



# TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067  
P (02) 9411 5660 F (02) 9904 6622 W [ttpa.com.au](http://ttpa.com.au) E [bernard@ttpa.com.au](mailto:bernard@ttpa.com.au)

14 April 2022  
Our Ref: 50/2022

**Collaroy Street Pty Ltd**  
C/- Walsh Architects  
Attn: Scott Walsh  
Email: [scott@walsharchitects.com.au](mailto:scott@walsharchitects.com.au)

Dear Scott,

## **Re: 4 Collaroy Street & 1 Alexander Street, Collaroy S4.56 Modification – Traffic and Parking Assessment**

---

---

I refer to your request to assess the amended development scheme with respect to the proposed S4.56 Modification.

### Background

Consent was granted in December 2021 (LEC ref 2021/48099) for a proposal to demolish existing buildings on the site to construct shop top housing comprising:

Residential apartment	34 units
Retail area	246m <sup>2</sup> GFA

The approved car parking arrangement comprises 92 spaces in the following make up:

Residential	69 spaces
Visitors	7 spaces (1 car share)
Retail	14 spaces
Motorcycle	2 spaces

### Proposal

An S4.56 Mod is to be lodged seeking consent to:

- Reduce retail floor space by 49m<sup>2</sup> GFA to 197m<sup>2</sup> GFA
- Reduce retail car parking; and
- Reallocate car park

### Car Parking Quantum

The retail component's applicable DCP rate (Part H of the Warringah Development Control Plan) is 1 space per 16.4m<sup>2</sup> GFA.

On this basis, the reduced retail area of 49m<sup>2</sup> GFA would entitle the development of a proportional reduction of up to 3 retail parking spaces (i.e.,  $49\text{m}^2 / 16.4 = 3$ ).

Accordingly, the revised proposal will reduce the retail parking as follows:

Residential	69 spaces
Visitors	7 spaces (1 car share)
Retail	11 spaces
Motorcycle	2 spaces

The proposed car parking reallocation will satisfy the DCP criteria.

### Traffic Generation

The proposal will retain the residential development yield; however, the retail floor space will reduce by 49m<sup>2</sup>.

The approved traffic generation basis for the retail component is 5.6 vtpm per 100m<sup>2</sup> GFA. Therefore, applying that basis to the reduced element would indicate an overall traffic reduction by some 2 to 3 vtpm.

The Traffic Impact Assessment<sup>1</sup>, which underpinned the approved scheme, made the following conclusion:

*"... it can be concluded that the proposed development is unlikely to have any unacceptable traffic implications."*

Accordingly, the revised proposal with 2 to 3 vtpm less will be satisfactory.

### Access, Circulation and Servicing

The approved access, internal circulation, and servicing arrangements will be maintained.

I trust the above is sufficient for your purposes. Otherwise, please do not hesitate to contact me at 9411 5660 to discuss further.

Yours faithfully,

*Bernard Lo*

Bernard Lo BE(Civil), MTrans, MIEAust  
Director  
Transport and Traffic Planning Associates

---

<sup>1</sup> Traffic and Parking Assessment Report, Ref 20055, Terraffic, October 2020

**Appendix A**

**S4.56 Mod Plans**



