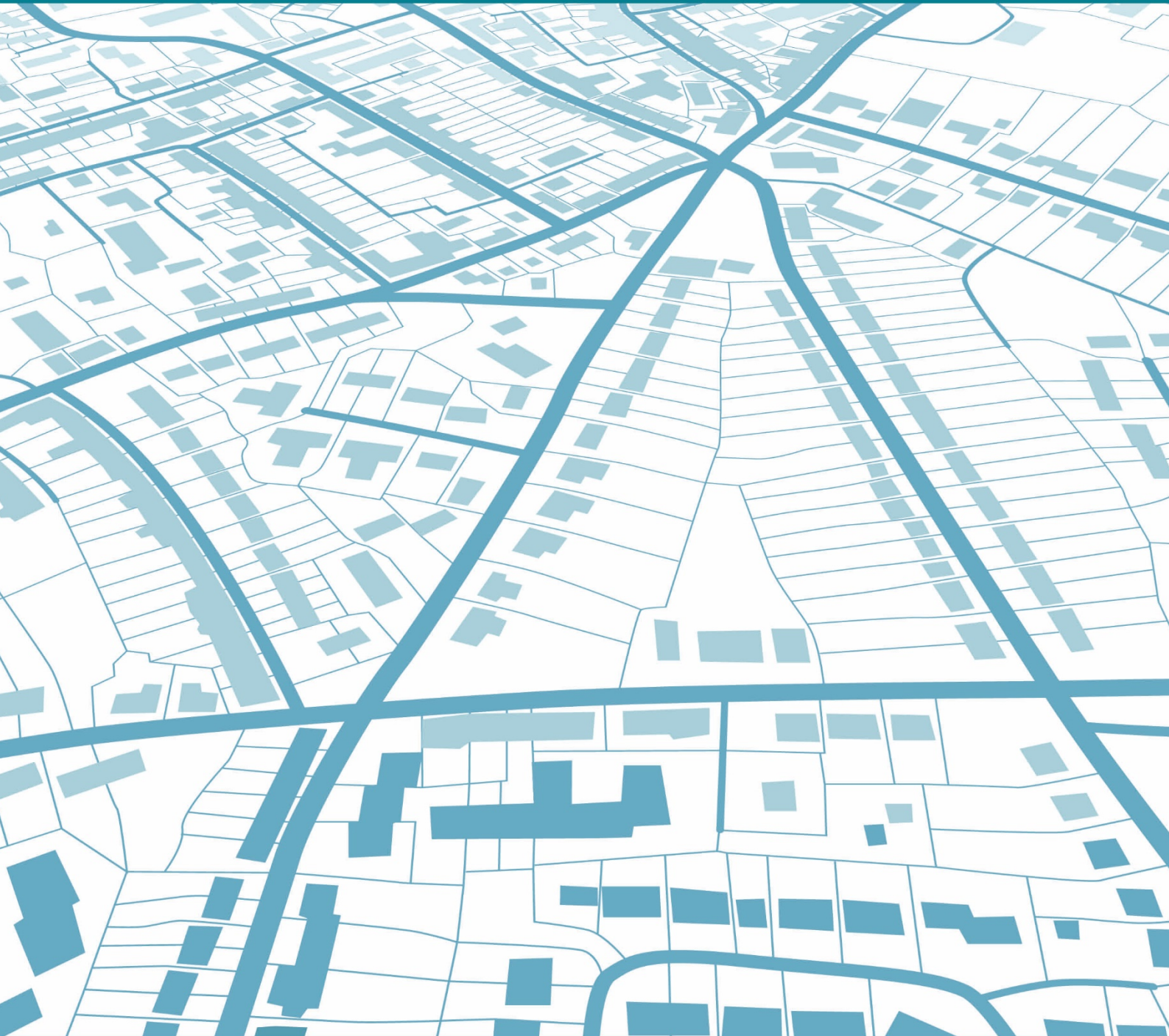




18 Alexander Street, Collaroy

Proposed Residential Development

Traffic and Parking Impact Assessment

Ref: 21278

Date: September 2021

Issue: A

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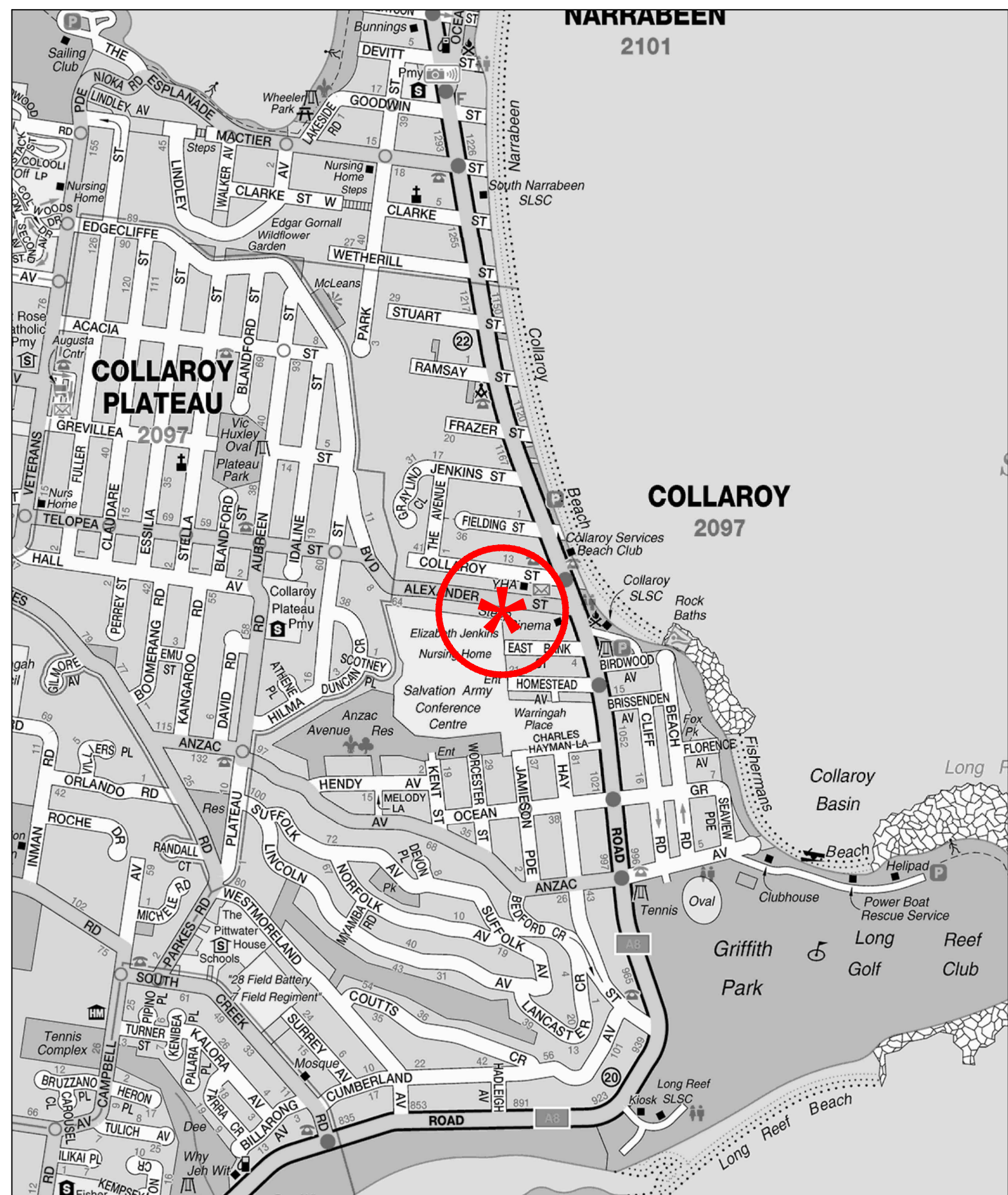
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1.0 Introduction

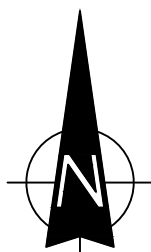
This report has been prepared to accompany a Development Application to the Northern Beaches Council for a proposed residential development on a site at 18 Alexander Street, Collaroy (Figure 1).

The proposed development scheme involves 5 Seniors Living residential apartments with associated basement car park, and the purpose of this report is to:

- ❖ describe the proposed development scheme
- ❖ describe the existing road network serving the site and the traffic conditions on that system
- ❖ assess the adequacy of the proposed parking provision for the development
- ❖ assess any potential traffic implications
- ❖ assess the suitability of the proposed access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1

2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The development site (Figure 2) being a consolidation of Lots 8 and 9 in DP 6984 is located at 18 Alexander Street, Collaroy. It occupies a rectangular shaped area of some 1,156m² and has a some 24m wide frontage to the southern side of Alexander Street.

Existing on the site is an older residential dwelling with 2 access driveways at Alexander Street. Similar nature residential developments adjoin the site, while other nearby land uses include:

- the Collaroy Surf Life Saving Club to the east
- the Collaroy Centre to the south
- the Griffith Park to the southeast
- the industrial area to the southwest

2.2 Proposed Development

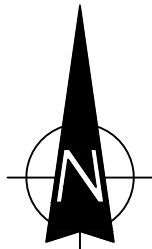
It is proposed to demolish the existing building on the site, undertake excavation to provide a basement car park and level building platform to accommodate a residential apartment complex of 5 three-bedroom Seniors Living apartments.

Vehicle access will be located at Alexander Street and the single level basement carpark will accommodate 15 cars.

Architectural details of the development proposal are provided on the plans prepared by Walsh Architects which accompany the Development Application.



LEGEND



SITE

FIG 2

3.0 Road Network and Traffic Conditions

3.1 Road Network

The existing road network serving the site (Figure 3) comprises:

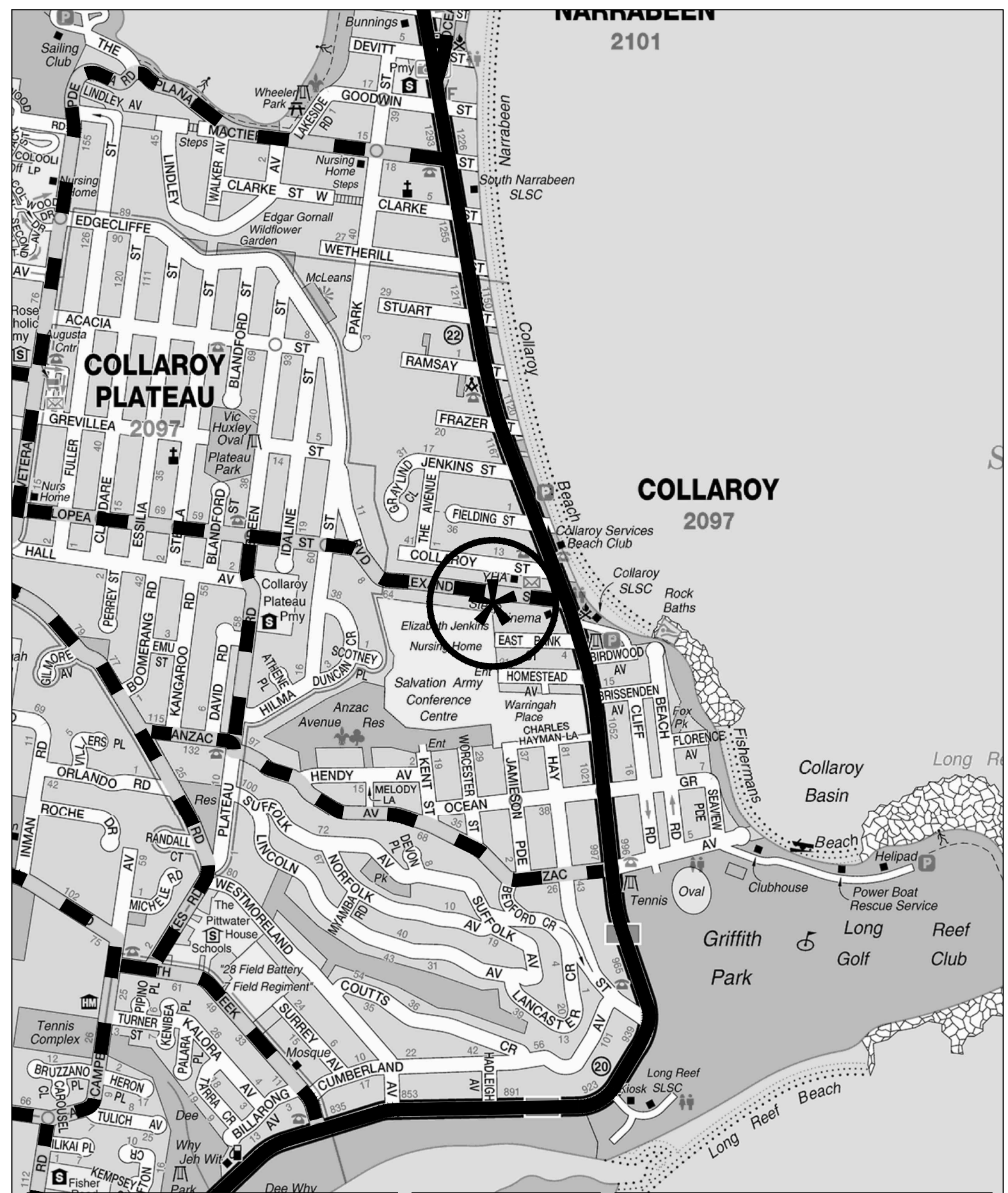
- ❖ *Pittwater Road* – a State Road and arterial route linking between Manly and the Northern Beaches
- ❖ *Veterans Parade / Mactier Street* – a collector road route which provides linkage between Narrabeen, Wheeler Heights and the Collaroy Plateau
- ❖ *Telopea Street / Alexander Street* – a collector road route linking between Wheeler Heights and Collaroy
- ❖ *Anzac Avenue / Parkes Road / South Creek Road* – minor collector local access roads.

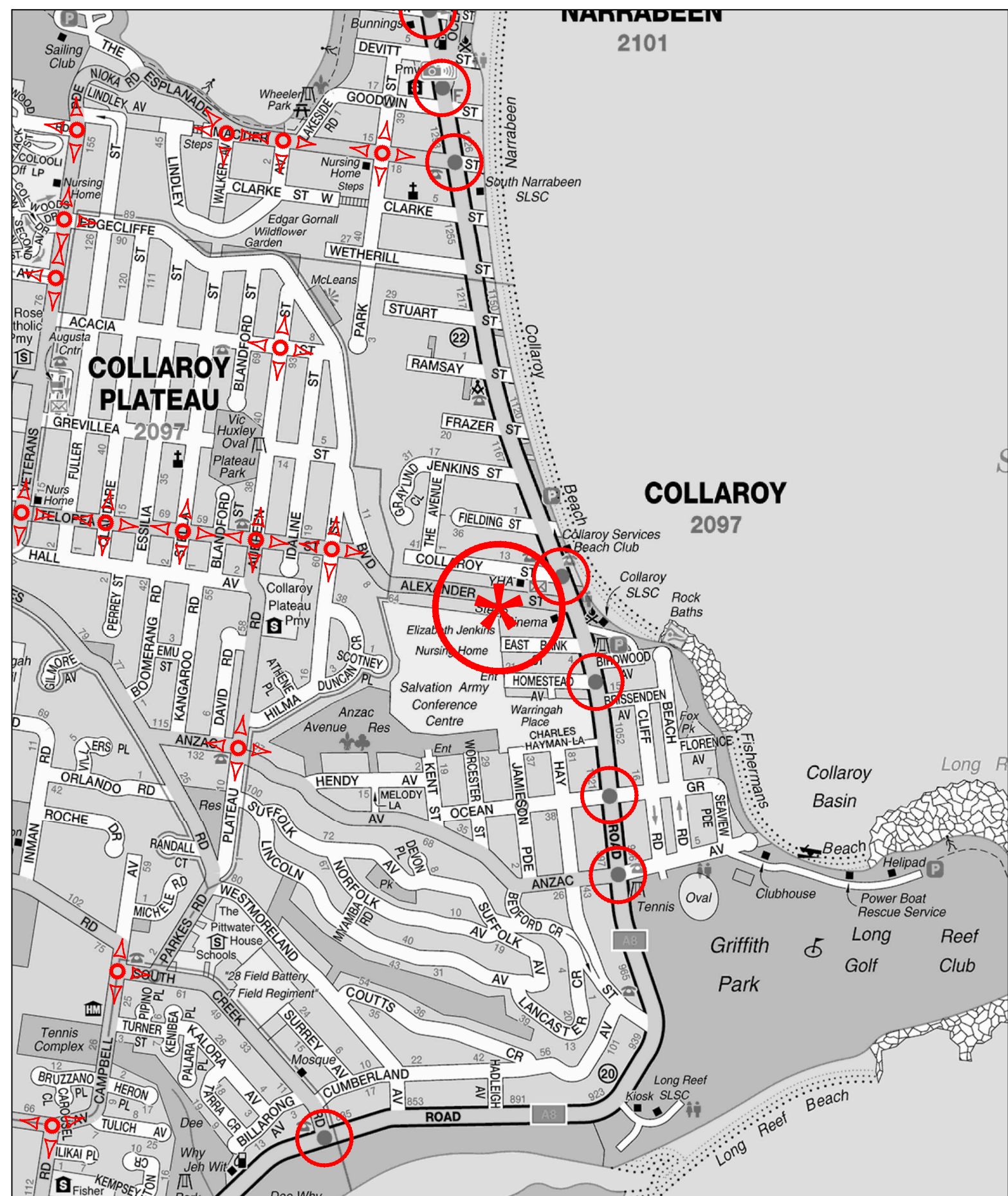
Alexander Street has a 7.5m wide carriageway and falls to the east.

3.2 Traffic Controls

Details of the existing traffic controls which exist in the vicinity of the site are shown on Figure 4 and summarised as follows:

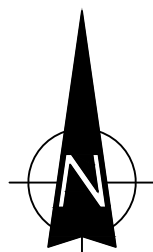
- ❖ the roundabouts along Telopea Street
- ❖ the traffic signals along Pittwater Road including the intersections with Collaroy Street, Homestead Avenue, Ocean Grove and Anzac Avenue
- ❖ the GIVEWAY priority control at the Alexander Street/ Pittwater road intersection
- ❖ the light vehicle traffic restriction on Alexander Street
- ❖ the KEEP CLEAR control at the intersection of Pittwater Road and Alexander Street
- ❖ the speed humps along Alexander Street





LEGEND

- | | |
|---|------------------------------------|
|  | TRAFFIC SIGNAL CONTROL |
|  | ROUNDABOUT |
|  | RESTRICTED TURNING MOVEMENT |



TRAFFIC CONTROLS

FIG 4

- ❖ the bus lane restriction on Pittwater Road between 6-10am on the southbound direction and 3-7pm on the northbound direction

3.3 Traffic Conditions

An indication of traffic conditions on the road system serving the site is provided by data published by the Roads and Maritime Services. The data¹ published by the RMS 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 Jenkins Street	39,587

Observation of traffic operations in the vicinity of the site (in particular Alexander Street) indicates a satisfactory operating circumstance during the peak periods. Vehicles' access and turning movements on Alexander Road are not subject to extensive delays when accessing the higher order roads i.e. Pittwater Road.

3.4 Transport Services

There are frequent bus services operating along Pittwater Road some 250m from the site. These services are provided by Sydney Buses and connect the site with major centres i.e. Manly, Brookvale, North Sydney and the City.

Details of the available bus services are provided in in Appendix A.

¹ Traffic Volume Data for Sydney Region
RMS

4.0 Parking

The applicable car parking criteria are provided in the SEPP (Seniors Living) 2009 which indicates a rate of 0.5 spaces per bedroom for residents. No visitors' parking is required.

The proposal involves 5 x three-bedroom apartments (15 rooms), and application of the SEPP criteria would indicate a minimum requirement of 8 resident spaces.

The proposal will provide 15 spaces in the basement car park including 1 visitor's space. The proposal will satisfy the SEPP requirements entirely.

It is noted that the SEPP does not specify a requirement to provide onsite visitor's parking. Nevertheless, the proposal will incorporate 1 visitor's parking space in the car park to alleviate any occasional need to rely on existing on-street parking by visitors to the development. The proposed car parking arrangement meets the SEPP criteria entirely and will also result in a positive outcome to the surrounding on-street parking circumstance.

5.0 Traffic

The RMS Development Guidelines² specify a peak hour traffic generation rate for larger medium-density apartment/townhouse dwellings of 0.6 vtpd per unit, while that of a single dwelling is 0.85 vtpd.

An application of the above to the existing dwellings and proposed development would indicate the following net traffic generation outcome:

	Peak Traffic
Existing (1 dwelling)	1 vtpd
Proposed (5 units)	3 vtpd
Net Effect	+ 2 vtpd

Traffic generation of this order of magnitude is minor in the context of the local road system, generally consistent with the existing land use traffic generation. It follows that there will be no undue traffic congestion or conflict at the vehicle access point or the adjacent intersections.

² TDT 2013/ 04a - Guide to Traffic Generating Developments Updated traffic surveys, Roads and Maritime Services

6.0 Access, Internal Circulation and Servicing

6.1 Access

The existing driveways will be demolished and kerb/gutter reinstated. A new 5.5m wide combined driveway will be provided centrally along the frontage. The proposed access accords with the AS2890.1:2004 design requirements.

6.2 Internal Circulation

The provisions made in the basement car park, including ramp, grades, transitions and associated headroom satisfy the AS2890.1 criteria. Details of a swept path assessment demonstrating a satisfactory arrangement are provided in Appendix B.

6.3 Servicing

Refuse collection occur via Alexander Street (i.e. bins wheeled out for collection on the designated day). All loading activities related to deliveries, courier activity, maintenance, etc., can rely on the ample on-street parking in the site's vicinity.

7.0 Conclusion

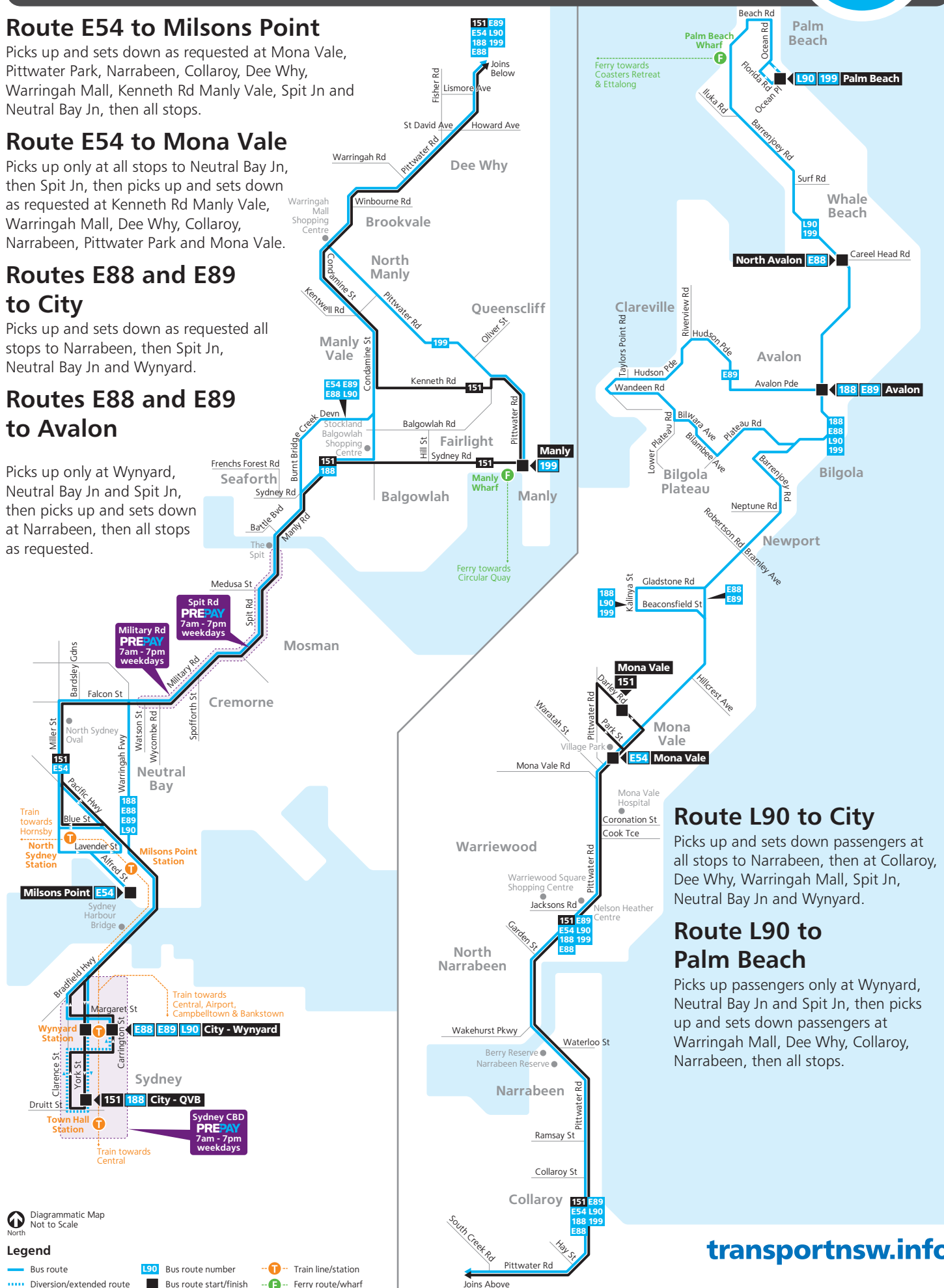
The traffic, transport, and parking assessment provided in this report have established that:

- ❖ the traffic generation of the proposed development will not present any adverse traffic implications and traffic-related environmental impacts
- ❖ the proposed parking provision will be adequate and satisfies the SEPP criteria
- ❖ the proposed access and internal circulation will be consistent with the design principles set out in the AS2890.1
- ❖ the proposed servicing arrangement is appropriate and adequate

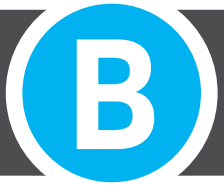
Appendix A

Transport Services

Picks up passengers only at Wynyard, Neutral Bay Jn and Spit Jn, then picks up and sets down passengers at Warringah Mall, Dee Why, Collaroy, Narrabeen, then all stops.



Routes 182, E83, 185, E85



Routes E83 and E85 to City

Picks up and sets down passengers at all stops to Dee Why, then Warringah Mall, Neutral Bay Junction and Wynyard.

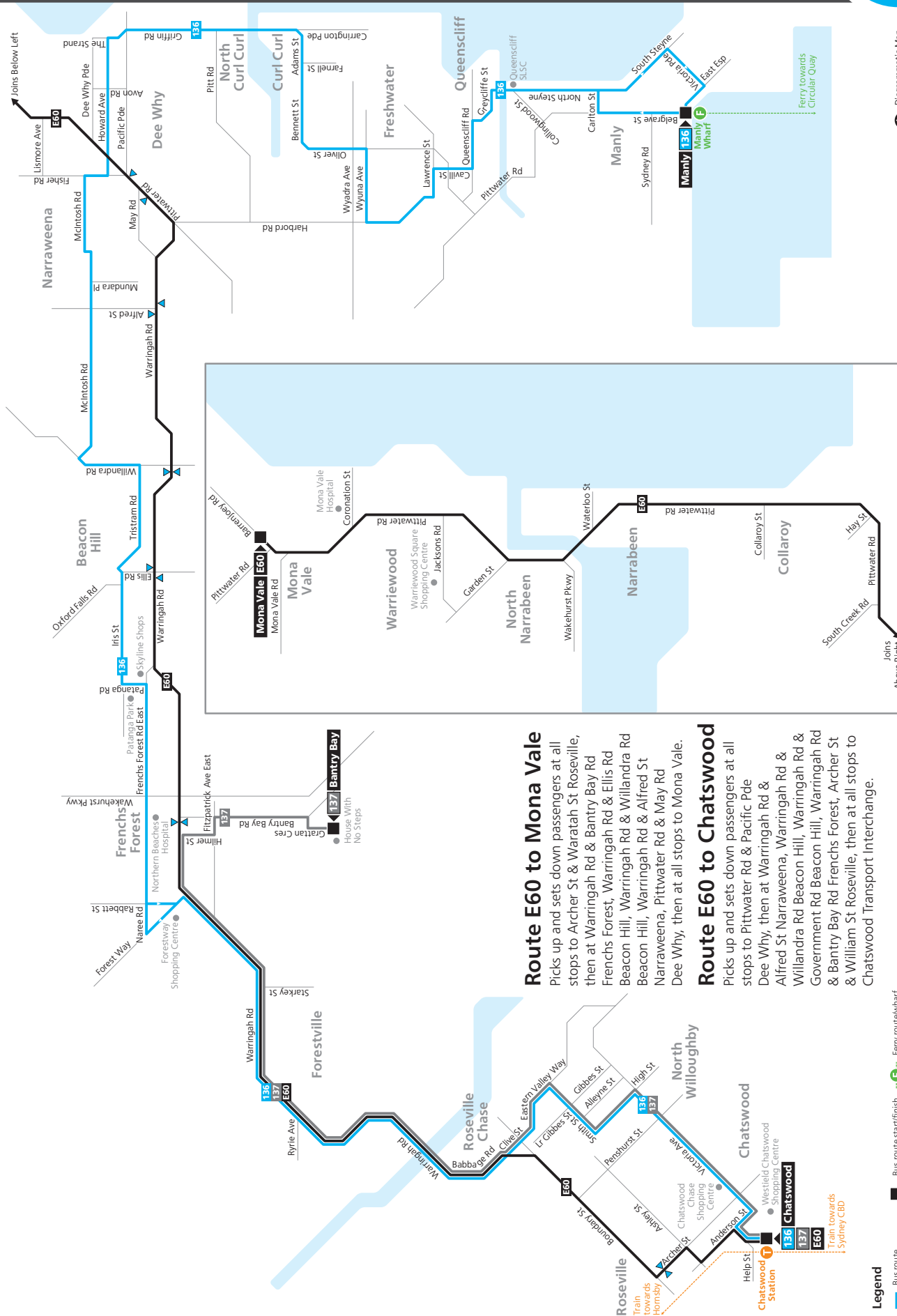
Routes E83 and E85 from City

Picks up passengers only at Wynyard, then Neutral Bay Junction, then picks up and sets down passengers at Warringah Mall, Dee Why and then all stops.

Routes 136, 137, E60

B

Diagrammatic Map
Not to Scale

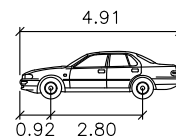
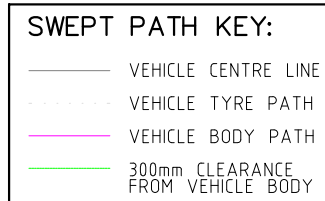


Legend
 Bus route
 Bus route number
 Bus route start/finish
 Ferry route/wharf
 Train line/station
 stops for limited stops services

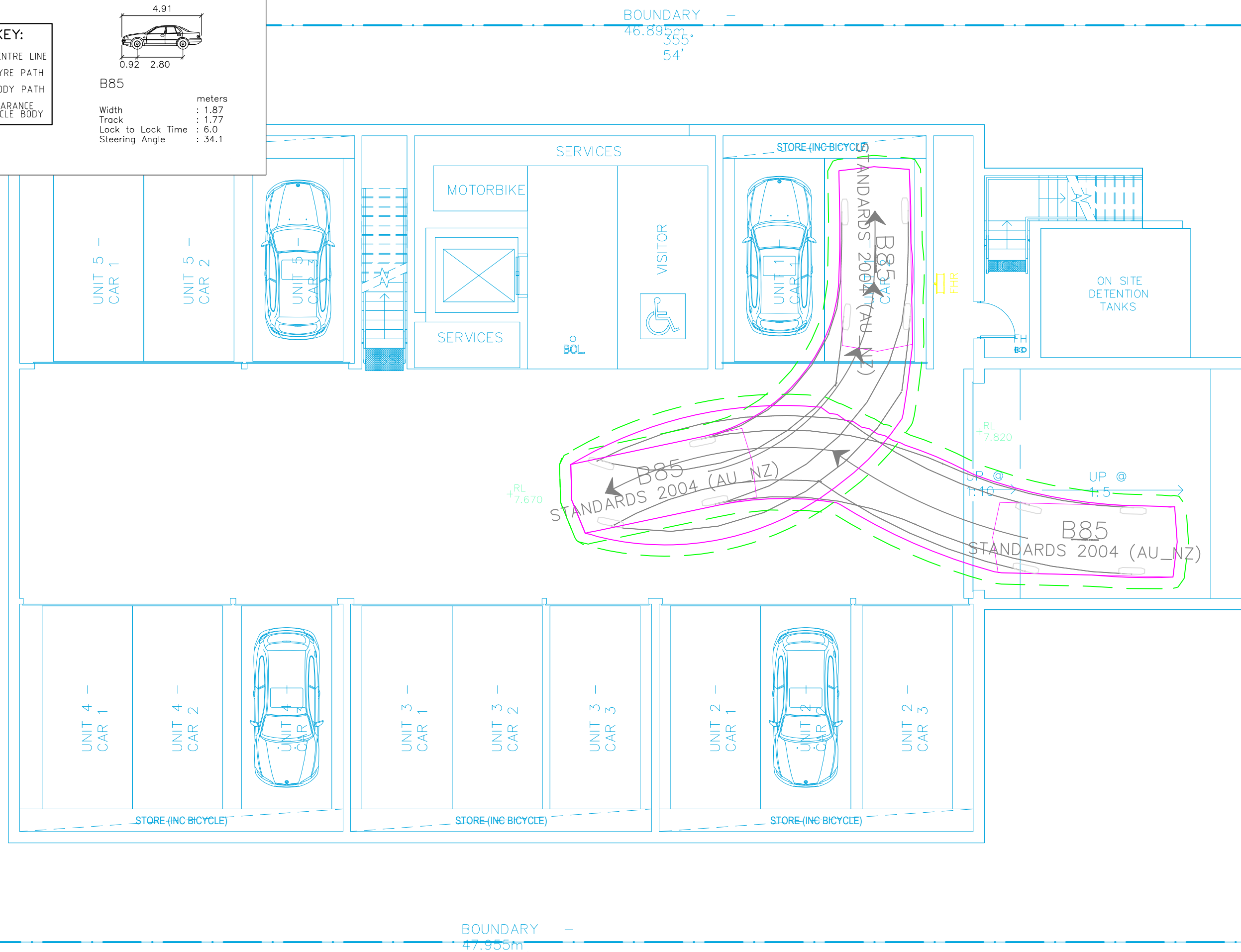
Appendix B

Turning Path Assessment

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Plotted by Prasanth



B85
Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1



**18 ALEXANDER STREET, COLLAROY
PROPOSED RESIDENTIAL DEVELOPMENT
SWEPT PATH OF A B85 VEHICLE ENTERING THE SITE**

DRAWING REF NO. 21278-CD-02-P1

SHEET NO. 05 OF 08

ISSUE DATE September 2021

DESIGNED BY
P.Prattigadapa

REVIEWED BY
B.LO

SCALE
A3 0 10 20 1:100



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

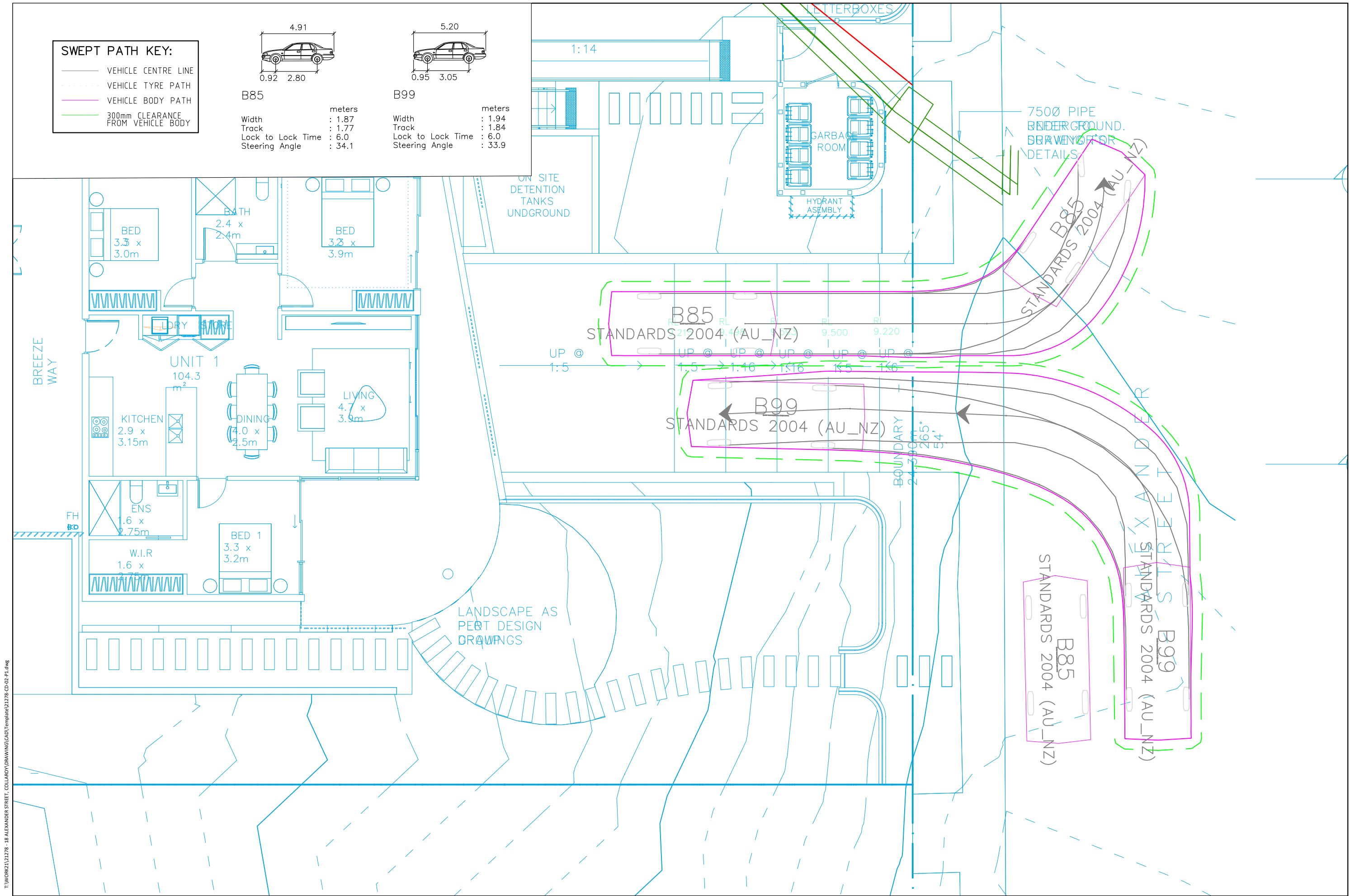
ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B85	meters	B99	meters
Width	: 1.87	Width	: 1.94
Track	: 1.77	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 34.1	Steering Angle	: 33.9



T:\WORK\212278 - 18 ALEXANDER STREET, COLLAROY\DRAWING\CAD\Template\21278-CD-02-F1.dwg
Plotted by Prasanth

18 ALEXANDER STREET, COLLAROY
PROPOSED RESIDENTIAL DEVELOPMENT
SWEPT PATH OF B85 AND B99 VEHICLE PASSING EACH OTHER AT GROUND LEVEL

DRAWING REF NO. 21278-CD-02-P1

SHEET NO. 07 OF 08

ISSUE DATE September 2021

DESIGNED BY
P.Prattigadapa

REVIEWED BY
B.LO

SCALE
A3

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
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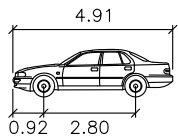
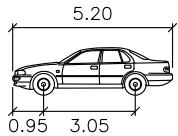
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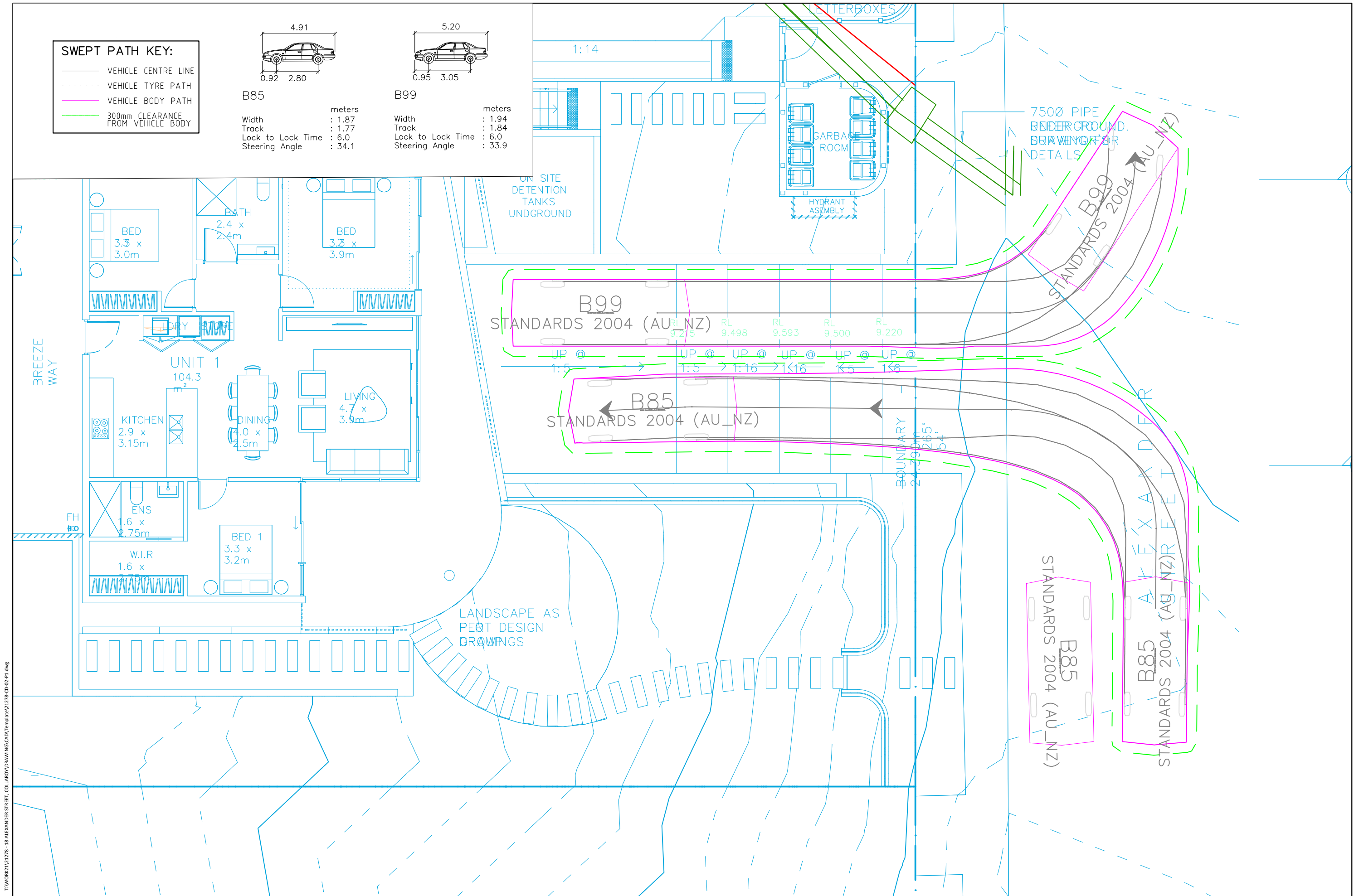
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- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

	
B85	B99
Width : 1.87 meters	Width : 1.94 meters
Track : 1.77	Track : 1.84
Lock to Lock Time : 6.0	Lock to Lock Time : 6.0
Steering Angle : 34.1	Steering Angle : 33.9



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Plotted by Prasanth



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