

29 October, 2018

MM Atelier Architects  
PO Box 87  
MONA VALE NSW 1660

*Our Reference: 2018554RP1.DOCX*

**Attention: Ms Vanessa Benitez**

Dear Vanessa,

**RE: 22-24 CARAWA ROAD - TRAFFIC REPORT**

TAR Technologies Pty Ltd (TAR) has been commissioned by MM Atelier Architects to assess traffic and parking impacts to accompany a Development Application for a proposed residential development at 22-24 Carawa Road, Cromer.

The traffic report has been prepared with reference to AS2890.1-2004 and AS2890.6-2009. Traffic generations were obtained from the Roads and Traffic Authority's (RTA) Guide to Traffic Generating Developments.

**SITE LOCALITY**



Carawa Road is a local road which connects to Willandra Road to the west and Fisher Road North to the east. Willandra Road connects to Warringah Road, Beacon Hill and Fisher Road North connects the Cromer area to Pittwater Road at Dee Why. Both are major roads which connect the northern beaches and northern suburbs to the CBD. The speed limit along the proposed site frontage is 50km/h with no parking restriction. There is no paved footpath at the site frontage, however, a footpath is provided on the opposite side of the road. A bus stop is located outside the adjacent property, number 20 Carawa Road.

## **SITE DETAILS**

The site locality was previously two separate residential dwellings occupying approximately 1700m<sup>2</sup>. A two-storey aged housing complex of 8 units is proposed on the lot. A breakdown of the site details is as follows:

- A total of 8 units;
- basement parking split into two sections;
- 8 resident car parking spaces;
- 2 visitor car parking spaces.

## **PARKING REQUIREMENTS**

Parking requirements state that for every 3 units there will be a minimum of 2 parking spaces and for every 5 units there will be 1 visitor space. The proposed development plans provide adequate parking to satisfy the above minimum requirements with a total of 10 parking spaces, consisting of 8 spaces allocated for residents and 2 for visitors. Additionally, between every 2 resident parking spaces there is a shared zone for disability access. This satisfies the requirements of AS2890.6 for parking for people with disabilities.

## **ON-STREET PARKING IMPACT**

The proposed development will not impact current on-street parking demand. Previously two driveways occupying approximately 7.3m of kerb space will be consolidated into one driveway of 5.5m width. Therefore, approximately 1.8m of additional kerb space will be made available.

## **VEHICULAR ACCESS**

The ingress and egress to the car park will be accessed via a single 5.5m driveway from Carawa Road. The driveway is on a very minor downgrade when exiting the property onto Carawa Road; an 11m wide street with two lanes flowing in an east and westbound direction. No sight restrictions occur upon entry or exit to the proposed dwelling. There are existing residential driveways on both sides of the proposed site.

## **DRIVEWAY GRADIENT**

The entry ramp has been designed with a maximum downgrade of 5% from the kerb with a 2m 12.5% transition to the first floor of a level parking area. 12.5% ramp accesses the lower basement parking area.

Driveway gradients were checked in accordance with AS2890.1-2004 and deemed satisfactory. No bottoming or scraping will occur with a B99 vehicle.

## INTERNAL CIRCULATION

The basement parking area has been designed to accommodate standard passenger vehicles to enter and exit the car park in a forward direction. Parking and circulation specifications are as follows:

- 2.4m parking space and shared zone width;
- Minimum 5.4m parking space and shared zone length;
- 2.88m headroom maintained for all internal parking and circulation areas;
- Minimum 5.8m aisle width;
- 1m extra width added to blind aisle.

However, AS2890.1 states that an extra 300mm should be added to spaces on a blind aisle. While this additional space has *not* been provided the additional 2.4m shared zone adjacent to each parking space provides more than adequate room for the parking manoeuvre to be made.

All parking specifications meet current Australian standards AS2890.1-2004.

## TRIP GENERATION AND DISTRIBUTION

Based on the RTA *Guide to Traffic Generating Developments* (2002) the potential traffic generation of an aged housing facility is estimated at 8 to 16 trips per weekday peak hour, based on 1 to 2 trips per dwelling for 8 units. Resident funded facilities (i.e. non-subsidised accommodation) are to use the maximum provide values. Therefore, 16 trips per day is to be assumed.

It is assumed that all occupants are retired and will not travel consistently within peak times and most trips will occur outside of peak times. Furthermore, the proposed development is located on a bus route via Carawa Road. Some residents are expected to use the bus service.

## CONCLUSIONS

This traffic study assessed the impacts of a new residential apartment building at 22-24 Carawa Road, Cromer. The assessment was carried out in accordance with traffic generations contained within the RTA's Guide to Traffic Generating Developments. 8 aged housing units were analysed as a means for assessing future traffic growth on the proposed road and neighbouring roads. The findings of the study are summarised below.

- The proposed development has been projected to generate a maximum of 16 trips largely outside of peak times;
- The impact of the road network is expected to be minimal due to the above;

- Driveway access and ramps are of a satisfactory gradient;
- The proposed internal circulation, servicing and parking requirements provide satisfactory manoeuvring throughout the proposed site in accordance with AS2890.1-2004;
- A designated parking space for each unit is satisfactory;
- A shared zone between every 2 parking spaces is adequate;
- Access to available bus routes currently in operation may minimise the traffic demand even further.

The proposed development would have minimal impact on traffic along Carawa Road and adjoining roads. Sufficient off-street parking is provided on-site.

Yours sincerely,  
for TAR Technologies Pty Ltd



Brett Morrison MEngSc (NSW), AITPM, ACEA  
**Director**