



11 July 2025
Ref 24322

Northern Beaches Council
PO Box 82
MANLY NSW 1655

Email: council@northernbeaches.com.au

Dear Tom Burns,

DA2025/0151
LOT 11 DP 1258355, 5 SKYLINE PLACE, FRENCHS FOREST
TRAFFIC & PARKING MATTERS

I refer to your letter dated 19th May 2025 addressed to the Applicant, *Ultraflex Holdings Pty Ltd*, requesting additional information in respect of the abovementioned development proposal. Revised architectural plans have been prepared by *PA Studio* in response to your request and have been attached.

The following advice is also provided in response to the relevant traffic and parking matters raised under the 'Traffic, Access and Parking' section of your letter.

Parking

"The car space designs are compliant with AS2890.1 requirements and were approved separately under DA2021/0212, including shared zone space next to accessible parking spaces. It is however unclear how these spaces would be allocated to the staff and parents to pick up and drop off their children. There should be some clarification on how many of these spaces would be used by staff and demonstrating adequate capacity for pick up and drop of the children. Details of pavement marking and signage to avoid misuse of spaces and differentiate them from commercial spaces for other tenancies is required."

As requested, the plans have been amended and has provided details of the pavement linemarking and signage to avoid misuse of these parking spaces.

"The Traffic and Parking Assessment Report also recommends signposting 6 on-street parking spaces along the western side of Skyline Place as 15-minute Timed Parking during the morning and afternoon peak hours between 7am to 9am and between 3pm to 5pm. These spaces are proposed to be 2-hour Timed Parking outside the drop off and pick up hours. This is not supported. The use of public parking for a private benefit is inappropriate when there is off-street parking to support the development. There is conflicting information in the Access Report and the Traffic and Parking Assessment Report. The access report suggests that the five angle parking spaces in the private road running east-west off Skyline place are to be used for drop-off and pick up purposes by the child care centre. This is not referenced in the Traffic and Parking Assessment Report. This must be clarified and if they are proposed to be used for drop-off pick purposes details for an appropriate time restriction and signposting outlined."

As requested, the on-street parking spaces along the western side of Skyline Place have been *removed* and will no longer form part of the development application. Regardless, it is noted that restriction on these on-street spaces would require a separate approval from Council's Local Traffic Committee.

As noted in the submitted traffic report, the provision of off-street parking has been assessed against Council's DCP 2011, resulting in a requirement of 17 spaces.

The parking requirements are satisfied by the proposed provision of 17 off-street car parking spaces, comprising 9 parent drop-off/pick-up spaces (including a disabled space) and 8 staff spaces, thereby satisfying the *DCP* car parking requirements.

These parking spaces have been relocated *away* from the circulation area and in direct vicinity of the childcare centre lift located in the western portion of the site.

Traffic Generation

"The Traffic and Parking Assessment Report estimates 56 trips per hour during the morning peak hours and 48 trips per hour during the afternoon peak, based on the Guide to Traffic Generating Developments. The analysis should be updated and refer to the Guide to Transport Impact Assessment published in 2024. The new guideline adopts rates of 0.81 and 0.8 vehicle trips per child place for long-day child care centres during morning and afternoon peak hours, resulting in 56 vehicles per hour for both peak periods."

As requested, the traffic generation rates nominated in the TfNSW *Guide to Transport Impact Assessment* published in 2024 has now been adopted.

The TfNSW *Guide to Transport Impact Assessment* nominates the following traffic generation rates which are applicable to the childcare centre development proposal:

Child Care Centres (Long day care centre)

AM: 0.64 *network* peak hour vehicle trips per licensed child places

PM: 0.39 *network* peak hour vehicle trips per licensed child places

Application of the above traffic generation rates to the 69 children outlined in the development proposal yields a traffic generation potential of approximately 44 vehicle trips per hour (vph) during the weekday AM peak period and approximately 27 vph during the weekday PM peak period.

That projected *nett increase* in the traffic generation potential of the site as a consequence of the development proposal will clearly not have any unacceptable traffic implications in terms of road network capacity.

In this regard, it is worth noting that Council's suggested traffic generation rate of '0.81 and 0.8 vehicle trips per child place' is for the *site* peak period.

The TfNSW *Guide to Transport Impact Assessment* published in 2024 also notes that '*peak travel generally does not coincide with the morning network peak*' for 'Housing for seniors' developments.

As such, the *site* peak period for the seniors' living component is expected to be at its lowest, as observed in the updated TfNSW *Guide*, during the drop-off and pick-up times of the proposed childcare centre tenancy on the site.

Furthermore, it is also noted that operational characteristics for a long day (childcare) centre will have a 3-hour dispersed *morning* drop-off period, typically occurring between 7:00am-10:00am, and vice versa for the *afternoon* pick-up period typically occurring between 3:00pm-6:00pm.

“After discounting the previously approved traffic generation estimations from commercial land uses, there still remain 46 additional vehicle trips per hour during the peak hours. This is a significant increase from the original approved use. Given the available queuing space on Skyline Place and within the basement carpark and the capacity at the unsignalised intersection with Frenchs Forest Road there is concern that queuing issues may eventuate at peak drop off and pick up periods, particularly once the seniors housing development is fully occupied.”

It is worth noting that a separate SSD-69850712 have been submitted for 1 & 3 Skyline Place, directly opposite the site.

The SSD undertook a rigorous assessment of *all* the future traffic activity that could be expected to occur once all the seniors housing developments are fully occupied. The traffic study utilised the updated TfNSW *Guide to Transport Impact Assessment* published in 2024 and also included the traffic generation potential of this childcare centre proposal.

Nevertheless, as noted in the foregoing, the proposed *additional* 44 vph during the AM peak hour and 27 vph during the PM peak hour is *minimal* and will clearly not have any unacceptable traffic implications.

In this regard, it is also worth noting that these updated plans have considered the *conversion* of the ‘exit-only’ driveway located at the southern end of the Skyline Place cul-de-sac road into a two-way driveway, alleviating Council’s concern for any potential queuing of vehicles onto the Frenchs Forest Road intersection.

The Skyline Place access handle extends approximately 120m south of the Frenchs Forest Road intersection and has a capacity to ‘queue’ a potential of *up to* 20 vehicles.

This also allows the internal basement connection between Lots 1 and 2 to be *permanently* closed off and addresses the concerns raised by the community occupying within the Lot 2 (northern) – 7 Skyline Place development site.

“The Traffic and Parking Assessment Report provides a spurious argument advising that traffic generation is likely to be less as the child care centre will cater to those living or working nearby. As most of the residents in the Senior Housing development are unlikely to be users of the child care centre a more rigorous assessment of the likely traffic generation from the centre and its impacts upon the junction of Skyline Place and Frenchs Forest Road East is required.”

As noted above, a more comprehensive traffic assessment has been undertaken as part of a separate State Significant Development Application (SSD-69850712), submitted for 1 & 3 Skyline Place, directly opposite the site.

The SIDRA capacity analysis of the SSD-69850712 included this childcare development proposal and demonstrated that the 5 intersections in the vicinity of the site will continue to operate at current *Levels of Service*.

Pedestrian Access and Safety

“The Access Report does not include the proposed 17 basement parking spaces and their travel paths to the child care centre. It is assumed that pedestrians would walk along the parking aisle, cross to the other side of the basement ramp before using the lift for access.

In that case, visibility conditions at the corner of the parking aisles must be checked for parents with prams. There should be a clearly defined pedestrian paths connecting the basement drop off/pick up parking spaces with the child care facility.”

As requested, the architectural plans have been amended, with these childcare spaces relocated to the western portion of the basement 1 level. A demarcated pedestrian path is also provided, connecting the childcare centre drop-off/pick-up spaces directly to the childcare centre lift entrance.

Property Access and Safety

“The basement carpark entrance is shared with the existing building at 7 Skyline Place. Drivers would turn left at the bottom of the ramp to access 5 Skyline Place, circulate through the aisles and exit via the driveway located at the southern side of the premise. Appropriate wayfinding signs shall be installed to help guide the childcare carpark users.”

As noted above, updated plans have relocated the childcare drop-off/pick-up and staff spaces into the western basement portion of the site. The proposed changes also *converted* the ‘exit-only’ driveway located at the southern end of the Skyline Place cul-de-sac road into a two-way driveway, thereby *removing* the site traffic entering from 7 Skyline Place (northern Lot 2).

A wayfinding signage plan has also been prepared and attached, which details the recommended signage/s to be installed at the entrance of the car park as well as within the basement parking area/level. These signages will allow increased awareness for all carpark users and also help guide the childcare centre carpark users to the drop-off/pick-up area.

I trust the above information is sufficient. Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely



Donald Lee
Director | BE(Civil) MIEAust CPEng NER
Varga Traffic Planning Pty Ltd

SCALE: AS SHOWN	DRAWING CH.7 ISSUE C
SUBSET: MONTESSORI	
DRAWN BY: WH/DO	

WAYFINDING SIGNAGE PLAN

FRENCHS FOREST ROAD EAST



For the safety
of children
CCTV is
in operation on
this site

**CHILDREN CENTRE
PARKING**

**15 MINUTE
PARKING**

**PARENT
PARKING
ONLY**

CHILD CARE PARKING CHANGES

**Signage to be installed
to the rear of
9 x drop-off/pick-up
childcare spaces**

LOWER LEVEL PARKING
153.00

—STAIR 2 CHANGES

DRIVEWAY CHANGES