

Our Ref: 18371

24 January 2022

Jetosa Pty Ltd
c/- Highgate Management Pty Ltd
Level 5, 52 Phillip Street
Sydney NSW 2000

Attention: Mr David Hume

Dear David,

**RE: 1294-1300 PITTWATER ROAD & 2-4 ALBERT STREET, NARRABEEN
PLANNING PROPOSAL – RESPONSE TO SUBMISSIONS
VEHICLE ACCESS, TRAFFIC AND PARKING**

As requested, The Transport Planning Partnership (TPPP) has undertaken a review of the traffic and parking related matters raised in public submissions to a planning proposal for the site at 1294 – 1300 Pittwater Road and 2-4 Albert Street, Narrabeen.

The following provides a response to traffic and parking issues raised.

Vehicle Site Access Arrangements

The site has two road frontages, namely Pittwater Road and Albert Street.

Pittwater Road is a State Road with designated B-Line lanes (ie. kerbside bus lanes) running north and south along Pittwater Road. Under TfNSW guidelines, all vehicle access to sites shall be provided via second order roads where available.

As such TfNSW guidelines would restrict direct vehicle access via Pittwater Road. Hence vehicle access to the site would only be approved by TfNSW via Albert Street.

With regard to the Albert Street frontage, the positioning of a potential site access driveway is restricted by a number of factors, including:

- Proximity and provision of a set back from to the Pittwater Road intersection to maintain safe intersection sight lines;

- Provision of an access point above the flood free board level (again a set back from the Pittwater Road access is required)
- Setback (ie. curtilage) from the heritage house restricts the provision of the vehicle access within the eastern portion of the site's frontage to Albert Street.

As such the potential vehicle access opportunities are limited to Albert Street within the vicinity of the Lagoon Street intersection as shown in an extract from the Master Plan as presented in the Planning Proposal Traffic Report.

Figure 3.1: Indicative Master Plan (prepared by GMU Urban Design & Architecture)



Diagram showing preferred masterplan (indicative scheme).

It is acknowledged that one public submission references Figure 3.1 of AS2890.1 which deals with driveway locations and in particular 'restricted locations' for domestic driveways opposite intersections (ie. Lagoon Street).

Firstly, it needs to be acknowledged that the AS2890 states clearly that the Standard cannot be taken as a text book for design noting that the services of a qualified person experienced in the design of car parking facilities should be sought in the application of the Standard.

For example, the application of Figure 3.1 would need to consider the implications of the one way section of Albert Street between Pittwater Road and Lagoon Street.

Furthermore, AS2890.1 states that with regard to Figure 3.1 that Figure 3.1 shall not apply to any access driveway that would otherwise be denied access due to physical impossibilities such as the constraints listed above.

Notwithstanding the above, the intent of the restricted access locations is to maintain efficient and safe vehicle access.

While the detail design of the access will be provided through the Development Application (DA) stage of the process, the Planning Proposal traffic assessment has provided an assessment of the operational conditions at the access.

The assessment indicates that the access can operate satisfactorily and with good sight lines for both vehicles and pedestrians.

Albert Street Traffic Congestion

It is acknowledged that the planning proposal will increase traffic flows along Albert Street. However the planning proposal traffic assessment has indicated that these flows can be satisfactorily accommodated by the surrounding road network, including Albert Street.

Further detailed traffic analysis will be prepared as part of the DA process as the yields of the various site uses are further refined.

Notwithstanding the above, Roads and Maritime Services (RMS) guideline traffic generation rates were utilised and applied to the indicative yields provided in the planning proposal masterplan.

As part of the planning proposal traffic assess traffic surveys of existing conditions were undertaken of the surrounding road network including Albert Street. Future background traffic growth for +10 years was also estimated.

The traffic analysis of intersection operation along Albert Street as presented in the traffic assessment report, determined that the level of additional traffic generated by the planning proposal would be satisfactorily accommodated by the surrounding road network (Level of Service LoS A, LoS B and LoS C).

Construction Traffic Management

A detailed Construction Traffic Management Plan (CTMP) would be prepared as part of the DA / CC process. The purpose of a CTMP is to set out the measures to minimise potential disruptions and impacts associated with construction traffic during construction.

Albert Street Loading Zone

No changes to the existing 'Loading Zone' on the northern side of Albert Street are envisaged because of the proposed Planning Proposal development.

On Site Parking Provisions

On site parking provisions for cars, motorcycles and bicycles with basement structures will be developed as part of the DA scheme. Parking shall be provided in line with Northern Beaches Council guidelines.

Features such as car share spaces and broad travel demand management measures will be further developed as part of the DA scheme.

Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,



Jason Rudd
Director