

Traffic Impact Assessment

439 Condamine Street, Allambie Heights

Proposed Townhouse Development

24150

Prepared for

Rohani UT Holdings Pty Ltd

6 June 2025



Contact Information

Genesis Traffic	Suite 3, 53 Grandview Street, Pymble
	www.genesistraffic.com.au
	ABN 34 660 055 532
Email	bernard@genesistraffic.com.au
Approved By	Bernard Lo

Document Information

Report	Traffic Impact Assessment
Client	Rohani UT Holdings Pty Ltd
Proposal	Proposed Townhouse Development
Architect	Walsh Architects
Project Location	439 Condamine Street, Allambie Heights
Council	Northern Beaches Council
Job Number	24150
Date	6/06/2025

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	20/05/2025	Draft	BB/AX	BL
2	06/06/2025	For Issue	BB	BL



Table of Contents

1	Introduction	5
1.1	Background	5
1.2	Scope of Works	5
1.3	Reference Documents	6
2	Proposed Development	7
3	Existing Conditions	8
3.1	Site and Surrounding Context	8
3.2	Road Network	9
3.3	Traffic Controls	10
3.4	Public Transport Services	11
4	Parking Assessment	13
4.1	Car Parking Requirement	13
4.2	Loading and Servicing Requirement & Arrangement	13
5	Access and Circulation Design	14
5.1	Access	14
5.2	Design Assessment and Internal Circulation	14
5.3	Swept Path Analysis	15
6	Traffic Assessment	16
6.1	Existing Traffic Condition	16
6.2	Existing Traffic Generation	16
6.3	Development Traffic Generation	16
7	Conclusion	17

Attachments

Attachment 1 Architectural Plans

Attachment 2 Turning Path Assessment

Tables

Table 3-1	Surrounding Road Network	9
-----------	--------------------------	---



Table 3-2	Surrounding Traffic Controls	10
Table 3-3	Bus Services Provision	11
Table 4-3	Car Parking Rates from SEPP 2021	13
Table 4-4	Required Car Parking Spaces	13
Table 5-1	Off-street Car Parking (AS2890.1:2004) Criteria	14
Table 5-2	Off-street Commercial Vehicle Facilities (AS2890.2:2018) Criteria	Error! Bookmark not defined.
Table 5-3	Bicycle Parking (AS2890.3:2015) Criteria	Error! Bookmark not defined.
Table 5-4	Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria	Error! Bookmark not defined.

Figures

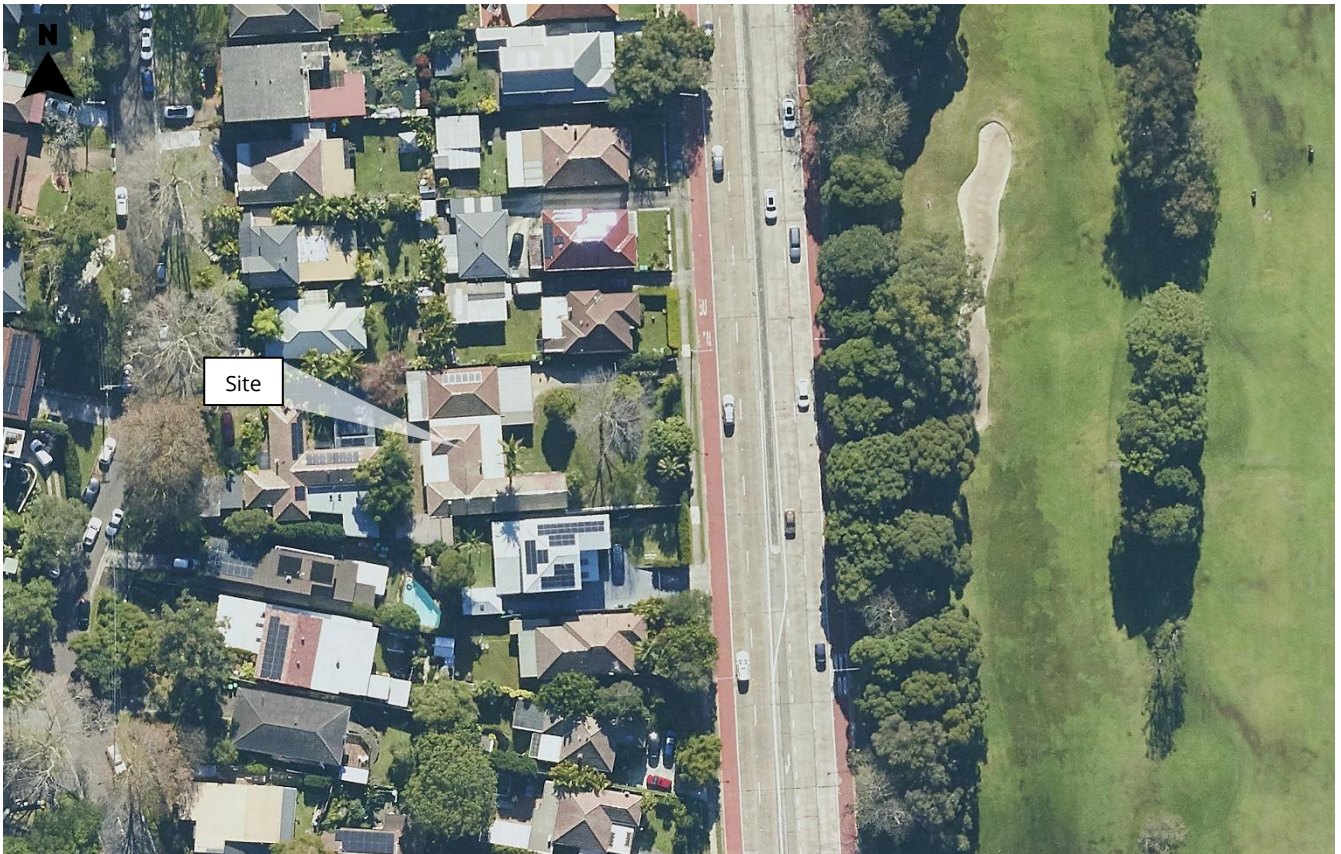
Figure 1-1	Site	5
Figure 3-1	Site Context	8
Figure 3-2	Road Network	9
Figure 3-3	Local Public Transport Locations	11

1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Northern Beaches Council for a Proposed Townhouse Development at 439 Condamine Street, Allambie Heights (Figure 1-1).

Figure 1-1 Site



Source: Metromap (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Northern Beaches Council)
- Guide to Transport Impact Assessment, NSW Government, 2024
- State Environmental Planning Policy (Housing) 2021, NSW
- Planning Guidelines for Walking and Cycling, NSW Government, 2004



2 Proposed Development

The proposal seeks consent for a development outcome that involves:

- 6 x three-bedroom townhouse units
- At-grade garaged parking spaces - 12 car spaces

Vehicle access will be provided at Condamine Street.

Details of the proposal are indicated in the architectural plans prepared by Walsh Architects which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot A in DP 369828, located at 439 Condamine Street, Allambie Heights. The site occupies an area of 1,122m² and has frontage to Condamine Street.

Figure 3-1 Site Context



Source: Metromap and Google Map (Modified by Genesis Traffic)

The site is occupied by a residential dwelling at present (see inset above), with a vehicle access point located at Condamine Street.

The adjoining and surrounding land uses include:

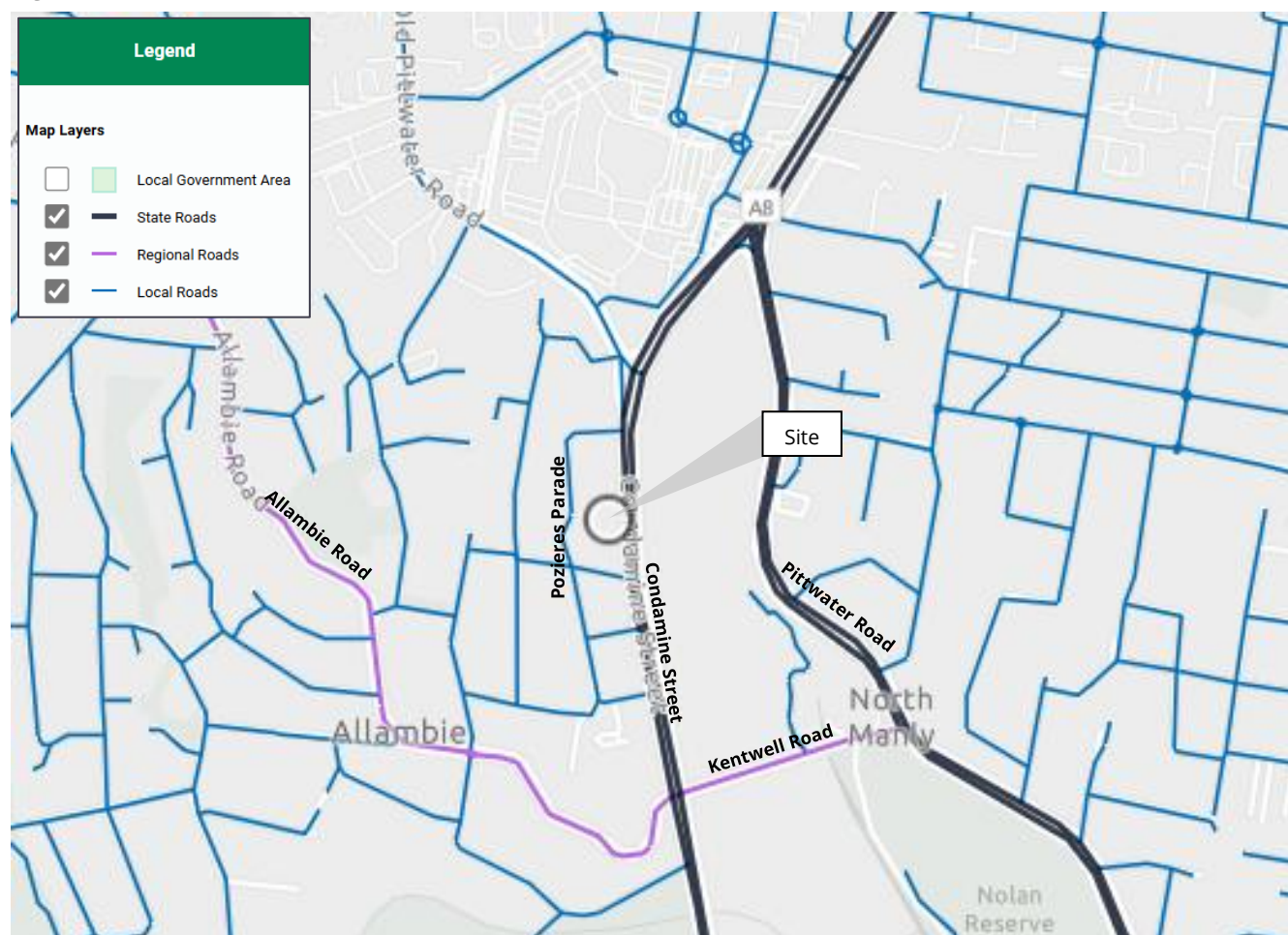
- Westfield Warringah Mall to the North
- Residential dwellings surrounding the site
- Golf Club to the East



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Condamine Street	- State Road - Speed limit 60 km/h 2 lane(s) in each direction - No Stopping restriction along both sides of the street
Pittwater Road	- State Road - Speed limit 60 km/h 2 lane(s) in each direction



	· No Stopping restriction along one side of the street, unrestricted on-street parking along the other side of the street
Kentwell Road	· Regional Road · Speed limit 50 km/h · 1 lane(s) in each direction · Unrestricted on-street parking along both sides of the street
Pozieres Parade	· Local Road · Speed limit 50 km/h · 1 lane(s) in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	· Intersection(s) of: ○ Condamine Street and Kentwell Road
Roundabout	· Intersection(s) of: ○ Allambie Road and Kentwell Road
No Right Turn	· From Hargraves Street to Condamine Street · From Pozieres Parade to Condamine Street
Bus Lane	· Along parts of Condamine Street

3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Train/Metro

No train station is available within the vicinity of the site. Nevertheless, there are ample bus services that provide connections to the surrounding nearest train services such as Roseville Train Station. This train station provides T1 (North Shore & Western Line) and T9 (Northern Line) services.

Bus

Local bus service(s) is within walking distance (150m to the nearest bus stop) of the site, as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
142	Allambie Heights to Manly	2 trips per hour
145	Warringah Mall to Seaforth	1 trip per 2 hours



154X	Dee Why to Milsons Point (Express Service)	6 trips per hour
167	Warringah Mall to Manly via South Curl Curl	3 trips per hour
172X	Warringah Mall to City Wynyard via North Balgowlah (Express Service)	2 trips per hour
173X	Warringah Mall to City Wynyard via Balgowlah Shops (Express Service)	3 trips per hour
174X	Narrabeena to City Wynyard (Express Service)	4 trips per hour
176X	Dee Why to City Wynyard via North Curl Curl (Express Service)	3 trips per hour
177X	Dee Why to City Wynyard via Wingala (Express Service)	3 trips per hour
178	Cromer Heights to Warringah Mall	3 trips per hour
179	Wheeler Heights to Warringah Mall	2 trips per hour
180	Collaroy Plateau to Warringah Mall	3 trips per hour
180x	Collaroy Plateau to City Wynyard (Express Service)	6 trips per hour
181X	Narrabeen to City Wynyard (Express Service)	3 trips per hour
199	Palm Beach to Manly via Mona Vale & Dee Why	6 trips per hour
280	Warringah Mall to Chatswood	2 trips per hour
B1	B-Line Mona Vale to City Wynyard	10 trips per hour
BN1	B-Line Mona Vale to City QVB (Night Service)	4 trips per hour



4 Parking Assessment

4.1 Car Parking Requirement

Reference is made to the non-discretionary development standards in Chapter 3, Part 5 (Housing for Seniors and People with a Disability) of SEPP 2021, specifically section 108. The relevant car parking rates are provided in Table 4-1.

Table 4-1 Car Parking Rates from SEPP 2021

Land Use	Element	Minimum Parking Rates
Independent Living Units	Bedroom	0.5 space(s) per bedroom

Application of the proposal using the above criteria would indicate the following requirement(s) in **Error! Reference source not found..**

Table 4-2 Required Car Parking Spaces

Land Use	Element	Unit/GFA	Requirement
Independent Living Units	3-Bedroom	6 unit(s)	9

It is proposed to provide 12 parking spaces (including 1 visitors) to comply with the above requirement.

4.2 Loading and Servicing Requirement & Arrangement

The development waste will be collected on-street along the Condamine Street frontage by Council's waste team. Other infrequent loading and servicing needs will also be satisfied by the ample on-street parking, as is normal for developments of this nature and scale.



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Condamine Street.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Domestic Driveways				
Driveway Width	Min 3.0m	5.8m	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	2.5m x 2.0m	Yes	
Ramp Grade	Max 25% (1:4)	1:36	Yes	
Transitions Length	Min 2.0m	N/A	N/A	
Transitions Grade	Max 12.5% (1:8)	N/A	N/A	
Headroom Clearance	Min 2.2m	2.2m	Yes	
Single Garage				
Internal Dimension	5.4m long x 3.0m wide	Single garage exceeds 5.4m x 3.0m	Yes	
Aisle Width	Min 5.8m	6.0m	Yes	
Door Clearance	300mm	Satisfied	Yes	
Height Clearance	Min 2.2m	2.2m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.



5.3 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality reveal a generally free-flowing circumstance during peak periods. There is no apparent capacity constraint on the immediate local road network.

6.2 Existing Traffic Generation

The Guide to Transport Impact Assessment (2024) provides average weekday peak hour traffic generation rates for low-density residential dwellings in Sydney areas, as follows:

Sydney Area (Weekday)

- 0.68 vehicle trips per hour (vtpH) per unit during the AM peak hour
- 0.77 vehicle trips per hour (vtpH) per unit during the PM peak hour

Applying this rate to the existing a single residential dwelling(s) would result in a traffic generation outcome of 1 vtpH.

6.3 Development Traffic Generation

The Guide to Transport Impact Assessment (2024) specifies an average weekday PM peak traffic generation rate for seniors housing in Sydney areas, as follows:

Sydney Area

- 0.17 vehicle trips per hour (vtpH) per unit during the weekday PM peak hour

It is noted that the morning site peak hour does not generally coincide with the network peak hour. Based on the above, the proposed 6 units would generate 1 vtpH during PM peak period.

Based on the above, the proposal will not result in additional vehicle movements. Traffic generation of this order of magnitude will not be perceptible in this context of the existing road network. It is concluded on this basis that the development traffic will not unduly impact the surrounding road network



7 Conclusion

The traffic and parking assessment undertaken for the Proposed Townhouse Development at 439 Condamine Street, Allambie Heights has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria



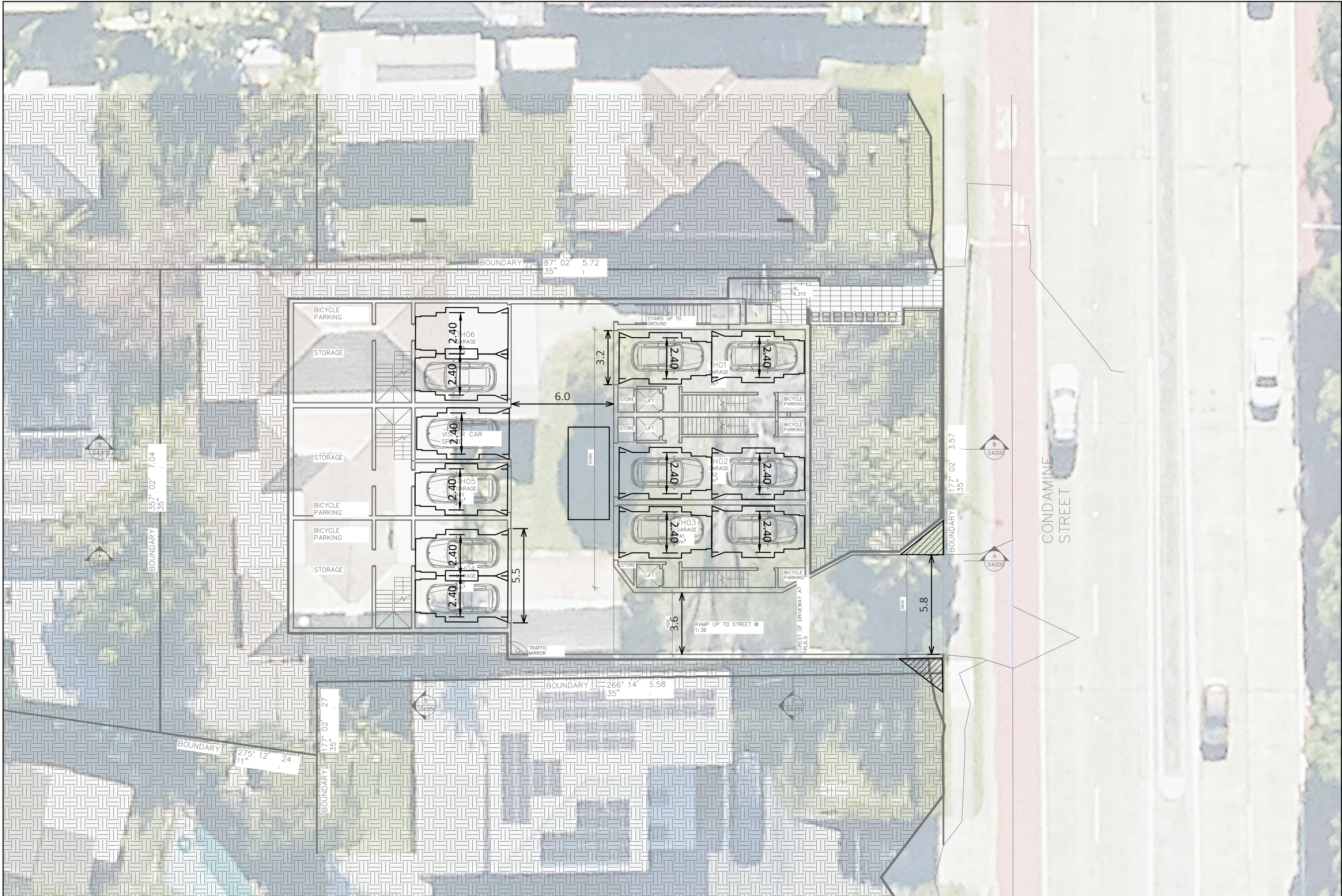
Attachment 1

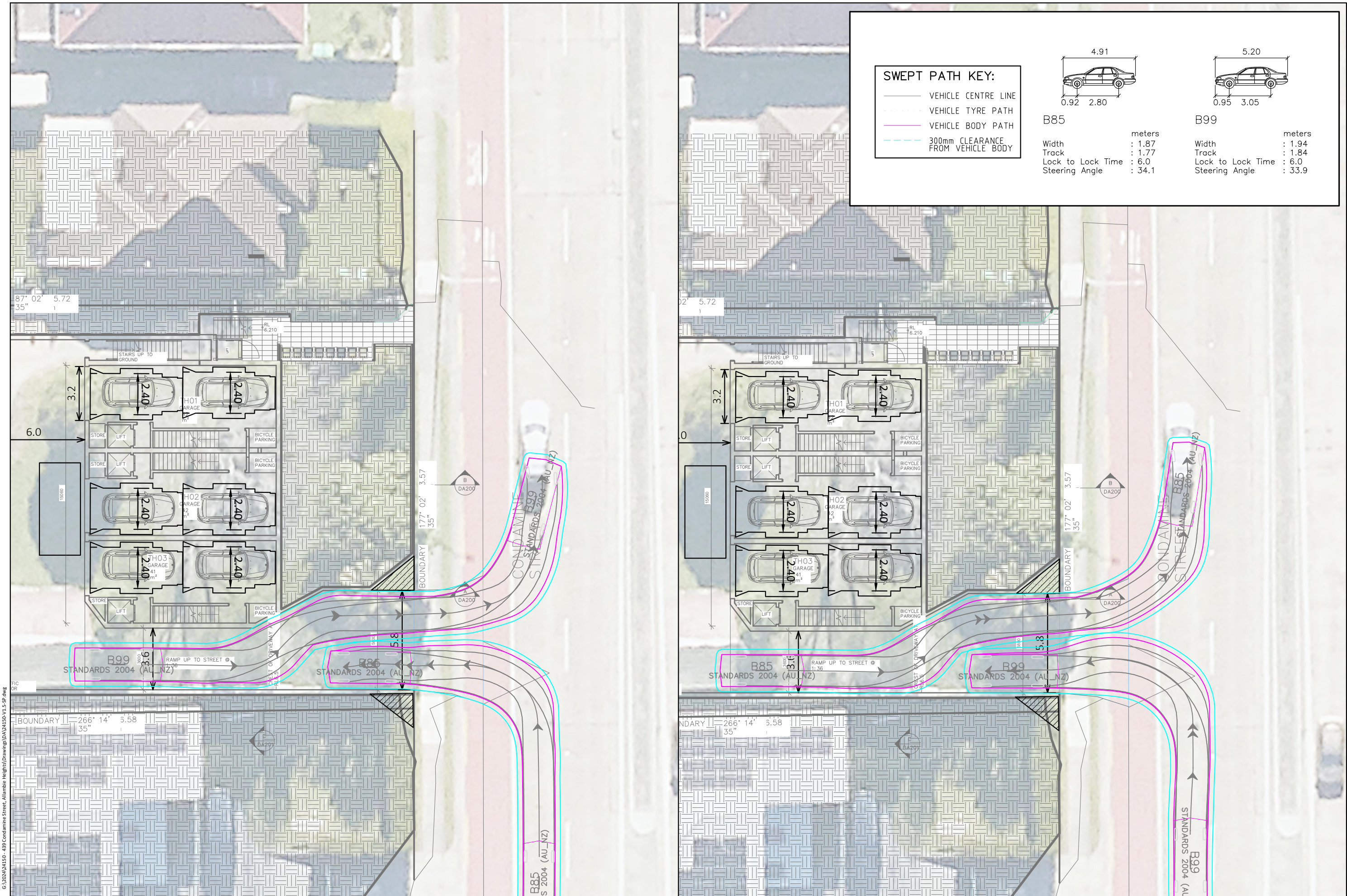
Architectural Plans

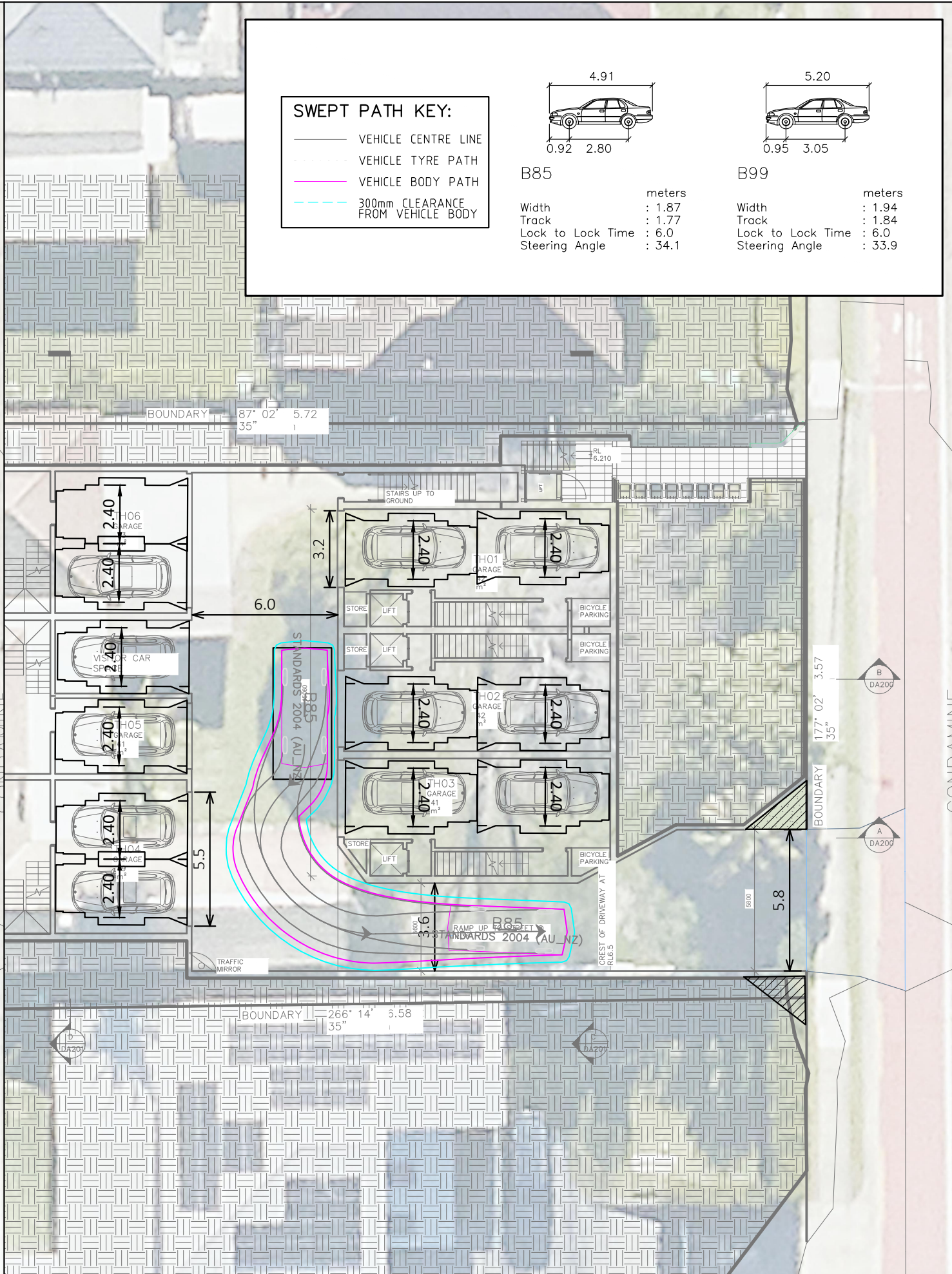
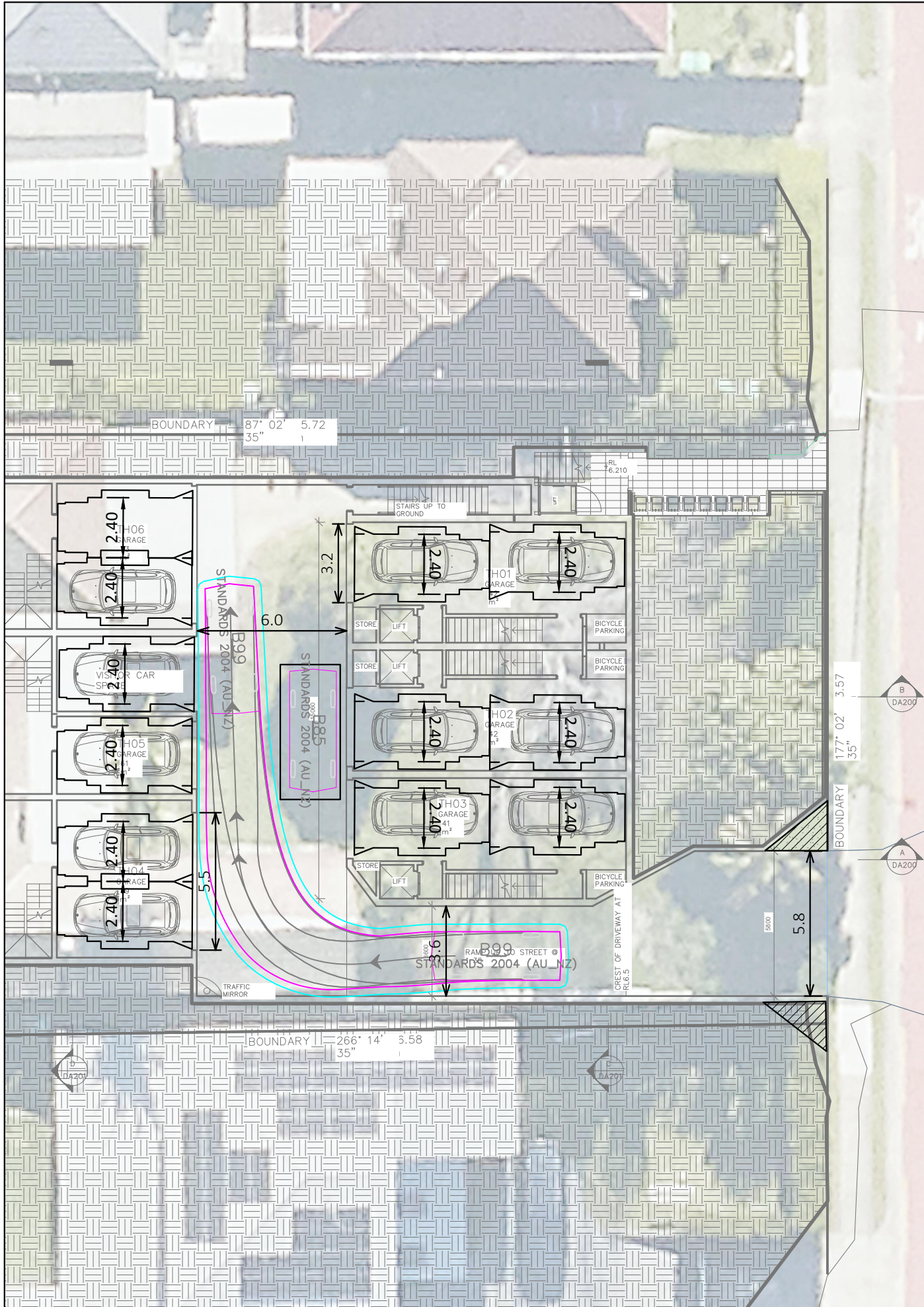


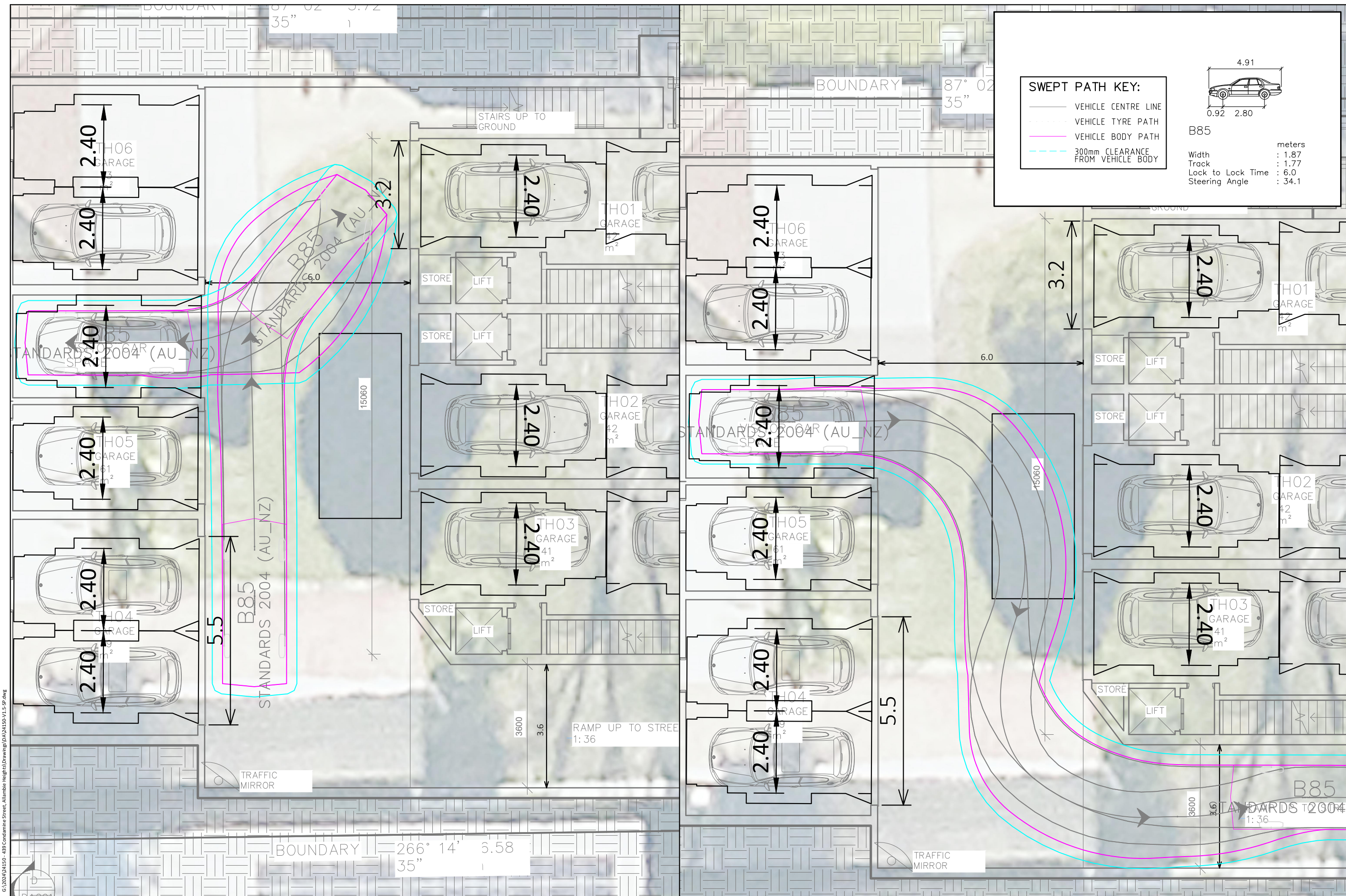
Attachment 2

Turning Path Assessment



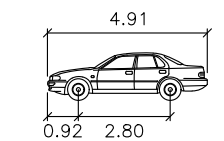






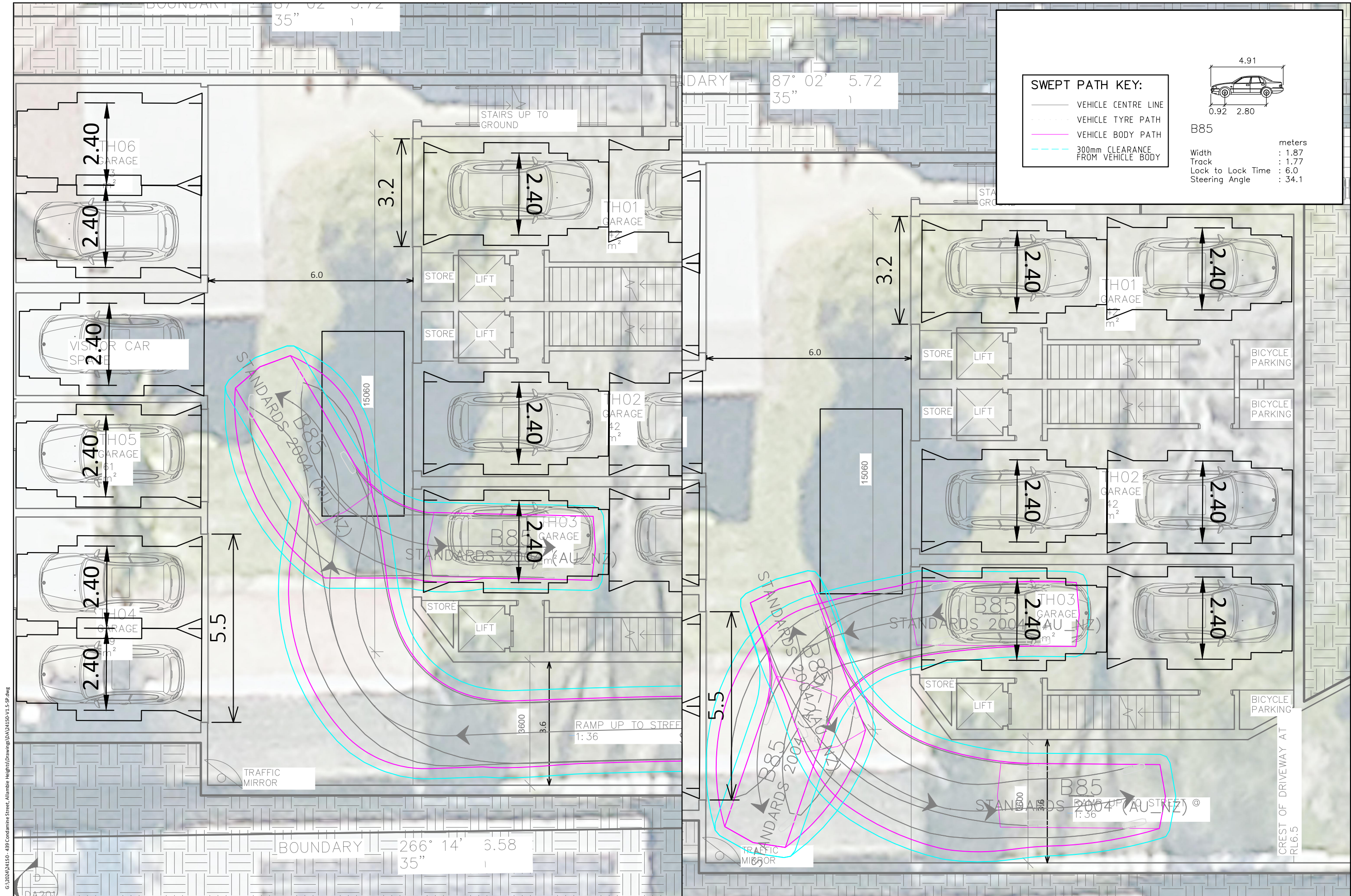
SWEPT PATH KEY:

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



B85

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





Better Developments with
Genesis Traffic