

1 April 2020

TfNSW Reference: SYD20/00225/02

Council Reference: DA2019/1346 & CNR-5082

Carina Palummo
Northern Beaches Council
PO Box 82,
Manly, NSW, 1655

Dear Ms Palummo

ADDITIONAL INFORMATION - ALTERATIONS/ADDITIONS TO EXISTING FOR WAREHOUSE, SELF STORAGE FACILITY - 4-10 INMAN ROAD, CROMER

Reference is made to Council's correspondence dated 20 February 2020 and additional information dated 20 March 2020, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted application and the requested electronic SIDRA files and does not support the proposed application in its current form.

The SIDRA analysis identified that the Right Turn movement from Pittwater Road to South Creek Road goes from a Level of Service (LoS) D to E in the PM development scenario. In this regard, TfNSW provides the following comment to Council:

1. TfNSW does not support the LoS dropping below the existing LoS D. Any increase in traffic as a result of the development is to be mitigated, to ensure that no movements at the intersection of Pittwater Road/South Creek Road drop below the existing LoS. There is concern that with the increase in traffic in the PM peak, the right turn movement will likely queue into the westbound travel lane.

Additional comments:

2. Lane lengths and lane geometry should accurately reflect the current road environment. For example the left/right lane length for South Creek Road is approximately 65 metres however the model shows 105 metres.
3. The cycle time of 135 seconds is incorrect. This signalised intersection is part of a SCATS sub system. Therefore the cycle time for this intersection should be the same. The cycle time is to be modelled as a worst case scenario of 120 sec.

4. The traffic counts dated 16 October 2019 were undertaken in close proximity to the school holidays/long weekend and may not indicate normal traffic conditions. Ideally vehicle counts should be undertaken during a typical day, to include Thursday (or Wednesday), Friday and Saturday for the study (not near school/public holidays). This will provide the departments with an accurate understanding of the existing traffic conditions and the actual impact of this development application to the surrounding network.

In addition it is unclear if the counts provided a breakdown of light and heavy vehicles. It is important that counts provide a breakdown of light and heavy vehicles to accurately model the queue lengths.

It is recommended that new counts are undertaken at more appropriate dates and are to include a breakdown of light and heavy vehicles.

5. The applicant is to provide updated modelling and any mitigation options (if required), which addresses the above.

Following receipt of the above requested information, TfNSW will complete its assessment and advise its support (or) otherwise. Further information may be requested following completion of the review.

If you have any further questions, Mrs Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email development.sydney@rms.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



Pahee Rathan

Senior Land Use Assessment Coordinator