

TRAFFIC AND PARKING IMPACTS REPORT
FOR A DEVELOPMENT APPLICATION
FOR A PROPOSED RESIDENTIAL DEVELOPMENT
At Nos. 346 – 352 WHALE BEACH ROAD, PALM BEACH NSW 2108

Property address	346 – 352 Whale Beach Road, Palm Beach NSW 2108
Client	Harry Seidler and Associates
Prepared by	O. Sannikov, MEngSc (Traffic Engineering), MIEAust, PEng, MAITPM
Date	08/03/2021
Job No.	21011
Report No.	21011 Rep 01

Item	Report
Site location	Refer to Figure 1.
Existing land use	- No 346 - Vacant lot - No 348 - Vacant lot - No 350 - One (1) double storey residential dwelling with three (3) bedrooms - Sauna - No car parking spaces - No 352 - Vacant lot
Proposed development	- No 346 - No construction works are proposed within this lot. - Nos 348 to 352 - One (1) double storey residential dwelling - Details are depicted on architectural drawings prepared by Harry Seidler & Associates (provided in the Appendix) - Five (5) bedrooms - Various facilities, including a pool and a gym - Four (4) car parking spaces provided on the lower ground level



Figure 1. Site location.

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Street characteristics	Existing traffic and parking situation
	- Refer to Figure 2. - The main roads bounding the proposed development are described below. - Whale Beach Road - Local collector road - Narrow two way road 2 travel lanes and a gravel shoulder parking on the eastern side of Whale Beach Road - Rock Bath Road - Local road - Narrow single lane 1 travel lane and no parking opportunities on both sides - Pacific Road - Local road 2 travel lanes and parking opportunities on alternate sides - Bynya Road - Local road 2 travel lanes and no parking opportunities on both sides - Other streets in the surrounding area are local/local collector roads. Street conditions are typical for a residential area, with low to moderate traffic volumes. - General speed limit is 40 km/h to 50 km/h on local streets around the site.
	Public Transport
	- Refer to Figure 3. - The site has limited public transport provision with only two (2) bus routes servicing the area. - The bus stops are located on Florida Road and Ocean Place which are approximately 1.2 to 1.3 km from the site. - Bus route 199 - Manly to Palm Beach via Dee Why & Mona Vale - Services operate approximately every 20 to 30 minutes. - Palm Beach to Manly via Mona Vale & Dee Why - Services operate approximately every 20 to 30 minutes.
Bus	



Figure 2. Street characteristics.

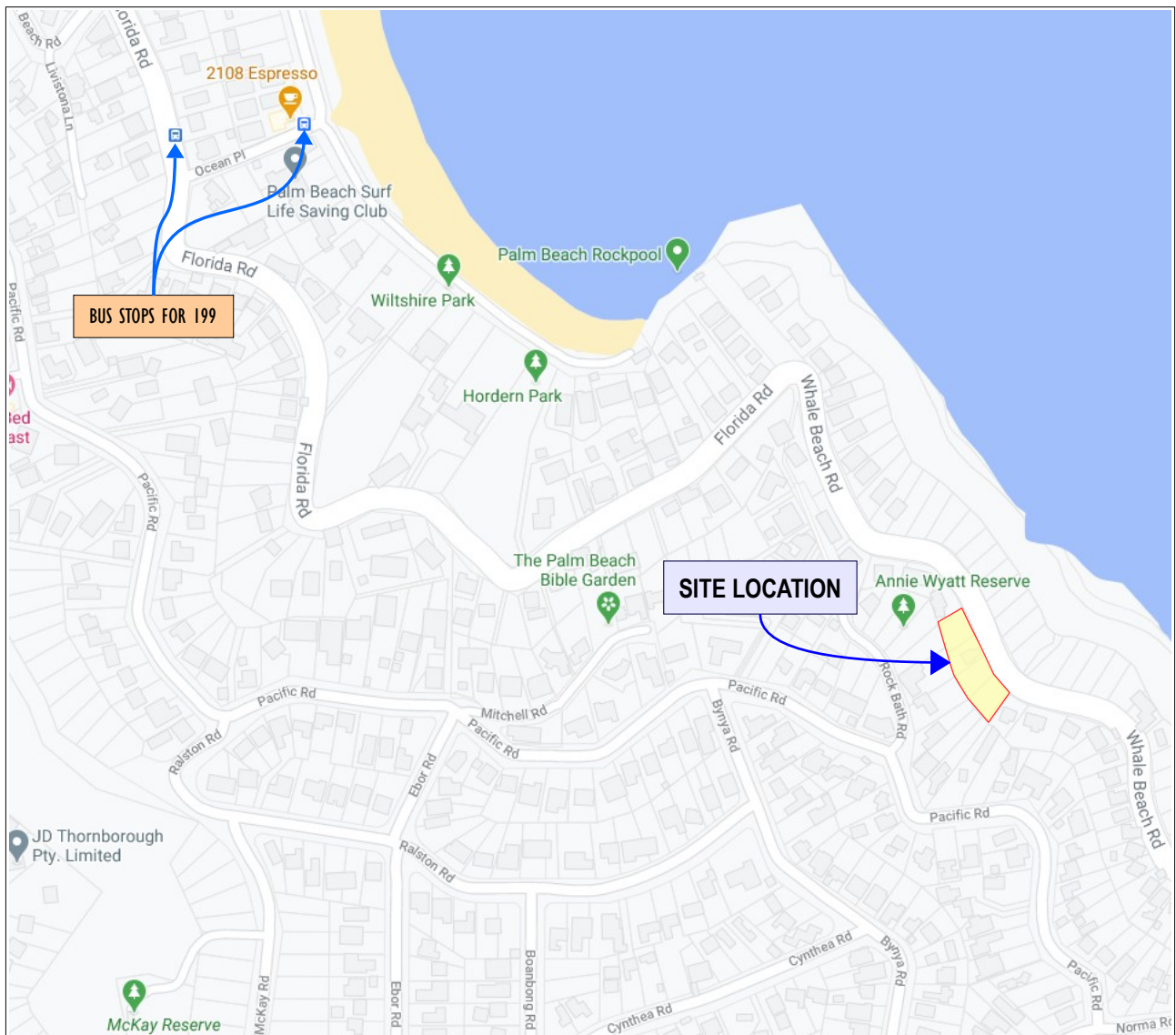


Figure 3. Public transport.

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Planning document	- Northern Beaches Council - Pittwater 21 Development Control Plan 2014																																						
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<table> <tr> <td>Single car parking spaces on hard stand and Single Carport</td><td>2.4 metre x 5.5 metre with 0.3m minimum clear space each side for access to doors</td></tr> <tr> <td>Enclosed garage(internal dimension)</td><td>3.0 metre x 6.0 metre, with 2.4 metre minimum width entry</td></tr> <tr> <td>Multiple side by side carport and enclosed garage(internal dimension)</td><td>5.7 metre x 6.0 metre for 2 adjacent vehicles + 2.7 metre width for each additional vehicle with, 2.4 metre minimum width entry per vehicle space</td></tr> </table>		Single car parking spaces on hard stand and Single Carport	2.4 metre x 5.5 metre with 0.3m minimum clear space each side for access to doors	Enclosed garage(internal dimension)	3.0 metre x 6.0 metre, with 2.4 metre minimum width entry	Multiple side by side carport and enclosed garage(internal dimension)	5.7 metre x 6.0 metre for 2 adjacent vehicles + 2.7 metre width for each additional vehicle with, 2.4 metre minimum width entry per vehicle space																																										
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Multiple side by side carport and enclosed garage(internal dimension)	5.7 metre x 6.0 metre for 2 adjacent vehicles + 2.7 metre width for each additional vehicle with, 2.4 metre minimum width entry per vehicle space																																																
The maximum cross-fall in any direction for an																																																	
Not applicable																																																	

Item	Report
	Requirement open car parking space is 1:20 (V:H). For all other uses, the minimum number of vehicle parking and service spaces to be provided within the development site for new development and extensions to existing development is to be in accordance with the following: - The total number of spaces as set out in TABLE 1 below; - PLUS the number of on-street parking spaces lost as a direct result of the development due to access and traffic facilities requirements.
	Compliance Not applicable Not applicable

TABLE 1: Onsite Car Parking requirements

Development Type	Minimum Number of Car Spaces
Multi Dwelling Housing, Residential	1 bedroom dwellings
Flat Buildings and Shop-Top Housing:	2 or more bedroom dwellings
	Adaptable Housing in accordance with control C1.9 of the Pittwater 21 Development Control Plan.
	The provision of parking for people with disabilities must be provided at a rate of 3% of the required parking spaces, excluding parking required for Adaptable Housing.
	Separate visitor parking is to be provided at a rate of 1 space per 3 dwellings rounded up.
	Provision must be made for garbage collection, removalist vans and emergency vehicles.
	For developments with 10 or more dwellings, a vehicle wash bay is to be provided.

On-Site Car Parking Facilities

The design of all parking areas shall be in accordance with the current edition of the following Australian Standards:

Australian Standard AS/NZS 2890.1-2004: Parking Facilities Part 1: Off Street Car Parking;	Complies with AS/NZS 2890.1:2004
Australian Standard AS/NZS 2890.2-2002: Parking Facilities – Part 2: Off-Street Commercial Vehicle Facilities;	Not applicable
Australian Standard AS/NZS 2890.3-1993: Parking Facilities Part 3: Bicycle Parking Facilities; and	Not applicable
Australian Standard AS/NZS 2890.6-2009: Parking Facilities – Part 6: Off-Street Parking for People with Disabilities except as qualified in this control.	Not applicable

B6.5. Access Driveways and Works on Road Reserves on or Adjacent to a Main Road

Applicants will be required to obtain approval under Section 138 of the Roads Act 1993, providing authorisation for works on the main road to construct an Access Driveways and associated structures located on a public road reserve except in the case for a Dwelling House where there is existing kerb and gutter and the proposed driveway is of slab or paving on ground construction requiring minimal alteration of the existing ground level.

The issue of the approval for works on a public road reserve to be undertaken by the Applicant, will be subject to development consent for the adjacent land being issued by the Council.

To be addressed at the Construction Certification stage

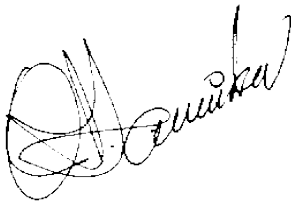
Noted

Item	Report	
	Requirement	Compliance
	Egress from an Access Driveway	
	All Access Driveways with access to a Main Road shall be designed to ensure vehicles enter and leave in a forward direction.	Complies
	Access to Alternative Public Road	
	An Access Driveway from allotments adjoining a Main Road is not permitted where alternative access to a local road is available or can be made available via a right-of-way or easement.	Not applicable
	C1 Design criteria for residential development	
	C1.12 Waste and Recycling Facilities	
	All development that is, or includes, demolition and/or construction, must comply with the appropriate sections of the Waste Management Guidelines and all relevant Development Applications must be accompanied by a Waste Management Plan	The waste management plan will be addressed by a waste consultant.
	C1.18 Car/Vehicle/Boat Wash Bays	
	A designated wash bay is to be incorporated on the site where developments have more than ten units.	Not applicable

Item	Report
Traffic generation	Traffic impacts
	- Base traffic generation rates - RMS (2002) Guide to Traffic Generating Developments (as amended by TDT 2013/04a)
	Existing traffic generation - Dwelling house - Peak hour vehicle trips = 0.95 – 0.99 trips per dwelling $0.99 \times 1 = 0.99$, say 1 one way trip
	Traffic generated by the proposed development - Dwelling house - peak hour vehicle trips = 0.95 – 0.99 trips per dwelling $0.99 \times 1 = 1$ one way trip
	- It is noted that the above calculations are based on an average dwelling house with a typical car parking provision for 1 or 2 cars. - The proposed development will have the same number of one way trips in the respective peak hour which is not expected to have any impact on the existing road network operation.
Conclusion	- Trip generation from the site is expected to remain the same as at present. - There will be no negative impact on existing traffic conditions.

Conclusions

- Proposed parking provision
 - Complies with and exceeds Council's Development Control Plan requirements.
- Traffic impacts
 - It is estimated that traffic generation from the proposed development will remain at the existing levels. There will be no impacts on street network operation.
- Design of access, car parking and servicing facilities
 - Complies with the relevant Standards.
- The proposed development is supportable on traffic and parking grounds.



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Director
MEngSc (Traffic Engineering)
MIEAust, PEng
MAITPM

References:

Pittwater 21 Development Control Plan (DCP) 2004
RMS (2002) Guide to Traffic Generating Developments
RMS (2013) Technical Direction TDT 2013/4a
AS/NZS 2890.1: 2004: Parking Facilities Part 1: Off Street Car Parking

Appendix

Reduced copies of the architect's drawings (Plan Level 0-1, Plan Level 1, Plan Level 2 and Section B)
Bus route
Car park design checks and vehicle turning diagrams

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2. Confirm all dimensions on site prior to ordering materials or commencing work.
3. Do not scale - ask.

LEGEND

- 1 Entrance Lobby
- 2 Passenger Lift
- 3 Powder Room
- 4 Living Room
- 5 Dining Room
- 6 Dining Terrace
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- 9 Laundry
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- 12 Bedroom
- 13 Bathroom
- 14 Stair
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- 17 Ensuite
- 18 Master Bedroom
- 19 Kitchenette / Bar
- 20 Wardrobe
- 21 Pool Plantroom
- 22 Sauna Plantroom (optional)
- 23 Sauna (optional)
- 24 Pool window (optional)
- 25 Plantroom (mechanical, hot water)
- 26 Store
- 27 Garbage Bins
- 28 Garbage Chute
- 29 Garage
- 30 BBQ / Fire
- 31 Swimming Pool
- 32 Gallery
- 33 Home Office/Gym/Media Room
- 34 Fireplace
- 35 Skylights
- 36 Drying

D	Updated.	27-01-21
C	Drawing number changed.	22-01-21
B	Updated.	19-01-21
A	Initial Issue	23-12-20
ISSUE	REVISION	DATE

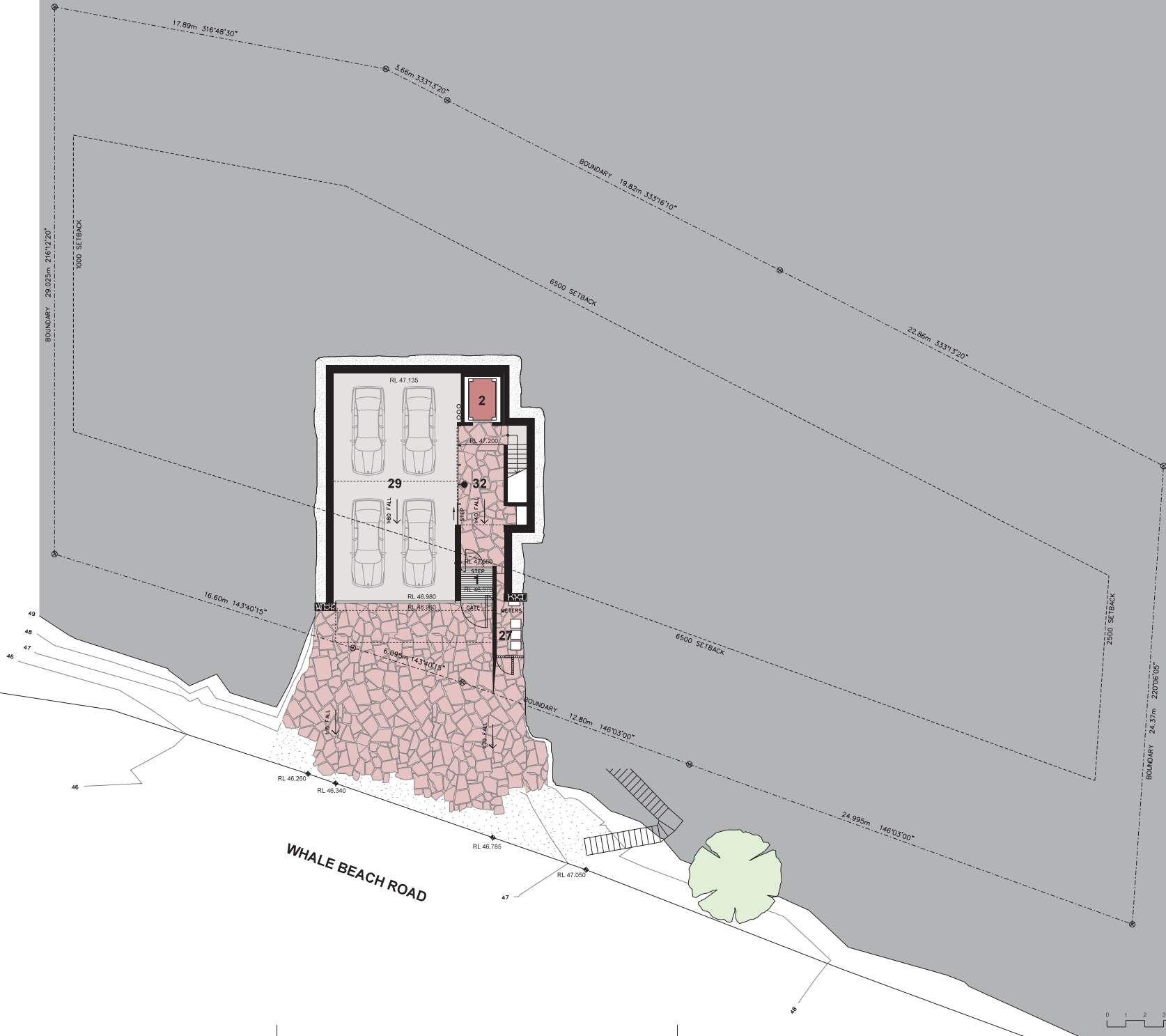
Project
House
Lots 328 to 330, DP 16362
346-352 Whale Beach Road
Palm Beach NSW 2108

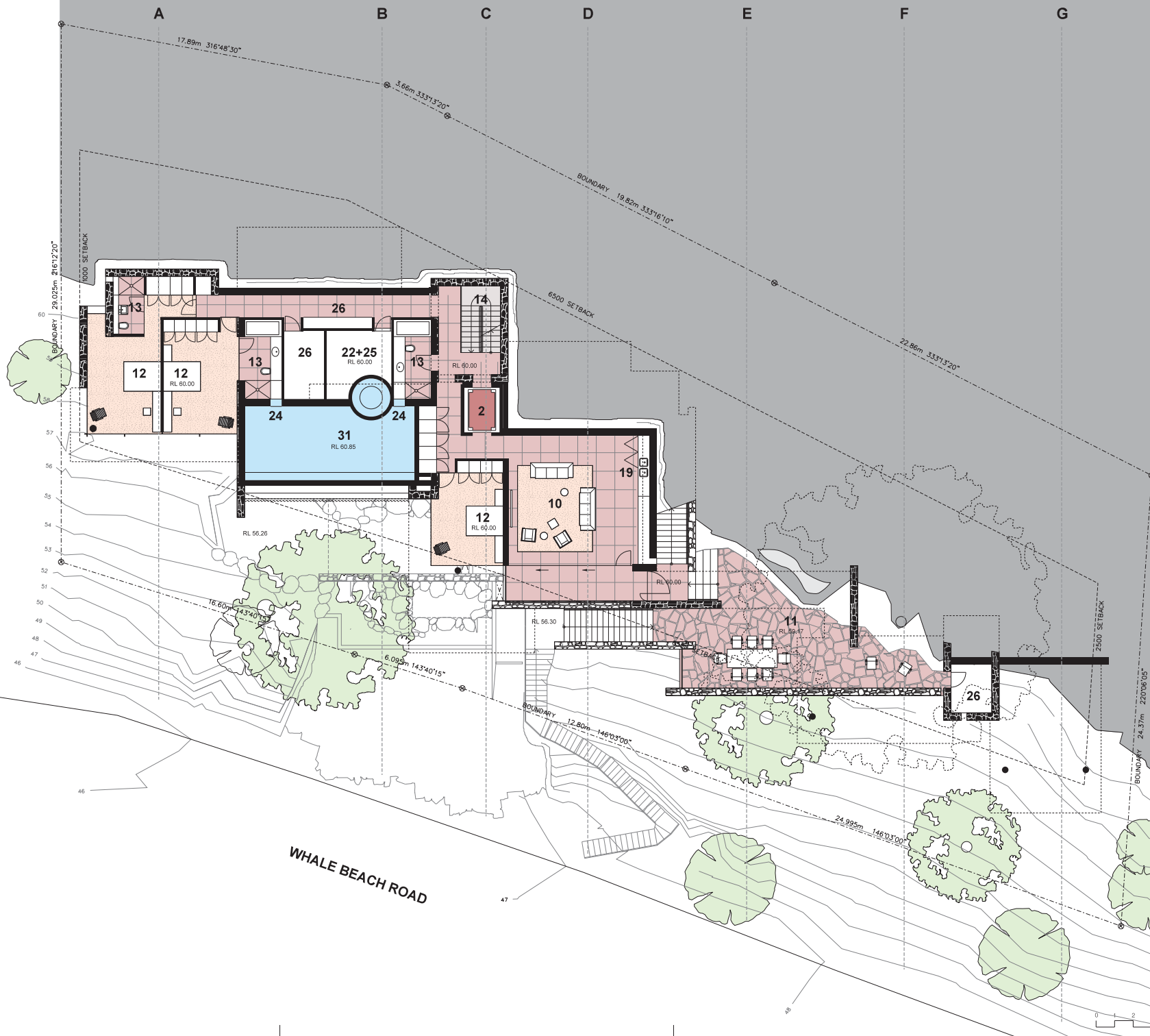
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Greg Holman, Architect NSW 4581

Title
Plan
Level 0 - 1

Scales 1:100 @ A1				
Drawn	Checked	Co Ord.	Approved	Date
YK				Dec 2020
Stage	Drawing Number		Issue	
DA	010		D	





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- 29 Garage
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- 31 Swimming Pool
- 32 Gallery
- 33 Home Office/Gym/Media Room
- 34 Fireplace
- 35 Skylights
- 36 Drying

N	Updated. Garage top area updated.	27-01-21 25-01-21
M	Entry stair extended. Concrete column outside of centre bedroom moved.	21-01-21

ISSUE	REVISION	DATE
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Title
**Plan :
Level 1**

Scales 1:100 @ A1

Drawn	Checked	Co Ord.	Approved	Date
YK				Jul 2020

Stage	Drawing Number	Issue
DA	020	N

- | | | |
|-------|---|----------------------------------|
| M | Entry c'board amended.
Skylight above kitchen amended.
Garage top area updated. | 29-01-22
28-01-22
25-01-22 |
| L | Conc col to dining terrace moved.
Sliding door btwn 16 & 18 added. | 21-01-22
19-01-22 |
| K | Trees T24 removed.
Updated. | 14-01-22 |
| J | 2 entries to pool area added.
Trees amended. | 12-01-22
08-01-22 |
| ISSUE | REVISION | DATE |

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House
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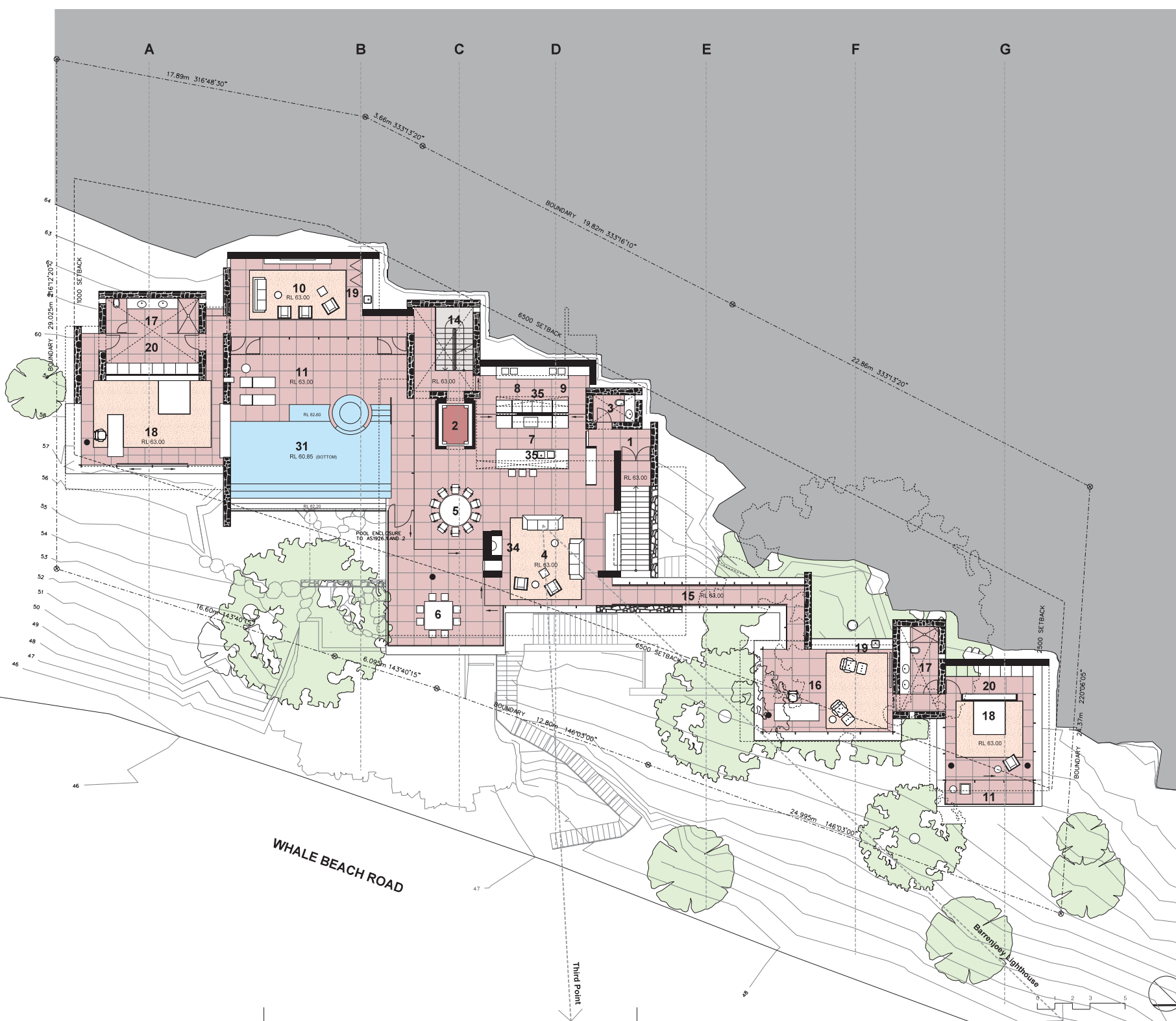
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Title

Plan :
Level 2

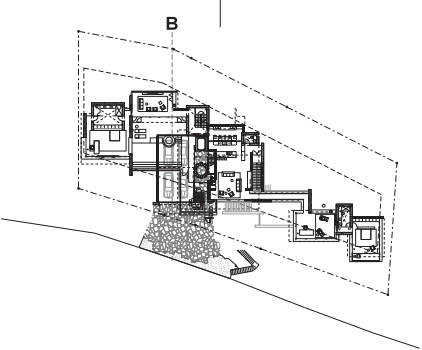
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Drawn YK	Checked	Co Ord.	Approved	Date Jul 2020
Stage DA	Drawing Number 030			Issue M



LEGEND

Materials and Finishes

- (A) Rubble stone-faced masonry wall insulated where required
- (B) Smooth off-form concrete, clear sealed
- (C) Angophora grey painted steel-jacketed concrete column
- (D) Black framed low-iron, low-E laminated glass
- (E) Black finished steel-rod balustrade/handrail/grille
- (F) Copper-clad door
- (G) Concrete-stone terrazzo paving
- (H) Rounded 50mm gauge river gravel
- (J) White glazed tiles



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- 29 Garage
- 30 BBQ / Fire
- 31 Swimming Pool
- 32 Gallery
- 33 Home Office/Gym/Media Room
- 34 Fireplace
- 35 Skylights
- 36 Drying
- 37 Wine Cellar

E	Updated, Col. to level 2 dining terrace moved.	25-01-21
D	Drawing number changed, (095-7061) Stair & lift shaft top raised.	22-01-21 20-01-21
C	Updated	15-01-21
B	Updated	07-01-21
A	Initial Issue	23-12-20

ISSUE	REVISION	DATE
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Title

Section B

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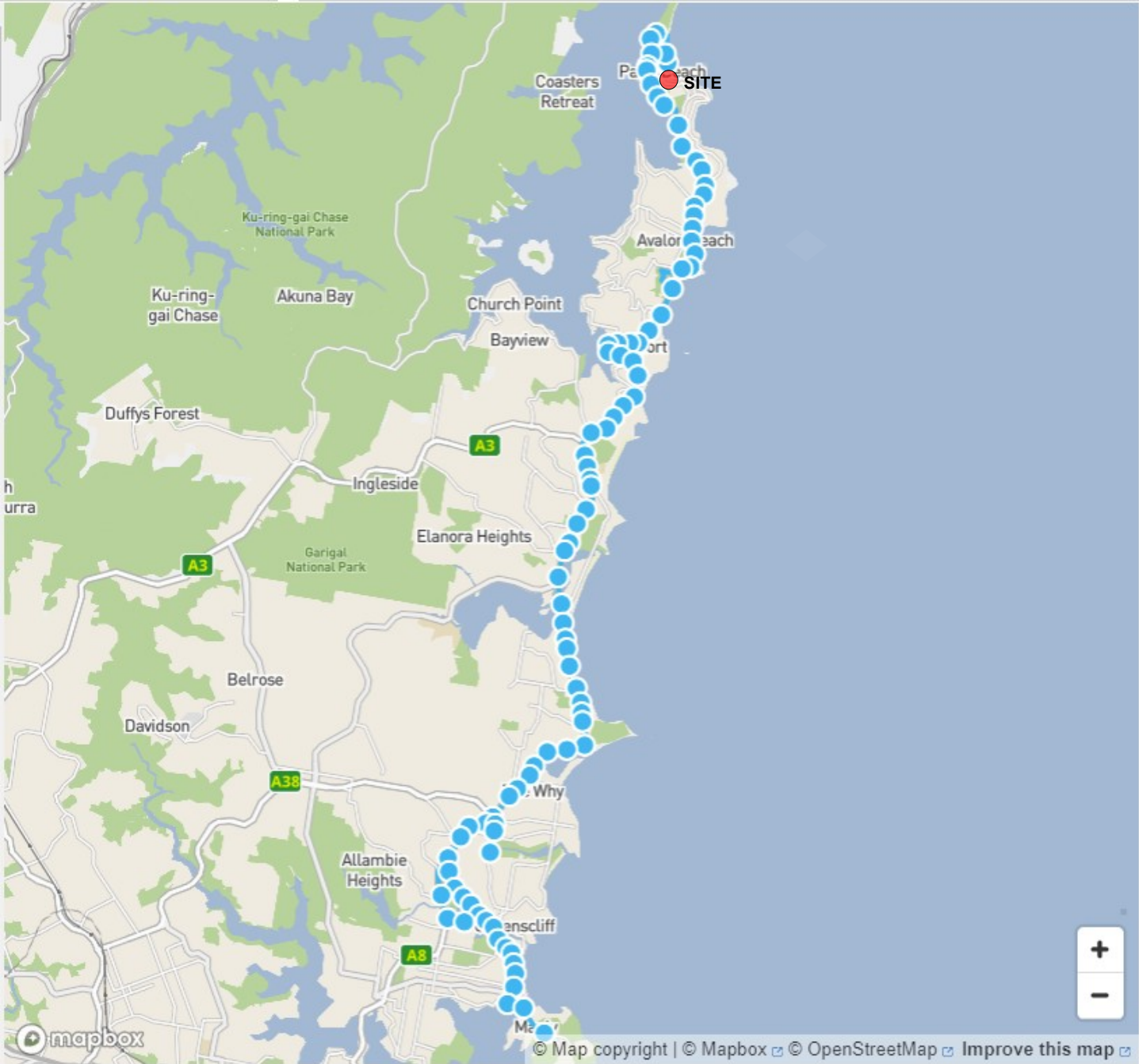
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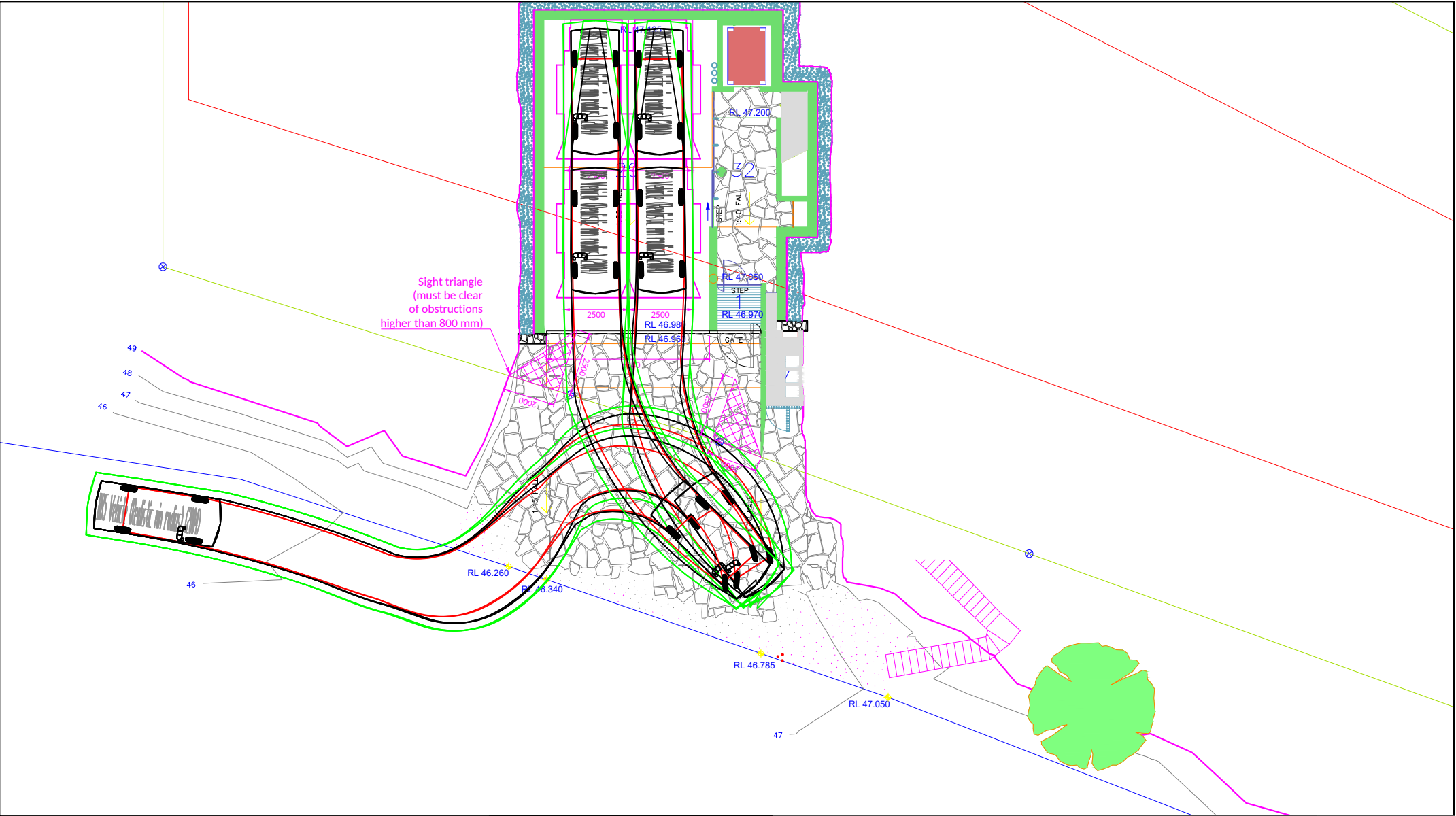
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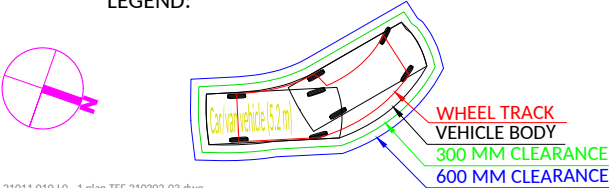


Bus route 199





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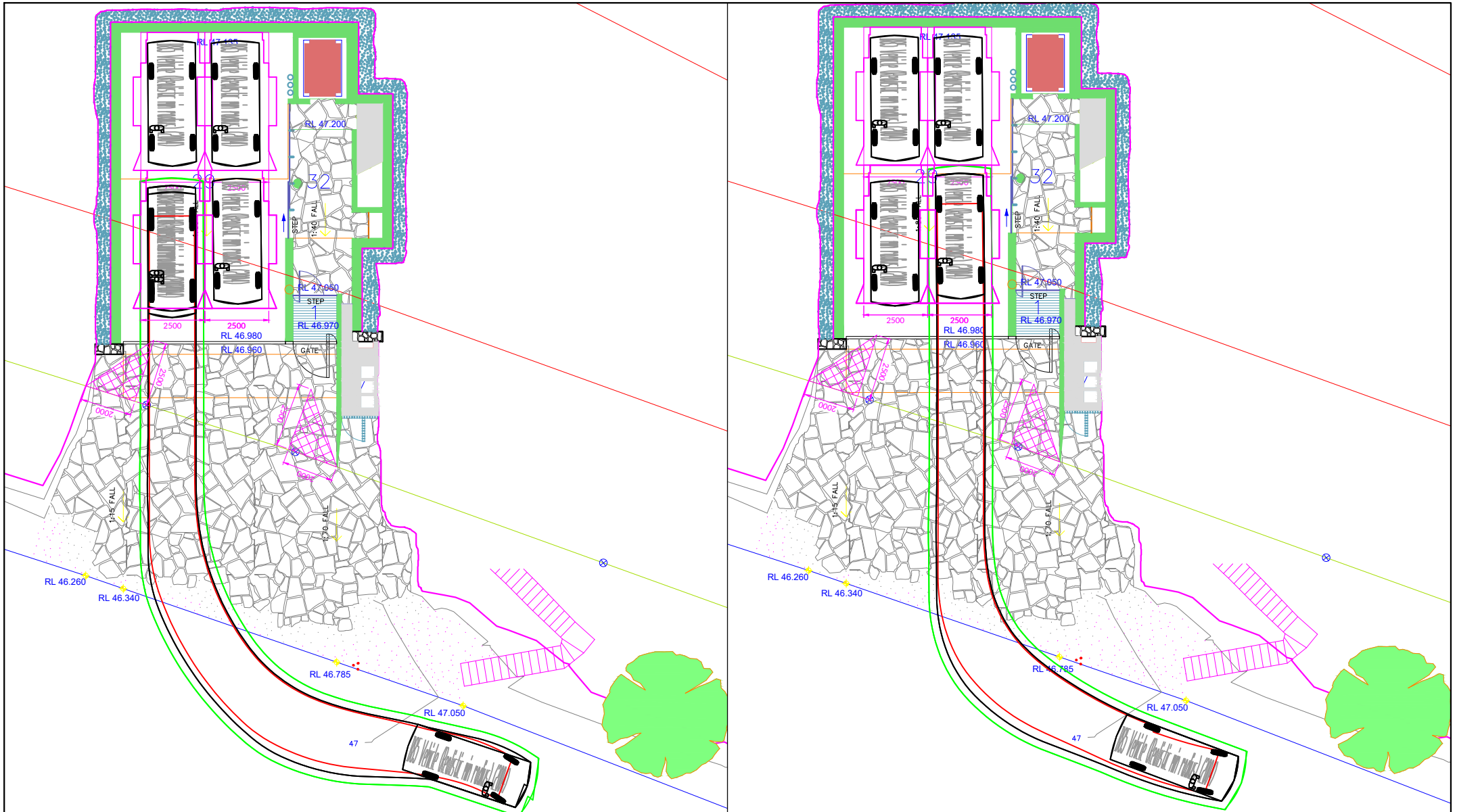


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Client:
Harry Seidler and Associates

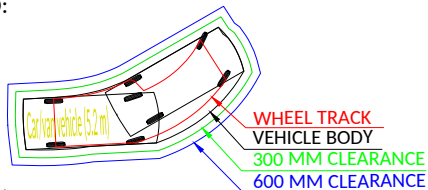
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Proposed car park layout
Design checks as per AS/NZS 2890 series



LEGEND:



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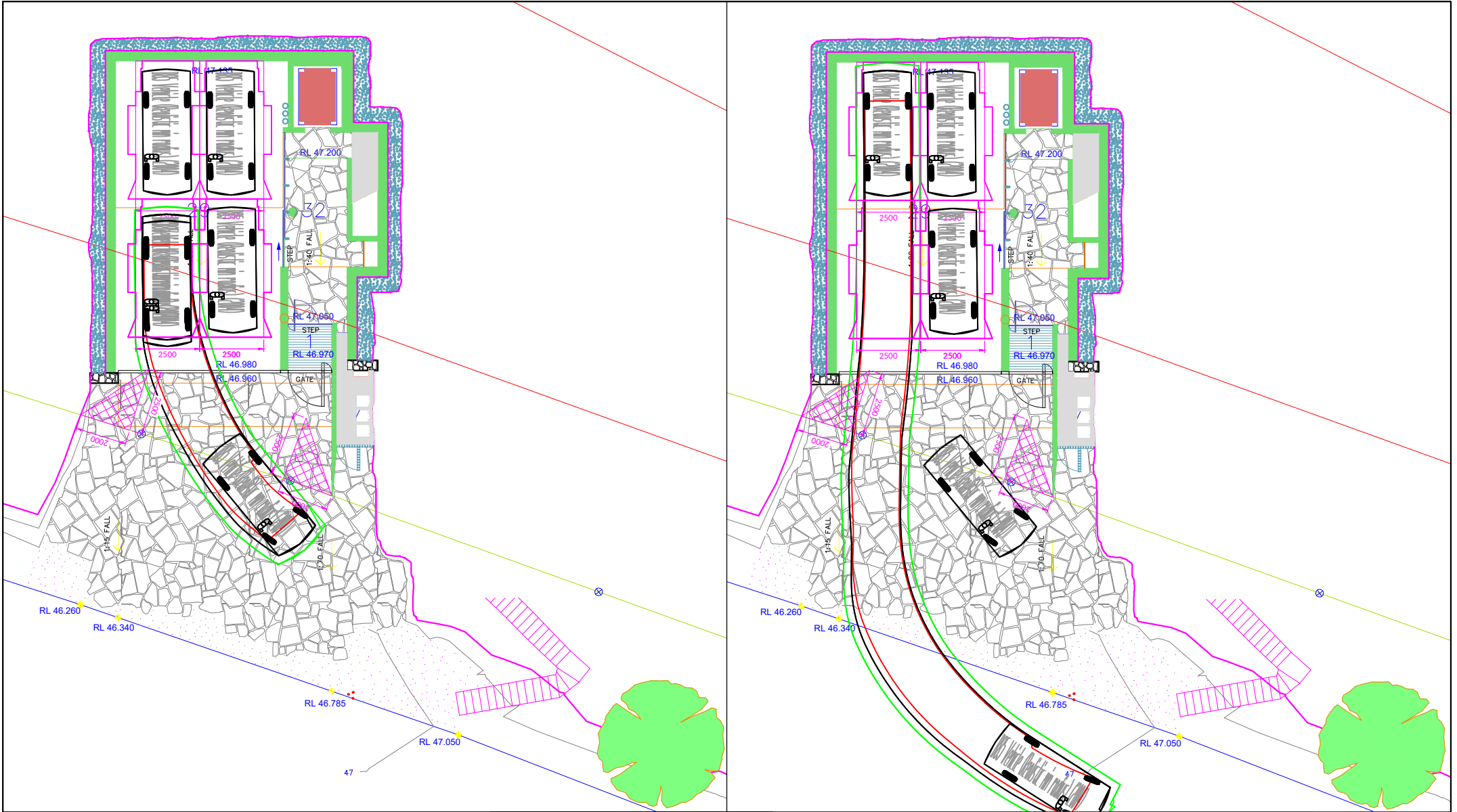
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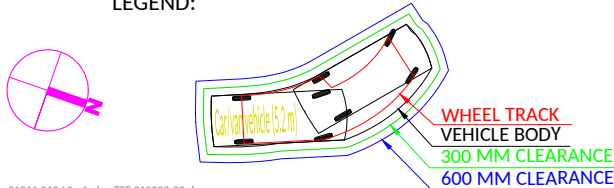
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Proposed car park layout
Design checks as per AS/NZS 2890 series

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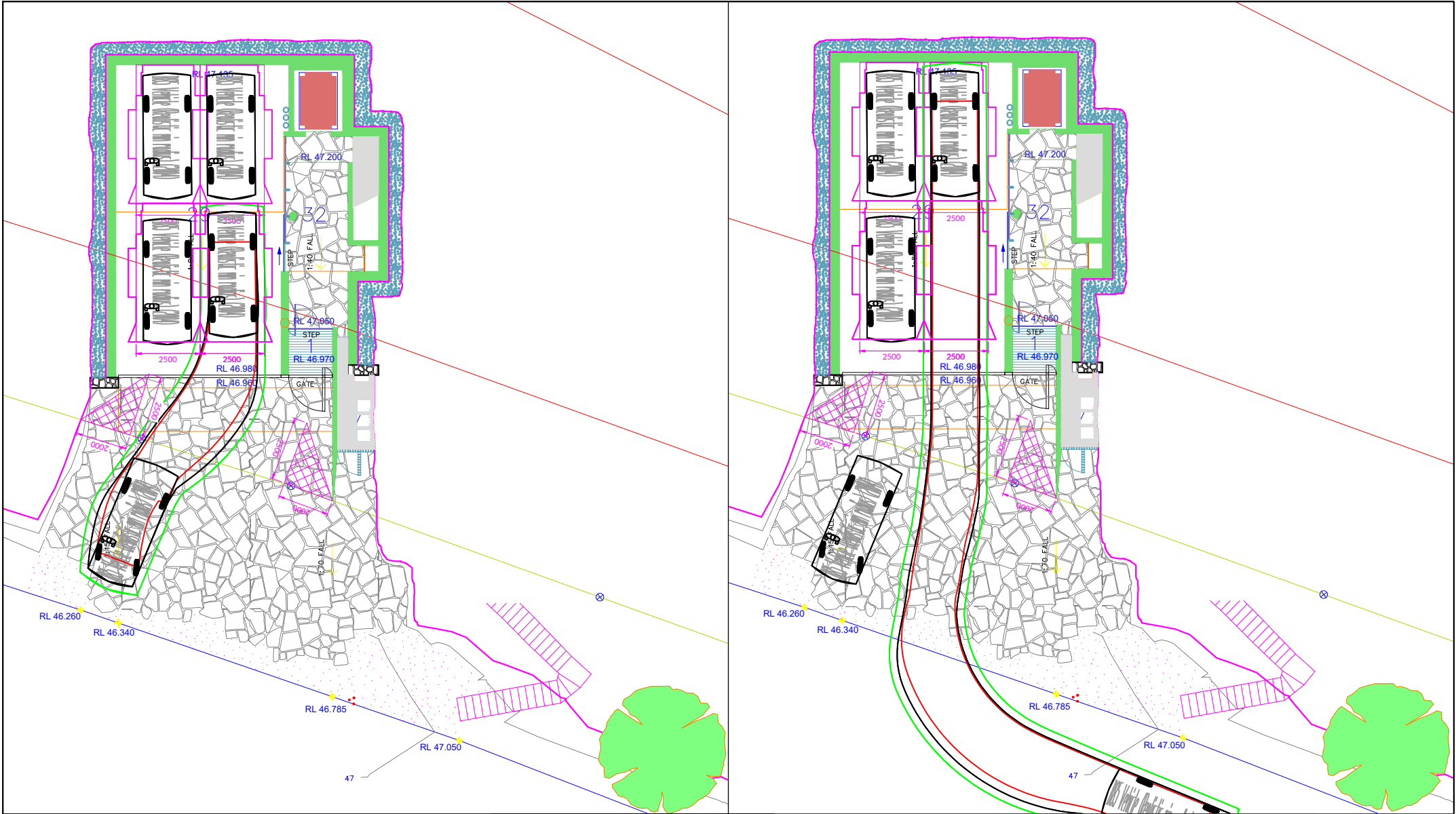


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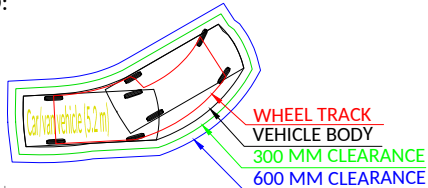
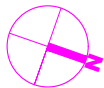
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Proposed car park layout
 Design checks as per AS/NZS 2890 series



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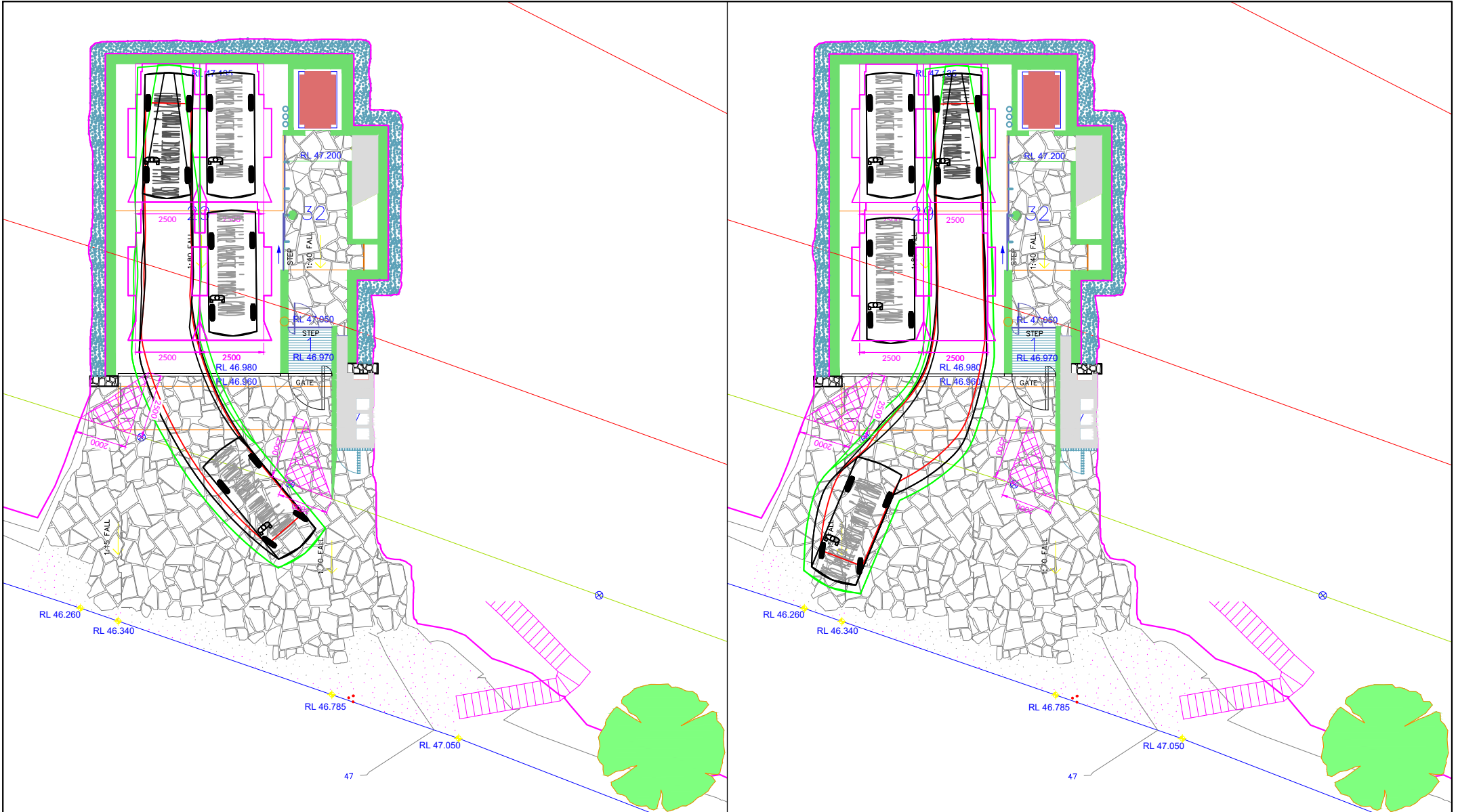


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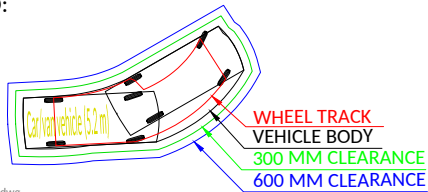
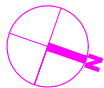
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Proposed car park layout
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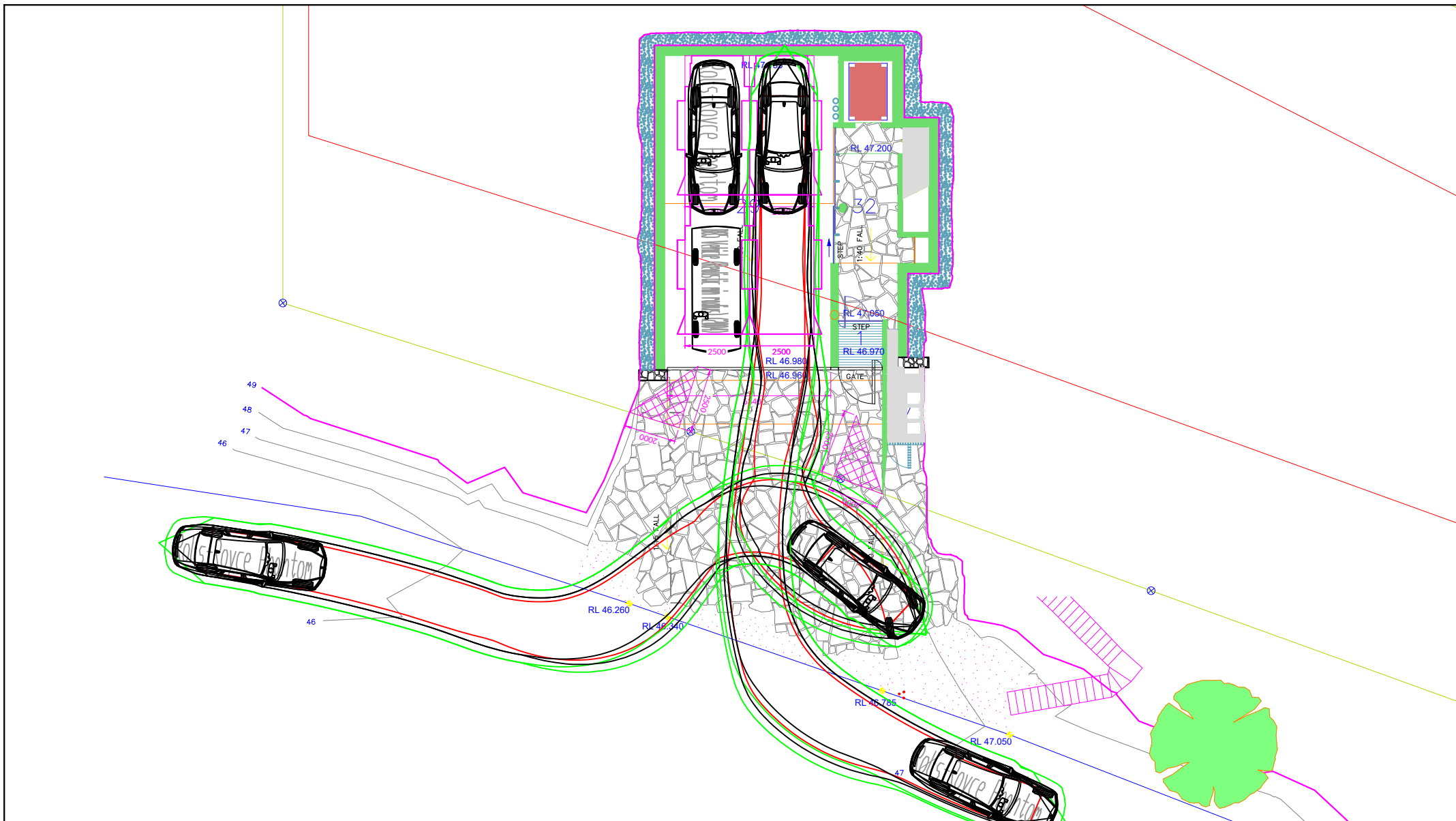


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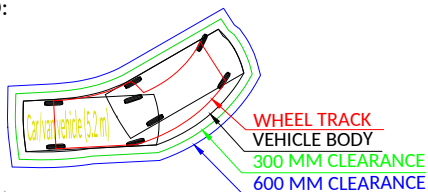
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 Design checks as per AS/NZS 2890 series

SCALE 1:200@A4



LEGEND:



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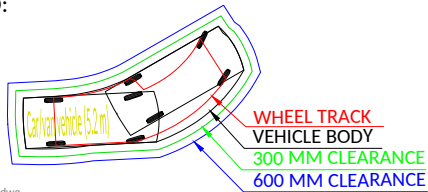
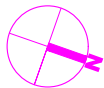
SCALE 1:200@A4

Proposed car park layout
Design checks as per AS/NZS 2890 series
Rolce Royce Phantom

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LEGEND:



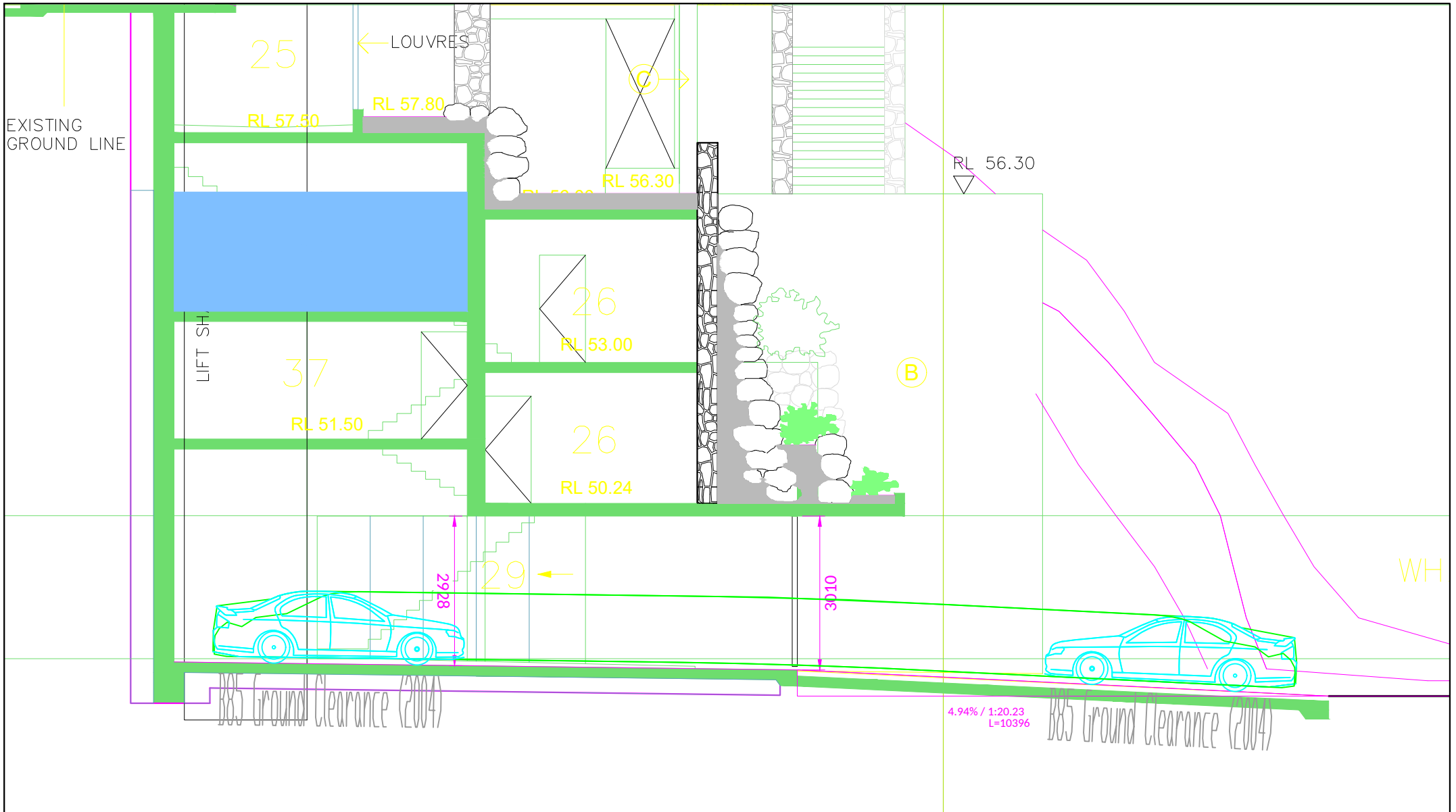
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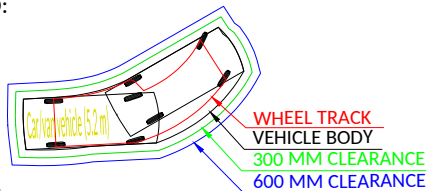
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Proposed car park layout
Design checks as per AS/NZS 2890 series
Rollce Royce Phantom



LEGEND:



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