

APPENDIX F

Traffic Impact Assessment





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Sydney Water Corporation
PO Box 399
Parramatta NSW 2124

traffix
traffic & transport planners

suite 3.08
level 3 46a macleay street
potts point nsw 2011
po box 1061
potts point nsw 1335
t: +61 2 8324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
director graham pinder
son: 065132961
abr: 66065132961

Attention: Phillip Leech, Senior Project Manager - Disposals

Re: Planning Proposal – Sydney Water Reservoir Site Rezoning, Fairlight

Dear Phillip,

We refer to the subject Planning Proposal and note that TRAFFIX has been commissioned to assess the impacts associated with the rezoning of the site, currently shown as a deferred matter under Manly LEP 2013, to Residential. The site was previously zoned as a No. 5 Special Uses & Foreshore Scenic Protection Area zoning under the previous Manly LEP 1998.

The site in its current condition comprises an unused Sydney Water reservoir tank which has been designated as a heritage item and has a total area of approximately 1,890m². The Planning Proposal would enable the development of the site for residential purposes. It is emphasised that that the assumed dwellings yield within this Traffic Statement (TS) is indicative only (around five dwellings) and is intended only to permit a 'first cut' assessment that is sufficiently rigorous to demonstrate that the site is capable of rezoning to residential.

In this regard, we have reviewed all relevant documentation provided to us and undertaken detailed site investigations. This report therefore examines the likely traffic and parking impacts of the proposed development and the results of our assessment are summarised below.

Existing Site

The site is located on the southeast corner of Fairlight Street and Ashley Parade, Fairlight and falls under the Manly Council LGA. The subject site is the now defunct Many Reservoir Site owned by the Sydney Water Corporation. It is bounded by Fairlight Street to the north (47 metres), Ashley Parade to the west (35 metres) and residential developments to the south and east.

Existing vehicle access to the site is provided directly off Ashley Parade, approximately 44 metres south of Fairlight Street. This access is via a gravel driveway which also provides access to the residential developments located to the south of the Sydney Water site. This access loops around the residential developments south of the subject site and connects to Ashley Parade, approximately 90 metres south of Fairlight Street.

The existing reservoir structure is currently listed as a heritage item on Manly Council's Items of Local Heritage Significance and is also on Sydney Water's Section 170 Heritage Register.



A Location Plan is presented in **Figure 1** with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan

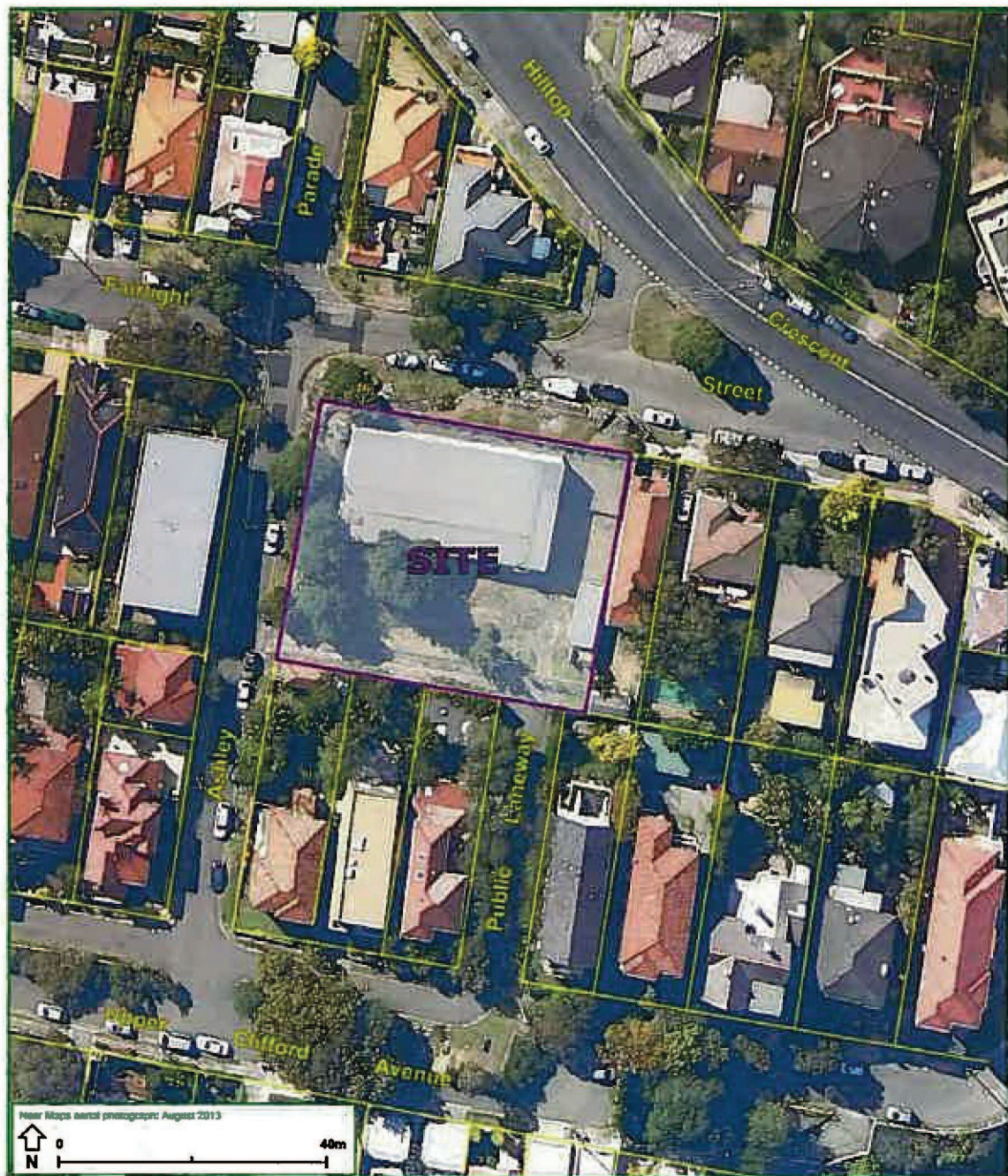


Figure 2: Site Plan



• Description of Surrounding Roads

The following roads are of particular interest to this development application:

- **Sydney Road:** a classified main road (MR 159) that generally runs in an east-west direction from Manly Road in the west to Belgrave Street in the east. It carries in the order of 16,500 vehicles per day (vpd) in the vicinity of the site.
- **Hilltop Crescent:** a local road that generally runs in an east-west direction from Hill Street in the west to Sydney Road in the east. It provides a connection from Fairlight Street and Ashley Parade to Sydney Road.
- **Fairlight Street:** a local road that runs in an east-west direction from Ashley Parade in the west to West Esplanade and Commonwealth Parade in the east. In the vicinity of the site, it operates as an undivided carriageway with on-street parking provided along the south side.
- **Ashley Parade:** a local road that runs in a north-south direction from Hilltop Crescent in the north to Upper Clifford Avenue in the south. It provides vehicle access to the subject site and operates as an undivided carriageway with on-street parking provided along the east side.

It is evident from **Figure 3** that the site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

• Public Transport

The site has a number of bus services available within the target walking distance of 400 metres. The Sydney Buses Routes E50 and E70 provide frequent bus services during the morning and evening peak periods. These buses provide connection to North Sydney in the east where connections to the metropolitan rail network are available at North Sydney Station. Bus services operate to Manly in the west where ferry services are available to the Sydney CBD from Manly Wharf. The public transport services in the locality are shown in **Figure 4**.

• Existing Site Traffic Generation

Historically, the site traffic generation was negligible with low traffic generation associated with small operational sheds. It is presently unoccupied and accordingly the traffic impacts that arise under the Planning proposal may be considered to be a net increase.

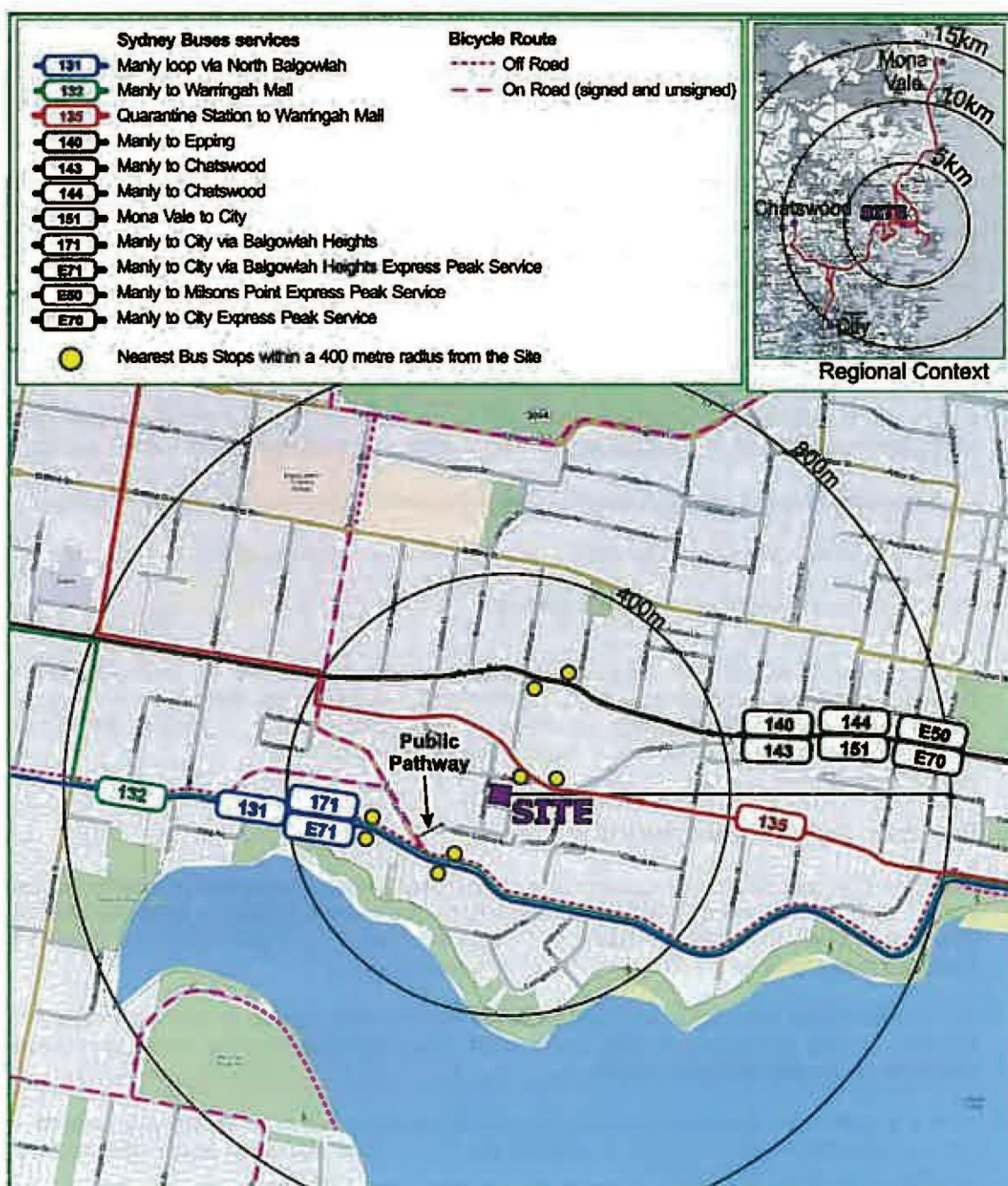


Figure 4: Public Transport



➊ Summary of the Proposal

This Planning Proposal seeks to amend the LEP to allow primarily residential use on the site. The site will consist of Community Site 1, which is a 505m² park and Development Site 2, which is a 1,385m² residential development.

The traffic and parking impacts arising from any future development as well as the change in access arrangement are discussed below. Reference should be made to the conceptual / indicative plans presented as an example of potential residential development of the site. These plans have been issued separately with the Planning Proposal submission and are appended to this TS at reduced scale in **Attachment 1**.

➋ Parking

Parking for the example development, has been assessed in accordance with the requirements of Manly Council's DCP 2013. The parking requirement for a residential development is as follows:

- 1.0 resident parking space for each dwelling (irrespective of number of bedrooms), plus;
- 0.5 resident parking spaces for each 3 (or more) bedroom dwelling, plus;
- 0.25 visitor parking spaces for each dwelling.

Application of these rates to the assumed example consisting of five (5) three-bedroom town houses, results in a requirement of 8 parking spaces for residents and two (2) parking spaces for visitors. In response, the example development demonstrates that 10 parking spaces can be accommodated on the site, thus, satisfying Council requirements.

➌ Traffic Generation and Impacts

The *RMS Guide to Traffic Generating Developments* recommends adoption of a traffic generation rate of 0.50-0.65 trips per unit for town houses. Application of this rate to the indicative yield of five units results in an upper peak generation of 4 trips per hour (1 in, 3 out) during the morning peak hour, with these flows reversed during the evening peak hour.

The resulting trips associated with the proposed development equate to only one trip every 15 minutes. Traffic generation of such a low order would have no material impact to the existing performance of surrounding road network.

Even if it were to be assumed for sensitivity testing purposes that the dwelling yield was doubled, the resultant traffic generation of 8 vehicles per hour would equate to about one trip every 7 minutes, which is still negligible.

➍ Access

The primary vehicle access to the site is to be provided via the existing public laneway off Upper Clifford Avenue (see Figure 2). This laneway will provide access to the car parking for the development, including the visitor spaces.

All servicing and garbage collection for Development Site 2 will be determined during the development application stage.



Internal Design Aspects

The internal design is satisfactory in principle subject to further detailed design at development application stage. Council will also be invited to impose a standard condition of consent requiring compliance with relevant Australian Standards on any future development application(s).

Conclusions

Having regard for the above, the Planning Proposal is considered supportable on traffic planning grounds. The impacts associated with the proposal are considered negligible and are expected to have no material impact on the operation of the surrounding road network. The study has demonstrated that potential residential development would be compliant with Council's parking controls, with more detailed access and parking design to be the subject of further assessment at subsequent development application stages.

Please contact the undersigned should you have any queries or require any further information or assistance.

Yours faithfully,

traffix

Graham Pindar
Director

Encl: Attachment 1 – Conceptual / Indicative Plans



Attachment 1
