproduced in Appendix A.



LEGEND



SITE

Fig 2

## 3.0 Road Network and Traffic Conditions

## 3.1 Road Network

The road network in the vicinity of the development site (Figure 3) comprises:

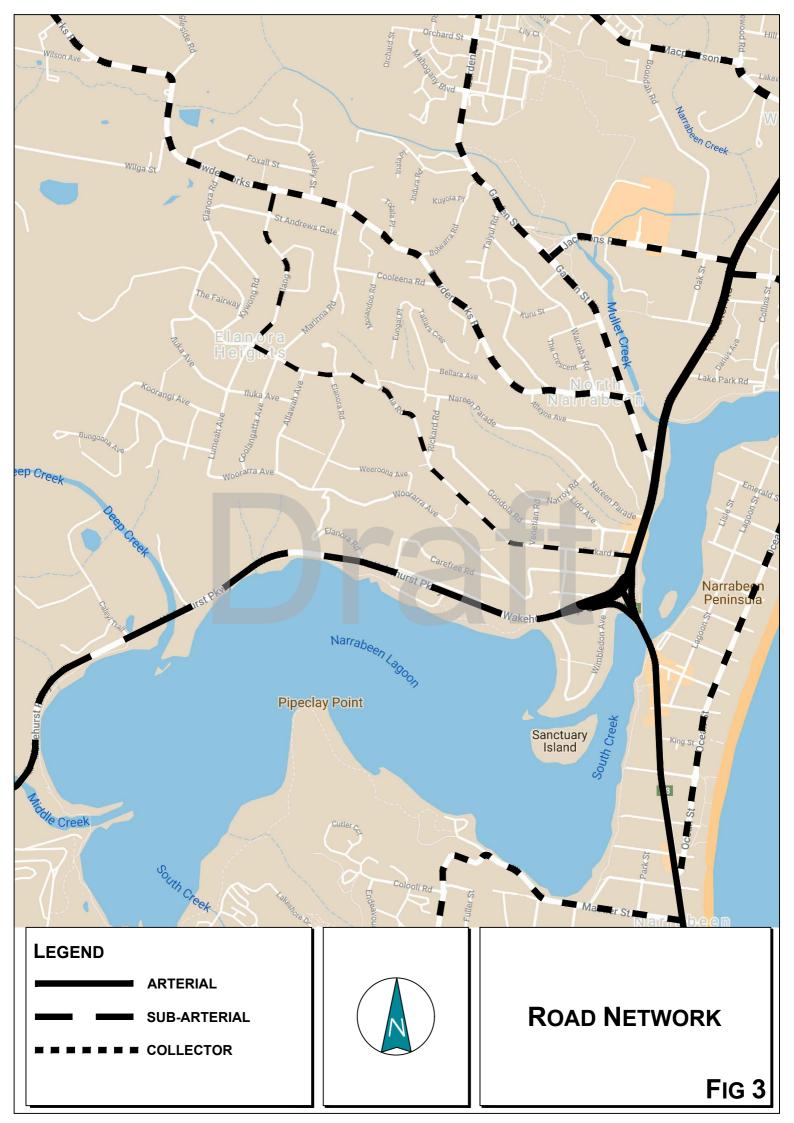
- Pittwater Road a State Road and arterial route linking between Manly and the Northern Beaches
- ❖ Wakehurst Parkway a State Road and 'sub-arterial' route linking between Pittwater Road and Warringah Road
- Powder Works Road a Regional Road and major 'collector' road route which provides a secondary link from Mona Vale Road to Pittwater Road
- Rickard Road/Elanora Road/Kalang Road part of a minor collector road linking between Pittwater Road and Powder Works Road
- ❖ Mirrool Street/Carefree Road a local access road.

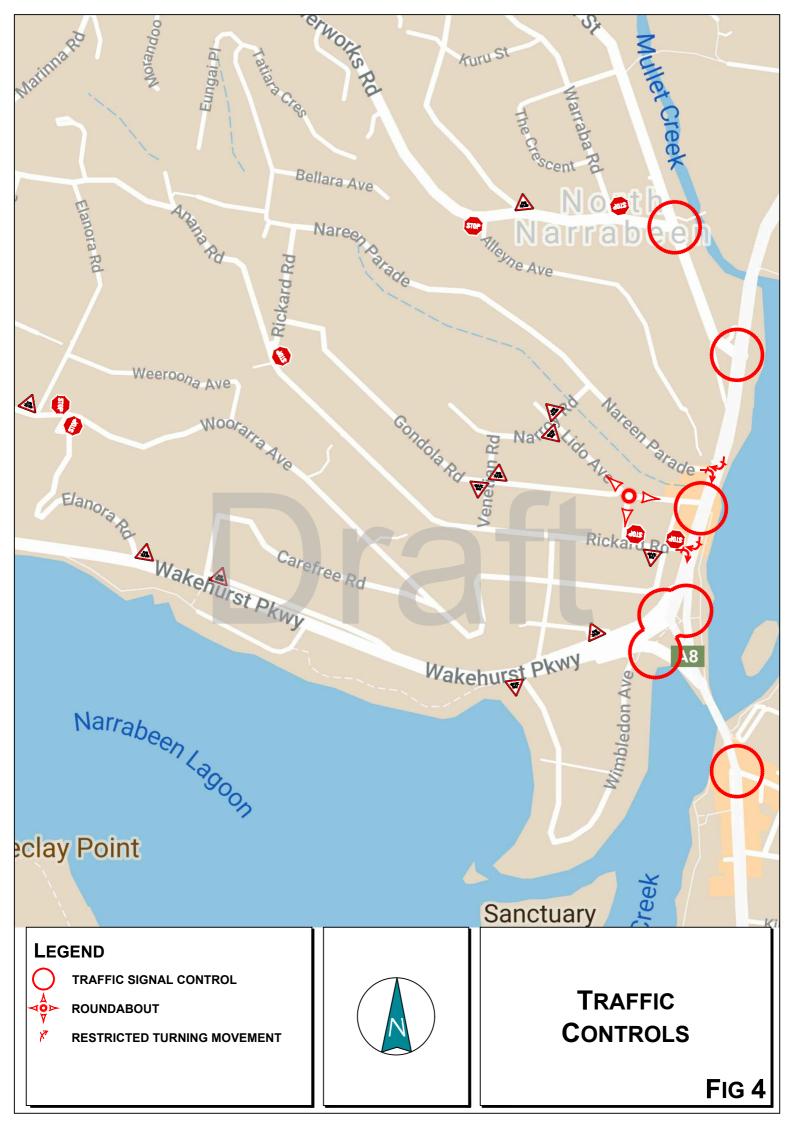
Mirrool Road has a straight alignment with a southwards downgrade and one lane in each direction to the south of the site and a gravel section along the southern part of the site and unmade in the section through to Woorarra Avenue.

### 3.2 Traffic Controls

The limited traffic controls in the vicinity of the site (Figure 4) comprise:

- the traffic signal controlled intersections along Pittwater Road including the Wakehurst Parkway intersection
- The various STOP and GIVEWAY signs at intersections in the area
- the GIVE WAY signs on Mirrool Street at Wakehurst Parkway
- the BUS ZONE provisions along Pittwater Road and Wakehurst Parkway





## 3.3 Traffic Conditions

An indication of traffic conditions on the road system serving the site is provided by data published by TfNSW and observations undertaken as part of this study. The data<sup>1</sup> published by TfNSW is expressed in terms of average annual daily traffic (AADT) and details relevant to the road system serving the site are provided in the following:

	AADT
Pittwater Road north of Wakehurst Parkway	10,089
Wakehurst Parkway west of Pittwater Road	20,875

While the movements along Wakehurst Parkway are significant, there are regular gaps available to enable access movements to occur. The traffic movements along Mirrool Street are very minor and largely limited to those associated with local property access.

## 3.4 Transport Services

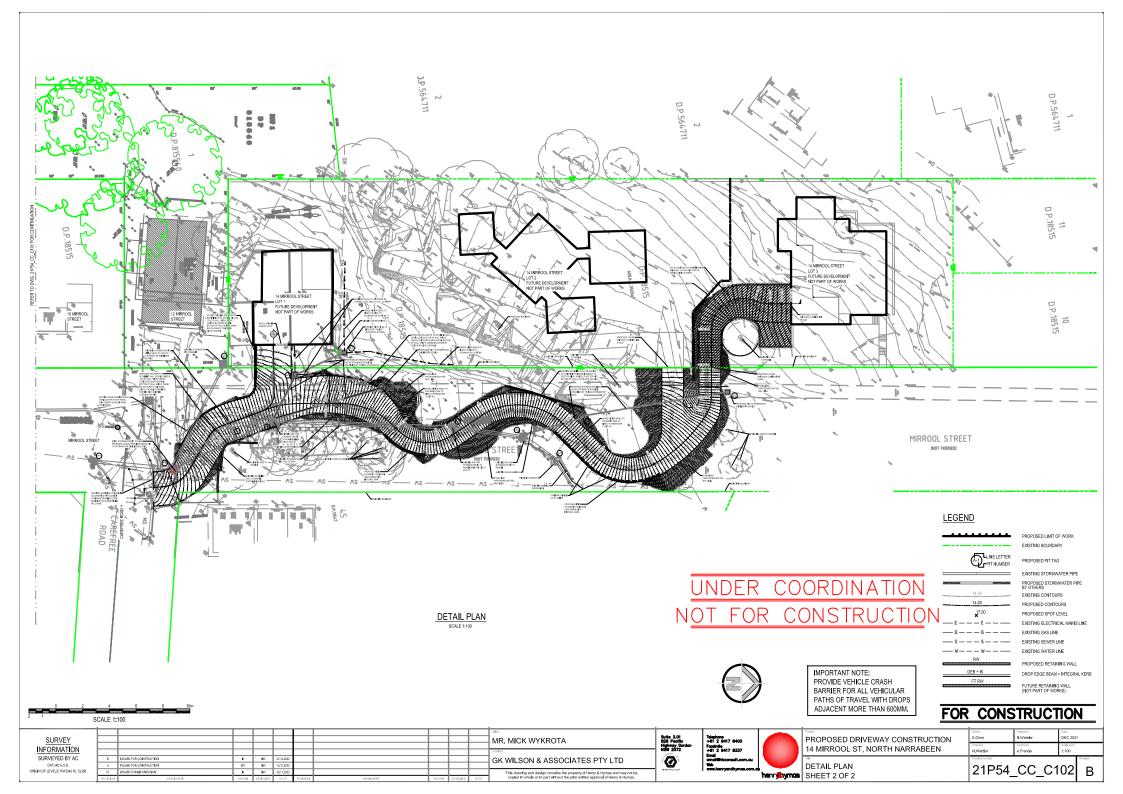
There are a number of bus routes currently operating along Pittwater Road (see Appendix B details) and the Government introduced a new service (Route 155) along Wakehurst Parkway (Monavale to Manly).

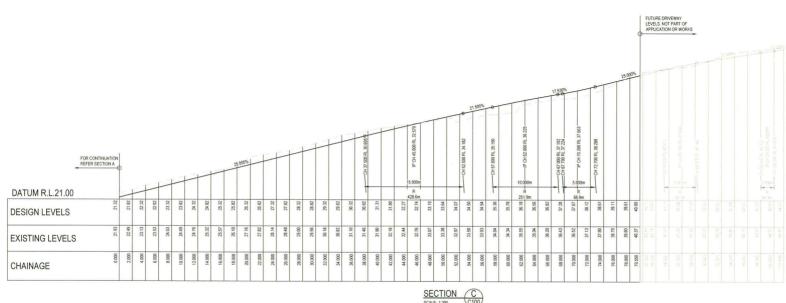
<sup>1</sup> Traffic Volume Data for Sydney Region Roads and Maritime Services

## 4.0 Vehicle Access

Vehicle access will be provided by a new driveway constructed along the road reservation and details of this proposed driveway are provided on the plans prepared by Henry & Hymas reproduced overleaf. Certification of this driveway will be provided by Henry & Hymas and the driveway will provide access to level parking "platforms" on the 2 new lots as well as access to Lot 3, the southern part of the site and adjoining Lot 1.

The connection of the driveway to the bend where Mirrool Street and Carefree Road intersect will provide suitable and appropriate sight distances for approaching and emerging vehicles.





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### SCALE 1:200

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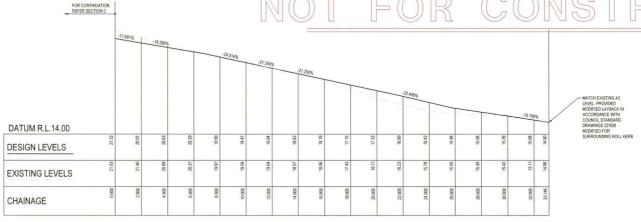
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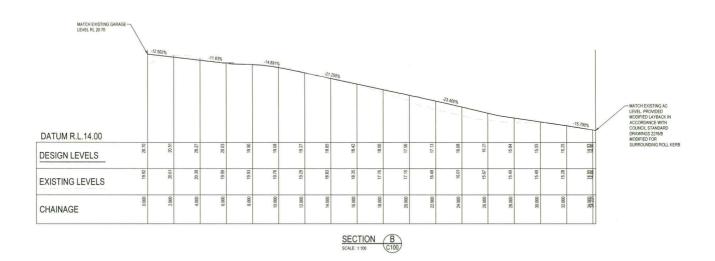




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DRIVEWAY SECTIONS

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## 5.0 Traffic

RMS Development Guidelines (TDT2013-4b) indicate a peak period generation in relation to residential dwellings in the outer Metropolitan area of 0.85 vtph.

Application of this criteria to the 2 new lots would indicate generation of 1 to 2 vtph.

It is apparent therefore that the development on the proposed lots will only result in a very minor increase in traffic generation over that of the existing approved development on the site.

There are regular length gaps in the Wakehurst Parkway traffic flows and the great majority of traffic movements will be to/from the east and west with vehicles accessing Pittwater Road via the traffic signals at the Pittwater Road intersection.

## 6.0 Conclusion

Assessment of the proposed residential subdivision at North Narrabeen has confirmed that:

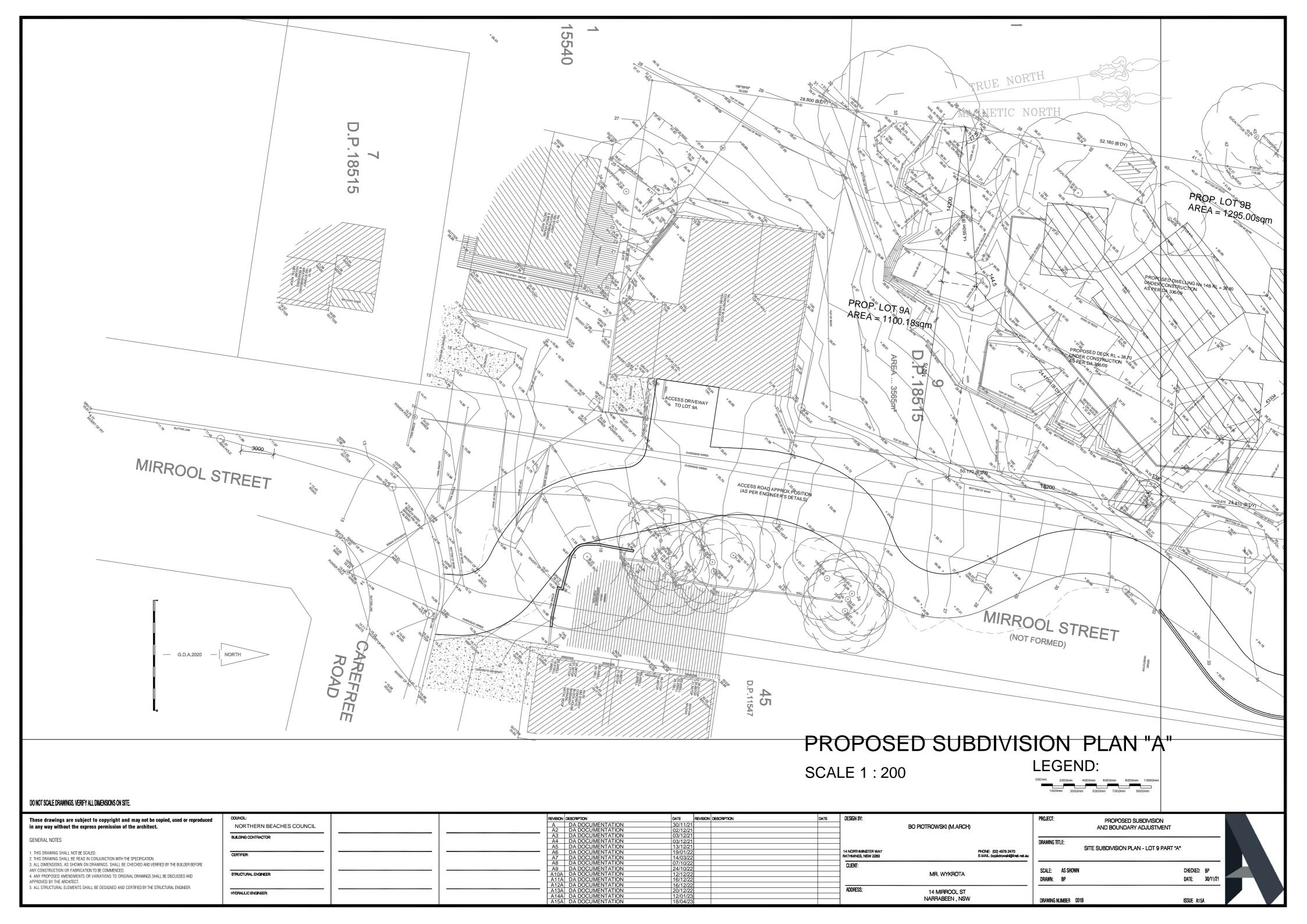
- there will not be any unsatisfactory traffic implications
- the proposed vehicle access, internal circulation and servicing arrangements will be suitable and practical

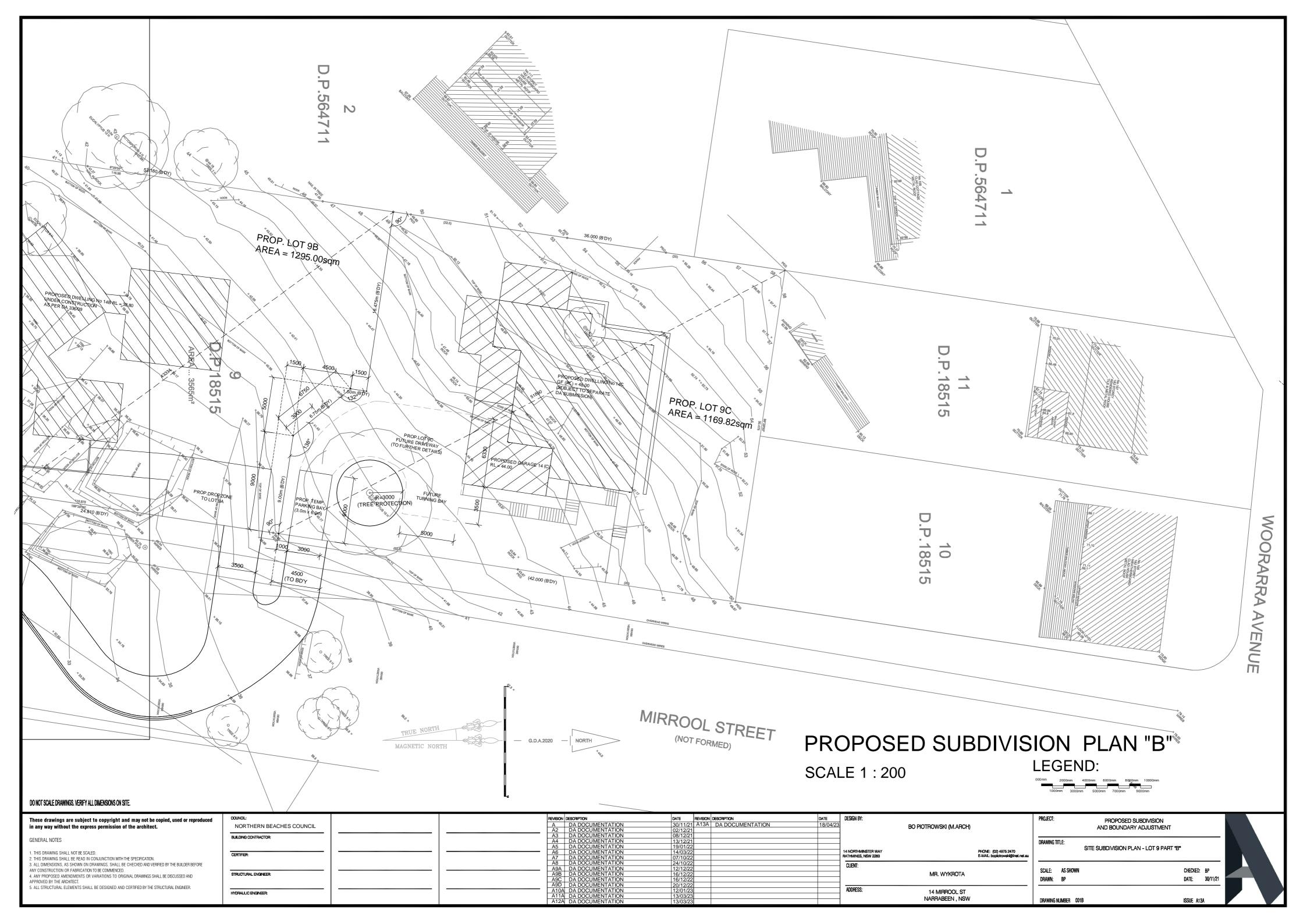
#### Transport and Traffic Planning Associates

## Appendix A

## **Subdivision Plans**







Transport and Traffic Planning Associates

Appendix B

**Bus Services** 



