



Ref: 0947r02v02

2/12/2024

HPG Project Lauderdale Pty Ltd and COP Project Lauderdale Pty Ltd  
c/- Platform Architects  
2/40 East Esplanade  
Manly NSW 2095

Attention: Bridie Gough

**RE: 5 LAUDERDALE AVENUE, FAIRLIGHT (DA 2024/1562)  
LETTER OF RESPONSE TO COUNCIL**

Dear Bridie,

We refer to recent correspondence concerning the abovementioned development and in particular, the subject Development Application (DA), DA 2024/1562, which is currently under assessment by Northern Beaches Council (Council).

Council issued an Engineering Referral Response (Council Letter) dated 20 November 2024 relating to the proposed vehicle access of the development. In this regard, we confirm that we have taken Council's comments into consideration, amended the Ground Floor Plan accordingly, provided as **Attachment 1**, and provide the below commentary in response to the Council Letter.

For clarity, we have reproduced the relevant comment from Council's Letter below. Our response is provided underneath.

***Vehicle Crossing Width***

*The proposed vehicle crossing width of 7 metres is not supported. A maximum width of 4 metres is recommended and 6 metres will be accepted subject to justification by applicant.*

**PDC RESPONSE**

The recommended width of 4.0 metres as per Council's Letter is not sufficient to meet the requirements of the development. As such, the width of the vehicle crossing has been reduced from 7.0 metres to 6.0 metres. The provision of two-way vehicular crossings is very common for a host of intuitive reasons. As requested, justification for the 6.0 metre vehicle crossing width is provided herein.

Proposed Arrangement Rationale

It is proposed that the development will provide two levels of basement car parking accessed via a car lift, with 11 car parking spaces provided in total. Under this arrangement, there is the low probability potential for a vehicle to arrive at the site at the same time another one is simultaneously departing the site.

While this is thought to be a very low probability event, it is considered important to provide a passing bay at street level wholly within the property boundary. This would allow one inbound vehicle to stand within the site whilst waiting for the second vehicle to depart using the car lift. For such a passing bay to be operational, the vehicle access over the Council verge must be 6.0 metres.

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If the passing bay within the property boundary were not provided and the vehicle crossing were reduced to 4.0 metres, a vehicle wishing to enter the site whilst another vehicle is simultaneously departing would be required to wait on-street on Lauderdale Avenue. This would pose potential safety concerns and traffic delays.

As per Clause 2.5.2 of *Australian Standard 2890.1:2004, Part 1: Off-street car parking* (AS 2890.1), roadways designed for two-way movement require a minimum width of 5.5 metres between kerbs.

Given it is desirable to ensure two-way passing is possible for the above reasons, the vehicle crossing must be designed so that it is possible for a B85 design vehicle to pass a B99 vehicle, as stipulated by Clause 2.5.2 of AS 2890.1.

Swept Path analysis was undertaken and accompanied the DA Traffic Impact Assessment (TIA) and is reproduced here as **Attachment 2**. This shows that this passing arrangement is possible with a 6.0-metre-wide driveway but would not be possible with the recommended width of 4.0 metres.

#### Implications of a Reduced Width Crossing

As shown in the swept path analysis in **Attachment 2**, two-way passing would not be possible with a width of less than 6.0 metres. Under this arrangement, if two opposing vehicles were to meet at the vehicle crossing or car lift, this would be resolved in one of three ways.

The first is that an entering vehicle would enter the site while an opposing vehicle is exiting. Without a passing opportunity, the exiting vehicle would have to reverse onto the street. This would be contradictory to Clause 4.2.4 of the Manly Development Control Plan 2013 (MDCP), which requires for all vehicle access to be designed so that all vehicles may only enter and exit the site in a forward direction.

Visibility is reduced when reversing, and so a vehicle having to reverse onto Lauderdale Avenue would pose safety concerns for motorists. As Lauderdale Avenue is a classified regional road, there would be reasonably high traffic volumes. A reversing vehicle may have to wait a significant amount of time for a gap in passing vehicles. This would cause delays for vehicles within the site, potentially leading to the exiting vehicle standing within the car lift for a prolonged period of time.

The second option would be that the entering vehicle would see the red light, indicating the car lift is in use, and would wait on-street until the exiting vehicle has departed. This is also an undesirable outcome due to the presence of a median strip on Lauderdale Avenue at the site frontage.

Westbound traffic would therefore be blocked while the inbound standing vehicle is waiting for the exiting vehicle to depart. This would cause unacceptable delay along Lauderdale Avenue. Further to the above, the site frontage is designated as a no stopping zone due to this median strip and reduced lane width, thus, an entering vehicle would not be legally permitted to stand outside the site. As such, an inbound vehicle would have to enter the site, causing the issues discussed above.

Finally, the inbound vehicle, upon seeing a red signal indicating another vehicle is already departing via the car lift, would have to continue westwards on Lauderdale Avenue and recirculate using local roads to arrive at the site a second time in the hope the car lift is unoccupied. This is inconvenient to users of the site who may need to do this and causes unnecessary noise pollution and emissions from needless vehicle kilometres travelled.

There are potential drawbacks to a wider vehicle access. The main typical consequence of wider driveways is that there would be reduction in the on-street parking provision at the site frontage. However, as previously discussed, Lauderdale Avenue along the site frontage is designated as a No Stopping zone. This means the width of the proposed vehicle access would have no impact on the local on-street parking provision.

The other motivations against providing wider vehicle accesses are to minimise the impact on street aesthetic and reduce the impact of footpath crossings. MDCP does not stipulate the maximum width of a vehicle crossing,

however, Clause 4.1.6.1 states the maximum width of a hardstand area may be a width of up to 50% of the site frontage, with a maximum width of 6.2 metres. The length of the site frontage is approximately 20 metres, and so this hardstand width is permitted to have a width of up to 6.2 metres.

Similar Vehicle Access Driveway Arrangements Within the LGA

A review of residential developments which currently have vehicle crossings that exceed this maximum width within Council’s area has been undertaken. **Table 1** outlines three separate residential dwellings on the same street, with vehicle access driveways provided that have widths greater than 6.0 metres. There were several other developments identified; however, these have been omitted for the sake of brevity.

**Table 1: Existing Residential Developments with Carport Widths Greater than 50% of Site Frontage or 6.2 Metres**

PROPERTY	NEARMAP AERIAL	GOOGLE STREETVIEW
3a-3b Lauderdale Avenue, Fairlight		
2-4 Lauderdale Avenue, Fairlight		
59-61 Lauderdale Avenue, Fairlight		

**Table 1** shows there are several examples of residential developments, where there have been exceptions to the objective of minimising the width of vehicle accesses. While many of these lots contain multiple dwellings, either the number of accesses or the overall width conflicts with the objectives and requirements stipulated by the MDCP. Any justification that permitted these exceptions could likely be extended to the subject DA.



For the reasons above, the proposed vehicle access arrangements are deemed acceptable. We trust the above satisfactorily addresses the concerns raised in the Council Letter. Please contact the undersigned should you have any queries or require anything further.

Yours sincerely,

A handwritten signature in black ink that reads 'Ben Midgley'.

**Ben Midgley**

Principal Traffic Engineer, PDC Consultants

Email: [bmidgley@pdconsultants.com.au](mailto:bmidgley@pdconsultants.com.au)

*Attachments:*

- 1) *Amended Ground Floor Plan*
- 2) *Swept Path Analysis Plans*



## Attachment 1

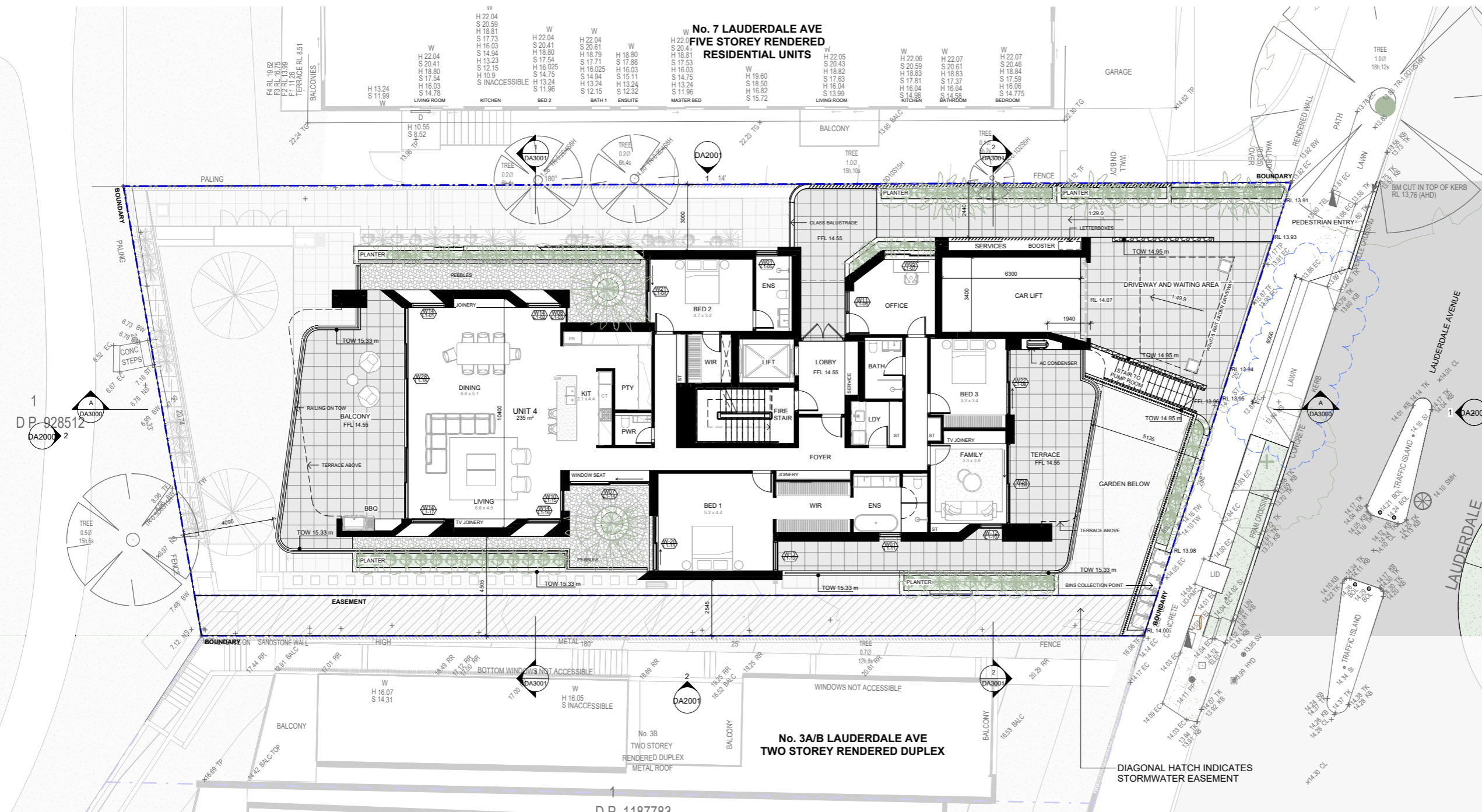


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**1 LEVEL 1**  
1:100

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Nominated Architect:  
Bridie Gough 8280  
admin@platformarchitects.com.au

REV	DATE	DESCRIPTION	BY
DA1	29/10/24	Issued for DA lodgement	JF
DA2	26/11/24	ISSUE TO CONSULTANT	DN

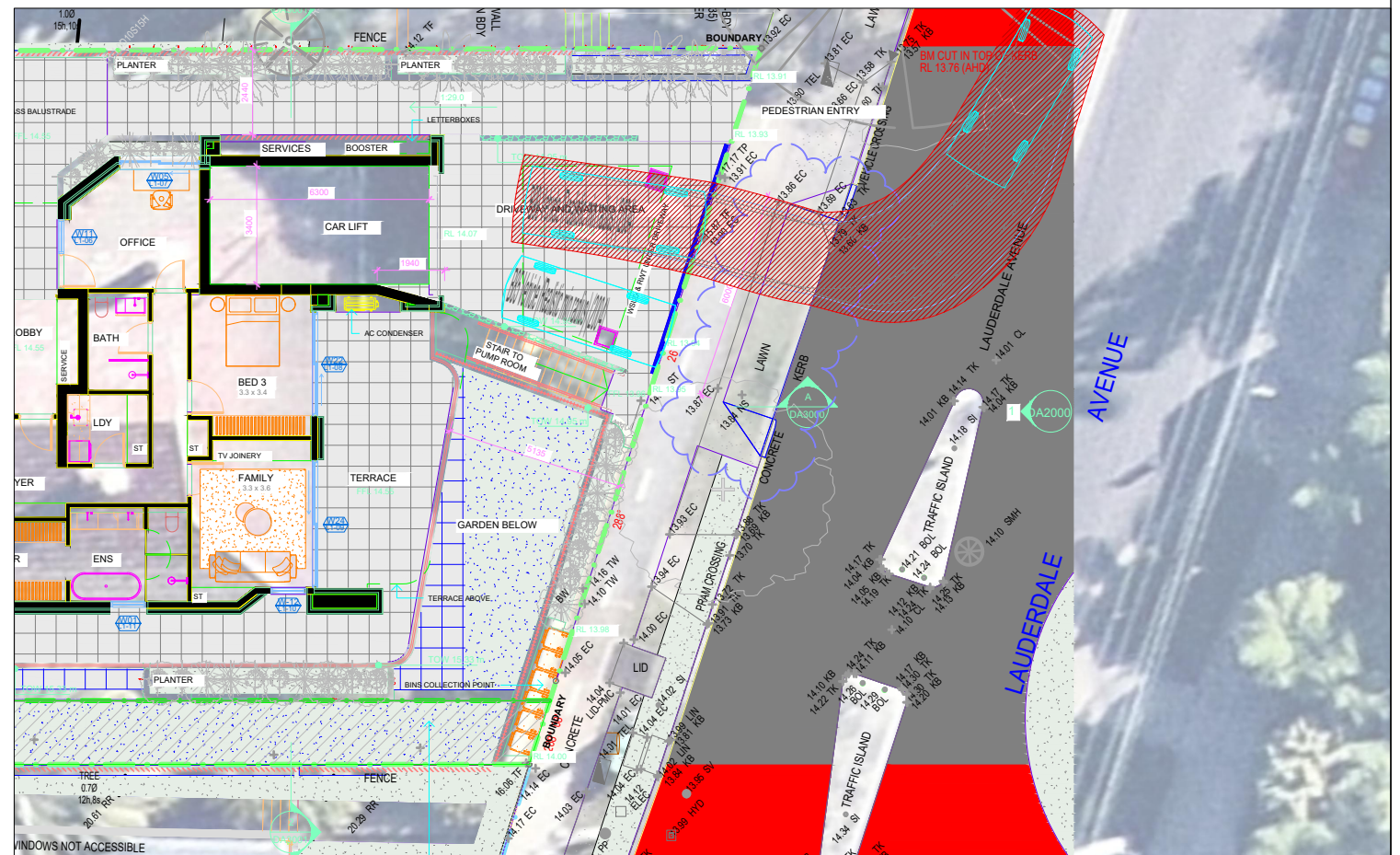
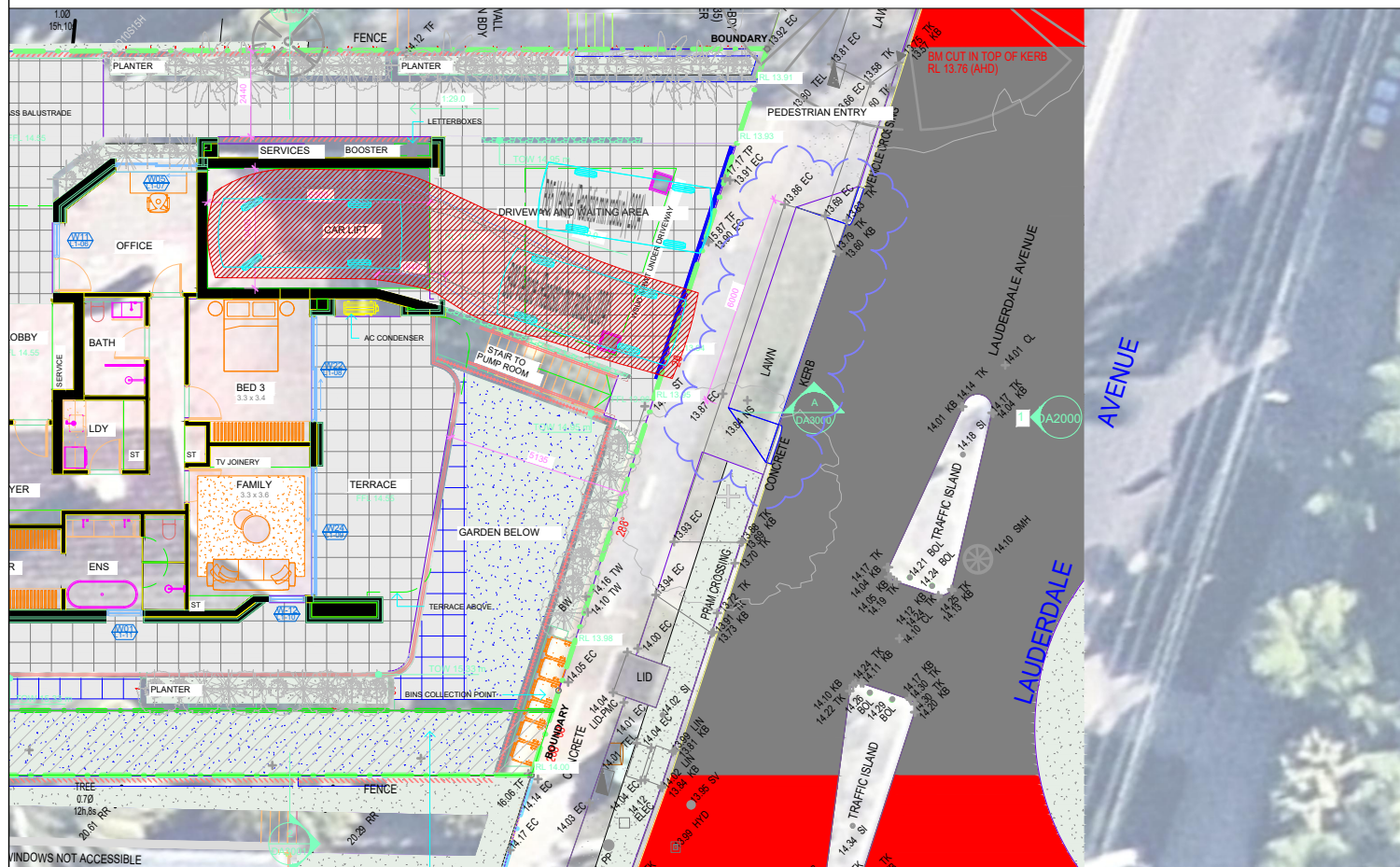
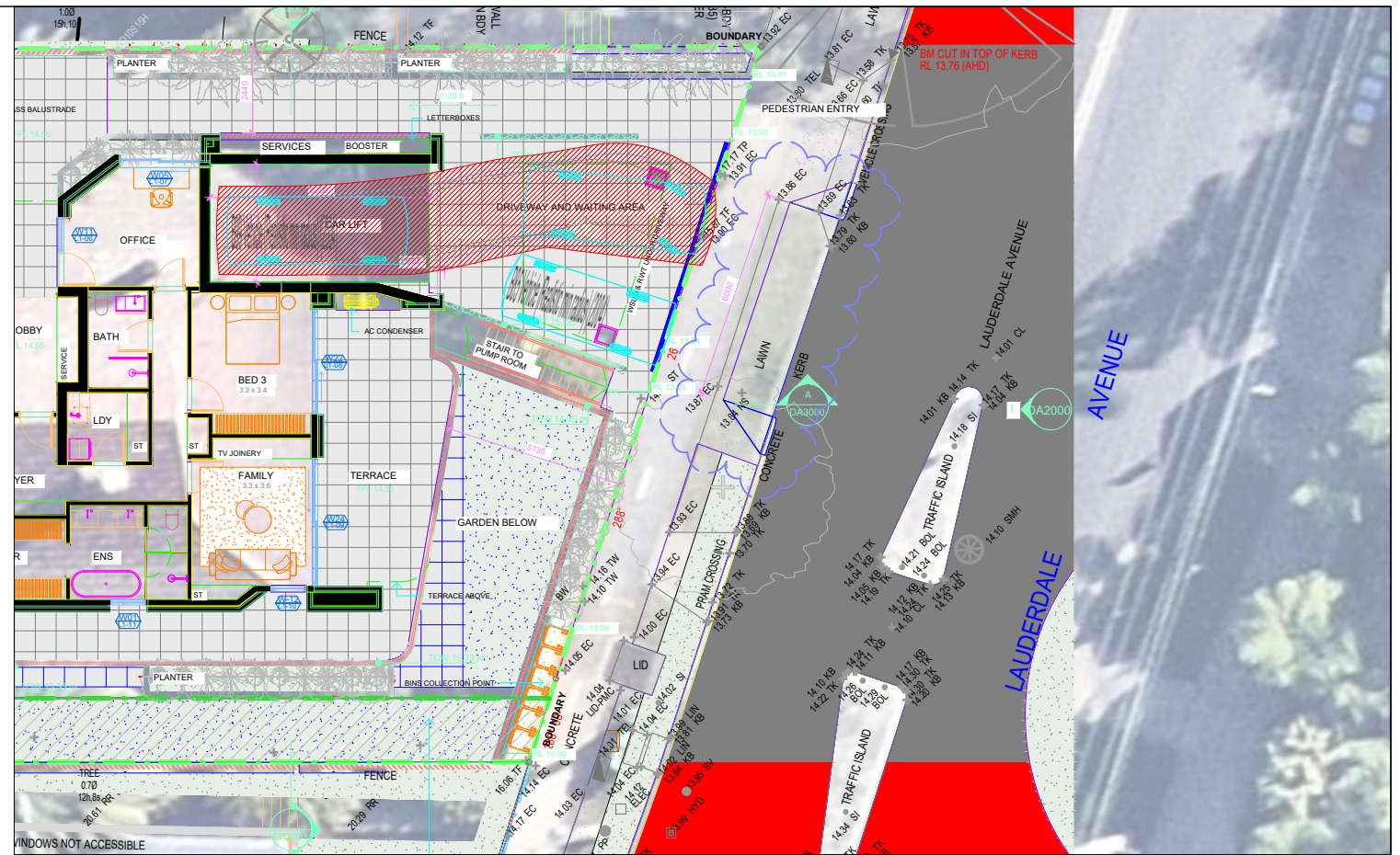
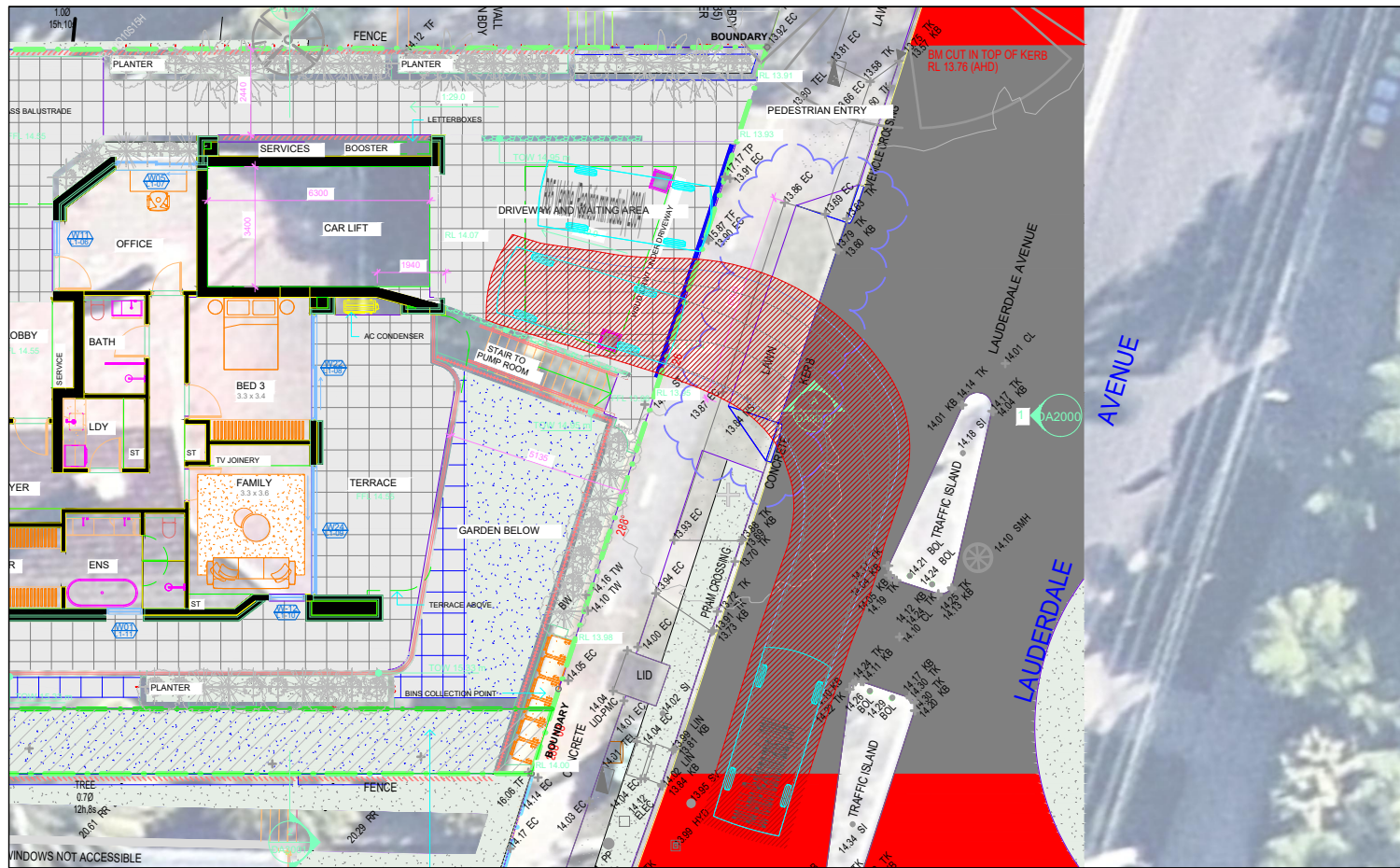
**PRELIMINARY**

PROJECT  
**LAF**  
5 Lauderdale Ave,  
Fairlight  
CLIENT  
HPG project Lauderdale  
Pty Ltd and COP Project  
Lauderdale Pty Ltd  
DRAWING TITLE  
Level 1  
SCALE  
1:100@A1  
DATE  
DA  
NUMBER  
DA1003  
REVISION  
DA2  
PROJECT  
No 28



## Attachment 2






Drawing Prepared By



North



Swept Path Key

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

Project  
5 Lauderdale Avenue, Fairlight

Project No  
0947

Drawing Title  
Swept Path Analysis  
Level 1 Vehicle Access  
B99 Design Vehicle Passing B85 Vehicle

Sheet Status  
NOT FOR CONSTRUCTION

Drawing No.  
001

Revision No.  
-

Drawn By  
BM

Date  
2/12/2024

Scale  
1:200 @ A3

