

882A Pittwater Road, Dee Why Proposed Residential Development

Traffic and Parking Impact Assessment

Ref: 20317

Date: July 2021

Issue: D

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1.0 Introduction

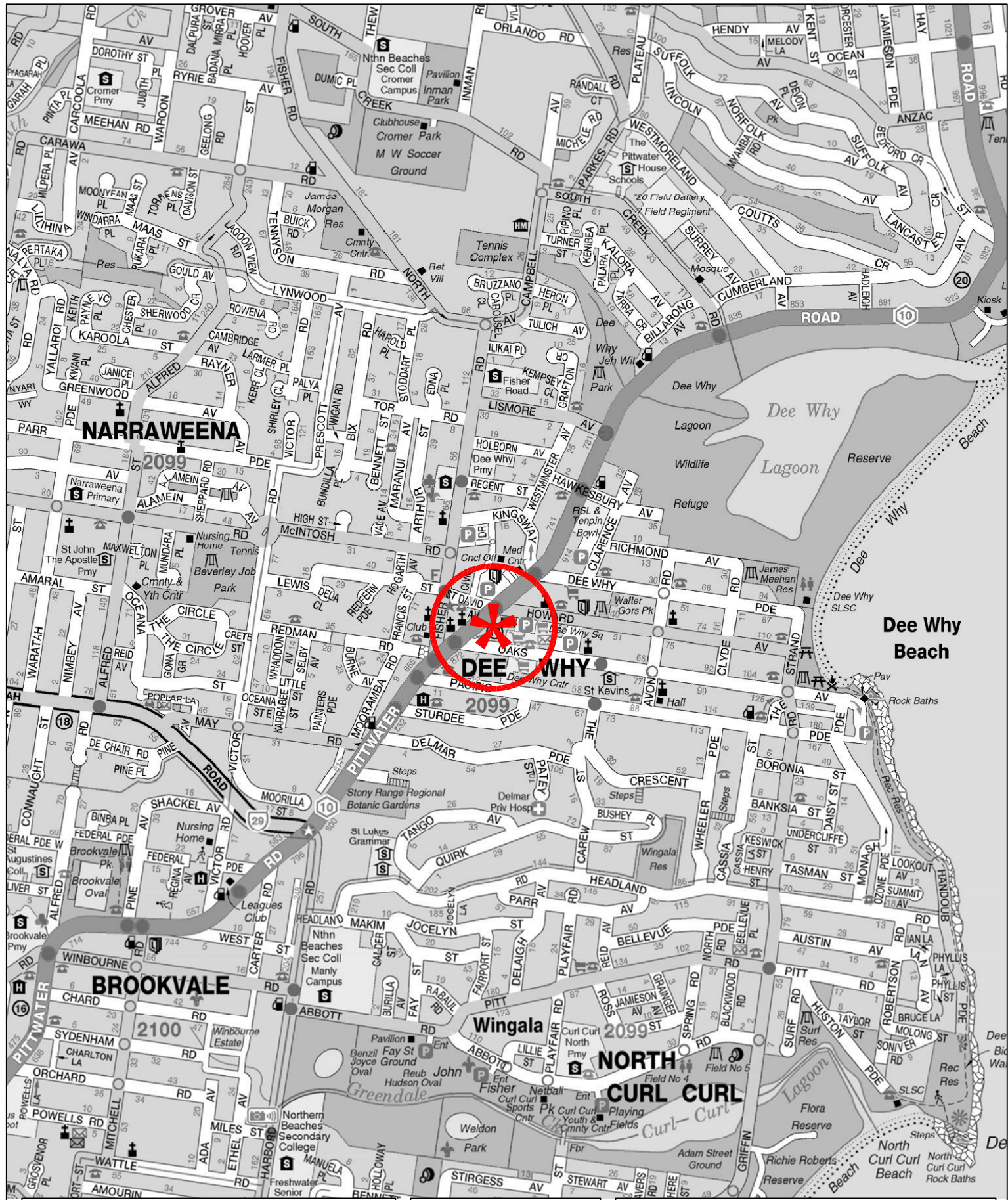
This report has been prepared to accompany a Development Application to Northern Beaches Council for a proposed residential-based mixed-use complex at 882A Pittwater Road, Dee Why (Figure 1).

Dee Why is a popular centre on the Northern Beaches Peninsula which is well served by public transport as well as shopping facility, entertainment, educational, and workplace hubs. The development site is located in the Dee Why Town Centre along Pittwater Road, a longstanding retail strip with new residential apartments situated above café and retail shops. The proposed development scheme involves:

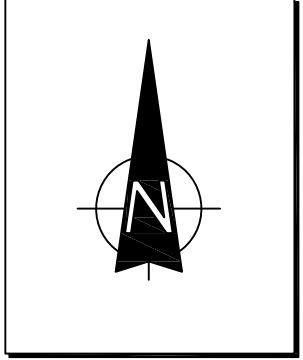
- ❖ 20 x boarding rooms
- ❖ 3 x commercial units at ground, levels 1 and 2 (167m²)
- ❖ Café at ground level (23m²)
- ❖ Manager's office
- ❖ Storage for 17 bicycles.

The purpose of this report is to:

- ❖ describe the site, its context, and the proposed development scheme
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the adequacy of the proposed parking strategy
- ❖ assess the potential traffic implications.



LEGEND



LOCATION

FIG 1

2.0 Proposed Development

2.1 Site, Context, and Existing Use

The site (Figure 2) is Lot B DP 389449, located at 882A Pittwater Road, Dee Why. It occupies an irregular-shaped area of 234m² and has a narrow width of 6.4m.

The small site is a remnant leftover from the adjoining Meriton mixed-use complex. It is situated along the Pittwater Road commercial strip in Dee Why Town Centre and is surrounded by multilevel residential-based mixed-use buildings.

A single-storey commercial building currently occupies the site. Because of the site constraints, neither vehicle access nor onsite parking is provided. Dee Why Town Centre benefits from direct access to the high-frequency trunk route bus services on Pittwater Road, and the nearest bus facilities are located in front of the site (10m).

2.2 Proposed Development

It is proposed to demolish the existing building, undertake earthworks to provide a level building platform, and construct a new nine storey mixed-use complex involving:

- 20 x boarding rooms
- 3 x commercial units at ground, levels 1 and 2 (167m²)
- Café at ground level (23m²)
- Manager's office

As is the present circumstance, the site's physical constraints will continue to preclude onsite parking from being provided. Instead, it is proposed to provide 17 bicycles to encourage the uptake of active transport mode amongst occupants.

Details of the development are provided in the plans prepared by Crawford Architects that accompany the Development Application and are reproduced in Appendix A.



SITE

LEGEND



SITE

FIG 2

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

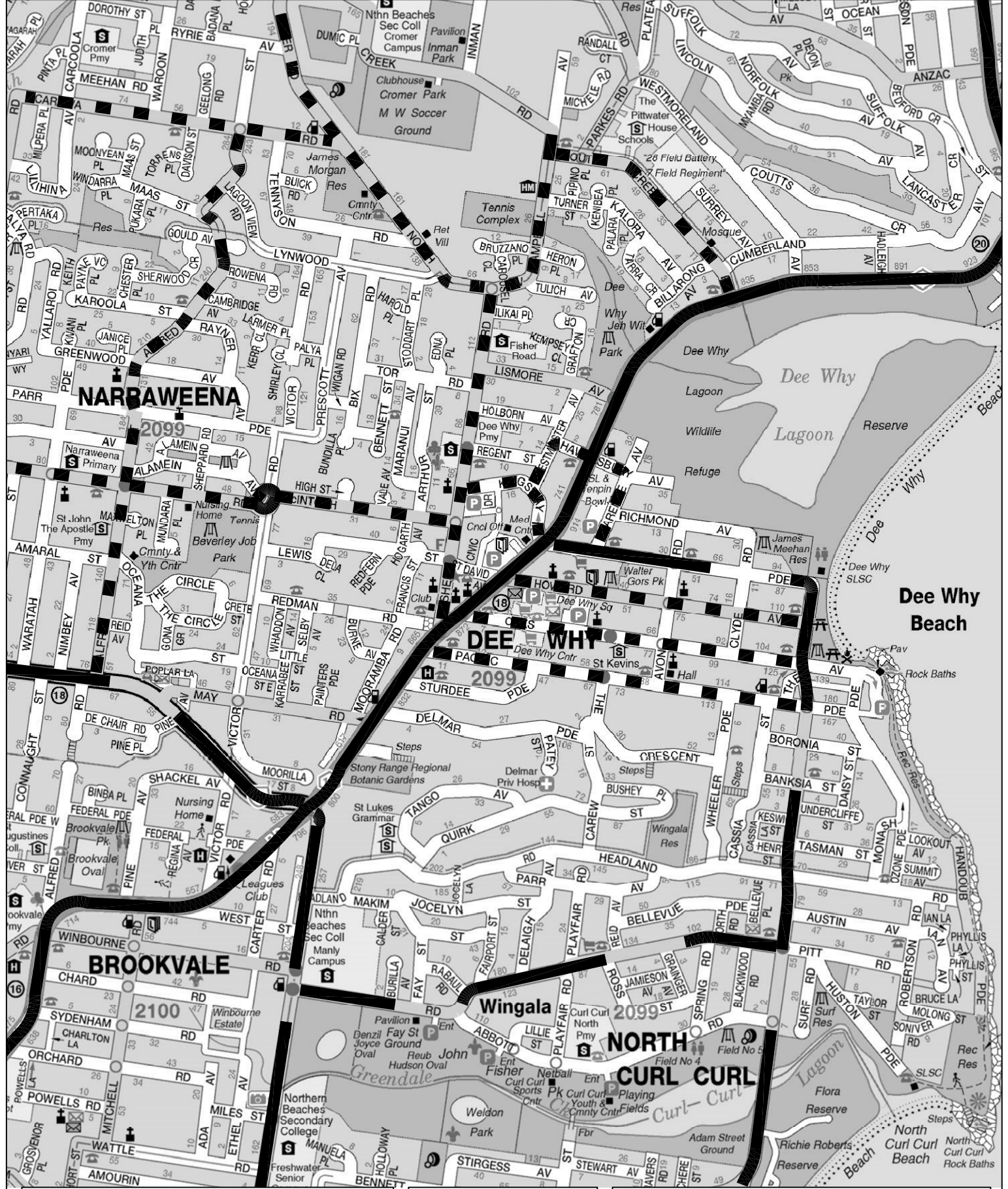
The road network serving the Dee Why site (Figure 3) comprises:

- ❖ *Pittwater Road* – a State Road and arterial route linking between the Northern Beaches Peninsula and the Spit Bridge crossing of Middle Harbour
- ❖ *Warringah Road* – a State Road and arterial route linking between Pittwater Road and the Roseville Bridge crossing of Middle Harbour
- ❖ *Harbord Road* – a Regional Road and sub-arterial route linking between Pittwater Road/Warringah Road and Queenscliff
- ❖ *Dee Why Parade / The Strand / Griffin Road* – a Regional Road and major collector route linking between Dee Why and Queenscliff
- ❖ *Oaks Avenue, Howard Avenue, Lismore Avenue and May Road* – minor collector routes

3.2 Traffic Controls

The traffic controls which have been applied to the road system (Figure 4) comprise:

- ❖ the traffic signals at the Pittwater Road/Oaks avenue intersection including:
 - a right turn bay and signal phase for the turn into Oaks Avenue
 - pedestrian crossing facilities
- ❖ the other traffic signals at intersections along Pittwater Road including Hawkesbury Avenue, Dee Why Parade/Kingsway, Howard Avenue/St David Avenue, Fisher Road, Pacific Parade, Sturdee Parade
- ❖ the mid-block pedestrian signals on Oaks Avenue to the west of Avon Road



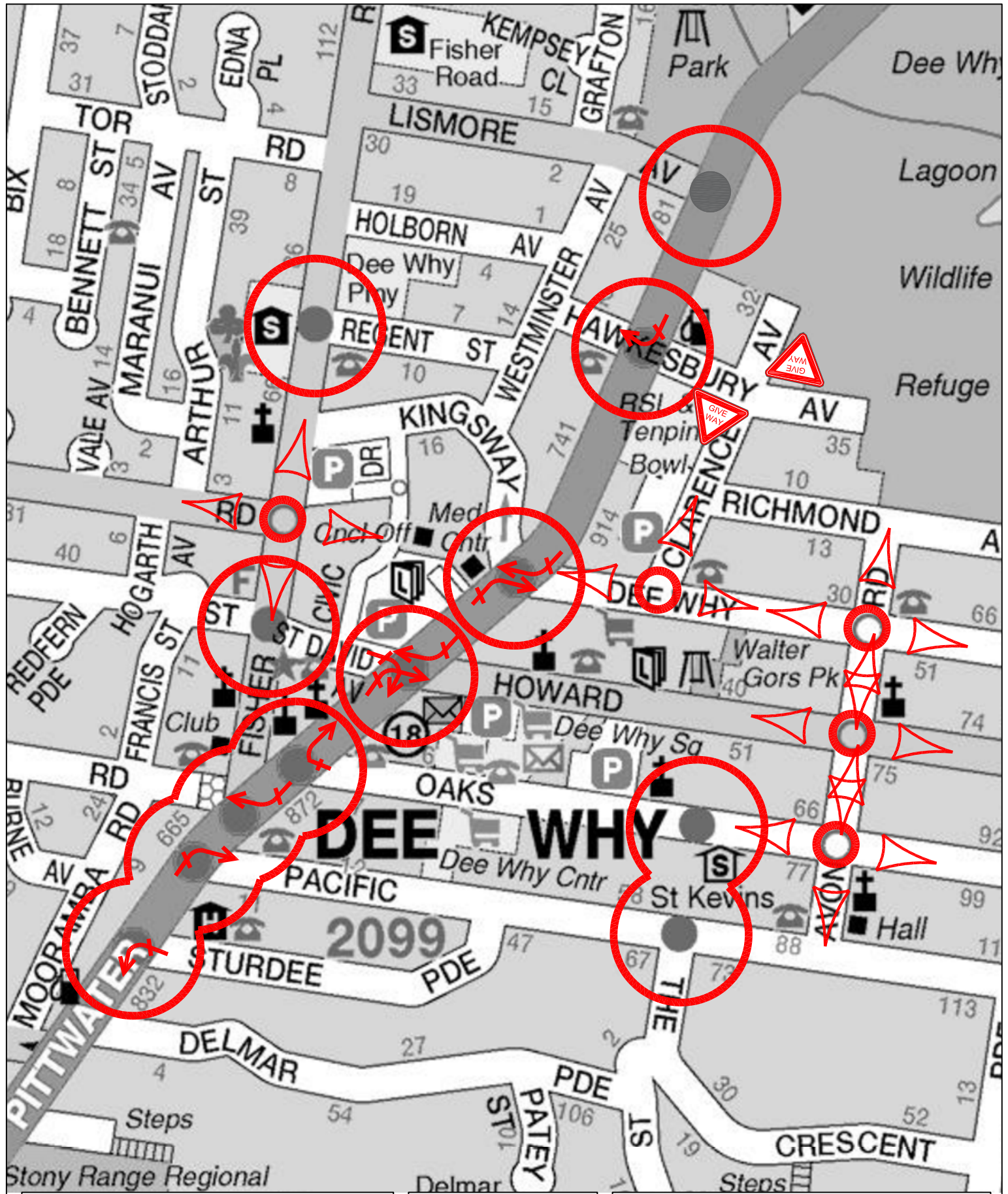
LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR






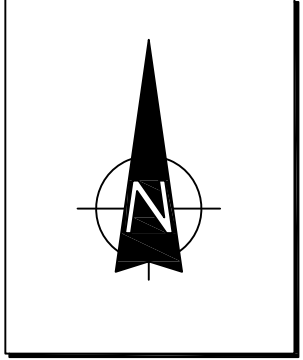
ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



**TRAFFIC
CONTROLS**

FIG 4

Transport and Traffic Planning Associates

- ❖ the traffic signals controlling the Pacific Parade/The Crescent intersections
- ❖ the 60kmph restriction on Pittwater Road and 50kmph on Oakes Avenue
- ❖ the BUS LANE restrictions along the kerbside lanes of Pittwater Road
- ❖ the NO RIGHT TURN restriction from Oakes Avenue into Pittwater Road.

3.3 Traffic Conditions

The recorded peak traffic flows in the vicinity of the site are summarised below:

	AM	PM
Pittwater Road		
Northbound	915	1,420
Right Turn	198	373
Westbound	1,831	1,174
Left Turn	121	86
Oaks Avenue		
Left Turn	121	153

The intersection's operation has been assessed to operate with LOS B, consistent with the site's observations. Nevertheless, it is acknowledged that traffic conditions in the area experience some fluctuation with peaking during the summer months. However, they are not to the extent of 'failing' the intersection's LOS.

3.4 Transport Services

Dee Why is supported by a comprehensive network of trunk route bus services (including B-Line) serving along the Pittwater Road corridor. The nearest Pittwater Road bus stops are located in front of the site i.e. 10m from the site's frontage, providing access to the following high-frequency services:

Transport and Traffic Planning Associates

Route No.	Point A	Point B
180X	Collaroy Plateau	Wynyard
181X	Narrabeen	Wynyard
B1	Mona Vale	Wynyard
BN1 (Night Service)	Mona Vale	QVB
154X	Dee Why	Milsons Point
160X	Dee Why	Chatswood
178	Cromer Heights	Warringah Mall
179	Wheeler Heights	Warringah Mall
180	Collaroy Plateau	Warringah Mall
199	Palm Beach	Manly
160X	Dee Why	Chatswood

At present, there are approximately 20 services per hour connecting Dee Why with the CBD, a frequency more superior than regular rail services.

The site is assessed to benefit from excellent access to a ready public transport network. Therefore, the site is deemed suitable for the incorporation of non-private vehicle-based travel planning strategy.

A separately documented Green Travel Plan provides further insight to the site's transport services (Appendix B).

4.0 Parking

The Warringah DCP (2011) does not provide a specific parking rate for boarding houses. It does specify the following requirement for commercial and retail uses:

Commercial	1 space per 40m ²
Retail (Café)	1 space per 23.8m ²

Parking requirement for boarding houses is provided in the SEPP (Affordable Housing) as follows:

Residents	1 space per 2 beds
Manager	1 space (maximum)

Application of the above criteria would indicate a requirement of 16 spaces: being 5 commercial/retail spaces, 10 resident spaces and 1 manager's space.

As previously discussed, it is not feasible to establish a new access driveway on the TfNSW-managed Pittwater Road frontage because it contradicts with the TfNSW road network planning policy. It is also advised that the Applicant could not reach an agreement with the adjacent neighbours to create an alternative access connection via the adjoining basement car park. Even so, the only 6.4m wide site precludes any form of onsite parking.

Nevertheless, as discussed in Section 3.4, the site's accessibility to public transport services warrants contemporary travel planning provisions, i.e., replacing car parking with active travel facilities such as bicycles or motorcycles.

The SEPP criteria indicate a bicycle and motorcycle parking rate of 1 space per 5 beds. Application of this rate to the proposal would indicate the following requirement:

Bicycle	4 spaces
Motorcycle	4 spaces

Because the site cannot establish a formal vehicle access, it is also not possible to

provide motorcycle parking onsite. Instead, the proposal will provide enough area to store 17 bicycles for the boarding residents and retail/commercial tenants/staff.

Comparison with similar nature development

A development consent involving 64 boarding rooms with ground level retail/commercial premises was granted by the Northern Beaches Council (ref. DA 2020/272) on a nearby site at 691 Pittwater Road, Dee Why. That site is 654m² and has a 16m wide frontage to the western side of Pittwater Road. It does not currently have a rear access however it is understood a Right of Way carriageway will be established at some stage in the future providing alternative access for the site. The approved scheme will not contain any on-site car and motorcycle parking however the consent has been granted on the proviso: (1) that 2 spaces will be leased off site and reserved for the boarding residents in the interim; and (2) that 12 spaces, including 2 car share, shall be established onsite when the ROW is activated.

The proposal having 64 boarding rooms with associated retail/commercial tenancies on the ground level will have no onsite parking until the ROW is established. In the interim, the boarding residents and retail tenants can rely on 2 off site parking spaces.

The referenced site 691 Pittwater Road is located virtually on the opposite side of the subject site 882A Pittwater Road. It follows that they benefit from the same level of public transport accessibility. For reference, the 2 sites have easy walking access to 2 main shopping centres in the Dee Why Town Centre i.e. Dee Why Grand and Dee Why Market. Further afield, major retail centre Warringah Mall is situated within 10 minute bus rides (No. 178/180) on Pittwater Road. Notably, these bus services are offered at a frequency of 1 bus every 9 minutes (or 5-6 buses per hour).

However, the comparison, the subject site is disadvantaged in at least 2 ways: (1) it does not have a prospective alternative access; (2) even if so, it cannot physically accommodate onsite parking. The proposal will however provide a surplus of bicycle parking and associated charging facilities to encourage the use of 'E-bikes'. A separately documented Green Travel Plan (GTP) which is reproduced in Appendix B provides an overview of the available and ready transport services in the area.

5.0 Traffic

The RMS Guide to Traffic Generating Development does not provide a traffic generation rate for boarding houses.

Nevertheless, the proposal does not involve onsite car parking. Therefore, there will be minimal vehicular traffic generated by the proposal.

The ground-level retail/commercial premises, which are not destination-based land use, will largely serve local passing foot-traffic. As such, there will also be quite minimal associated traffic generation.

6.0 Servicing

Because it is impossible to achieve alternative access via neighbouring buildings, the development's refuse will be collected along the site frontage by council vehicles. Other delivery/service vehicles will rely on the surrounding on-street parking.

7.0 Conclusion

The proposed residential-based mixed-use development at 882A Pittwater Road, Dee Why reflects the ongoing redevelopment occurring in the Dee Why Town Centre.

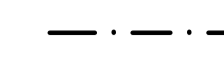





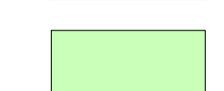

This assessment has concluded that:

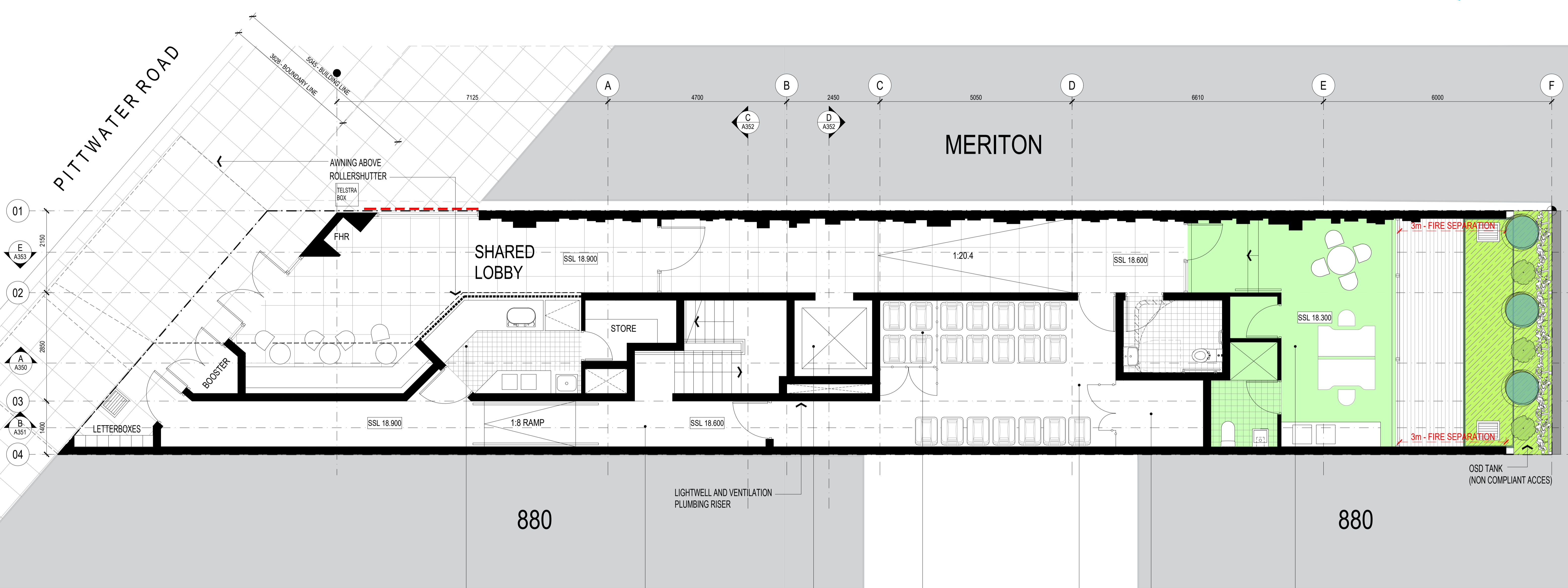
- ❖ the development will not present any traffic implications
- ❖ the proposed parking strategy is consistent with the site's locality and access to public transport services
- ❖ the proposed servicing arrangements will be suitable and commensurate the development scale.

Appendix A

Development Plans

LEGEND

-  BOUNDARY
-  DRENCHERS
- UNIT 01**
-  UNIT NUMBER
-  TOTAL AREA
-  TOTAL AREA EXCLUDING KITCHEN & TOILETS
-  ACCESSIBLE UNIT
-  COMMERCIAL SPACE
-  CROSS-VENTILATION



880	880	880	880	880	880	880	880
COFFEE SHOP	FIRE EGRESS	LIFT	CAGED COMMERCIAL REFUSE & RECYCLE	BINS	BULKY GOODS 8m ³	COMMERCIAL 01 28.4 SQM	
-	FIRE ISOLATED STAIR DISCHARGE AT STREET	AS1428 COMPLIANT STRETCHER COMPLIANT	-	-	-	-	-

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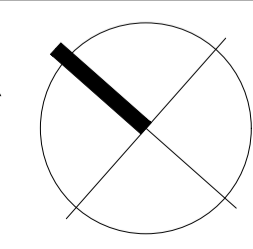
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H	21.02.17	ISSUED TO CONSULTANT
J	21.02.12	ISSUED TO CONSULTANT

CLIENT: DEVELOPMENT LINK

PROJECT: ARH DEE WHY

882A PITTWATER ROAD, DEE WHY NSW 2099

TITLE: GROUND FLOOR



SCALE: 1:50 @ A1

APPROVED: MT
DRAWN: PG
CHECKED: PG
DATE: NOV 2020
STATUS: DA

PROJECT NUMBER: 20036

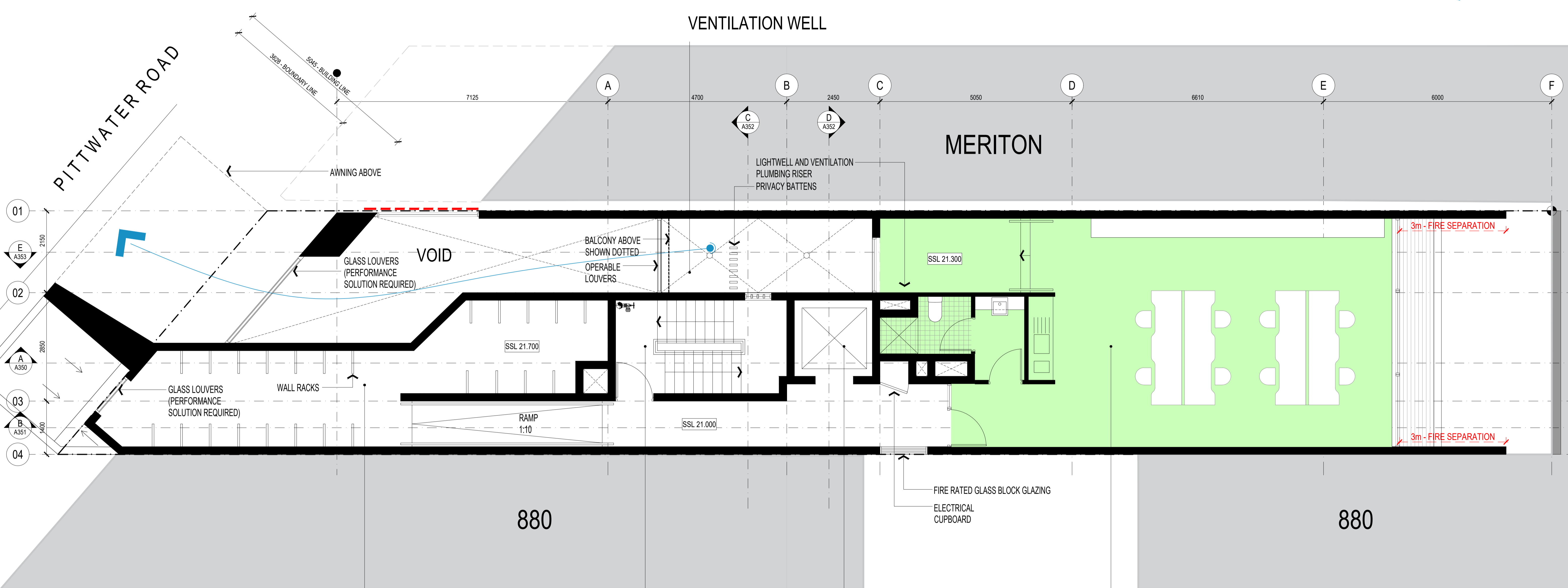
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ISSUE: H



LEGEND

- BOUNDARY
- DRENCHERS
- UNIT 01** — UNIT NUMBER
- 28.0 SQM — TOTAL AREA
- 20.0 SQM — TOTAL AREA EXCLUDING KITCHEN & TOILETS
- ACCESSIBLE UNIT
- COMMERCIAL SPACE
- CROSS-VENTILATION



BICYCLE STORAGE

FIRE EGRESS STAIR

LIFT

COMMERCIAL 02
75.0 SQM

FIRE ISOLATED STAIR
PROVIDES ACCESS TO ROOF

AS1428 COMPLIANT
STRETCHER COMPLIANT

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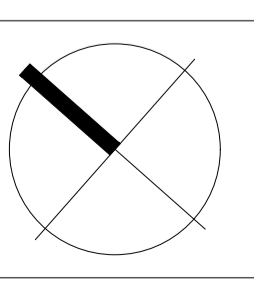
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ISSUE	DATE	AMENDMENTS

J	21.02.17	ISSUED TO CONSULTANT
ISSUE	DATE	AMENDMENTS

CLIENT
DEVELOPMENT LINK

PROJECT
ARH DEE WHY
882A PITTWATER ROAD, DEE WHY NSW 2099

TITLE
FIRST FLOOR



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APPROVED
DRAWN MT
CHECKED PG
DATE NOV 2020
STATUS DA

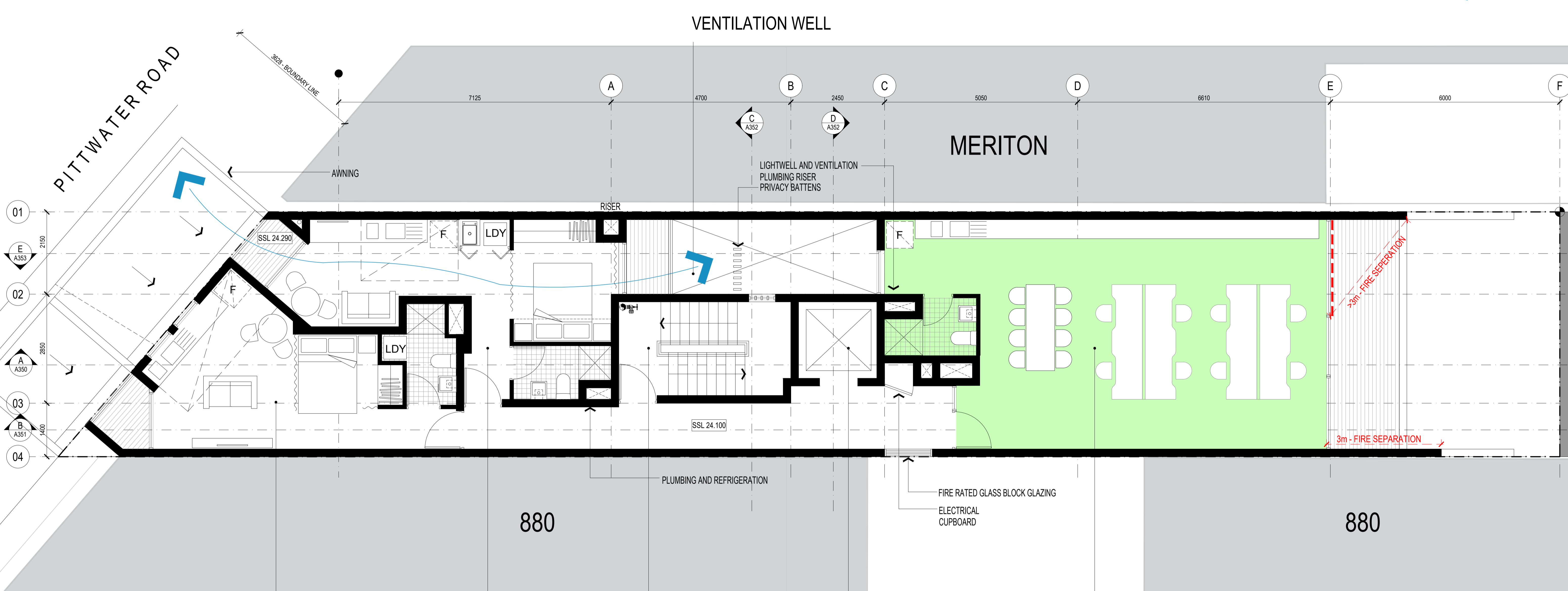
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ISSUE **J**

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LEGEND

- BOUNDARY
- DRENCHERS
- UNIT 01**
- UNIT NUMBER
- 28.0 SQM — TOTAL AREA
- 20.0 SQM — TOTAL AREA EXCLUDING KITCHEN & TOILETS
- ACCESSIBLE UNIT
- COMMERCIAL SPACE
- ↻ CROSS-VENTILATION



L2.01
27.8 SQM
17.6 SQM

SINGLE ASPECT
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

L2.02
28.5 SQM
20.8 SQM

CROSS VENTILATION
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

FIRE EGRESS STAIR
-

FIRE ISOLATED STAIR
PROVIDES ACCESS TO ROOF

LIFT
-

AS1428 COMPLIANT
STRETCHER COMPLIANT

COMMERCIAL 03
63.6 SQM

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DEVELOPMENT LINK

PROJECT
ARH DEE WHY

TITLE
LEVEL 2 FLOOR PLAN

882A PITTWATER ROAD, DEE WHY NSW 2099

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APPROVED
DRAWN MT
CHECKED PG
DATE NOV 2020
STATUS DA

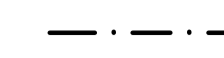


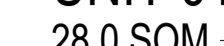
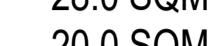

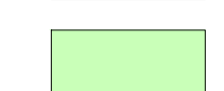

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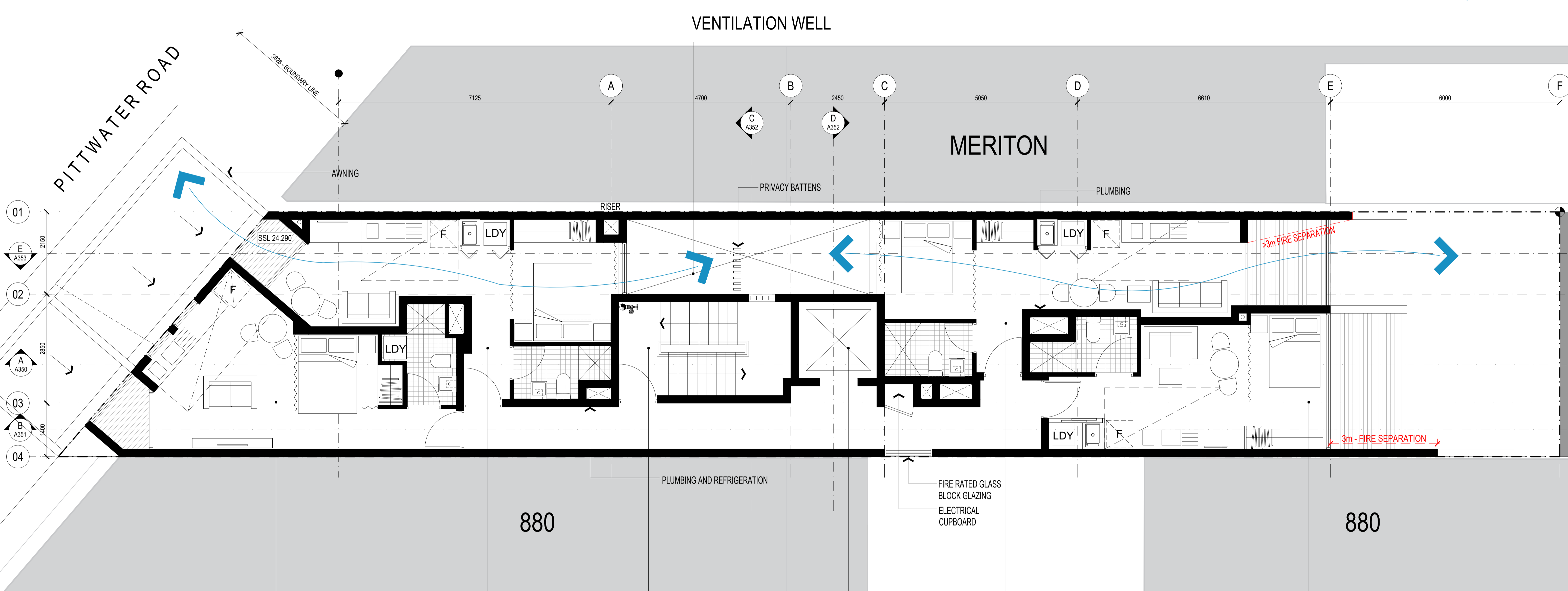
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ISSUE

J crawford architects

LEGEND

-  BOUNDARY
-  DRENCHERS
- UNIT 01**
-  UNIT NUMBER
-  TOTAL AREA
-  TOTAL AREA EXCLUDING KITCHEN & TOILETS
-  ACCESSIBLE UNIT
-  COMMERCIAL SPACE
-  CROSS-VENTILATION



L3.01
27.8 SQM
17.6 SQM

SINGLE ASPECT
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

L3.02
28.5 SQM
20.8 SQM

CROSS VENTILATION
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

FIRE EGRESS STAIR
-
-

FIRE ISOLATED STAIR
PROVIDES ACCESS TO ROOF

LIFT
-
-

AS1428 COMPLIANT
STRETCHER COMPLIANT

L3.03
29.0 SQM
21.3 SQM

CROSS VENTILATION
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
LARGE BALCONY

L3.04
24.7 SQM
16.2 SQM

SINGLE ASPECT
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
LARGE BALCONY

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ARH DEE WHY

TITLE
LEVEL 3 FLOOR PLAN

SCALE
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DRAWN MT
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DATE NOV 2020
STATUS DA

PROJECT NUMBER
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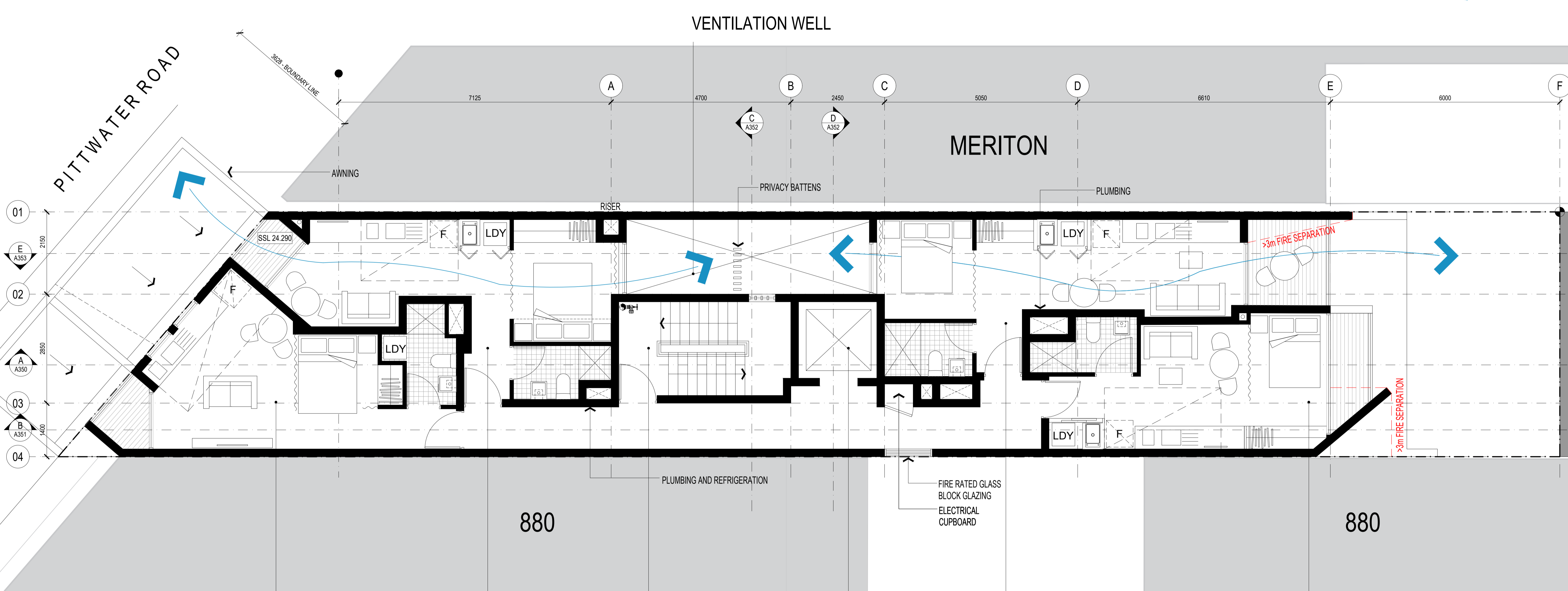
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LEGEND

- BOUNDARY
- DRENCHERS
- UNIT 01** — UNIT NUMBER
- 28.0 SQM — TOTAL AREA
- 20.0 SQM — TOTAL AREA EXCLUDING KITCHEN & TOILETS
- ACCESSIBLE UNIT
- COMMERCIAL SPACE
- ↔ CROSS-VENTILATION



L4.01
27.8 SQM
17.6 SQM

SINGLE ASPECT
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

L4.02
28.5 SQM
20.8 SQM

CROSS VENTILATION
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

FIRE EGRESS STAIR
-
-

FIRE ISOLATED STAIR
PROVIDES ACCESS TO ROOF

LIFT
-
-

AS1428 COMPLIANT
STRETCHER COMPLIANT

L4.03
29.0 SQM
21.3 SQM

CROSS VENTILATION
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
LARGE BALCONY

L4.04
24.7 SQM
16.1 SQM

SINGLE ASPECT
INTERNAL KITCHENETTE
INTERNAL LAUNDRY
INTERNAL BATHROOM
LARGE BALCONY

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ISSUE	DATE	AMENDMENTS

CLIENT
DEVELOPMENT LINK

PROJECT
ARH DEE WHY

TITLE
LEVEL 4 FLOOR PLAN

882A PITTWATER ROAD, DEE WHY NSW 2099

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DATE NOV 2020
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PROJECT NUMBER
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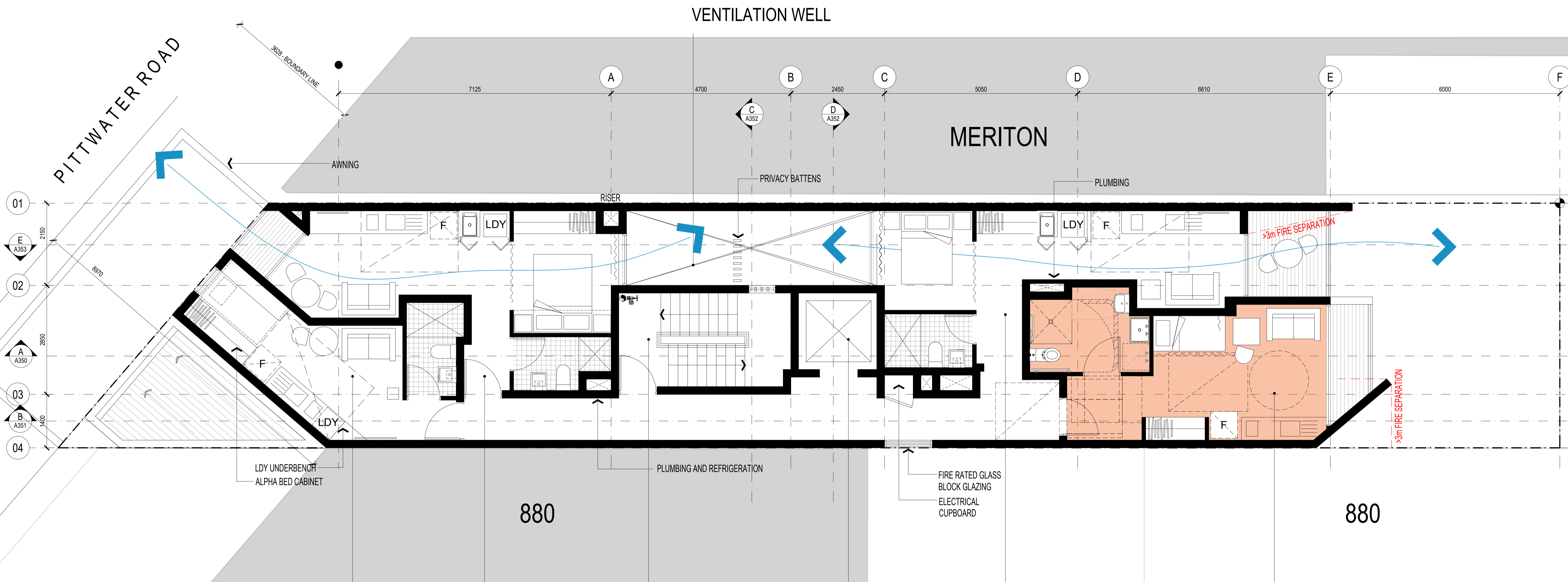
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A104

ISSUE
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LEGEND

- BOUNDARY
- DRENCHERS
- UNIT 01**
- 28.0 SQM — TOTAL AREA
- 20.0 SQM — TOTAL AREA EXCLUDING KITCHEN & TOILETS
- ACCESSIBLE UNIT
- COMMERCIAL SPACE
- ↔ CROSS-VENTILATION



L5.01 19.1 SQM 10.0 SQM	L5.02 28.9 SQM 21.2 SQM	FIRE EGRESS STAIR - -	LIFT - -	L5.02 27.3 SQM 19.6 SQM	L5.03 ACCESSIBLE 25.7 SQM 15.0 SQM
INTERNAL KITCHEN INTERNAL LAUNDRY INTERNAL BATHROOM	CROSS VENTILATION INTERNAL KITCHENETTE INTERNAL LAUNDRY INTERNAL BATHROOM BALCONY	FIRE ISOLATED STAIR PROVIDES ACCESS TO ROOF	AS1428 COMPLIANT STRETCHER COMPLIANT	CROSS VENTILATION INTERNAL KITCHENETTE INTERNAL LAUNDRY INTERNAL BATHROOM LARGE BALCONY	ACCESSIBLE COMPLIANT INTERNAL CIRCULATION SINGLE ASPECT INTERNAL KITCHENETTE INTERNAL LAUNDRY INTERNAL BATHROOM LARGE BALCONY

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PROJECT: ARH DEE WHY

TITLE: LEVEL 5 FLOOR PLAN

882A PITTWATER ROAD, DEE WHY NSW 2099

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PROJECT NUMBER: 20036

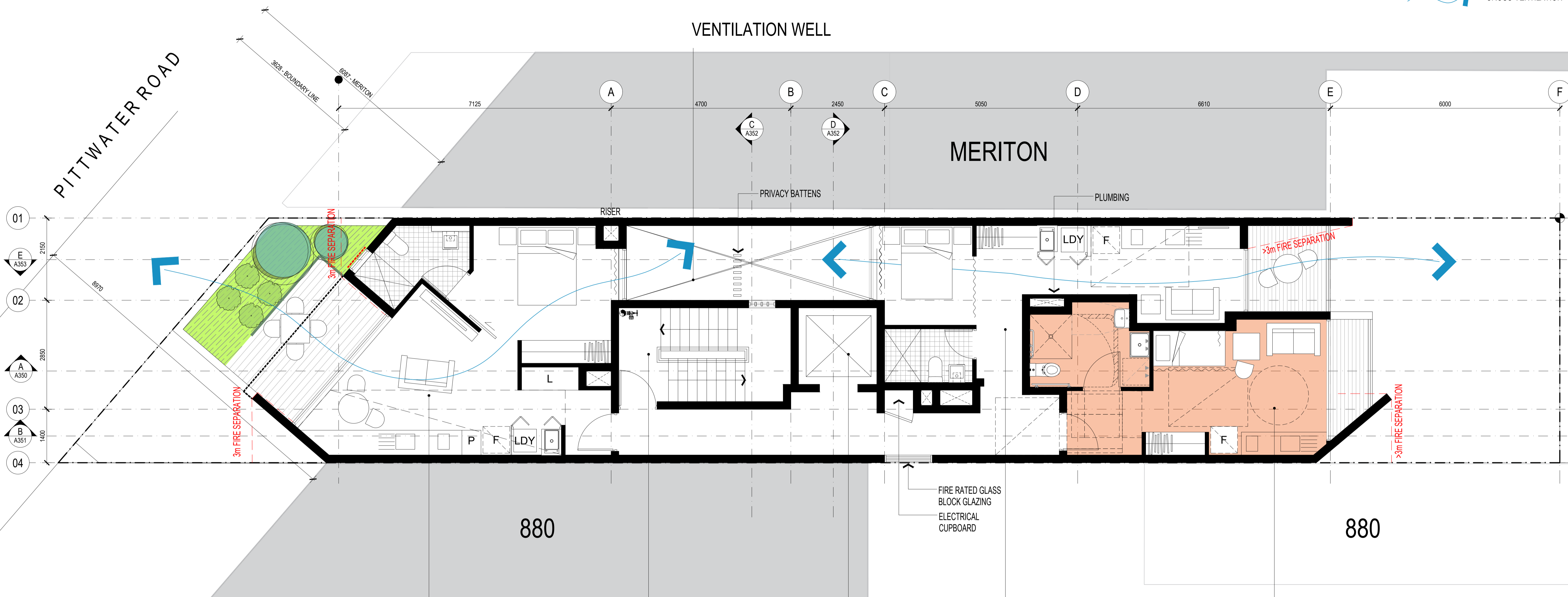
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- ACCESSIBLE UNIT
- COMMERCIAL SPACE
- CROSS-VENTILATION



<p>MANAGERS OFFICE 40.7 SQM 24.1 SQM</p> <p>CROSS VENTILATION INTERNAL KITCHEN INTERNAL LAUNDRY INTERNAL BATHROOM COURTYARD</p>	<p>FIRE EGRESS STAIR - -</p> <p>FIRE ISOLATED STAIR PROVIDES ACCESS TO ROOF</p>	<p>LIFT - -</p> <p>AS1428 COMPLIANT STRETCHER COMPLIANT</p>	<p>L6.02 27.3 SQM 19.6 SQM</p> <p>CROSS VENTILATION INTERNAL KITCHENETTE INTERNAL LAUNDRY INTERNAL BATHROOM LARGE BALCONY</p>	<p>L6.03 ACCESSIBLE 25.7 SQM 15.0 SQM</p> <p>ACCESSIBLE COMPLIANT INTERNAL CIRCULATION SINGLE ASPECT INTERNAL KITCHENETTE INTERNAL LAUNDRY INTERNAL BATHROOM LARGE BALCONY</p>
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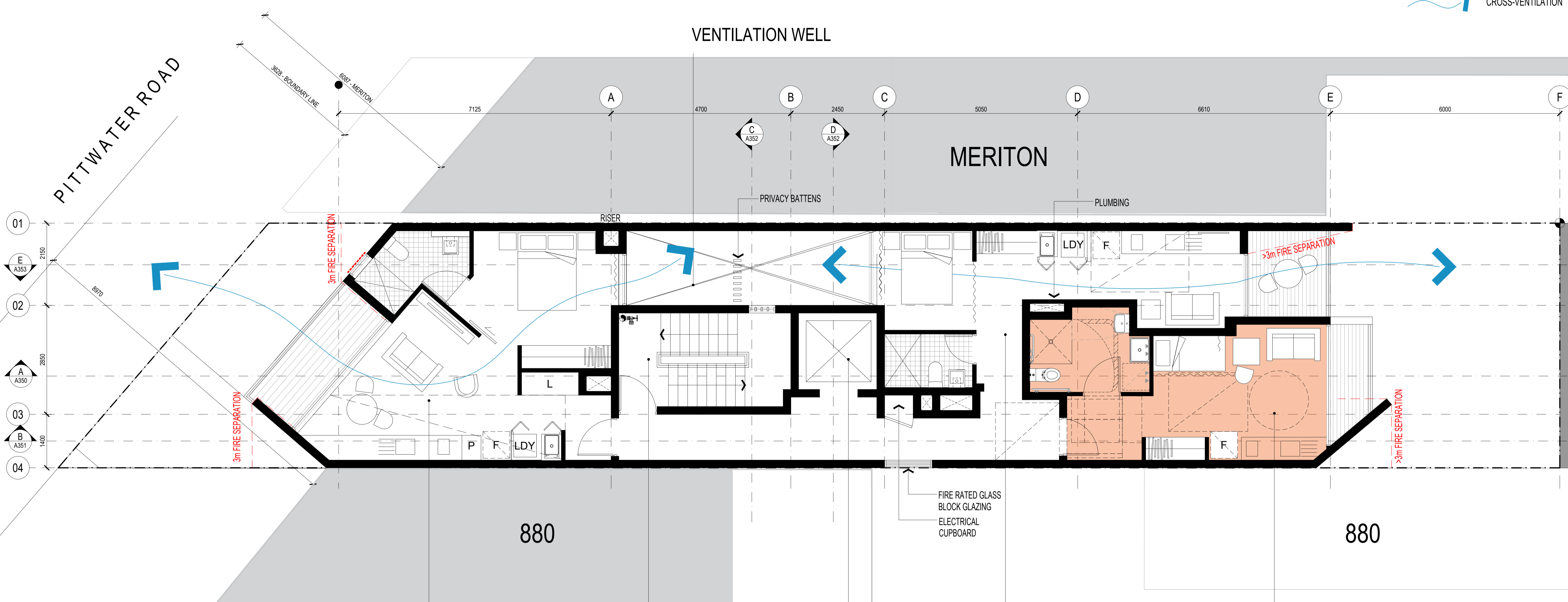
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LEGEND

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E	21.02.03	ISSUED TO CONSULTANTS
D	21.01.25	ISSUED TO CLIENT
C	21.01.07	REVISED ISSUE
B	21.01.06	REVISED ISSUE
A	20.12.18	REVISED ISSUE

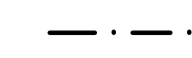





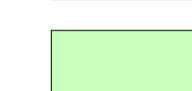
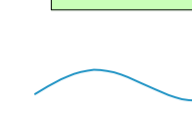
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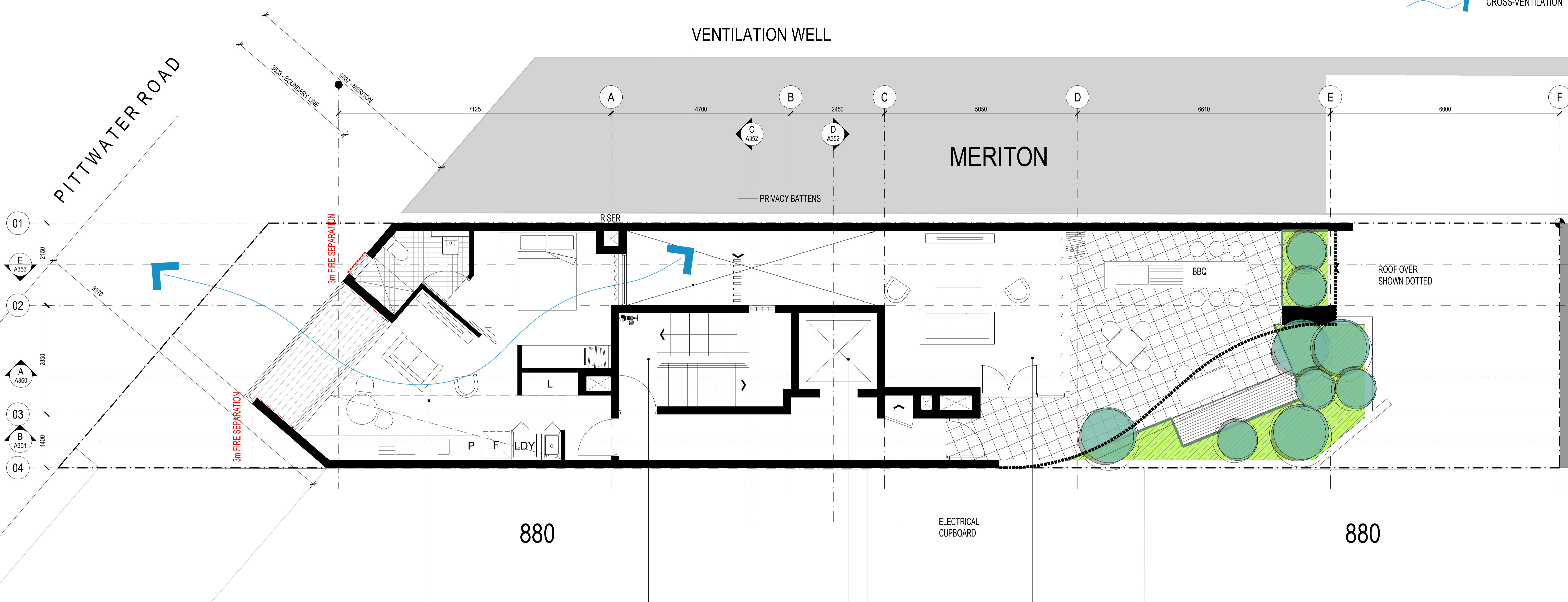
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LEGEND

-  BOUNDARY
-  DRENCHERS
- UNIT 01**
-  UNIT NUMBER
-  TOTAL AREA
-  TOTAL AREA EXCLUDING KITCHEN & TOILETS
-  ACCESSIBLE UNIT
-  COMMERCIAL SPACE
-  CROSS-VENTILATION



L8.01
40.7 SQM
24.1 SQM

CROSS VENTILATION
INTERNAL KITCHEN
INTERNAL LAUNDRY
INTERNAL BATHROOM
BALCONY

FIRE EGRESS STAIR
-

FIRE ISOLATED STAIR
PROVIDES ACCESS TO ROOF

LIFT
-

AS1428 COMPLIANT
STRETCHER COMPLIANT

COMMUNAL SPACE
20 SQM

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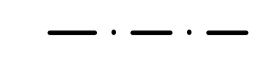


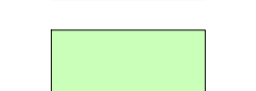
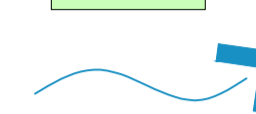
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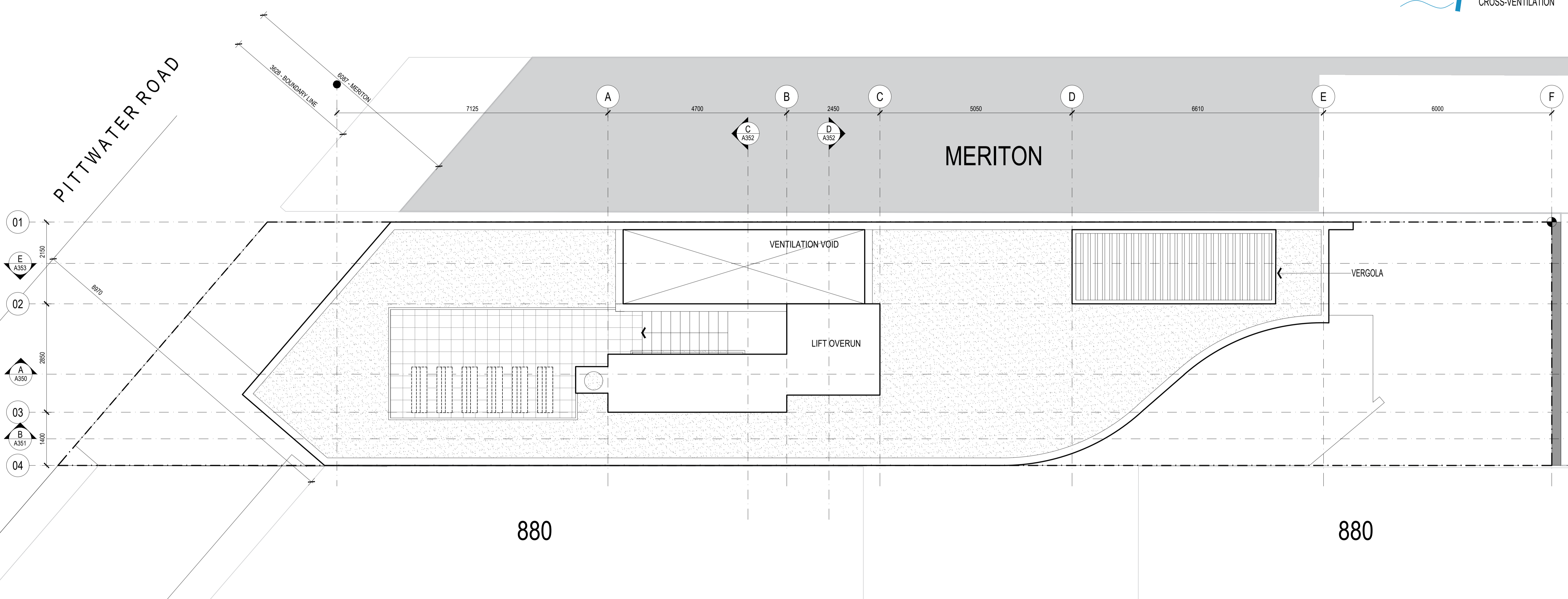
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LEGEND

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-  DRENCHERS
- UNIT 01** — UNIT NUMBER
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- 20.0 SQM — TOTAL AREA EXCLUDING KITCHEN & TOILETS
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-  COMMERCIAL SPACE
-  CROSS-VENTILATION



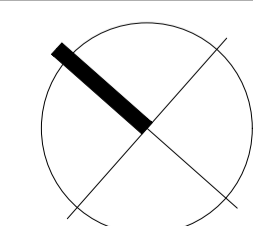
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D	21.01.07	REVISED ISSUE
C	21.01.06	REVISED ISSUE
B	20.11.17	DSAP PRESENTATION
A	20.11.04	DSAP AND PLM MEETING ISSUE

CLIENT: DEVELOPMENT LINK
 PROJECT: ARH DEE WHY
 882A PITTWATER ROAD, DEE WHY NSW 2099

TITLE: ROOF PLAN



SCALE: 1:50 @ A1

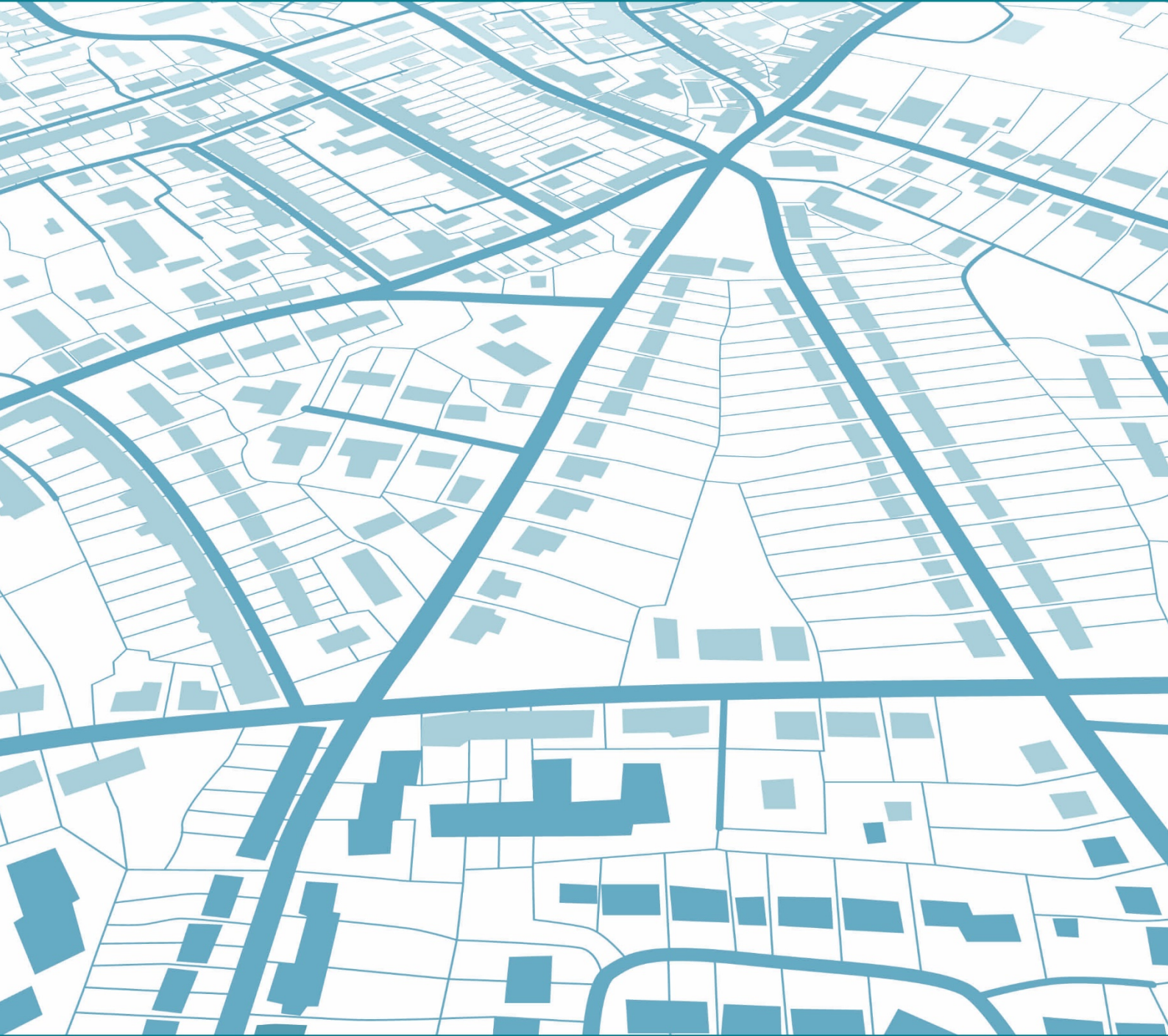
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Appendix B

Green Travel Plan



Green Travel Plan

Mixed-Use Development

882A Pittwater Road, Dee Why

Date: July 2021

Ref: 20317

Issue: A

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Figure 1 Location

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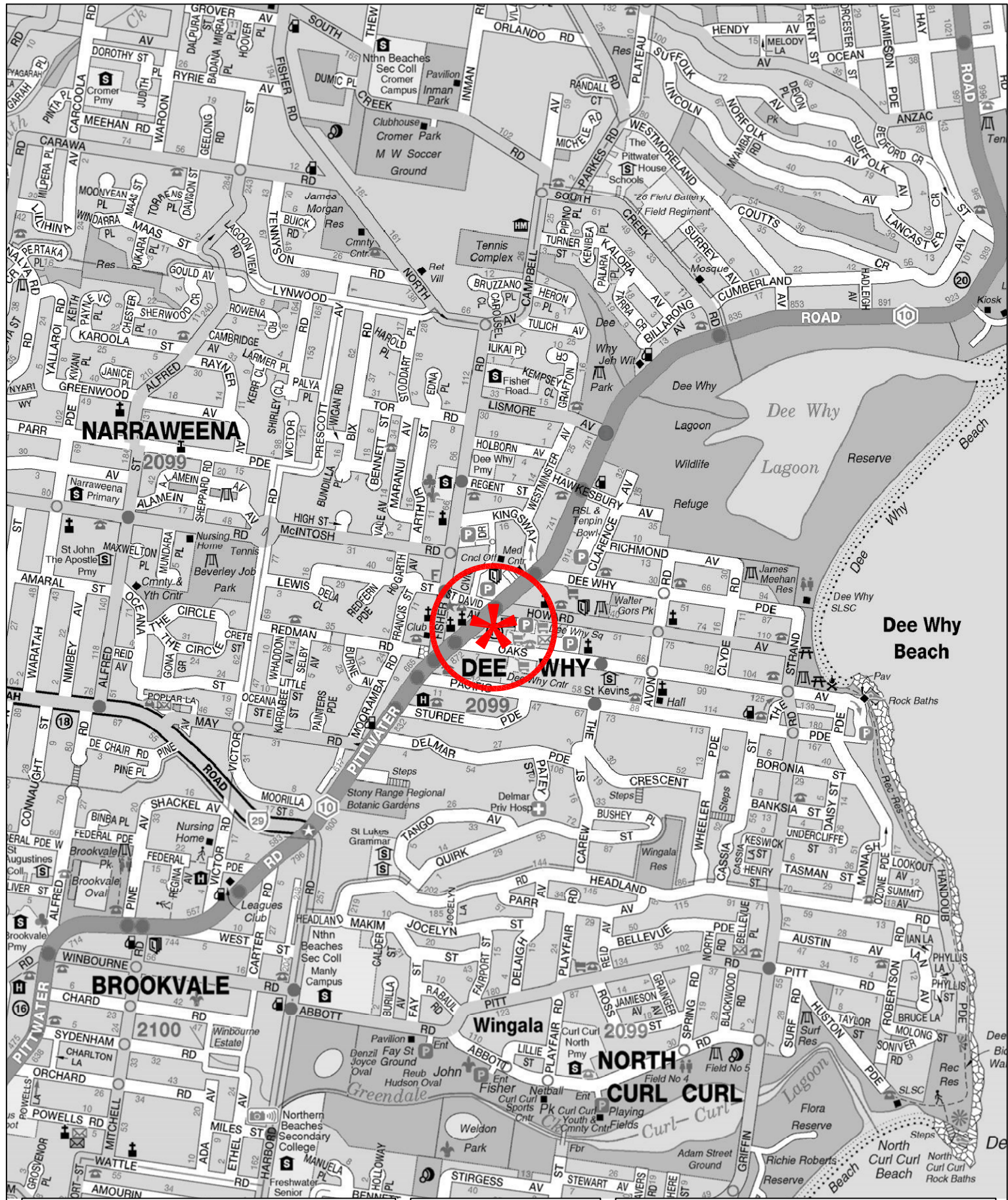
Appendix A Bus Network Map
Appendix B Transport Access Guide

1.0 Introduction

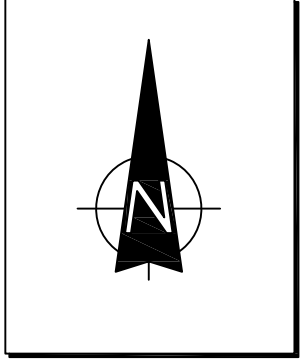
This report has been prepared to accompany a Traffic and Parking Impact Assessment concerning a proposed mixed-use development proposal at 882A Pittwater Road, Dee Why (Figure 1).

The purpose of this report is to document a Green Travel Plan (GTP), and its objectives are to:

- ❖ inform future occupants of currently available transport options, including sustainable travel infrastructures
- ❖ develop a guideline and strategy for the Travel Coordinator to manage the transport needs of depot workers and visitors.
- ❖ identifies potential strategy that may encourage reduced use of private motor vehicles and provide viable alternatives to single-occupant motor vehicles.
- ❖ establish a monitoring strategy to track the performance of the policy and programs prepared as part of the GTP.



LEGEND



LOCATION

FIG 1

2.0 Development Scheme

2.1 Proposed Development Scheme

The proposal involves:

- ❖ 20 x boarding rooms
- ❖ 3 x commercial units (167m²)
- ❖ Café (23m²)
- ❖ Manager's office

The site at 6.4m wide is too narrow to provide any car parking spaces, and it is also not possible to create a new access driveway on the Pittwater Road (arterial road) frontage. Therefore, the proposal will not provide any car or motorcycle parking.

3.0 Green Travel Plan

Transport is a necessary part of life which has effects that can be managed. There is a current primary focus on improving transport services as well as cycling facilities and provisions for pedestrians in major town centres.

3.1 Objectives

A GTP is a package of measures to promote and encourage sustainable travel and provide increased travel choices for workers by highlighting the health and environmental benefits and cost savings of adopting sustainable travel initiatives. With this, the GTP is prepared with the objectives to over a progressive period:

- ❖ Reduce single-occupancy motor vehicles trips to and from the site
- ❖ Reduce the number of workers parking in nearby streets
- ❖ Improve pedestrian and cycling facilities
- ❖ Promote public transport and car-sharing
- ❖ Reduce congestion in the local area.

3.2 Traffic Controls

The preparation of Green Travel Plan is a considered process that occurs under the leadership and guidance of an established Green Travel Coordinator and involves the following:

- ❖ providing a clear context of existing transport circumstances via a site audit
- ❖ developing and implementing a travel plan via identifying contextual incentive schemes (e.g., preferential parking, carpooling schemes, etc.)
- ❖ communication of the plan to promote awareness
- ❖ monitoring the effectiveness of the plan via formal evaluation process, i.e., travel surveys, etc.

4.0 Management

The building manager will assume the role of the Travel Coordinator in this development. He/she will have the responsibility for implementing, communicating, and monitoring the effectiveness of the GTP.

5.0 Site Audit

5.1 Existing Transport Services

Bus

The site is located in front of the comprehensive Pittwater Road bus routes, and the nearest bus stops are at the site's 'doorstep' (some 10m away from site's front door).

The local bus routes include:

Route 180X is an express service that operates daily along Pittwater Road and provides a connection between Collaroy Plateau and City Wynyard. During peak periods, this route operates with a frequency of one service every 10 minutes.

Route 181X is an express service that operates daily along Pittwater Road and provides a connection between Narrabeen and City Wynyard. During peak periods, this route operates with a frequency of one service every 10 minutes.

Route B1 is B-Line service that operates daily along Pittwater Road and provides a connection between Mona Vale and City Wynyard. During peak periods, this route operates with a frequency of one service every 30 minutes.

Route BN1 is a night time B-Line service that operates along Pittwater Road and provides a connection between Mona Vale and City Queen Victoria Building. During peak periods, this route operates with a frequency of one service every 5 minutes.

Route 154X is an express service that operates daily along Pittwater Road and provides a connection between Dee Why and Milsons Point. During peak periods, this route operates with a frequency of one service every 10 minutes.

Route 160X is an express service that operates daily along Pittwater Road and

provides a connection between Dee Why and Chatswood via Frenchs Forest. During peak periods, this route operates with a frequency of one service every 10 minutes.

Route 166 operates daily along Howard Avenue and provides a connection between Frenchs Forest and Manly via Dee Why Beach. During peak periods, this route operates with a frequency of one service every 10 minutes.

Route 178 operates daily along Pittwater Road and provides a connection between Cromer Heights and Warringah Mall. During peak periods, this route operates with a frequency of one service every 20 minutes.

Route 179 operates daily along Pittwater Road and provides a connection between Wheeler Heights and Warringah Mall. During peak periods, this route operates with a frequency of one service every 20 minutes.

Route 180 operates daily along Pittwater Road and provides a connection between Collaroy Plateau and Warringah Mall. During peak periods, this route operates with a frequency of one service every 20 minutes.

Route 199 operates daily along Pittwater Road and provides a connection between Palm Beach and Manly via Mona Vale and Dee Why. During peak periods, this route operates with a frequency of one service every 10 minutes.

The bus operators that operate in the area are:

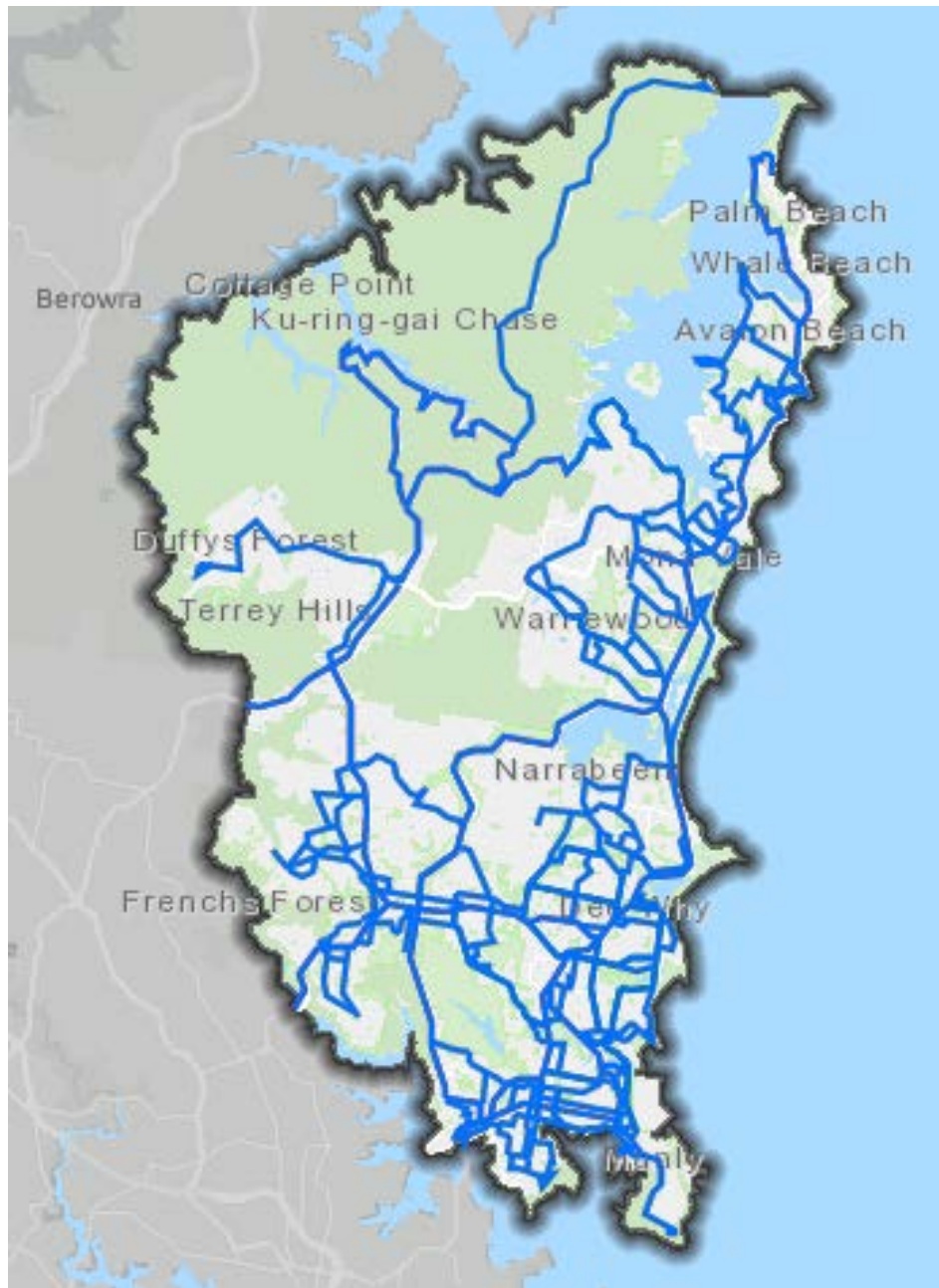
- Sydney Buses: tel 131 5000 www.sydneybuses.info
- Transdev NSW: tel 8700 0555 <http://www.transdevnsw.com.au/>

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

5.2 Existing Sustainable Travel Infrastructure

Bicycle Routes

The bicycle road lanes map (below) clearly shows the bicycle network in the surrounding areas.



Source: Northern Beaches

Further information regarding the cycle paths and routes are available at:

<https://www.northernbeaches.nsw.gov.au/things-to-do/parks-and-trails/cycling-and-mountain-biking/bike-tracks-and-routes>

Pedestrians

Established pedestrian paths are generally provided along both sides of all streets in the area. In addition, several pedestrian crossing facilities are located in the vicinity of the site at the intersections along Pittwater Road at Oak Avenue, Howard Avenue and Fisher Road. These facilities provide connectivity throughout the local area and ensure convenient links are available to key transport nodes and other local area facilities and destinations.

A walk score and transit score provides an assessment of how accessible a site is in relation to public transport, parks, restaurants, entertainment centres, and schools, that is, in terms of walking distance. A higher walk score and transit score correlates to a reduced need for a car. The walk score and transit score are provided by walkscore.com (www.walkscore.com). While there is no official recognition of the walk score and transit score by any transport authority, the score gives helpful insight into how accessible an area is for people travelling without a car. The score lies on a scale between 0 and 100. The following summarises their interpretation:

Score	Walk Score Meaning	Transit Score Meaning
90 – 100	Walker's Paradise Daily errands do not require a car	Rider's Paradise World-class public transportation
70 – 89	Very Walkable Most errands can be accomplished on foot	Excellent Transit Transit is convenient for most trips
50 – 69	Somewhat Walkable Some errands can be accomplished on foot	Good Transit Many nearby public transport options
25 – 49	Car-Dependent Most errands require a car	Some Transit A few nearby public transport options
0 – 24	Car-Dependent Almost all errands require a car	Minimal Transit It is possible to get on a bus

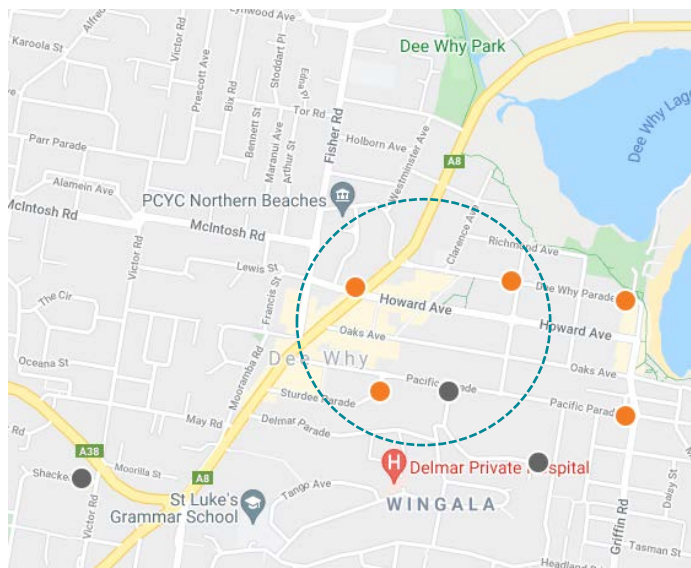
Pittwater Road has a designated walk score of **91** and a transit score of **57** with daily errands able to be accomplished on foot and transit being convenient for most trips.

Car Share

Car share is a concept by which members join a car ownership club, choose a rate plan and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles mainly comprise sedans and hatchbacks and include SUVs, station wagons, trays, and utility vans. Each car has a home location, referred to as "pod", and is located in either a parking lot or on-street, in highly-populated urban neighbourhoods. Members reserve a car via the internet or telephone and use a key card to access the vehicle.

Similar councils (e.g., City of Canada Bay Council) have reported that "each share car replaces between 8 and 23 private car parking spaces, depending on the location of the development". Consequently, this should reduce both the parking demand for the site and the traffic generated by it.

GoGet, an actively operating provided in the local council area, has many vehicles positioned near the site. GoGet' locations in the site's immediate vicinity are shown in the extract below.



Source: GoGet

Based on the above, it is confirmed that GoGet currently operates approximately 4 pods within a 500m catchment (4-5 minute walk) of the site. The nearest pod is located on St David Avenue just to the west. It is also understood that a further 2 car-share spaces will be provided in conjunction with the 691 Pittwater Road, Dee Why 64-

Transport and Traffic Planning Associates

boarding room development, thus providing a total supply of 6 spaces within walking catchment of the site.

On this basis, it is expected that the current and anticipated future car-share supply will be sufficient for the 20-room boarding complex.

Details of the transport services are provided on the maps in Appendix C - Transport Access Guide (TAG).

6.0 Travel Planning Recommendations

6.1 Existing Travel Circumstance

Assessment of the transport provisions for the local travel zones indicates the following current Mode Share for residents (who live in Dee Why) and workers (who work in Dee Why):

	Residents	Workers
Train/Bus	23%	9%
Walk	5%	12%
Car Driver	61%	71%
Car Passenger	5%	5%
Bicycle	1%	1%
Other (Motorcycle, Taxi/Hire Car, Car Share)	4%	3%

Source: Bureau of Transport Statistics 2016

While the area has been identified as a ‘walker’s paradise’ (walk score of 91 out of 100), the above data suggest a high reliance on private vehicles. This is predominantly due to the data being more than 5 years old (collected pre-2016), at a time when the Town Centre apartments and retail complexes are yet to be constructed/developed, and the B-Line bus service on Pittwater Road not yet established. It is apparent that the now established integrated land uses in the Town Centre are in place now, and the B-Line bus services complement a public transport-oriented lifestyle.

6.2 Approach to Travel Planning

The objectives of a GTP are clear – mode shift towards public transport. A multitude of research and past experiences have consistently confirmed the three fundamental aspects that are key to travel mode behavioural change:

- ❖ Cost

- ❖ Comfort
- ❖ Convenience

6.3 Recommended Sustainable Travel Initiatives

The following provides suitable recommendations to improving the uptake of green travel options at the site.

Provide an incentive for using public transport

The site benefits from excellent public transport services which are within easy walking catchment (500m) of the site.

The uptake of these comprehensive public transport services can be achieved through a series of improvements geared towards raising awareness, convenience, and comfort levels of active transport options. For example, the TAG (as provided in Appendix B) provides useful schematic information on the best way to commute to and from the site. Conventionally, it is common for building management is to circulate the TAG to its occupants via letterbox drop and leaflets, etc. However, a more contemporary approach has seen buildings installing digital signboards in common areas, communicating primary bus route timetables and maps. Such a digital notice board can also inform occupants of departure times and estimated walking times to the relevant bus stops and weather conditions.

It is recommended that the building management provide such infrastructure for residents/tenants to improve their awareness and uptake of available services.

Increase walking, running, and cycling to work

It is recommended that the building management promotes once/twice a year events such as 'Walk/Ride to Work Day'. These events raise awareness amongst its residents and provide a needed 'push' towards using public transport/active transport modes. Besides, it also promotes a sense of community, as neighbours regularly 'bump' into each other on the way to/from work from their residences during these events.

Improved Infrastructure to promote Sustainable Transport

Commuting grade bicycles and/or E-bikes are costly (upwards of \$2,000 on average). It is known that residents are primarily concerned with the security of their bikes. To overcome this barrier/resistance, it is recommended that the development provides:

- Bicycle rails intended for visitors to be located in publicly accessible areas within proximity to the building access.
- Bicycle charging points provided in proximity to bicycle storage areas
- Securable bicycle storage to be offered to residents/staff/tenants

7.0 Management of The Plan

It is proposed that the GTP will be subject to annual reviews by the Travel Coordinator to ensure its currency and that it is achieving the desired benefits.

7.1 Monitoring Milestones

It will be essential to understand the occupants' mode choice, identify any barriers to changing their behaviour; and their propensity to change. It is understood that travel surveys undertaken within 12 months of occupation will provide useful insight into the above.

There are several key elements to the development and implementation of a successful GTP. These include:

Communication – Good communication is an essential part of the GTP. It will be necessary to articulate the reason for adopting the plan, promote their associated health/environmental/costs benefits, and provide information about the alternatives to reliance on private car travel.

Commitment – GTPs involve changing established habits and providing the impetus for occupants in new developments to choose a travel mode other than private car use, and generally takes time. Thus, building management needs to commit sufficient time/resources to follow through with its implementation, including undertaking annual travel surveys and updating the GTP to ensure its currency/accuracy.

7.3 Evaluation of Targets

It is therefore proposed that within 12 months of substantial occupation, a travel survey should be conducted. A travel questionnaire (example below) provides a baseline for travel planning while any subsequent surveys could identify any weakness or strength

in the current GTP. Based on the review, the GTP should be regularly updated/adjusted to reflect changing circumstances.

Sample Survey

1. What is the postcode of your home? *(for retail tenants/employees only)*
2. How do you travel to work?
 - a) Walk/run
 - b) Bicycle
 - c) Bus
 - d) Train
 - e) Combination of bicycle and train
 - f) Combination of bus and train
 - g) Drive a car
 - h) Passenger in a car
 - i) Others _____
3. What time do you usually leave _____ and arrive at work in the morning?

4. What time do you usually leave _____ and arrive home in the afternoon?

5. Do you use your car for work trips during the day?
 - a) Yes
 - b) No
6. To facilitate walk/cycle groups and/or carpooling may we share your contact details with a colleague that live/work near you?
 - a) Yes – walking group (Email: _____)
 - b) Yes – cycling group (Email: _____)
 - c) Yes – carpool driver (Email: _____)
 - d) Yes – carpool passenger (Email: _____)

Appendix A

Bus Network Map

Buses around the Northern Beaches



From City Wynyard

Manly



- B** Catch a B1 B-Line bus to Spit Junction. Change at Spit Junction for a 144 bus to Manly.
- F** Catch an F1 ferry from Circular Quay to Manly Wharf.

Palm Beach



- B** Catch a B1 B-Line bus to Mona Vale. Change at Mona Vale for connecting bus services to Palm Beach.

*Images from Destination NSW



- B-Line route / stop
- Regular bus route / start and end of route
- Bus route number
- Metro line / station
- Train line / station
- Ferry route / wharf
- Light rail line / stop

*Not all routes shown on this map

For real time service and connection information plan your trip at transportnsw.info



Appendix B

Transport Access Guide



Car: No car parking is available in the building.



Bicycle: Formal bicycle parking spaces are available for visitors and staff.



Walking: The site is located in the Dee Why Town Centre – See overleaf diagram for location of key facilities from the building.

B **Bus:** Bus services are available on Pittwater Road (nearest bus stop in front of the building). The local bus services are comprehensive and the overview diagram (overleaf) indicates the bus numbers and the most up to date maps/routes/timetables are available at:

www.transportnsw.info



Carshare: Four GoGet pods are within easy walking distance from the building. See overleaf for their locations, or go to www.GoGet.com.au.

More travel information:

Use Google Maps which presents a map showing the route and any suggested alternate routes and travel options. The route(s) include the distance and estimated travel time. Go to <https://www.google.com.au/maps/>

Use trip planner to plan the most efficient routes/ public transport options by looking up times or check for travel alerts on their phone, tablet or computer. Go to <https://transportnsw.info/trip#/>

For further public transport information go to www.transportnsw.info or call 131 500



Contact:

822A Pittwater Rd
Dee Why
NSW 2099

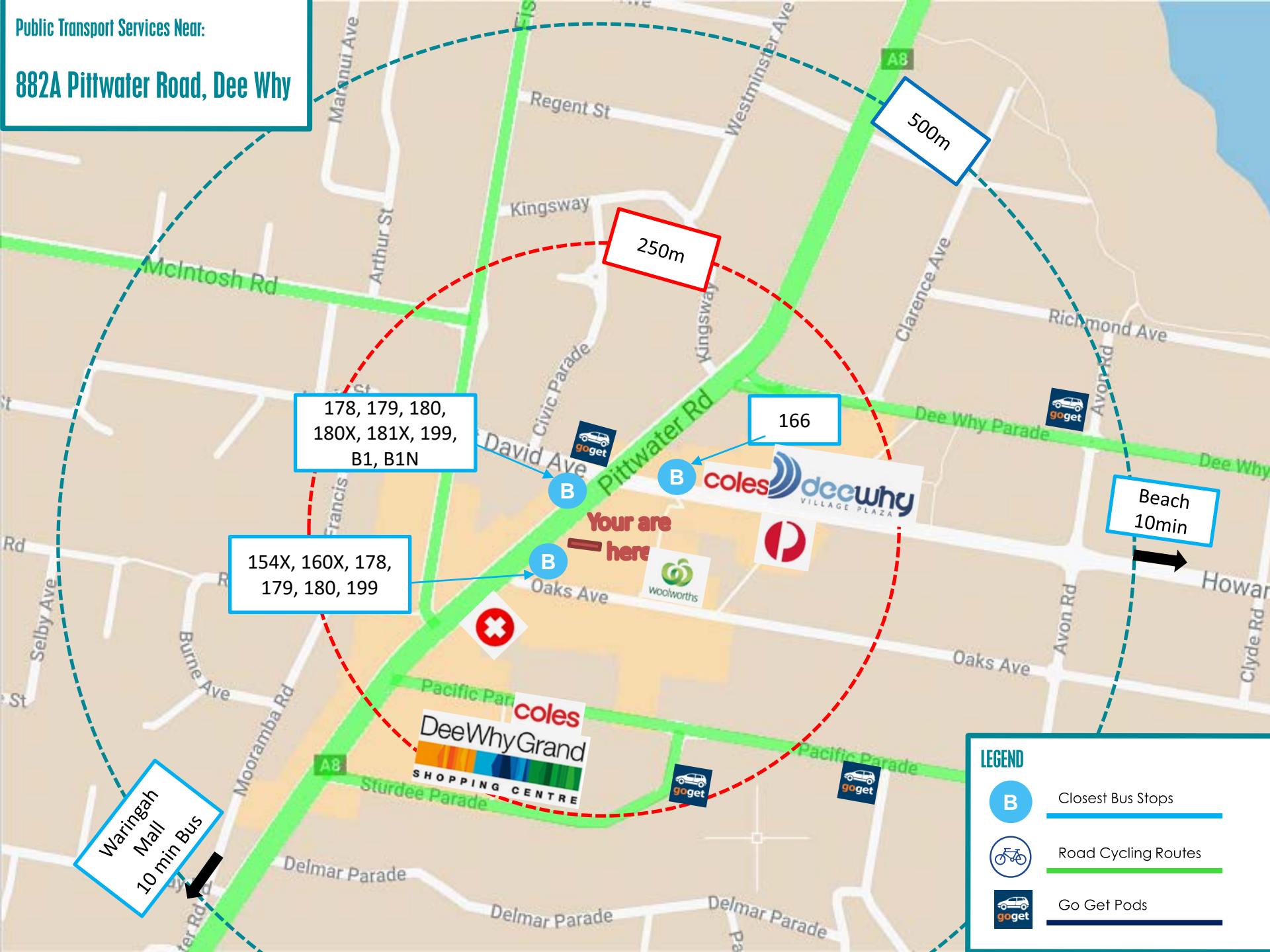
p (02) xxxx xxxx
e

July 2021

882A Pittwater Road
Dee Why

Transport Access Guide

Public Transport Services Near:
882A Pittwater Road, Dee Why



LEGEND

- Closest Bus Stops
- Road Cycling Routes
- Go Get Pods

Warringah Mall
10 min Bus