TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

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Reference: 25.227r01v02

22 May 2025

Action Plans Building Design Pty Ltd
2-6 Smith Lane
Manly NSW 2095
Australia

Attention: Bill Derrin

Re: 35 Moore Road, Freshwater
Traffic Impact Statement

Dear Bill,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Development Application (DA) in relation to a residential dual occupancy (proposed development) located at 35 Moore Road, Freshwater. The subject site is located within the Northern Beaches Council Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately.

Site and Location

The subject site is located at 35 Moore Road, Freshwater, approximately 130 metres northwest of Freshwater Beach and 12.4 kilometres northeast of Sydney central business district (CBD). More specifically, it is located towards the western side of Moore Road adjacent to the intersection of Moore Road and Gore Street.

The site is rectangular in configuration and has a total site area of 385.2m^2. It has a northeastern frontage of 13.715 metres to Moore Road and is bounded by neighbouring residential developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the reduced plans presented in **Attachment 1**.

Figure 1: Location Plan

Figure 2: Site Plan

Road Hierarchy

The road hierarchy in the vicinity of the site is show in **Figure 3** with the following roads of particular interest:

- Moore Road: a local road that traverses northwest-southeast between Albert Street in the northwest and a carpark in the southwest. It accommodates two-way traffic flow within an undivided carriageway and is subject to 50km/hr speed zoning. Kerbside parking is permitted along both side of Moore Road in the vicinity of the subject site.

- Gore Street: a local road that traverses northeast-southwest direction between Kooloora Avenue in the northeast and Moore Road in the southwest. It is subject to 50km/hr speed zoning and accommodates two-way traffic flow within an undivided carriageway. On-street parking is permitted along the Gore Street in the vicinity of the subject site.

If can be seen in **Figure 3** below that the subject site is conveniently located with respect to the local road network with access to the north and south via Moore Road and access to the east and west via the wider local road network.

Figure 3: Road Hierarchy

Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Demolish the existing residential apartment building comprising three (3) residential apartments and single garage parking space.
- Provision of a residential dual occupancy (proposed development) comprising 2 x 3-bedroom dwellings.
- Provision of two (2) spearate garages (one garage per dwelling) with each garage containing two (2) tandem parking spaces (four (4) car parking spaces in total).
- Removal of the existing driveway crossing and provision of a new shared driveway crossing providing vehicular access to each garage/dwelling.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 1**.

Parking Requirements

The *Northern Beaches Council (Warringah) Development Control Plan (DCP) 2011* provides parking rates for residential dual occupancies in accordance with **Table 1** below:

Table 1 – DCP Car Parking Rate and Provisions

Type	Number of Dwellings	DCP Car Parking Rate	Nominal Parking Spaces Required	Parking Spaces Provided
Dual Occupancy	2	2 spaces per dwelling	4	4
		TOTAL	**4**	**4**

It can be seen from **Table 1** that the proposed development is required to provide four (4) parking spaces in total (2 spaces per dwelling) in accordance with Council's DCP. In response, four (4) parking spaces are provided (2 spaces per dwelling), in accordance with Council's DCP.

It is noteworthy that the proposed access driveway via Moore Road will not result in the loss of any on-street parking spaces. The existing kerb along Moore Road between the two neighbouring driveways of Number 33 Moore Road to the north and Number 37 Moore Road to south is 13.5 metres in length, sufficient to accommodate two on-street parking spaces in accordance with Figure 3.1 of AS2890.5 (2020).

The proposed access driveway location will provide 6.5 metres of kerb length between the proposed access driveway and the driveway layback of Number 33 Moore Road to the north, and 5.5 metres of kerb length between the proposed access driveway and the driveway layback of Number 37 Moore Road to the south as shown in the proposed Driveway / Street Parking Plan presented in **Attachment 1** and shown in **Figure 4** below for ease of reference. It can be seen the proposed consolidated access driveway arrangement will retain two (2) on-street parking spaces in accordance with Figure 3.1 of AS2890.5 (2020) and therefore will not result in the loss of any on-street parking spaces, a significant public benefit.

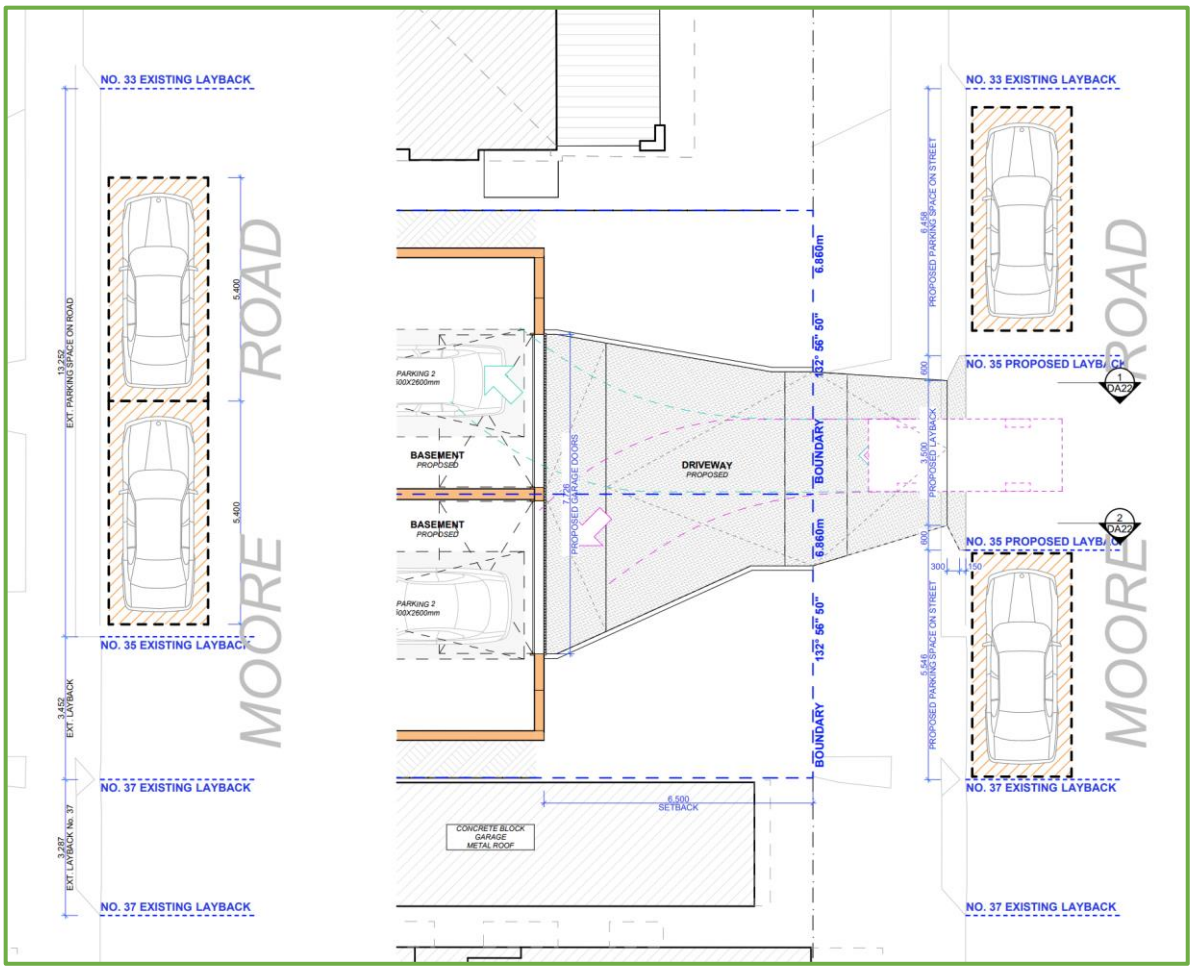


Figure 4: On-Street Parking Arrangement

Furthermore, it is noted the existing development currently provides 2 x 2-bedroom dwellings and 1 x 1-bedroom dwelling and is therefore required to provide 3.4 (3) parking spaces in accordance with Council's DCP. Notwithstanding, one (1) space is currently provided, a shortfall of two (2) spaces. In contrast, the proposed development accommodates all parking spaces onsite resulting in demand for two (2) less on-street parking spaces, a significant benefit to residents and visitors to the locality.

Traffic Generation

The *TfNSW Guide to Transport Impact Assessment* for low density residential developments provides a vehicle trip rate of 0.68 vehicle trips per dwelling in the morning peak hour and 0.77 vehicle trips per dwelling in the afternoon peak hour.

The subject development involves a net reduction of one (-1) dwelling compared with the existing development and will therefore result in a reduction of one (-1) vehicle trip per hour during the morning and afternoon peaks with no adverse impacts to the operation of surrounding streets or intersections and is therefore considered acceptable.

Access and Internal Design

Access

The proposed development contains two (2) domestic dwellings with vehicular access provided via two (2) separate garages (one garage per dwelling). Reference should be made to the swept path analysis provided in Attachment 2 showing the satisfactory operation of both access driveways in accordance with AS2890.1(2004).

Internal Design

The lower ground level garage generally complies with the requirements of AS 2890.1 (2004) with the following characteristics noteworthy:

- The four (4) residential car parking spaces have been designed in accordance with AS 2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres, length of 5.4 metres.
- All spaces adjacent to obstructions greater than 150mm in height are be provided with an additional width of 300mm.
- A minimum clear head height of 2.2 metres is provided above all trafficable and parking areas.
- All structures are located outside of the parking space design envelope as shown in Figure 5.2 of AS 2890.1 (2004).
- Reference should be made to the swept paths provided in **Attachment 2** showing the satisfactory operation of the vehicular access and parking arrangements.

In summary, the internal configuration of all parking and internal vehicle circulation areas has been designed in accordance with AS 2890.1 (2004) and functions satisfactorily.

Conclusion

On the basis of the above, the proposed alterations and additions in relation to the subject residential development located at 35 Moore Road, Freshwater (new building) in our view is considered supportable on transport planning grounds.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

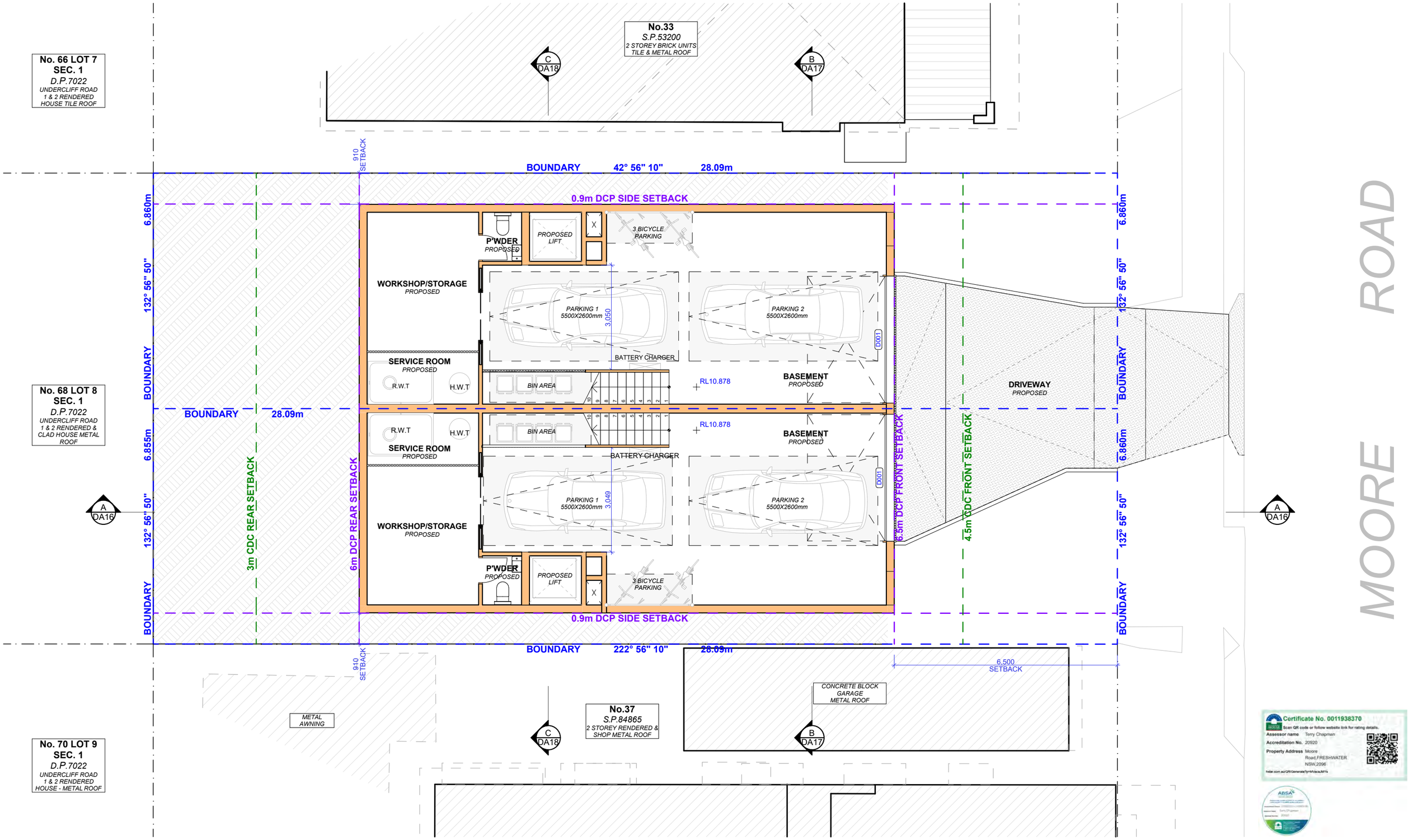
Traffix

Justin Pindar
Director

Encl: Attachment 1 – Reduced Plans
Attachment 2 – Swept Path Analysis

ATTACHMENT 1

Reduced Plans



1 PROPOSED BASEMENT FLOOR PLAN

Scale 1:100

ACTION PLANS

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e:operations@actionplans.com.au
w: www.actionplans.com.au

REV.	DATE	COMMENTS	DRWN
	16.05.2025	DEVELOPMENT APPLICATION	AP

NOTES

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The Builder/contractor/owner is to ensure that the approved boundary setbacks and approved levels are confirmed and set out by a registered Surveyor prior to construction, the boundary setbacks take precedence over all other dimensions.
The Builder/Contractor shall check and verify ALL dimensions on site prior to commencement of any work, creation of shop drawings, or fabrication of components.
All errors and omissions are to be verified by the Builder/Contractor/client and referred to the designer prior to the commencement of works.

LEGEND

EXISTING
DEMOLISHED
PROPOSED
EXISTING RL
PROPOSED RL

CLIENT
Bill Derrin

PROJECT ADDRESS
35 Moore road,
Freshwater, NSW 2096

DRAWING NO.
DA06

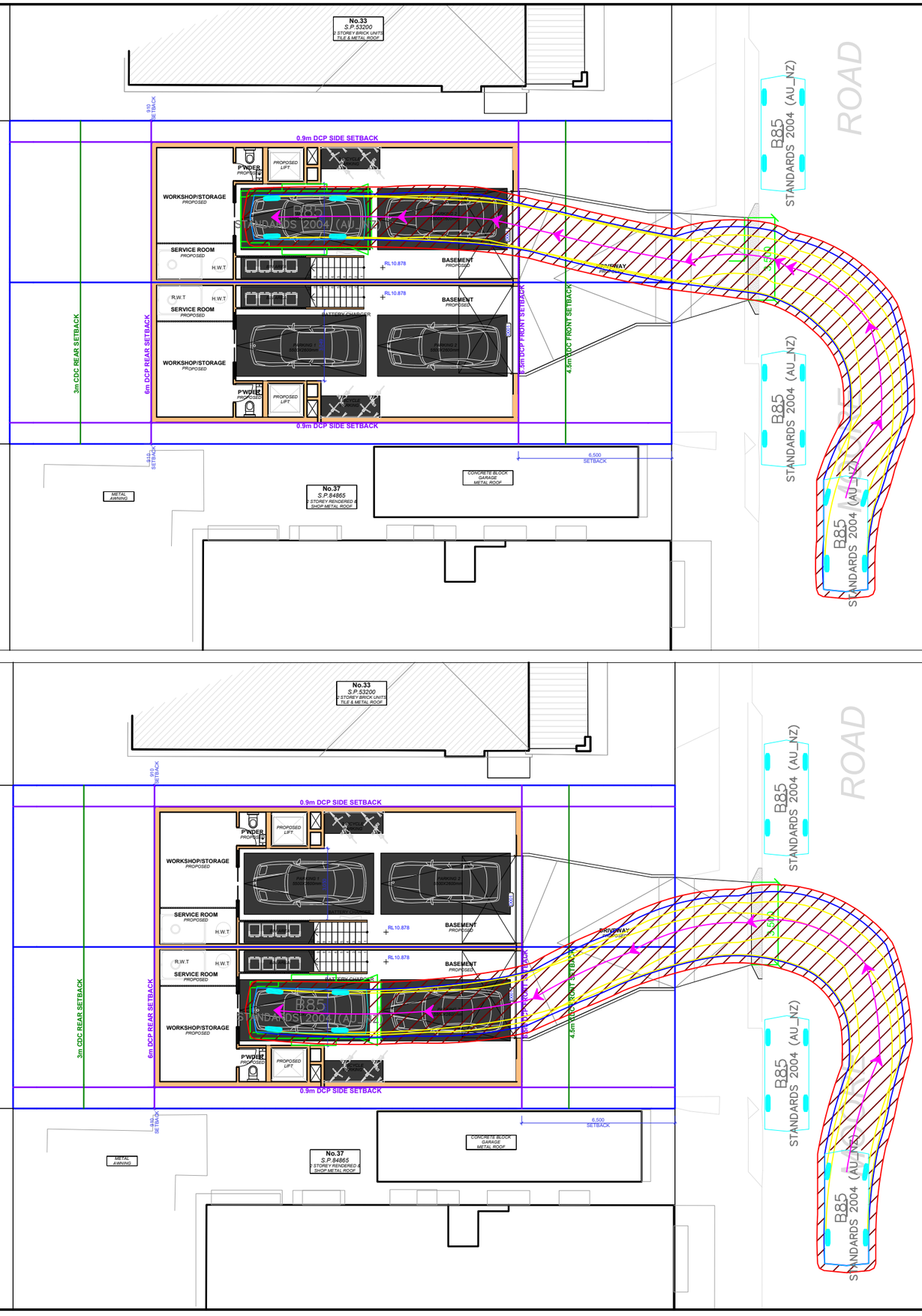
DATE
Thursday, 22 May, 2025

DRAWING NAME
PROPOSED BASEMENT FLOOR PLAN

SCALE
1:100 @A3

ATTACHMENT 2

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards *(AS/NZS 2890.1:2004 Parking facilities - Off-street car parking,* and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Design Review	CC	21-05-25
B	Design Review	CC	22-05-25

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client

Action Plans Building Design Pty Ltd

Scale / Plan Orientation

0 2 4 6 8m

1:200 @ A3

Project Description

35 Moore Road, Freshwater

Drawing Prepared By

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Drawing Title

Design Review
Basement Garage Swept Paths
Top: Northern Dwelling Garage Entry and Layout
Bottom: Southern Dwelling Garage Entry and Layout

Drawn:	Checked:	Date:
CC	JP	22-05-25

25.227d01v02 TRAFFIX [250522 Plans] Design Review .dwg

Project No.	Drawing Phase	Drawing No.	Rev.
25.227	DA	TX.01	B