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**RE: DA2020/0205 - 18 Alexander Street COLLAROY NSW 2097**

RE: DA 2020/0261 and DA 2020/0205

On reading the traffic consultant reports by Transport and Traffic Planning Associates dated February 2020 and March 2020 submitted for the above DA application I believe that the reports are not providing accurate information.

In the paragraph below from the traffic report it refers to a Roads and Maritime Services document regarding daily traffic and no delays for Alexander St. This is mostly true however, some of these cars turning left off Alexander St in peak times are wanting to turn right and therefore they turn left off Alexander St and then left into Collaroy St to make a u-turn and then turn right from Collaroy St. In the same RMS report mentioned in the traffic report it says that traffic from Collaroy St is heavier in peak times and there are some delays. I believe that the additional 30 plus people living in the proposed 2 boarding houses will be driving to and from/work and the additional traffic will impact more on the wait times at the traffic lights turning right off Collaroy St after making a u-turn. The additional traffic coming from Alexander St attempting to make u-turns in Collaroy St will also cause traffic jams in Collaroy St.

"3.3 Traffic Conditions An indication of traffic conditions on the road system serving the site is provided by data published by the Roads and Maritime Services. The data<sup>1</sup> published by the RMS is expressed in terms of average annual daily traffic (AADT) and details relevant to the road system serving the site are provided in the following: AADT Pittwater Road north of Jenkins Street 39,587 Observation of traffic operations in the vicinity of the site (in particular Alexander Street) indicates a satisfactory operating circumstance during the peak periods. Vehicles' access and turning movements on Alexander Road are not subject to extensive delays when accessing the higher order roads i.e. Pittwater Road."

In the paragraph below from the traffic report it refers to the traffic generation rate is low in affordable housing development due to lower car ownership and parking provision. However, the proposed DAs are for two "New Generation Boarding Houses" that will provide accommodation for people who will earn an average or above average wage, and most of these people will be able to afford to own a car. Therefore there will be traffic generated and more cars impacting on street parking and within the designated car spaces within the developments.

"5.0 Traffic The RMS Development Guidelines<sup>2</sup> specify a peak hour traffic generation rate for high-density residential development of 0.19 and 0.15 vtpu per unit during the AM and PM peak periods. However, the traffic generation rate is lower in affordable housing development due to lower car ownership and parking provision. Nevertheless, if the standard RMS criteria were applied to the proposal then the projected peak traffic generation outcome would indicate

some 2-3 vtpm in the AM and PM peaks, and these would be distributed as follows: AM PM IN  
OUT IN OUT 0 2 3 0 Traffic generation of this order of magnitude is very minor in the context of  
the local and arterial road system and will not act to create unacceptable traffic congestion or  
conflict at the vehicle access point or at the adjacent intersections."

In the paragraph below from the traffic report it refers to servicing refuse collection and all  
loading activities ie. Couriers, maintenance etc. and that there is ample on-street parking which  
exists in the vicinity of the site. I believe this to be incorrect and rarely is there any available on-  
street parking at anytime outside of No. 18 Alexander St. The garbage trucks and bins on  
collection days will have a major impact on traffic delays as there will be some additional 10 -  
20 bins to be collected and no space for them to be left on the kerb for collection.

Due to the Caronavirus Lockdown, closure of local businesses along Pittwater Rd, closure of  
schools and most people working from home there is a considerable reduction in traffic and  
parking issues in Alexander St. However, I hope that a more accurate traffic report can be  
performed once things are back to normal to review how the additional traffic and on-street  
parking with dramatically effect Alexander St.

"6.3 Servicing Refuse collection will continue to occur via Alexander Street on-street (i.e. bins  
wheeled out for collection on the designated day). All loading activities related to deliveries,  
courier activity, maintenance, etc. can be reliant on the ample on-street parking which exists in  
the vicinity of the site."

The previous Engineering Referral Response for DA REV2020/0001 dated 20/3/2020 mentions  
concern regarding easements, stormwater, installation of new services, and flood overflow, and  
I hope that these issues will be considered for both of the new DA applications. There is also  
mention that a subdivision is required. Is a subdivision allowed on this site to make way for two  
separate boarding houses?

Regards,  
Karen Rolls