



Proposed Alterations & Change of Use Cricket Training Facility

11 Boola Place, Cromer
Traffic & Parking Assessment



Transport and Traffic Planning Associates

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1.0 Introduction

This report has been prepared to accompany an Application to Northern Beaches Council for a proposed change of use for a 'Cricket Training Facility' at 11 Boola Place, Cromer (Figure 1).

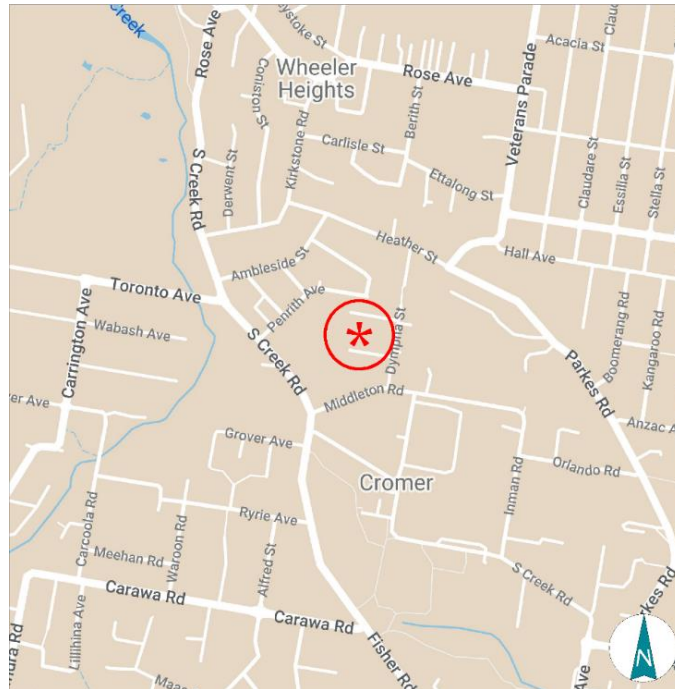


Figure 1 - Site Location

The site is located in the northern part of industrial area of Cromer area with easy access to all parts of the Northern Beaches and greater Sydney. The DA seeks consent to alternation the existing industrial building as an indoor facility for the purposes of cricket training.

The proposed development will provide 4 nets and other supporting functions and it will accommodate a maximum of 20 cricket trainees and coaches at one time with 1 staff.

The purpose of this report is to:

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

2.0 Proposed Development

2.1 Site, Context & Existing Circumstances

The site (Figure 2) is Lots 12 DP 249310 being a generally rectangular shaped area of 1,110 m². The site has frontages of the northern side of Boola Place with and the surrounding uses comprise:

- Various warehouses and industrial units surrounding the site.
- Norther Beaches secondary College is located some 500m to the south.
- Ausgrid Dee Why Depot which adjoins to the east side of Dympna Street.

The existing industrial building on the site has a ground floor area of some 686 m² and a 1st floor mezz/office of some 48 m². The building is set back some 6m from the front boundary with there is a wide central driveway.



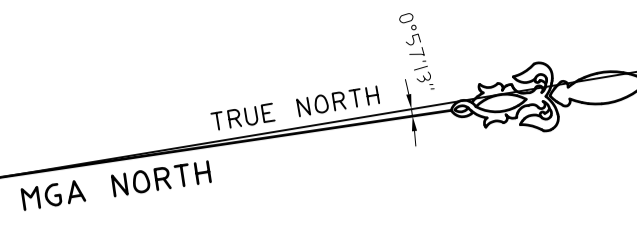
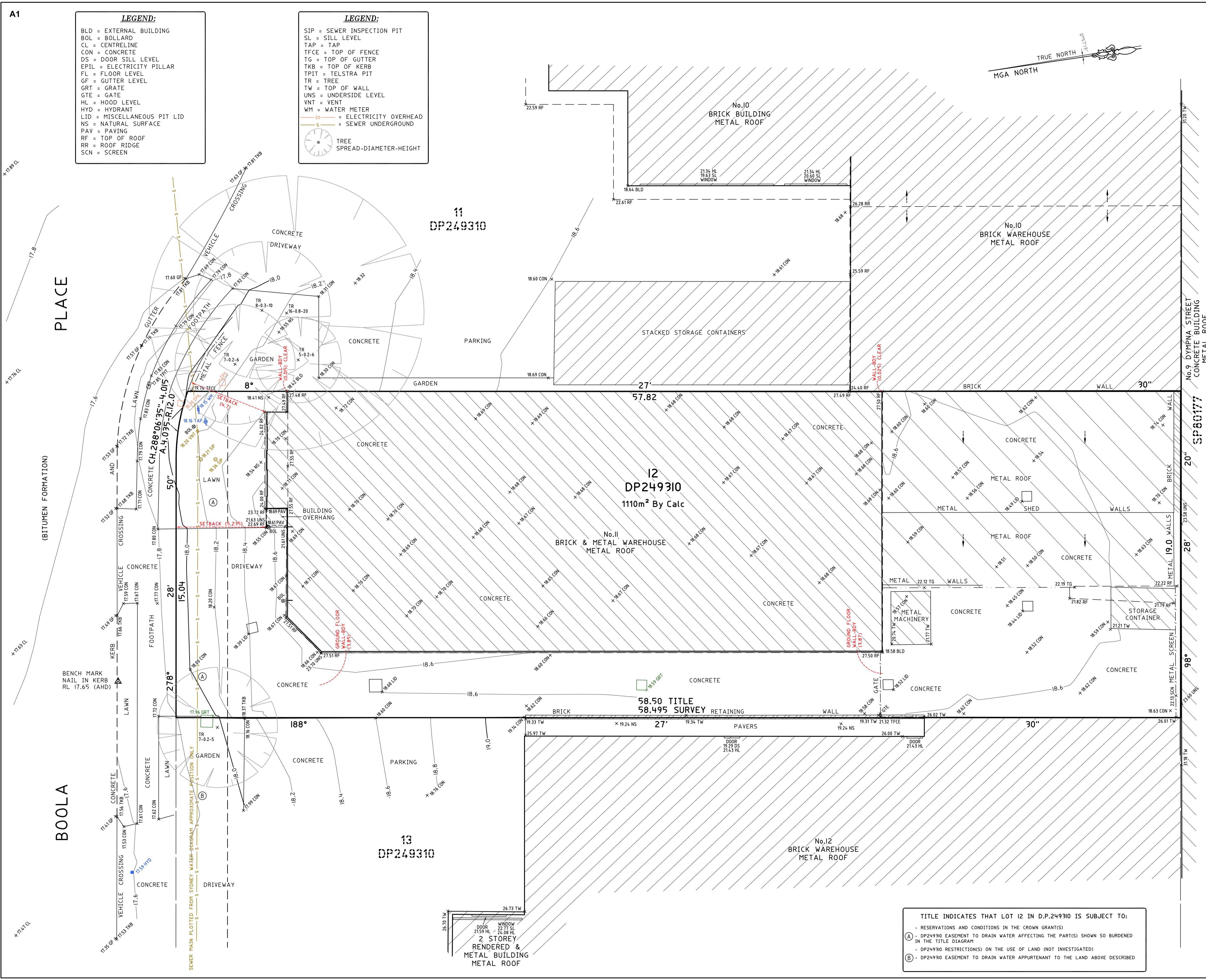
Figure 2 - Site Boundary

LEGEND:

- BLD = EXTERNAL BUILDING
- BOL = BOLLARD
- CL = CENTRELINE
- CON = CONCRETE
- DS = DOOR SILL LEVEL
- EPIL = ELECTRICITY PILLAR
- FL = FLOOR LEVEL
- GF = GUTTER LEVEL
- GRT = GRATE
- GTE = GATE
- HL = HOOD LEVEL
- HYD = HYDRANT
- LID = MISCELLANEOUS PIT LID
- NS = NATURAL SURFACE
- PAV = PAVING
- RF = TOP OF ROOF
- RR = ROOF RIDGE
- SCN = SCREEN

LEGEND:

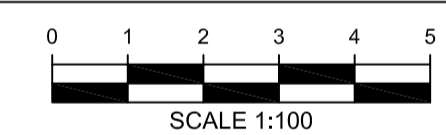
- SIP = SEWER INSPECTION PIT
- SL = SILL LEVEL
- TAP = TAP
- TFCE = TOP OF FENCE
- TG = TOP OF GUTTER
- TKB = TOP OF KERB
- TPIT = TELSTRA PIT
- TR = TREE
- TW = TOP OF WALL
- UNS = UNDERSIDE LEVEL
- VNT = VENT
- WM = WATER METER
- EO = ELECTRICITY OVERHEAD
- S = SEWER UNDERGROUND
- TREE SPREAD-DIAMETER-HEIGHT



- NOTES:**
- BOUNDARY IDENTIFICATION HAS BEEN UNDERTAKEN.
 - WALL TO BOUNDARY DIMENSIONS SHOWN HEREON MUST NOT BE USED FOR CONSTRUCTION.
 - IF CONSTRUCTION IS INTENDED TO BE UNDERTAKEN ON OR ADJACENT TO PROPERTY BOUNDARIES THE BOUNDARIES OF THE LAND MUST BE MARKED OR THE BUILDING SETOUT.
 - THIS SURVEY IS FOR DESIGN PURPOSES OF THE SUBJECT LAND ONLY. THIS PLAN MUST NOT BE USED FOR ANY OTHER MATTER, PURPOSE OR CONSTRUCTION SETOUT.
 - TREE SIZES ARE ESTIMATES ONLY.
 - THIS PLAN HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF NICK KURTIS.
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 - EXCEPT WHERE SHOWN BY DIMENSION LOCATION OF DETAIL WITH RESPECT TO BOUNDARIES IS INDICATIVE ONLY.
 - ONLY VISIBLE SERVICES HAVE BEEN LOCATED. UNDERGROUND SERVICES HAVE NOT BEEN LOCATED. BEFORE YOU DIG AUSTRALIA (www.byda.com.au) SHOULD BE USED AND A FULL UTILITY INVESTIGATION, INCLUDING A UTILITY LOCATION SURVEY, SHOULD BE UNDERTAKEN BEFORE CARRYING OUT ANY CONSTRUCTION ACTIVITY IN OR NEAR THE SURVEYED AREA.
 - SEWER MAIN PLOTTED FROM SYDNEY WATER SEWER DIAGRAM. LOCATION SHOULD BE MARKED ON SITE IF CRITICAL.
 - CRITICAL SPOT LEVELS SHOULD BE CONFIRMED WITH SURVEYOR.
 - CONTOURS SHOWN DEPICT THE TOPOGRAPHY. THEY DO NOT REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.
 - CONTOUR INTERVAL - 0.2 metre. SPOT LEVELS SHOULD BE ADOPTED.
 - POSITION OF RIDGE LINES ARE DIAGRAMMATIC ONLY (NOT TO SCALE).
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MURRAY LEARMONT
REGISTERED SURVEYOR BOSSI NUMBER 1462

1	FIRST ISSUE	10/05/2023
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HORIZONTAL DATUM:
CO-ORDINATE SYSTEM: MGA GDA2020 GROUND
MARKS ADOPTED: SSM 10941 & DP 1122376

VERTICAL DATUM:
DATUM: AUSTRALIAN HEIGHT DATUM (AHD)
B.M. ADOPTED: SSM 10941
R.L. 18.581 (CLASS LC)
SOURCE: S.C.I.M.S. (2/05/2023)

CLIENT:
NICK KURTIS

LGA: NORTHERN BEACHES

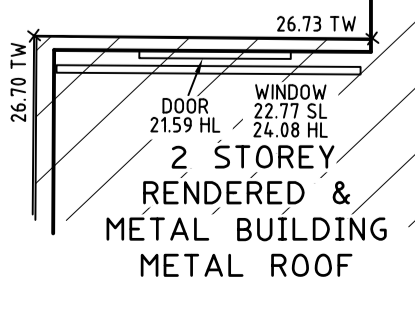
BOUNDARY IDENTIFICATION AND DETAIL & LEVEL SURVEY OVER LOT 12 IN DP249310 No.11 BOOLA PLACE CROMER, NSW, 2099

CMS SURVEYORS PTY LTD
ACN 096 240 201
PO Box 463 Dee Why, NSW, 2099
2/99A South Creek Road, Dee Why, NSW, 2099
(02) 9971 4802
info@cmssurveyors.com.au
www.cmssurveyors.com.au

SURVEYED MB	DRAWN CJR	CHECKED MB	APPROVED RM
SURVEY INSTRUCTION 22388	SCALE 1:100@A1	DATE OF SURVEY 27/04/2023	
DRAWING NAME 22388detail	SHEET 1 OF 1	ISSUE 1	

TITLE INDICATES THAT LOT 12 IN D.P.249310 IS SUBJECT TO:

- RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- DP249310 EASEMENT TO DRAIN WATER AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
- DP249310 RESTRICTIONS ON THE USE OF LAND (NOT INVESTIGATED)
- DP249310 EASEMENT TO DRAIN WATER APPURTENANT TO THE LAND ABOVE DESCRIBED



2.2 Proposed Development

It is proposed to undertake alterations and extension to the existing building with a fit out to enable a 'cricket practice' use. The proposed building comprises:

- 4 cricket nets
- Offices (30 m²)
- Reception, storage and meeting rooms
- Amenities
- 3 at grade car parking

The existing access driveway is located on Boola Place and will be retained.

There will not be any competition or games area and there will only be 1 staff on duty. The normal proposed hours of operation are from 2 pm to 9 pm. During the cricket season between September to March the school groups will use the facility for training from 6 am to 9 am and students will be dropped off/picked up by school buses. The normal maximum persons in attendance will be some 20, with attendees coming from cricket clubs, schools, coaches and private individuals or group friends.

Details of the proposed scheme are shown and the plans prepared by Corben Architects which accompanied the development application and are reproduced in part in Appendix A.

A very comparable cricket training use is provided at '360 Cricket Academy' located at 23 Tennyson Road, Breakfast Point. Details of this facility are provided in Appendix B and enquiries, observations and surveys reveal the following circumstances at this facility:

Hours - 9 am – 8:00 pm

Facility - 5 nets

Parking - 9 spaces

Peak Time - 4:00 – 7:00 pm (20-25 persons)

Program - 1 or 2 individuals before midday

1 Hour programs

Travel Mode - Junior – dropped off and picked up (2-4 per car)

Occasional mini-bus for school or club

Max. Persons - 25

Max. Parking - 7-9 cars

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

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

- *Pittwater Road/Condamine Street* – 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
- *Pittwater Road (south)* – a State Road and sub-arterial route linking between Condamine Street and the South Head Peninsula
- *Dee Why Parade/The Strand/Griffin Road* – a Regional Road and major collector route linking between Dee Why and Queenscliff
- *Fisher Road/Campbell Avenue/South Creek Road* – a Regional Road and major collector route to the north of Dee Why
- *Fisher Road North/Carawa Road/Willandra Road* – a Regional Road and major collector route linking to Warringah Road

Boola Place is a dead-end cul-de-sac road with a width of 12.5 m. It is relatively straight and level alignment with one traffic lane and parking lane in each direction.

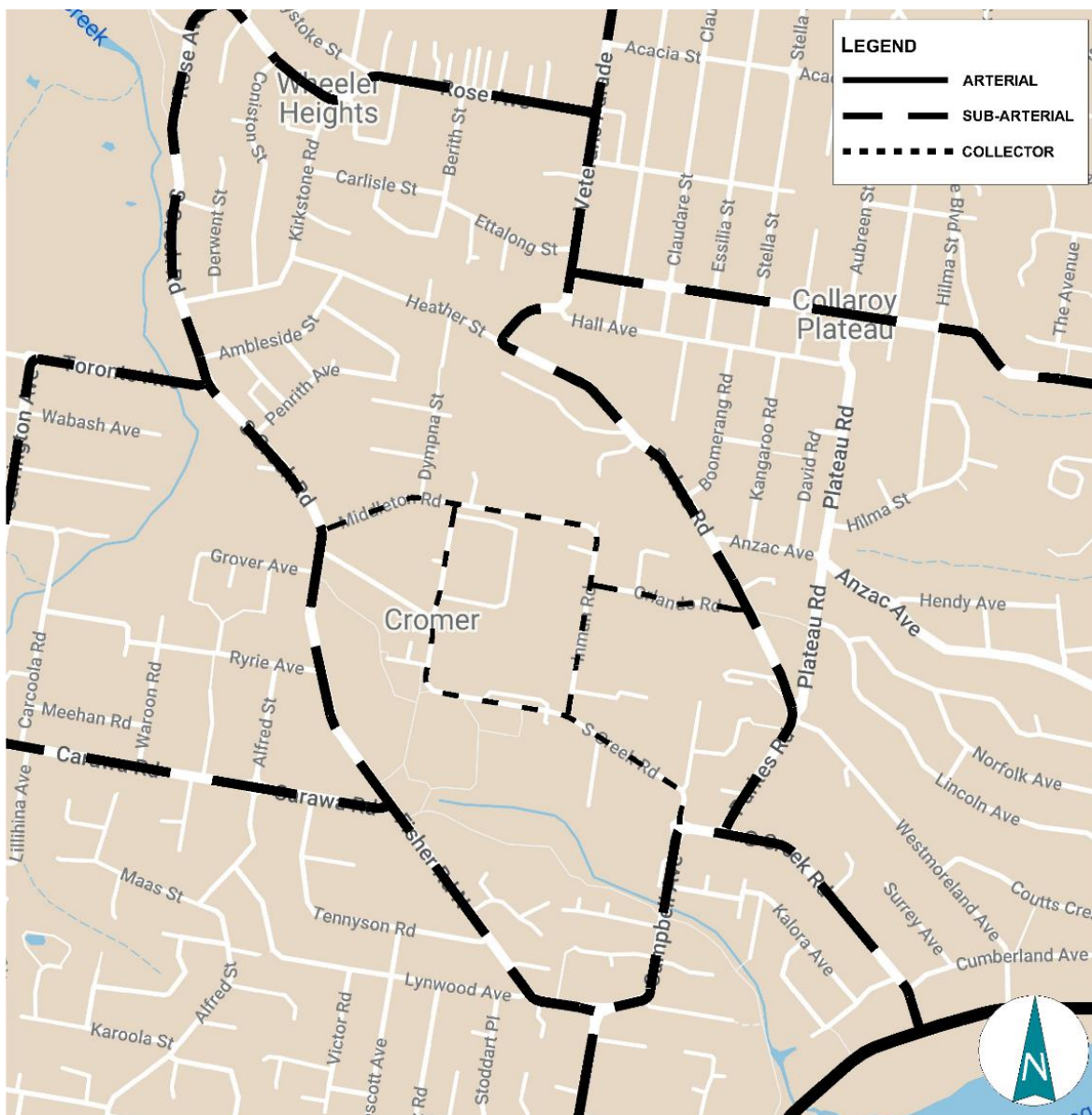


Figure 3 - Road Network

3.2 Traffic Controls

The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 4) include:

- the roundabout control at the intersections of:
 - Plateau Road/Anzac Avenue
 - Fisher Road North/ Campbell Avenue/ Fisher Road
 - Alfred Street/Carawa Road

- The Give Way priority control at the intersections of
 - Fisher Road North and Lynwood Avenue
 - Fisher Road North and Carawa Road
 - Inman Road and South Creek Road
 - Middleton Road and South Creek Road

- The 50 kmph speed restriction on the local road system including Boola Place.



Figure 4 - Traffic Controls

3.3 Traffic Conditions

Indications of the existing traffic conditions in the area are provided by data published by TfNSW and other data relative to the morning and afternoon peak traffic periods. The TfNSW data is expressed in terms of Annual Average Daily Traffic and the latest published data is as follows:

Road	Location	AADT
Pittwater Road	North of Jenkins Street	35,240 vpd
Warringah Road	100m East of Daines Parade	56,593 vpd

Pittwater Road and Warringah Road carry significant arterial traffic flows which are subject to SCATS signal coordination during the peak periods. Fisher Road North and South Creek Road carry relatively moderate traffic activities and it is observed that access to/from properties are facilitated effectively by the gaps created by the roundabouts in the vicinity of the site.

3.4 Transport Services

The frequent bus services operate near the site comprising (see Appendix B details):

- Routes 179 which operate along South Creek Road/Fisher Road provide connections to Warringah Mall, Dee Why and Wheeler Heights
- Routes 180 and 180x which operate along Campbell Avenue and Parkes Road provide connections to Warringah Mall, Dee Why, Collaroy and Collaroy Plateau.

Further details of the bus routes are provided on the bus maps reproduced in Appendix B.

4.0 Parking & Traffic

4.1 Parking

The existing building (686 m² GFA) is currently occupied by Northside Fabrications which is a light industrial use. This occupation did not appear to have any on-site parking provision with one car using landscaping area at the front of the building as parking and the right-hand side at the front of the building used for storage as indicated on the image overleaf. Councils DCP specifies a parking provision for light industrial use of 1.3 space per 100m² (with office area less than 20% of floor area) on this basis there was a short fall of 9 parking.

Observations at the comparable facility at Breakfast Point (with 5 nets) have revealed a peak parking demand of 7 to 9 cars. There are 9 parking spaces provided on site. Attendance by small groups (cricket clubs and schools) involve car pooling with an average of 2 to 3 children/teenagers per car or more in an occasional mini-bus. The peak usage times at the cricket training facility will be between 4:00 pm and 7:00 pm on weekdays and during the weekend days. A rate of 2 car spaces per net is considered quite appropriate for this type of development.

Considering the difference between the new development's parking demand (8 parking spaces for 4 nets) and the existing use's parking shortfall (9 parking spaces) therefore it is apparent that proposition of 3 car parking spaces will improve current on-street parking situation near the site. Furthermore, the peak usage times at the cricket training facility will be between 4:00 pm and 7:00 pm on weekdays and during the weekend days when there will be little other parking demand (being outside of core business hours of the surrounding industrial area) on Boola Place. The site will be used by school groups between 6am and 9am during the cricket season, but students will be dropped off/picked up by school buses. Therefore the provision of parking spaces will be adequate and appropriate.



Cromer, New South Wales
Google Street View
Sept 2019 See latest date

Image capture: Sept 2019 © 2023 Google



4.2 Traffic

There will be negligible activity on the site during the morning while the peak activities will generally be towards the end of the afternoon and on weekends. Accordingly, the traffic generation of the proposed use during the normal weekday morning and afternoon peak periods will be less than that of a normal warehouse use and there will be no truck movements, unlike that of the former use.

Even with the circumstance of set-down/pick-up movements, the traffic generation of the use will only be quite minor and will not present any traffic capacity or safety issue.

5.0 Access, Internal Circulation & Servicing

5.1 Access

The existing vehicle access will be maintained which has excellent sight distance available and will be more than adequate for the proposed change of use. The design of the existing access driveway accords with the requirements of AS 2890.1 and Council's code.

5.2 Internal Circulation & Servicing

The internal circulation and parking arrangements accord with the design requirements of AS 2890.1. See Appendix D for swept path assessment.

Small service/delivery vehicles (e.g. vans and service personnel) will be able to use available on-site parking while garbage will be removed from Boola Place frontage by Council refuse collection service. Any occasional large service vehicle requirements will be satisfactory by on-street parking as is normal for this type of developments of this nature.

6.0 Conclusion

The traffic and parking assessment undertaken for the proposed development at 11 Boola Place, Cromer has concluded that:

- there will not be any adverse traffic implications.
- the proposed car parking provision will be adequate and appropriate.
- the vehicle access and internal circulation arrangements will be quite suitable and appropriate in compliance with AS2890.1, 2.

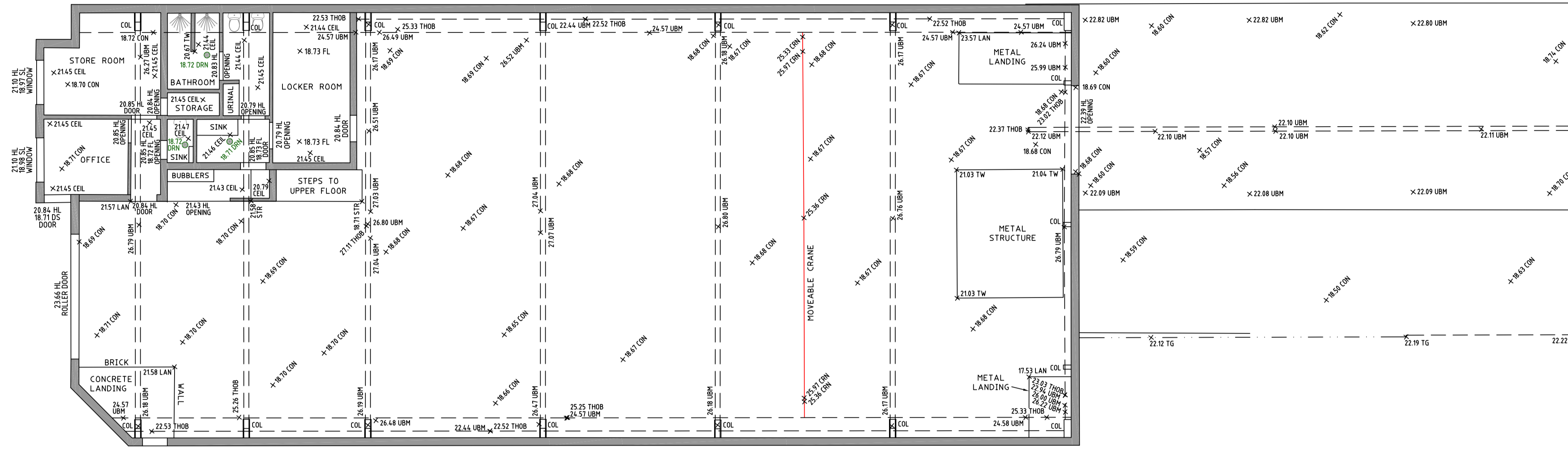
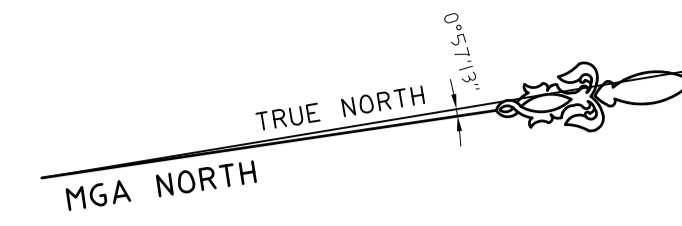
Appendix A

Existing Plans

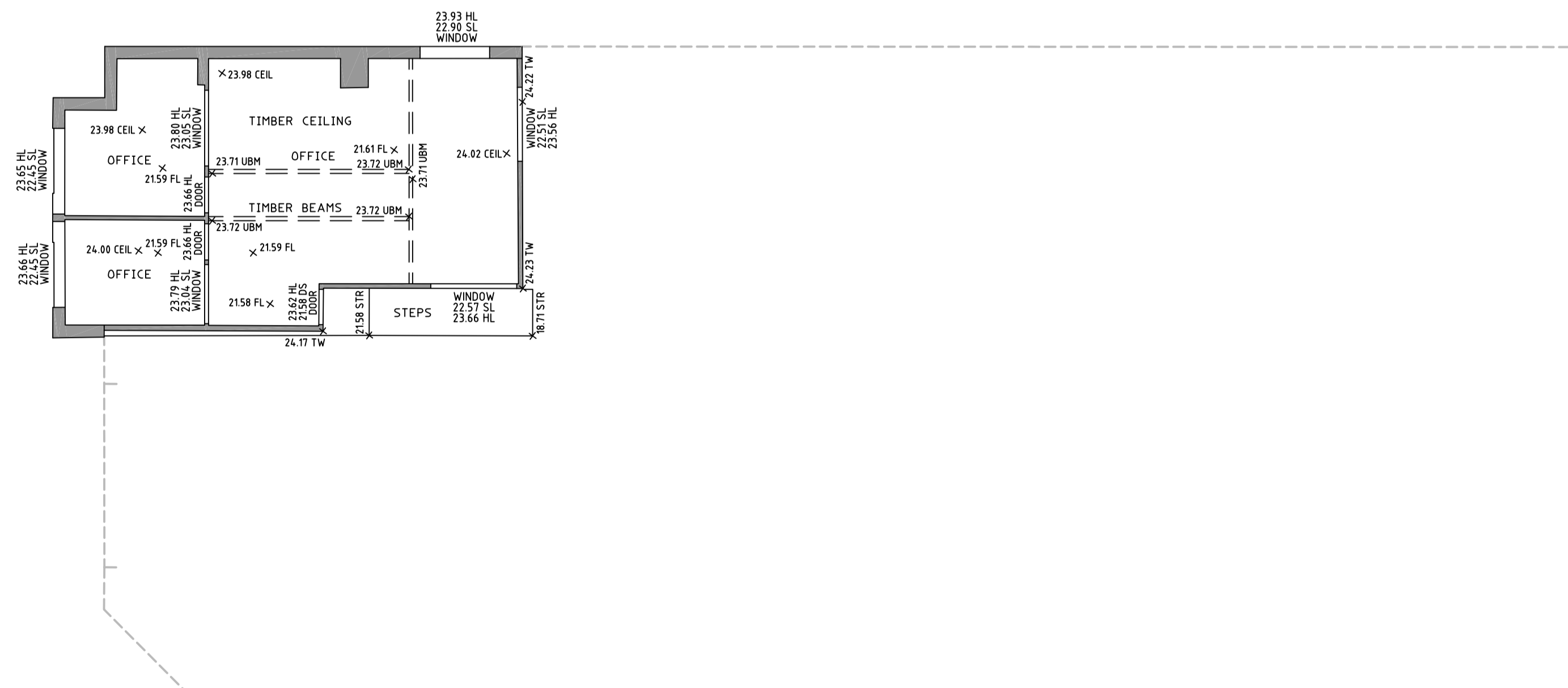
LEGEND:

CRN = TOP & UNDERSIDE OF CRANE
 CEIL = CEILING LEVEL
 CON = CONCRETE
 DS = DOOR SILL LEVEL
 FL = FLOOR LEVEL
 HL = HOOD LEVEL
 LAN = LANDING
 RF = TOP OF ROOF
 SL = SILL LEVEL
 STR = STAIRS
 TG = TOP OF GUTTER
 THOB = TOP OF BEAM
 TW = TOP OF WALL
 UBM = UNDERSIDE BEAM

NOTE: NOT ALL ROOF AND BUILDING BEAMS HAVE BEEN LOCATED FOR THE PURPOSE OF THIS SURVEY.



GROUND LEVEL WAREHOUSE

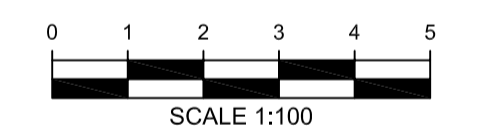


LEVEL 1 OFFICE

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1	FIRST ISSUE	3/05/2023
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HORIZONTAL DATUM:
 CO-ORDINATE SYSTEM: MGA GDA2020 GROUND
 MARKS ADOPTED: SSM 10941 & DP 1122376

VERTICAL DATUM:
 DATUM: AUSTRALIAN HEIGHT DATUM (AHD)
 B.M. ADOPTED: SSM 10941
 F.L. 18.561 (CLASS LC)
 SOURCE: S.C.I.M.S. (2/05/2023)

CLIENT:
NICK KURTIS

LGA: NORTHERN BEACHES

**SURVEY PLAN SHOWING
 GROUND LEVEL & LEVEL 1 FLOOR PLANS
 OVER LOT 12 IN DP249310
 No.11 BOOLA PLACE
 CROMER, NSW, 2099**

CMS SURVEYORS
 CMS SURVEYORS PTY LTD
 ACN 096 240 201
 PO Box 463 Dee Why, NSW, 2099
 2/99A South Creek Road, Dee Why, NSW, 2099
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 www.cmssurveyors.com.au

SURVEYED MB	DRAWN CJR	CHECKED MB	APPROVED RM
SURVEY INSTRUCTION 22388A	SCALE 1:100@A1	DATE OF SURVEY 27/04/2023	
DRAWING NAME 22388Ainternal	SHEET 1 OF 1	ISSUE 1	
CAD FILE 22388Ainternal 1.dwg			

Appendix B

Proposed Plans

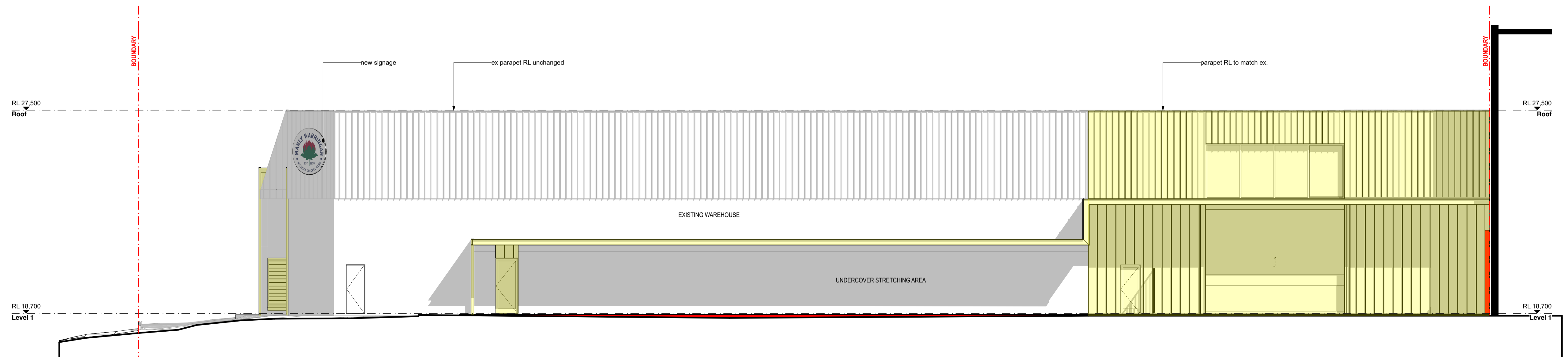


South Elevation
1:100

NT: There is NO visible Northern Elevation



West Elevation



East Elevation
1:100

revisions

RevID	Date	Description
01	24/8/2023	For Council Approval

notes

CCN - Master File - SK

alterations & additions legend

---	existing structure to be demolished
---	existing structure to remain
---	proposed wall
---	proposed alterations and additions (DA)
---	existing dwelling footprint

CORBEN ARCHITECTS

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02 9904 1844
mail@corben.com.au
corben.com.au

Nominated Architect Philip Corben (Reg. No. 4616)

project

Cromer Cricket Nets
Alterations, Additions &
Change of Use

address

11 Boola Place
Cromer NSW

client

The Boola Place Trust

title

Elevations

issue

Development Application

job no.

CCN

drawn

GL, FC

checked

MMK

scale

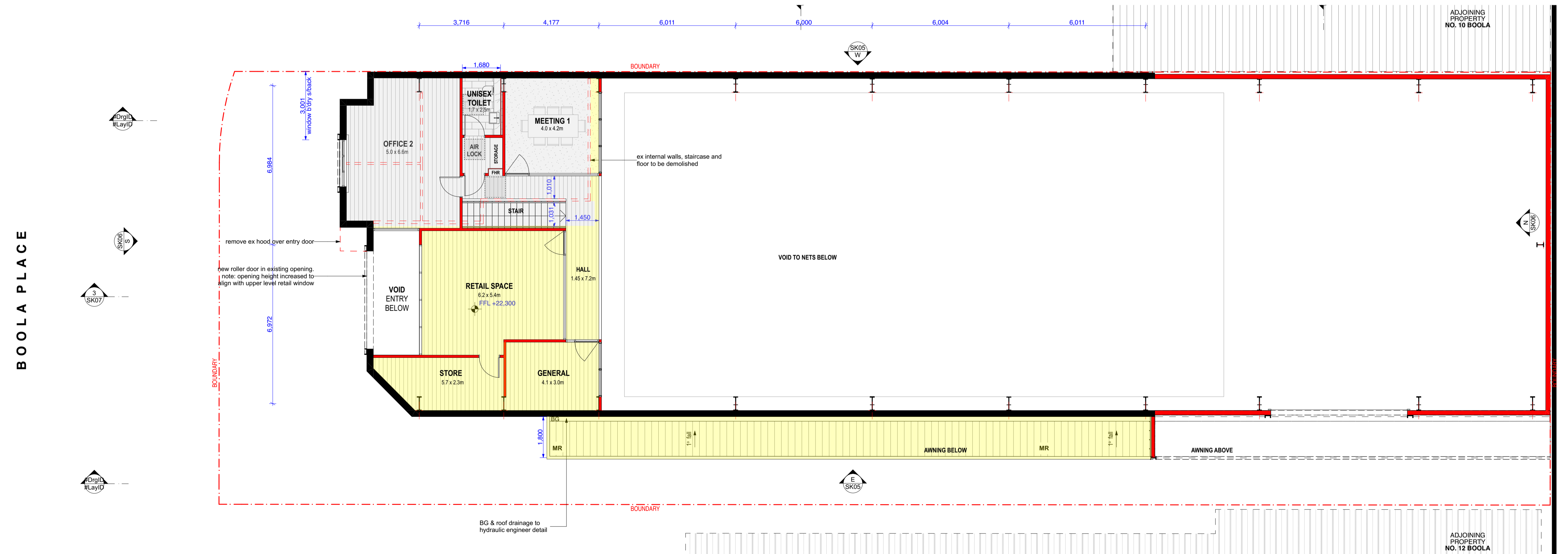
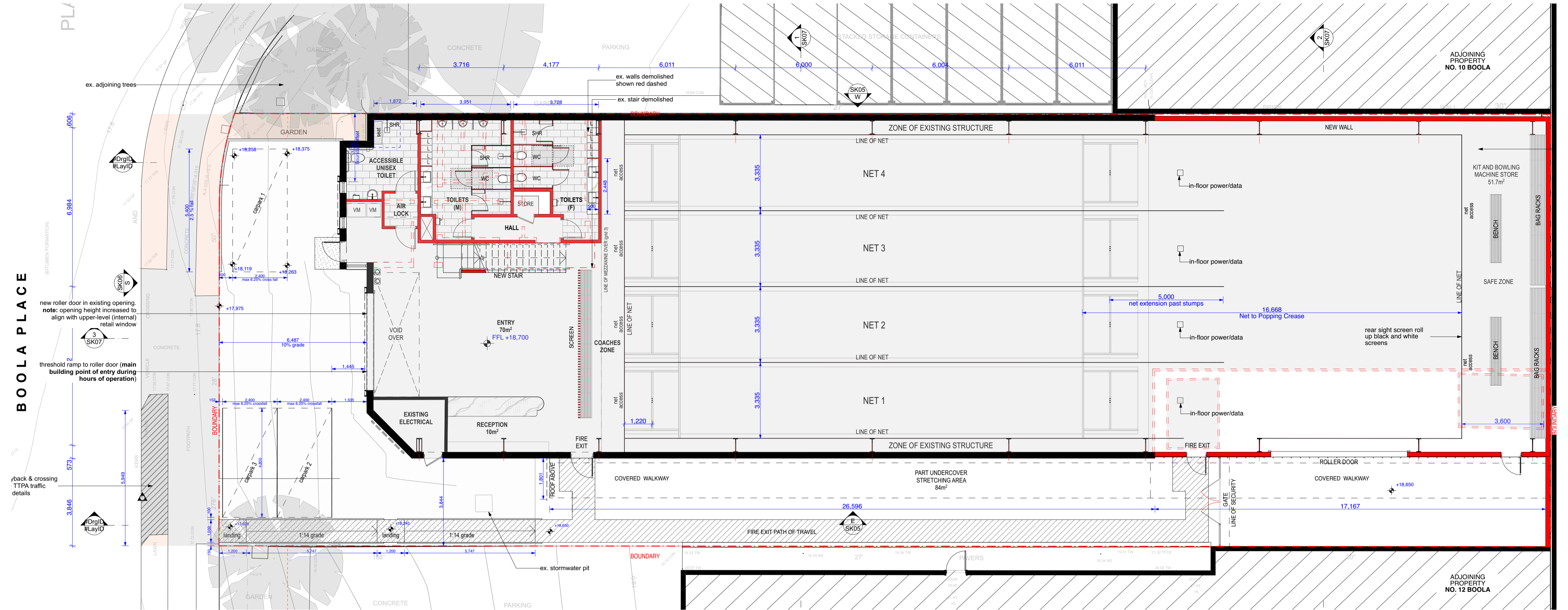
1:100

dwg no.

DA200

revision

01



- Any discrepancies to be brought to Architect's attention
- Use figure dimensions in preference to scaling
- Only scale under direction from Architect
- Builder to examine site and verify conditions and dimensions
- This drawing remains the property of the architect
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- Transfer of license is prohibited
- Architect reserves the right to terminate the license
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RevID	Date	Description
01	24/8/2023	For Council Approval

notes
CCN - Master File - SK

alterations & additions legend
 existing structure to be demolished
 existing structure to remain
 proposed wall
 proposed alterations and additions (DA)
 existing dwelling footprint

CORBEN ARCHITECTS

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 02 9904 1844
 mail@corben.com.au
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Nominated Architect: Philip Corben (Reg. No. 4616)

project Cromer Cricket Nets Alterations, Additions & Change of Use

address 11 Boola Place Cromer NSW

client The Boola Place Trust

title Level 1 & 2 Plans

issue Development Application

job no. CCN

drawn GL, FC

checked MMK

scale 1:100

dwg no. DA101

revision 01

Appendix C

Details of Comparable Facility



(<https://360cricketacademy.com/>)



Improve your skills with coaching that gets results

360 Cricket Academy delivers accessible, friendly, and specialist cricket training to Sydney's Inner West community, from junior to professional players.

- Small group training
- Experienced & accredited coaches
- Welcoming & inclusive community

FIND OUT MORE!

([HTTPS://360CRICKETACADEMY.COM/COACHING-CALENDAR-2/](https://360cricketacademy.com/coaching-calendar-2/))

Who We Are

Welcome to 360 Cricket Academy

At 360, our goal is to provide the direction, expertise, and support needed for athletes of all ages to develop their skills and increase cricketing ability and confidence.

Under the guidance of Head Coach Ash Squire, all coaching is tailored to meet specific student needs. Our sessions are structured around batting, bowling, and fielding techniques and adjusted according to age, skill, or individual goals.

We are dedicated to equipping young athletes with a strong and positive technical foundation. We pride ourselves on not only improving cricket skills but also the everyday confidence of our athletes.



Experienced & accredited coaches



Cutting Edge Facilities



Available to all ages and levels



Friendly & welcoming community

VIEW COACHING CALENDAR
([HTTPS://360CRICKETACADEMY.COM/COACHING-CALENDAR-2/](https://360cricketacademy.com/coaching-calendar-2/))

ENQUIRE NOW



Keen to Practice?

Book a net today!

Train in your own time, or bring some friends along for fun. Both our long nets and ball machines are available to hire subject to availability.

Text your name, preferred net and time to 0468 861 589 to book.

Text 0468 861 589 to book!

Contact Us

Have a question about 360 Cricket Academy? Complete the form below and one of our friendly team will be in touch shortly.

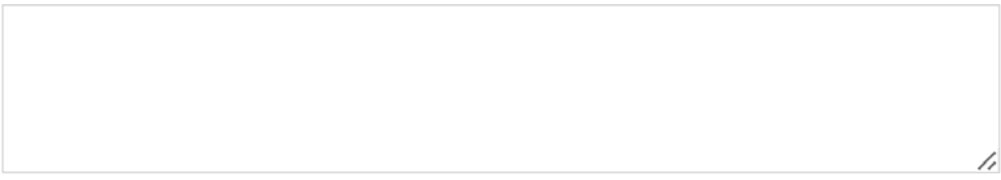
First Name

Last Name

Email

Phone

Message



SUBMIT



360 cricket has provided invaluable advice and coaching to my son over the past co enabling him to progress and succeed in rep cricket. He has enjoyed learning techr the game in a friendly environment



David
Russell Lea



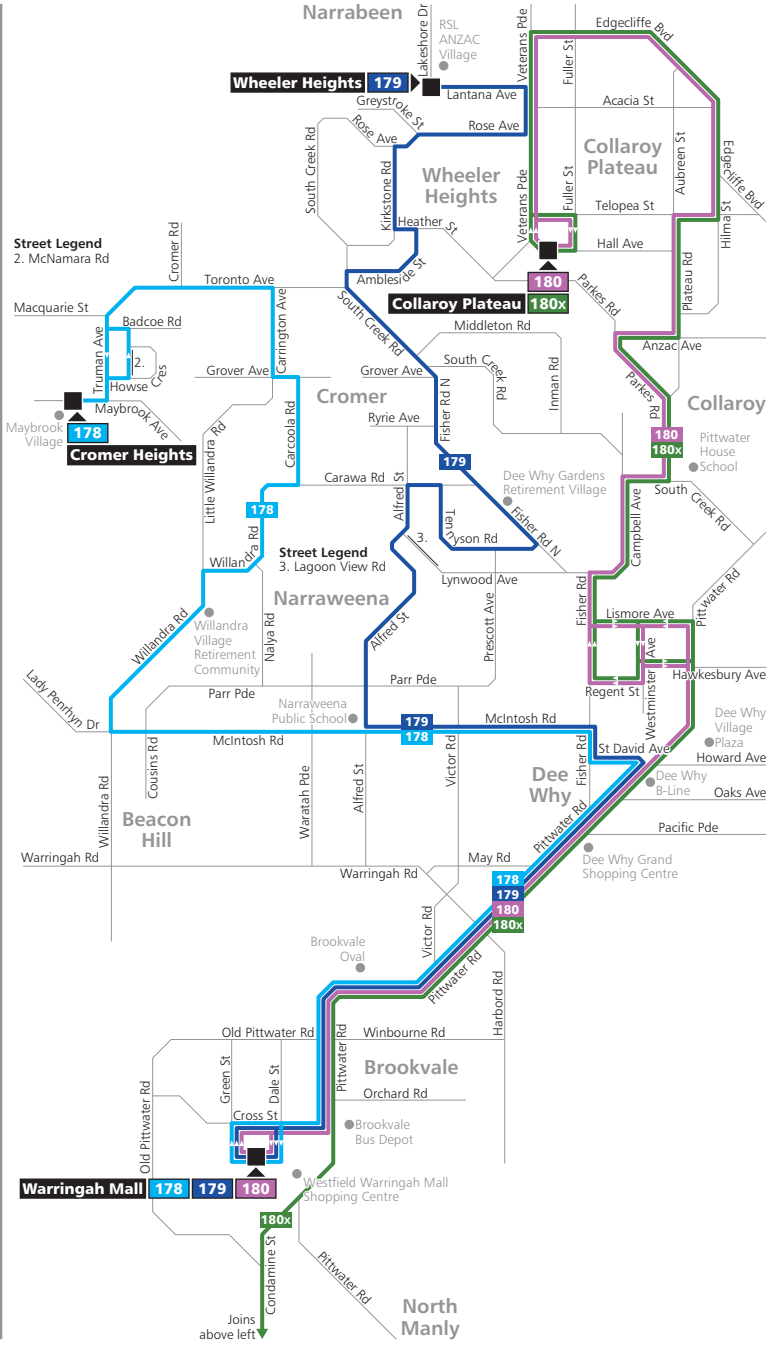
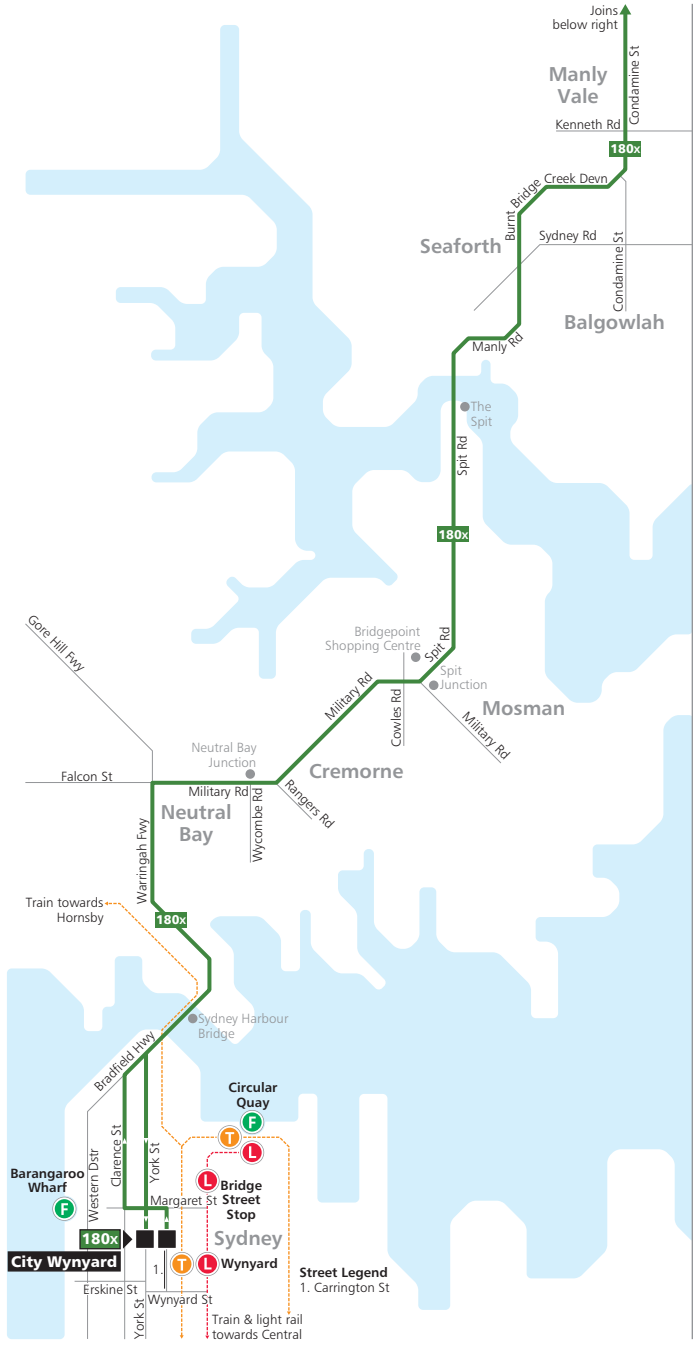
Stay up to date

Latest pics from our coaching clinics. See more on Instagram and Facebook.

Appendix D

Public Transport Maps

Routes 178, 179, 180, 180x



- Legend**
- Bus route
 - 178 Bus route number
 - Bus route start/finish
 - T Train line/station
 - F Ferry wharf
 - L Light rail line/stop

Diagrammatic Map
Not to Scale

Route 180x to City Wynyard

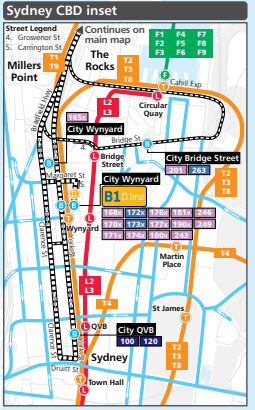
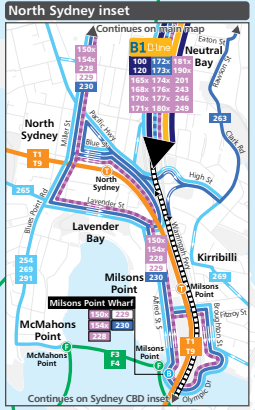
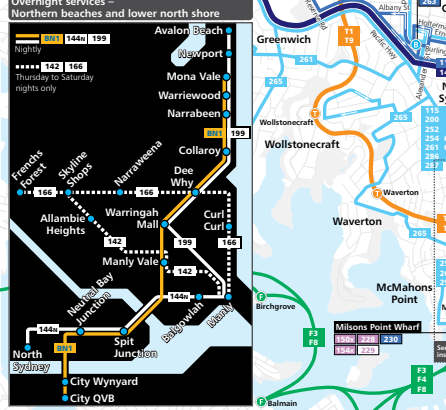
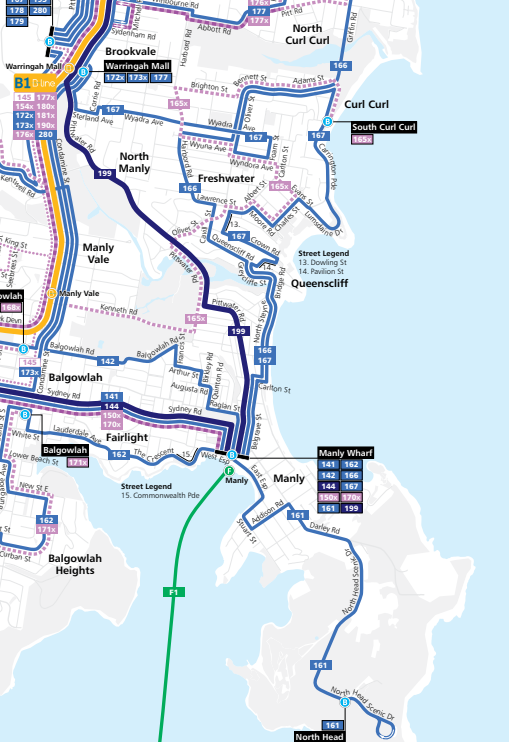
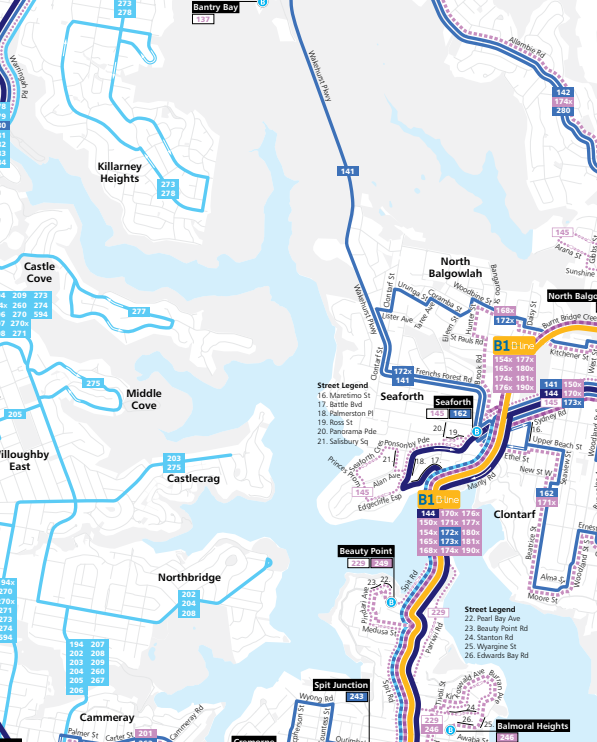
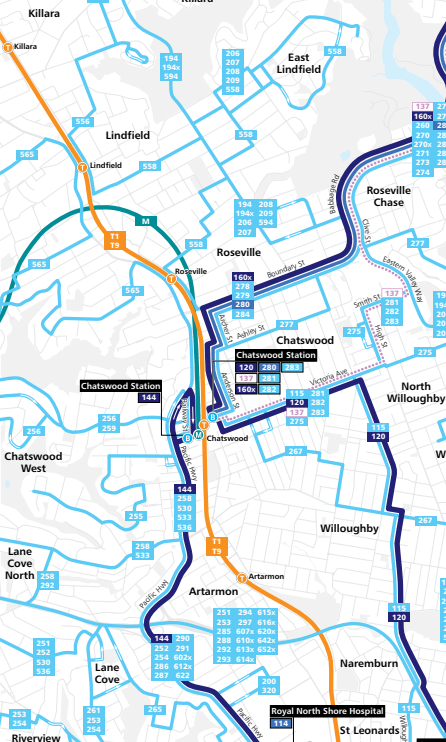
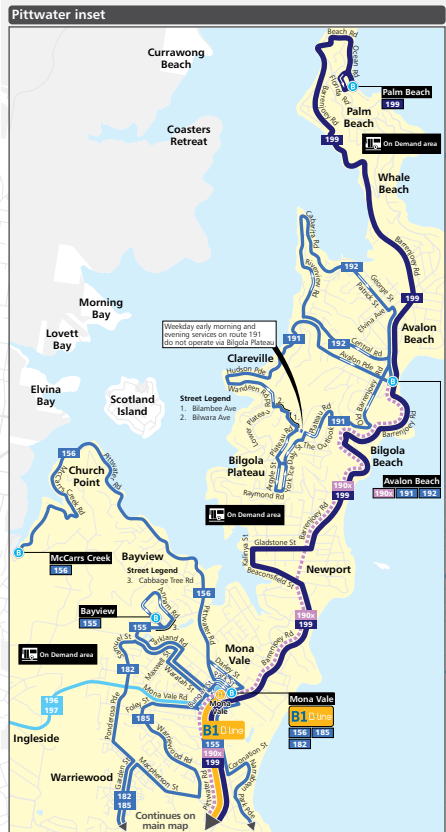
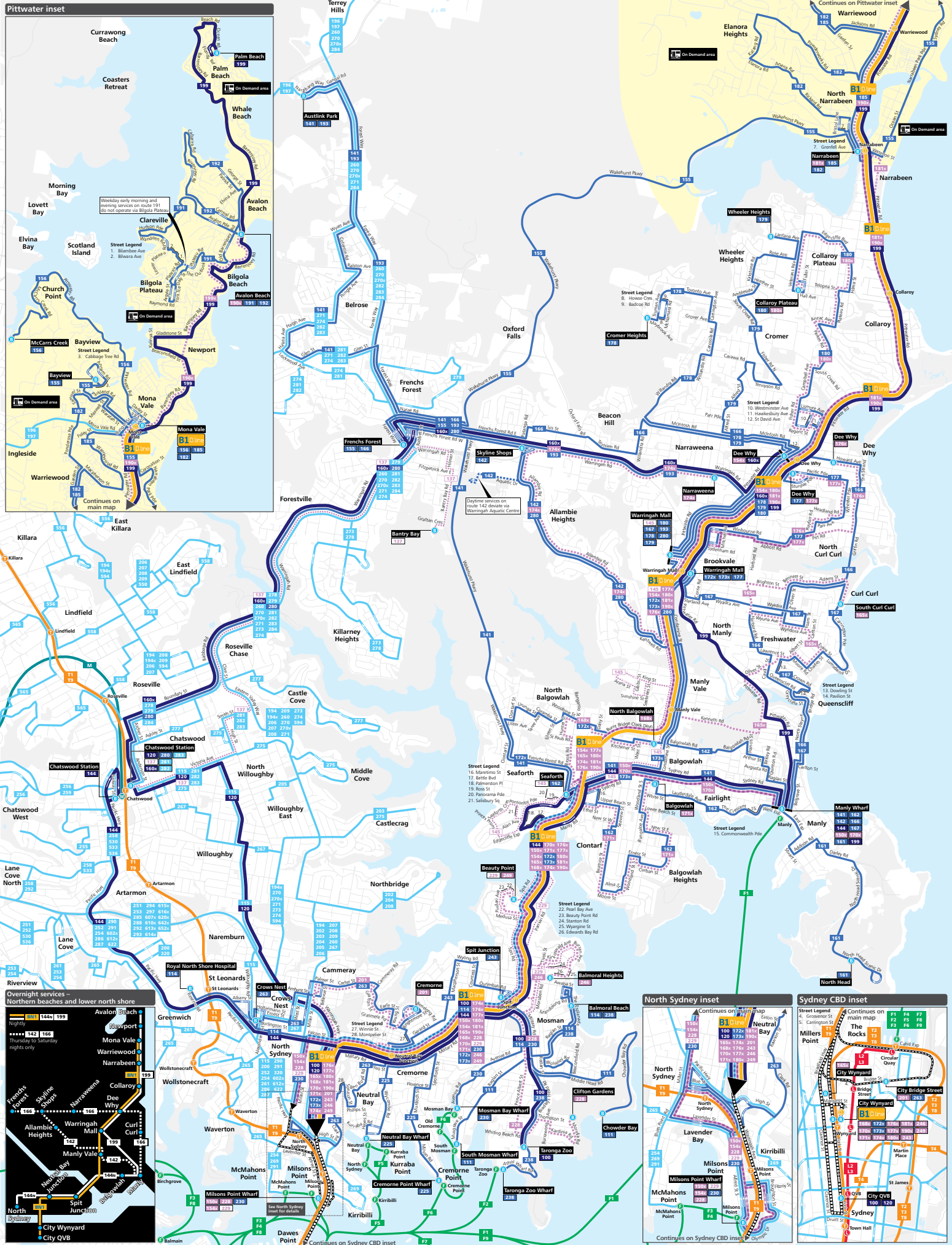
Picks up and sets down passengers at all stops to Dee Why B-Line, then Warringah Mall, Kenneth Road Manly Vale, Spit Junction, Neutral Bay Junction, and Wynyard.

Route 180x to Collaroy Plateau

Picks up passengers only at Wynyard, then picks up and sets down passengers at Neutral Bay Junction, Spit Junction, Kenneth Road Manly Vale, Warringah Mall, Dee Why B-Line, then all stops.



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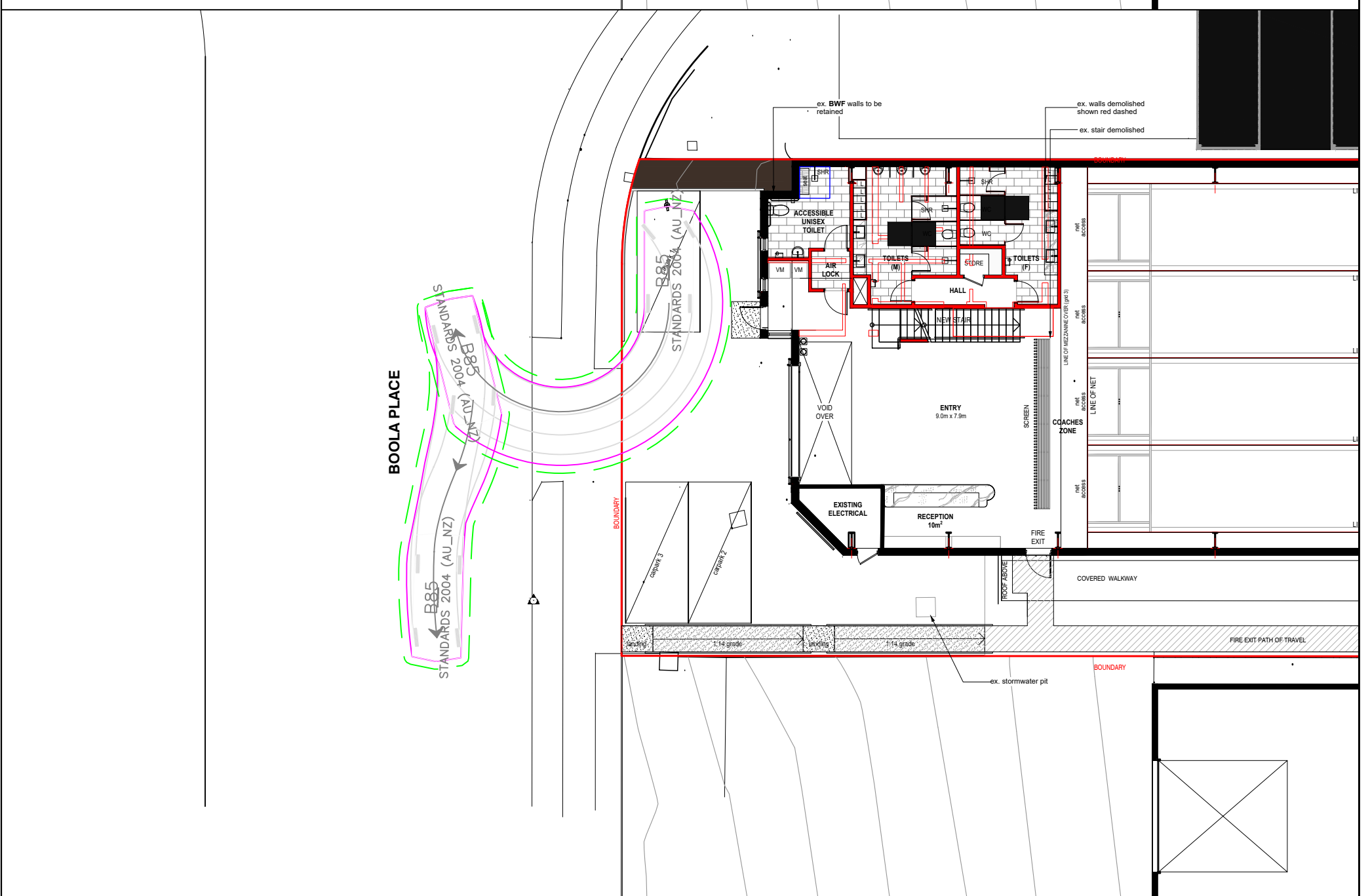
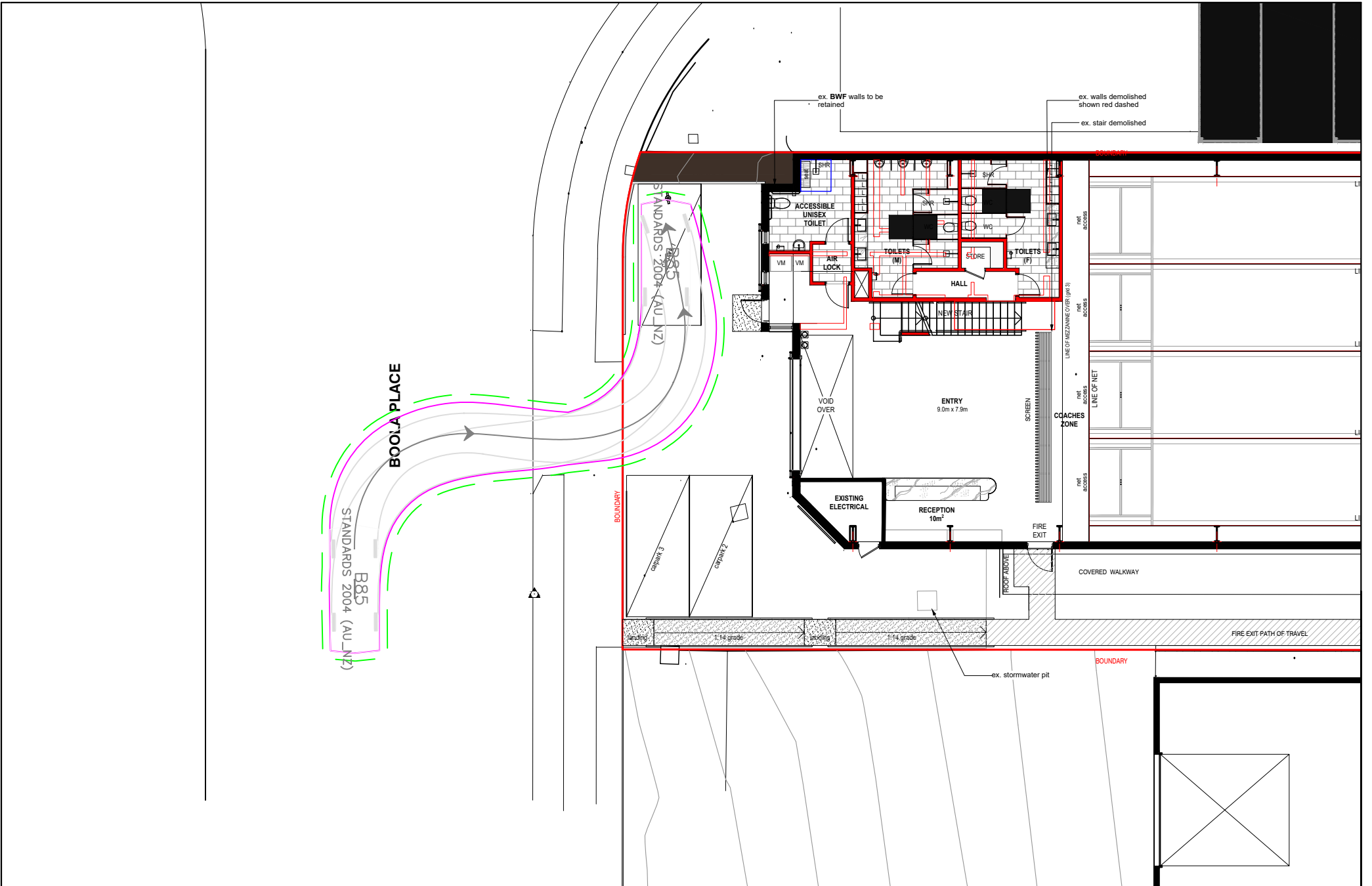


- Bus - service types**
 - B-Line
 - Peak only
 - Frequent
 - Limited
 - Local
 - Bus services to other areas
- Bus - common routes**
 - Multiple service types
 - Local
 - Peak only
- Bus - details**
 - Route number
 - Terminus
 - B-Line stop
- Other transport modes**
 - Metro line & station
 - Train line & station
 - Ferry route & wharf
 - Light rail line & stop



Appendix E

Swept Path Assessment



11 BOOLA PLACE, CROMER
AN 85TH PERCENTILE VEHICLE ENTERING AND EXITING
SWEPT PATH ASSESSMENT

DRAWING REF NO. 23067-V1.3-SP SHEET NO. 1 OF 3 ISSUE DATE 25 August 2023

DESIGNED BY V.DAU
 REVIEWED BY L.ELLSON

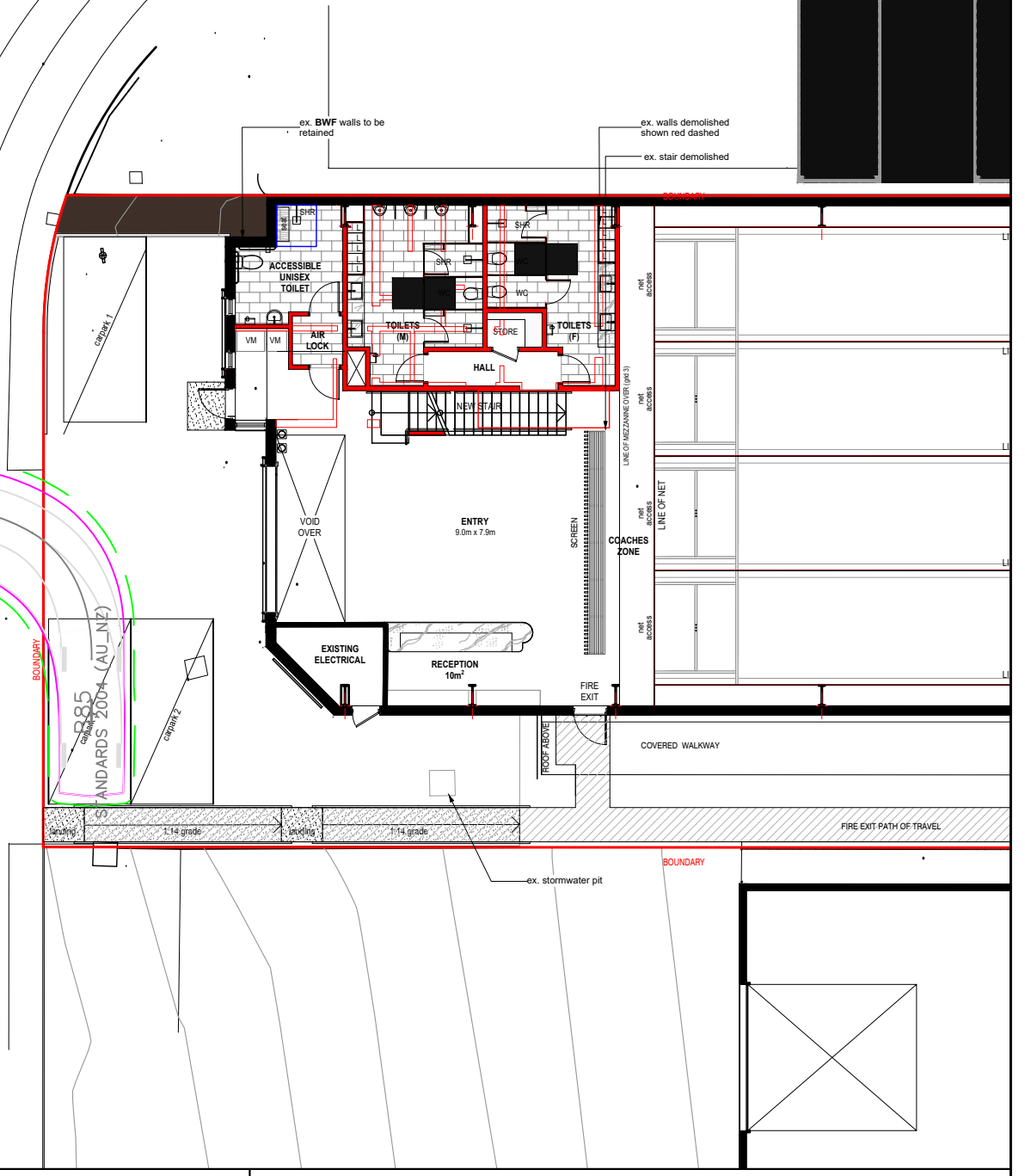
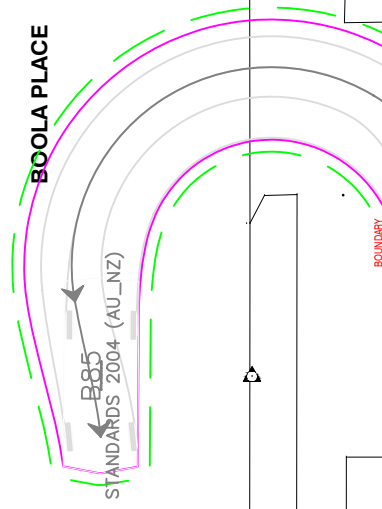
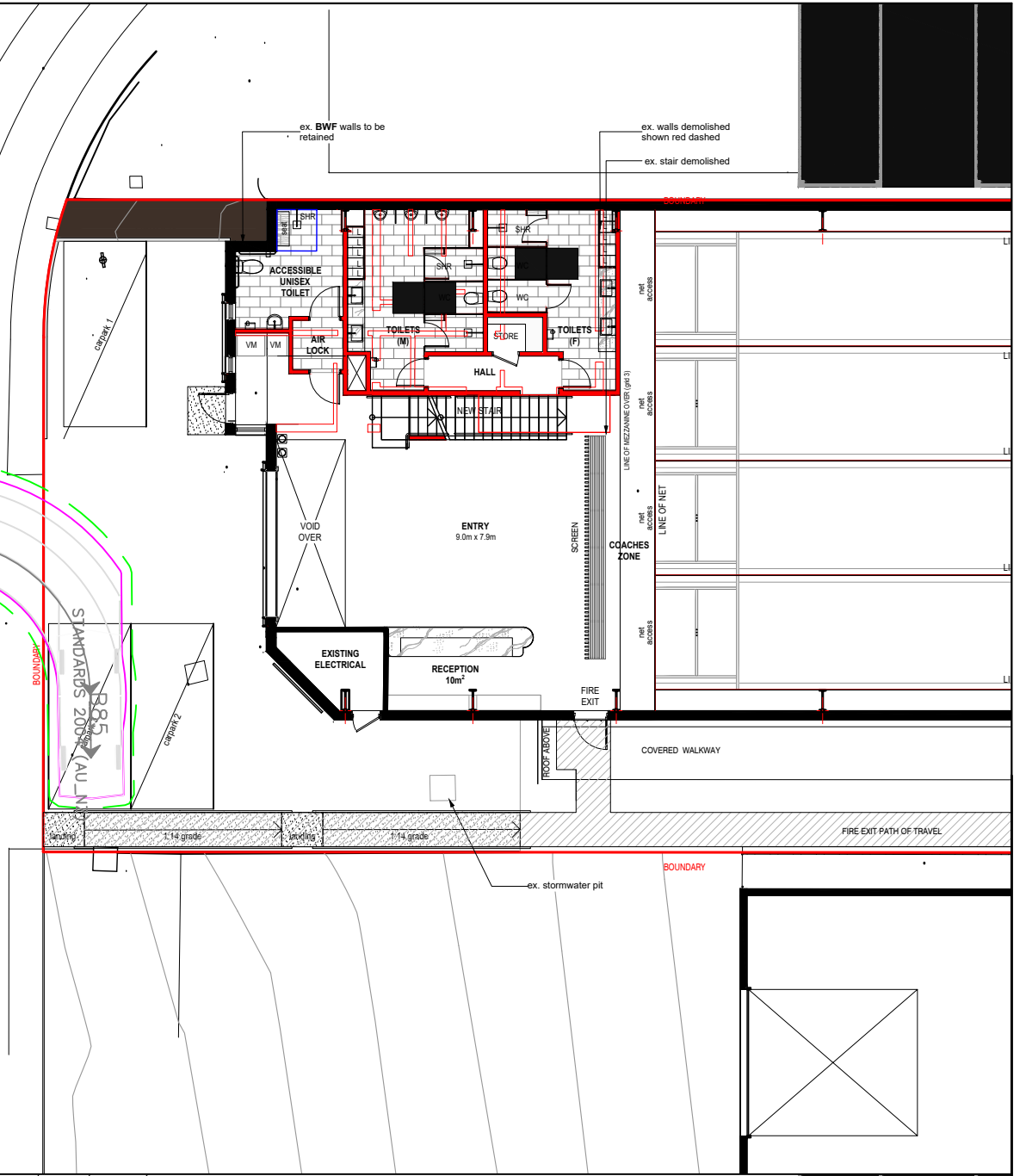
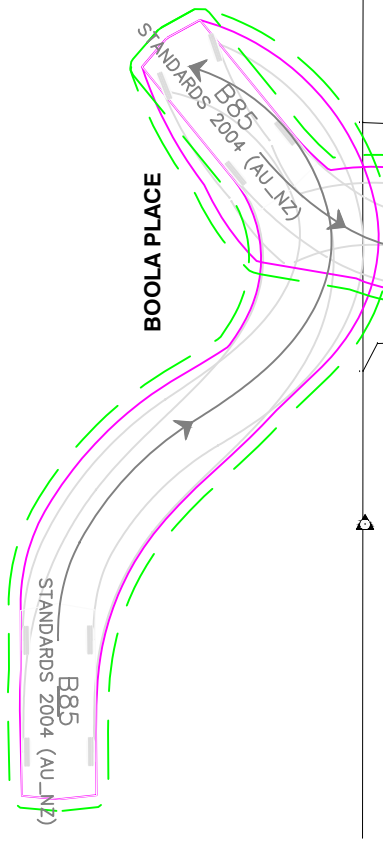
DISCLAIMER
 This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

SCALE A3 0 1:###



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11 BOOLA PLACE, CROMER
AN 85TH PERCENTILE VEHICLE ENTERING AND EXITING
SWEPT PATH ASSESSMENT
 DRAWING REF NO. 23067-V1.3-SP SHEET NO. 2 OF 3 ISSUE DATE 25 August 2023

DESIGNED BY V.DAU REVIEWED BY L.ELLSON
 SCALE A3 0 1:###

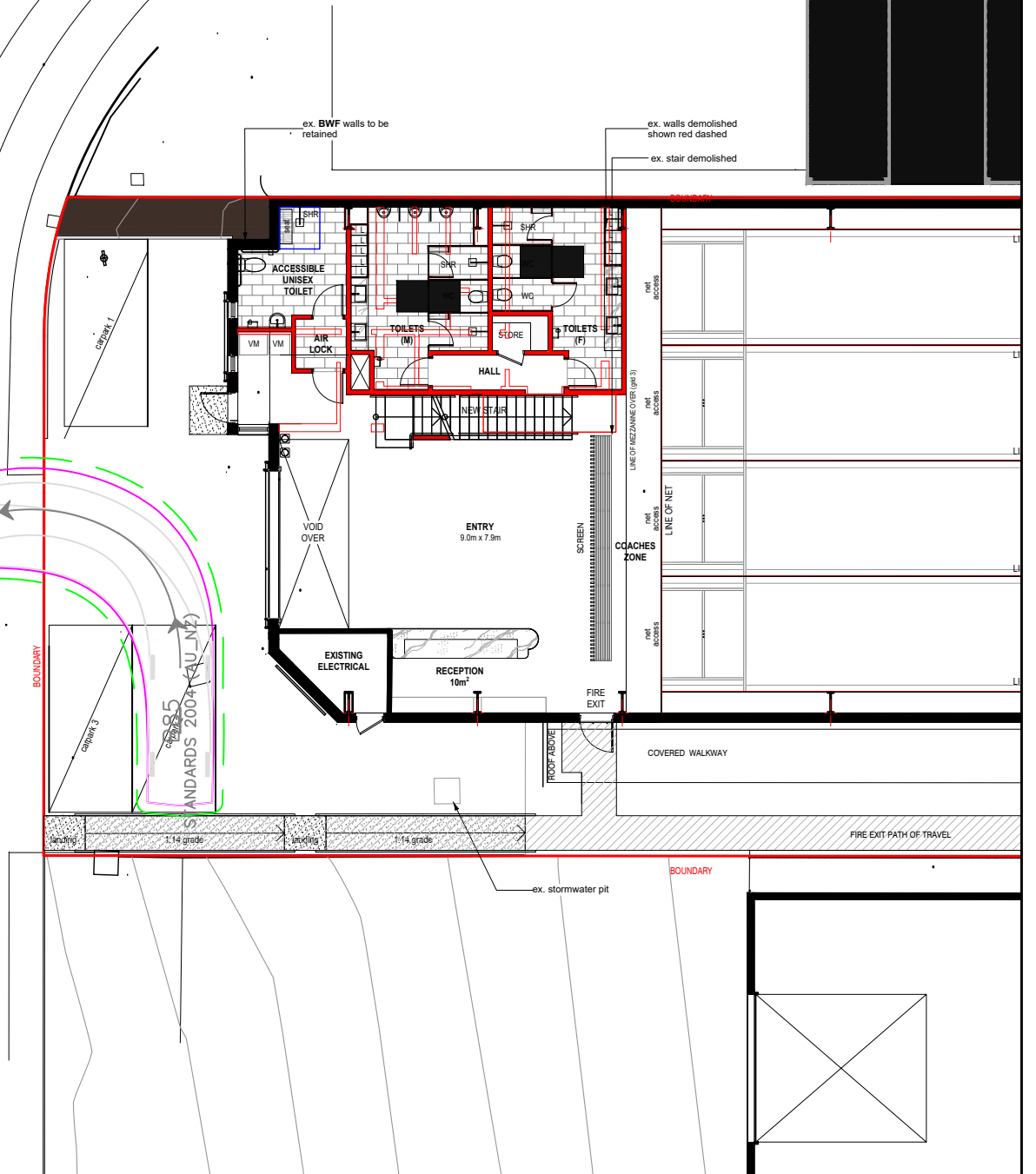
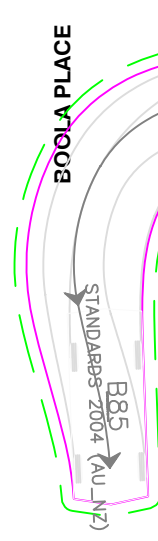
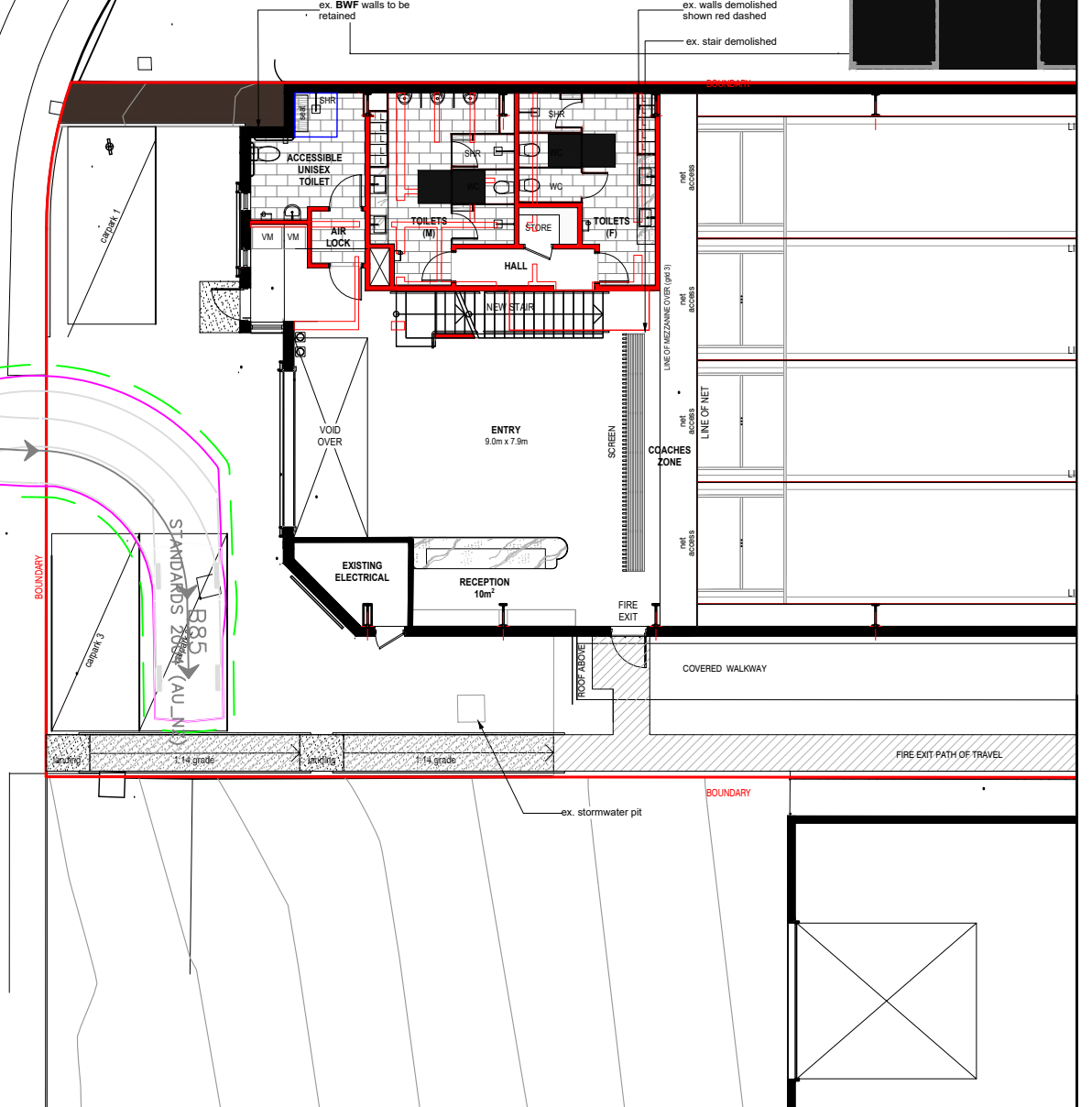
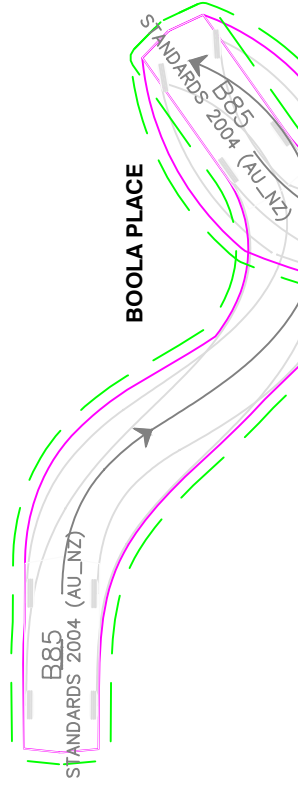
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Plotted by Van T:\WORKING\23067 - 11 BOOLA PLACE, CROMER\DRAWINGS\23067-V1.3-SP.dwg



11 BOOLA PLACE, CROMER
AN 85TH PERCENTILE VEHICLE ENTERING AND EXITING
SWEPT PATH ASSESSMENT

DRAWING REF NO. 23067-V1.3-SP SHEET NO. 3 OF 3 ISSUE DATE 25 August 2023

DESIGNED BY V.DAU REVIEWED BY L.ELLSON

DISCLAIMER
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SCALE A3 0 1:###



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