



Reference: 25122

Date: 24 June 2025

Stefano Manuelli

MCK Architects

stefano@mckarchitects.com

Dear Stefano,

**Proposed Residential Dwelling
11 Seaforth Crescent, Seaforth
Traffic and Parking Assessments**

Proposed Development

The proposed development involves the demolition of the existing dwelling and the construction of a new residential dwelling comprising:

- 5 bedrooms
- 6 off-street car spaces, including a double garage and basement car park

Two vehicle access points are proposed via Seaforth Crescent. Details of the architectural plans, prepared by MCK Architects, are provided in Appendix A.

DCP Car Parking Requirements

According to Council's Development Control Plan (DCP), the parking requirement for a dwelling house is 2 off-street spaces.

The proposed development will provide 6 off-street car spaces, exceeding the minimum requirement and therefore complying with the DCP.

Traffic Generation

Traffic generation has been assessed using the *Guide to Transport Impact Assessment (2024)*, published by Transport for NSW. This guideline includes updated methodologies on travel demand management, land use trip generation, and parking provisions.

Based on data from 24 low-density residential sites (including 16 in metropolitan Sydney, collected in 2022), the following weekday peak hour generation rates apply:

- AM Peak: 0.68 vehicle trips per hour (vtp/h) per dwelling



- PM Peak: 0.77 vtpd per dwelling

Based on these rates, the proposed development is expected to generate approximately 1 vehicle trip per hour during both the AM and PM peak periods.

Given existing traffic volumes in the vicinity, this minor increase in traffic is not expected to compromise the safety or operational efficiency of the surrounding road network.

AS2890.1 Compliance

The access driveway has been designed in accordance with the relevant provisions of AS2890.1, including Table 3.1 and Table 3.2. Please refer to the attached figures for details.

TABLE 3.1 SELECTION OF ACCESS FACILITY CATEGORY						
Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1.1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3.3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

TABLE 3.2 ACCESS DRIVEWAY WIDTHS			
metres			
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.



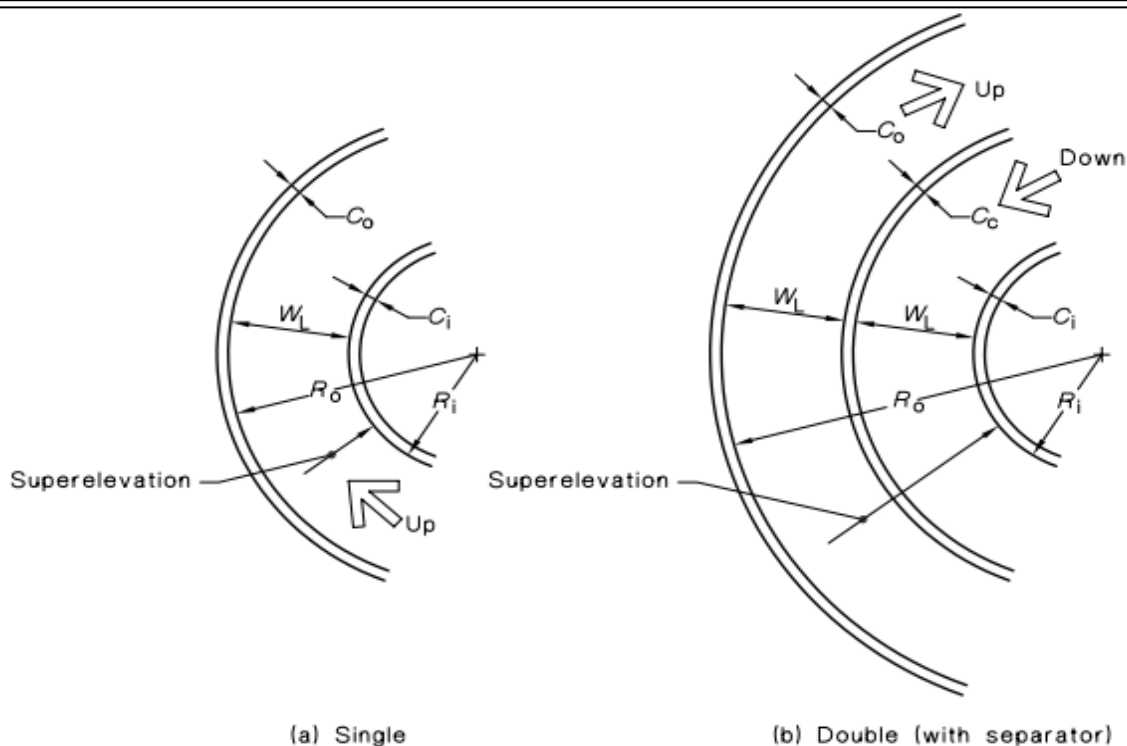
The basement ramp has also been designed in accordance with AS2890.1 Table 2.2 and Figure 2.9, as shown in the following figures.

TABLE 2.2
MINIMUM ROADWAY WIDTHS ON CURVED ROADWAYS AND RAMPS

Turn radius R_o (Note 1)	Single lane		Two-way, no separator All cases (Note 3)
	Public facilities (Note 2)	Domestic property	
7.6 to 11.9	3.9	3.6	—
12.0 to 19.9	3.4	3.1	6.7 (Note 4)
20.0 to 50.0	3.2	3.0	6.3
>50.0	3.0	3.0	5.5

NOTES:

- 1 See Figure 2.9 for Dimension R_o .
- 2 In New Zealand only, the widths shown for domestic property shall apply also to public facilities.
- 3 For parallel roadways with a median or separator, each roadway width shall be determined separately as a single lane.
- 4 Applies to R_o range 15.0 m to 19.9 m only (see Clause 2.5.2(b)).





Characteristic	Limiting dimensions, m	
	One-way	Two-way
Outside radius, R_o	7.6 min.	11.8 min.
Inside radius, R_i	4.0 min.	4.0 min.
Lane width, W_L	See Table 2.2	See Table 2.2
Clearance to obstruction—		
(a) inside, C_i	0.3 min.	0.3 min.
(b) outside, C_o (see Note)	0.5 min.	0.5 min.
(c) between paths, C_c	—	0.6 min.
Superelevation	1 in 20 (5%) max.	1 in 20 (5%) max.

NOTE: This clearance will be sufficient to allow the outside front wheel to touch the kerb before the vehicle body can contact the obstruction.

FIGURE 2.9 DIMENSIONS OF CURVED CIRCULATION ROADWAYS AND RAMPS

- (b) *Straight ramps: private or residential car parks (other than domestic driveways, see Clause 2.6)—as follows:*
- (i) Longer than 20 m—1 in 5 (20%) maximum.
 - (ii) Up to 20 m long—1 in 4 (25%) maximum. The allowable 20 m maximum length shall include any parts of grade change transitions at each end that exceed 1 in 5 (20%).
 - (iii) A stepped ramp comprising a series of lengths each exceeding 1 in 5 (20%) grade shall have each two lengths separated by a grade of not more than 1 in 8 (12½%) and at least 10 m long.
- Grade change transitions will be required in both cases where grades are at or near the maximum, see Item (e).
- (c) *Curved ramps—as for straight ramps, except that the grade shall be measured along the inside edge, i.e. the line marked with radius R_i in Figure 2.9.*

The proposed car park layout has been assessed against AS2890.1 requirements, including:

- Bay and aisle widths
- Proximity to adjacent structures
- Turnaround facilities
- Aisle design
- Height clearances
- Driveway and ramp gradients

The review confirms that the car parking layout will operate effectively and complies with the relevant Australian Standards.

Refer to Appendix B for swept path assessments demonstrating B99 vehicle manoeuvrability (forward in and reverse out of the eastern driveway, and forward in/forward out of the basement car park via the western driveway).



Refer to Appendix C for vertical clearance assessments showing that a B99 vehicle will not bottom out when entering or exiting the basement car park.

Conclusion

The proposed development is supportable from a transport and parking perspective. It complies with Council and Australian Standards requirements and is not expected to have any adverse impacts on the surrounding road network.

Should you require any further information or have any questions, please feel free to contact me on 042 4007 141.

Yours sincerely,

Siew Hwee Kong (Meg)

Director / Transport Strategist

Transport Strategies Alliance

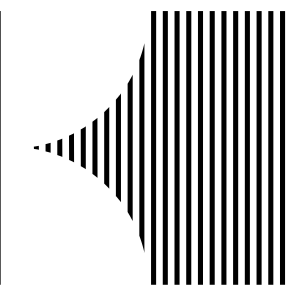
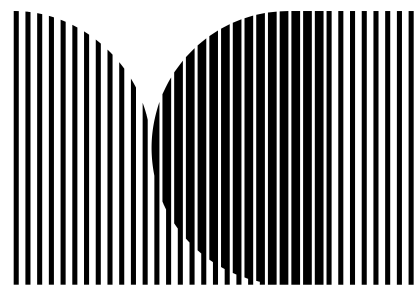
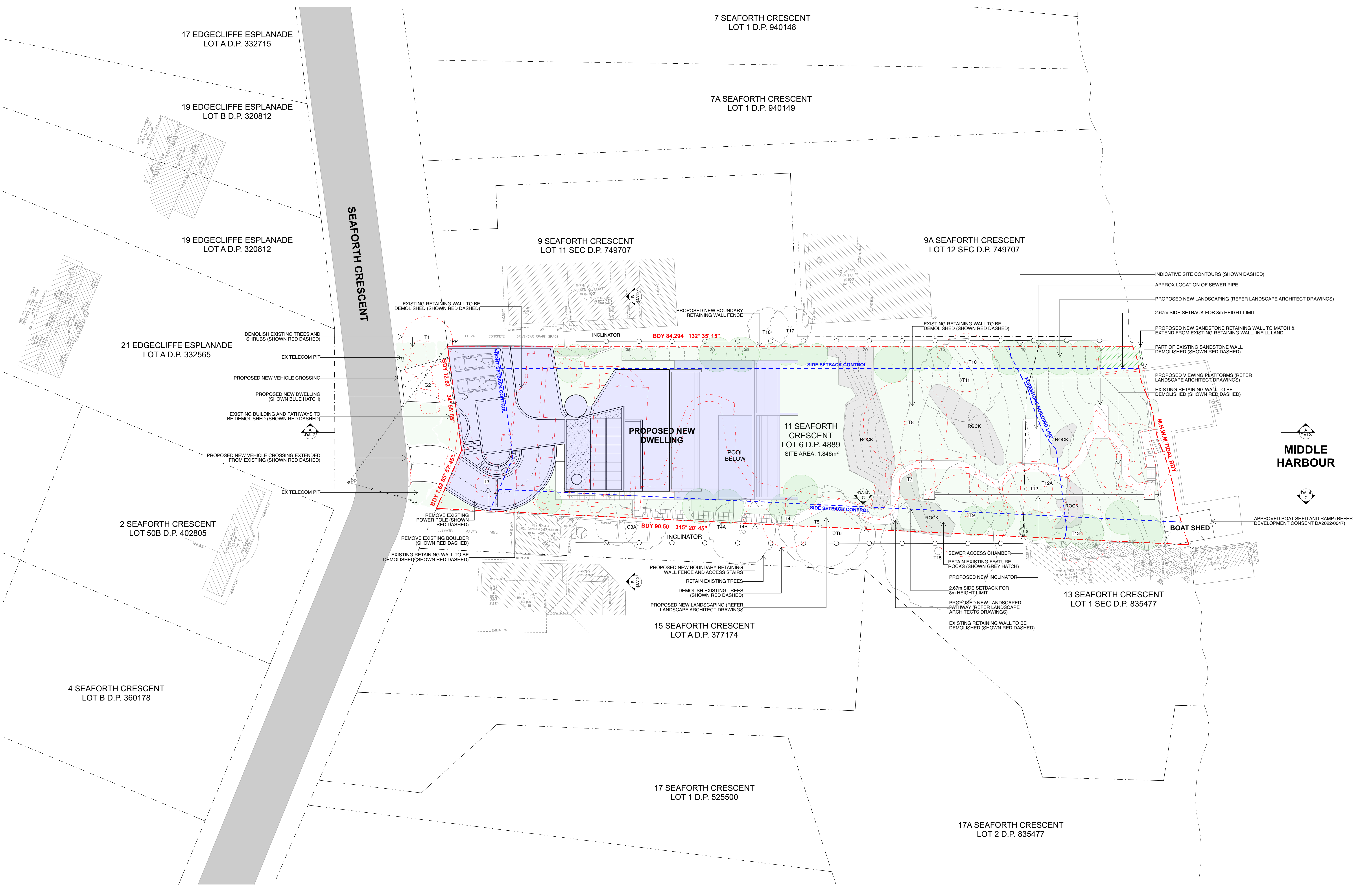
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- Engineers Australia NER – Civil Engineering
- NSW Fair Trading: DEP0000127 | PRE0000121
- VIC BLA: PE0016406
- QLD BPEQ: RPEQ 34371
- SafeWork NSW: TCT1030659



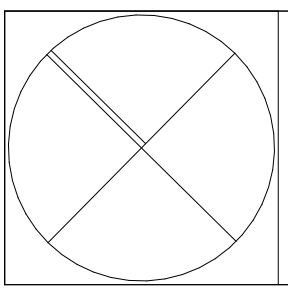
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APPENDIX A

Architectural Plans



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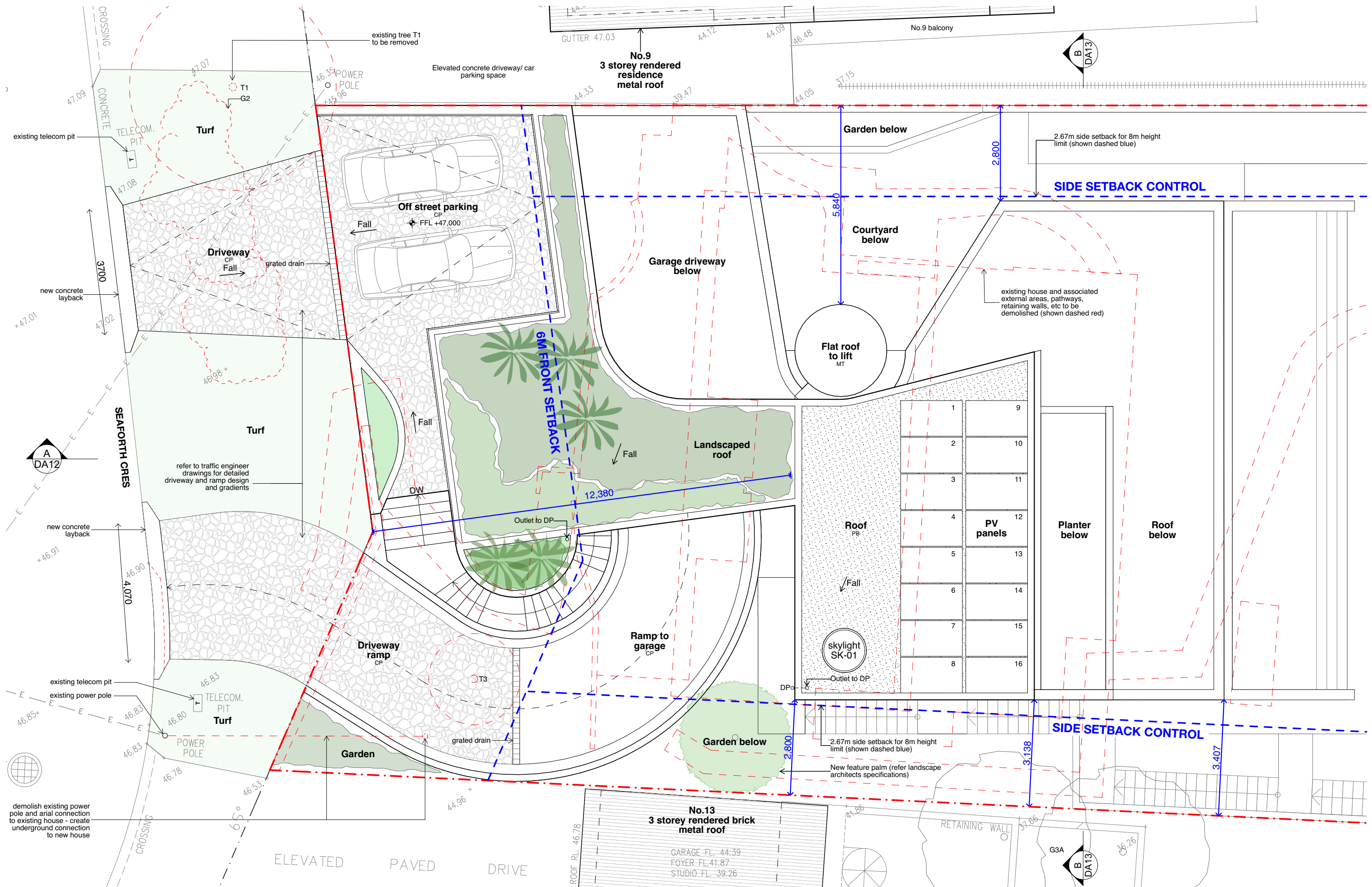
PROJECT
2410 WANG HOUSE
11 SEAFORTH CRESCENT, SEAFORTH, NSW

ISSUE
- 04/07/25 DA SUBMISSION

DATE 04/07/25
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DRAWING TITLE
SITE PLAN

DRAWING NUMBER
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ISSUE
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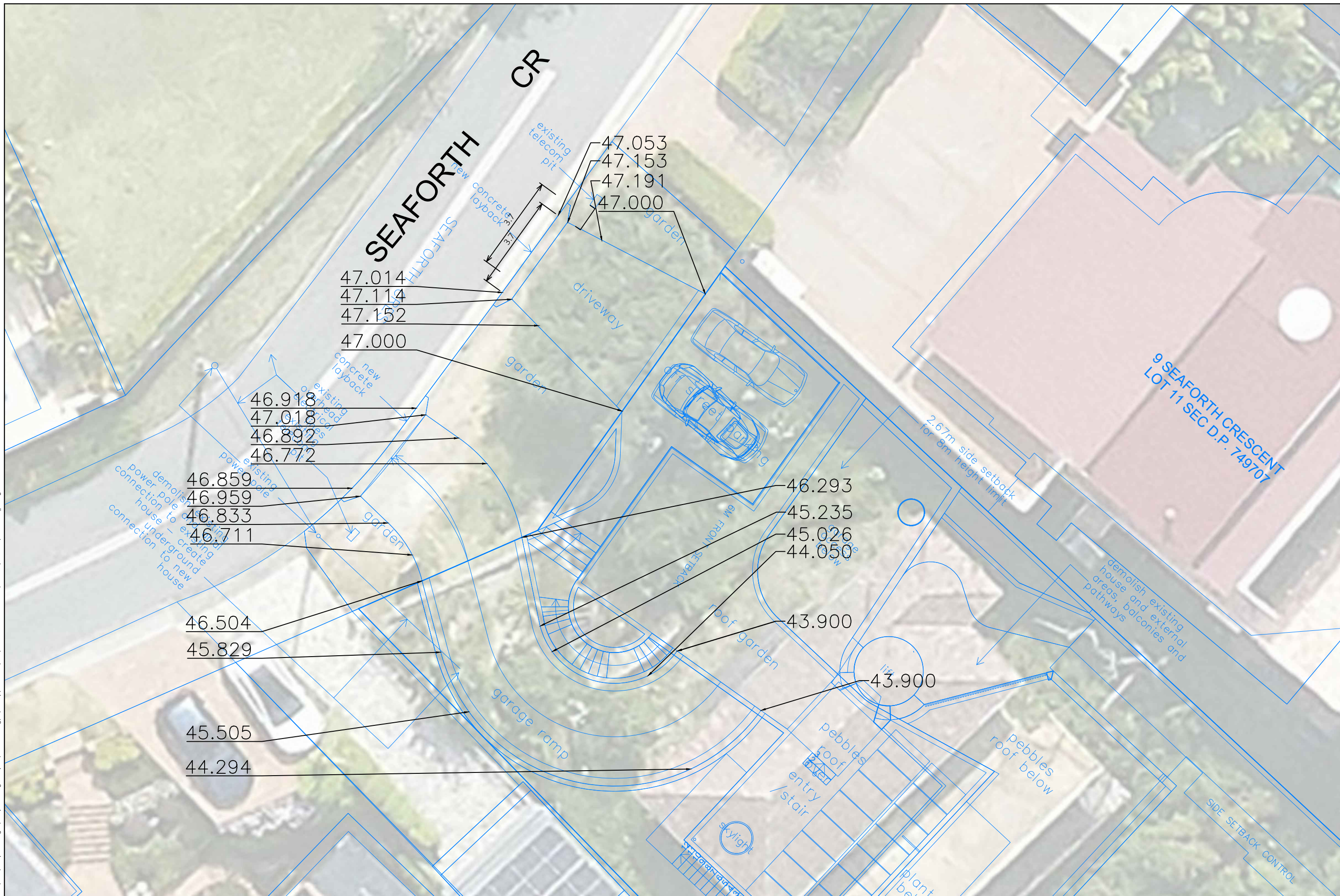




APPENDIX B

Swept Path Assessments

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11 SEAFORTH CRESCENT, SEAFORTH

PROPOSED SITE ACCESS & CARPARK



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PRELIMINARY PLAN
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25122-01-V5_SP
01A OF 07
23 June 2025

DESIGNED BY
H,CHEW

APPROVED BY
M.KONG

SCALE
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SWEPT PATH ASSESSMENTS



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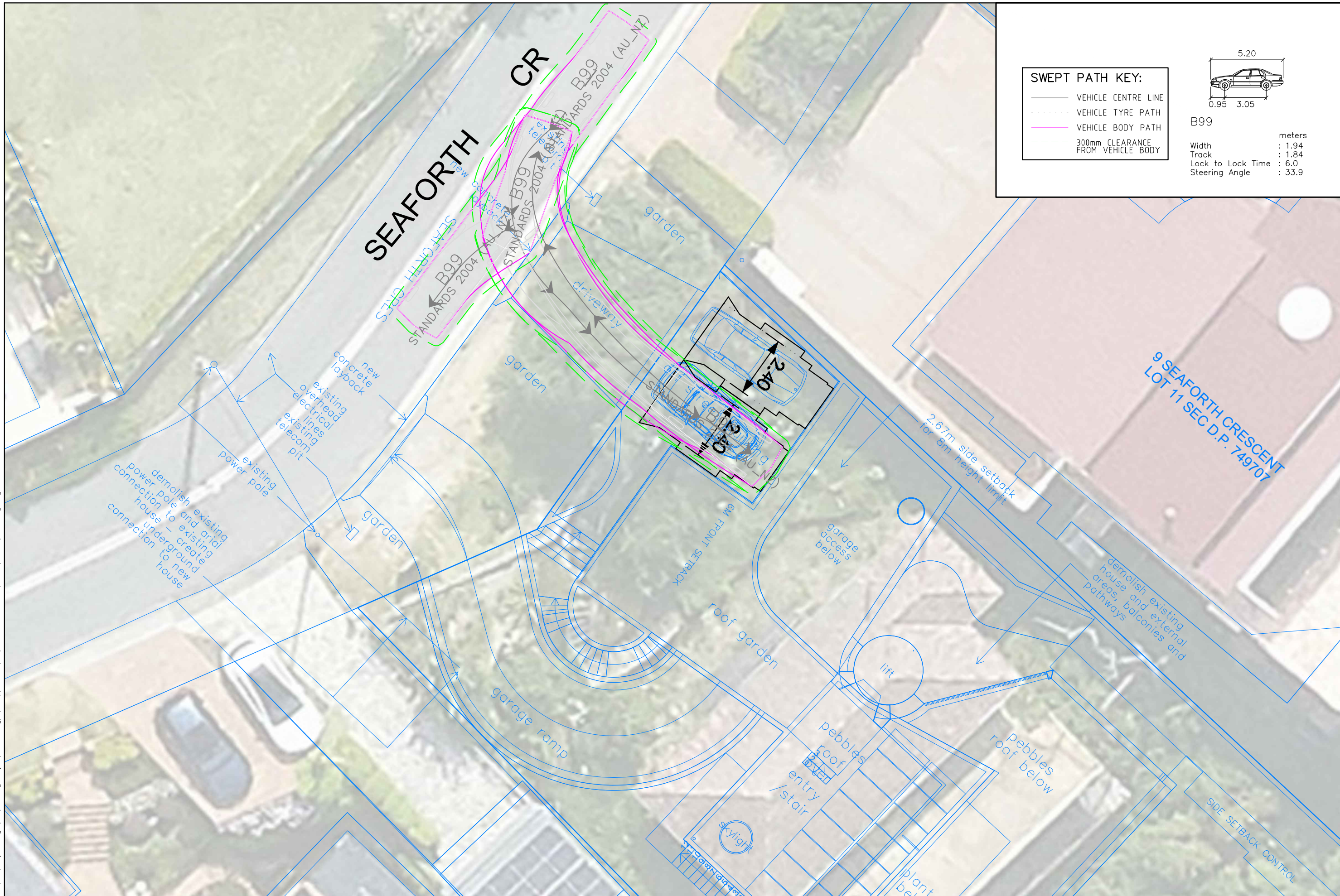
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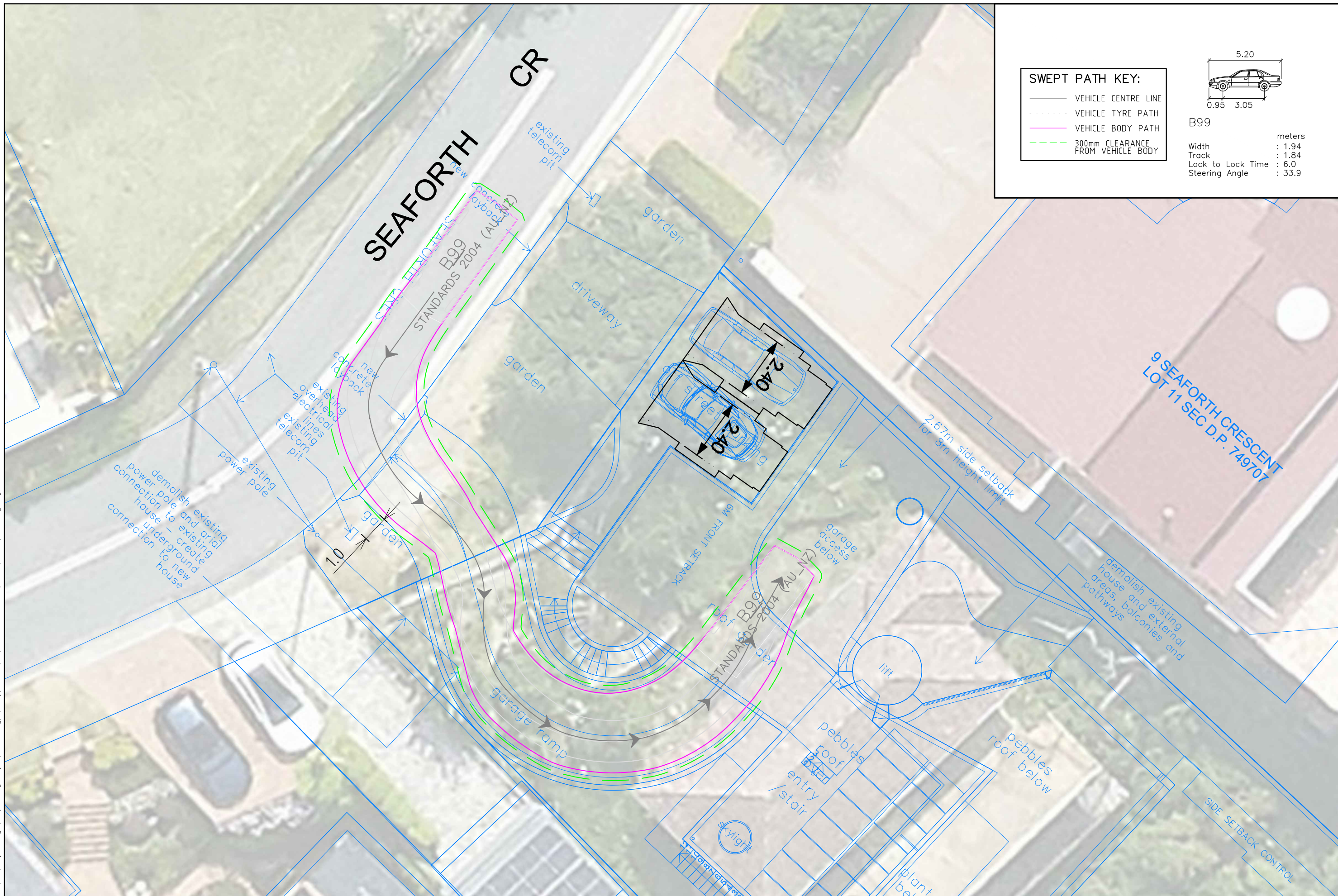
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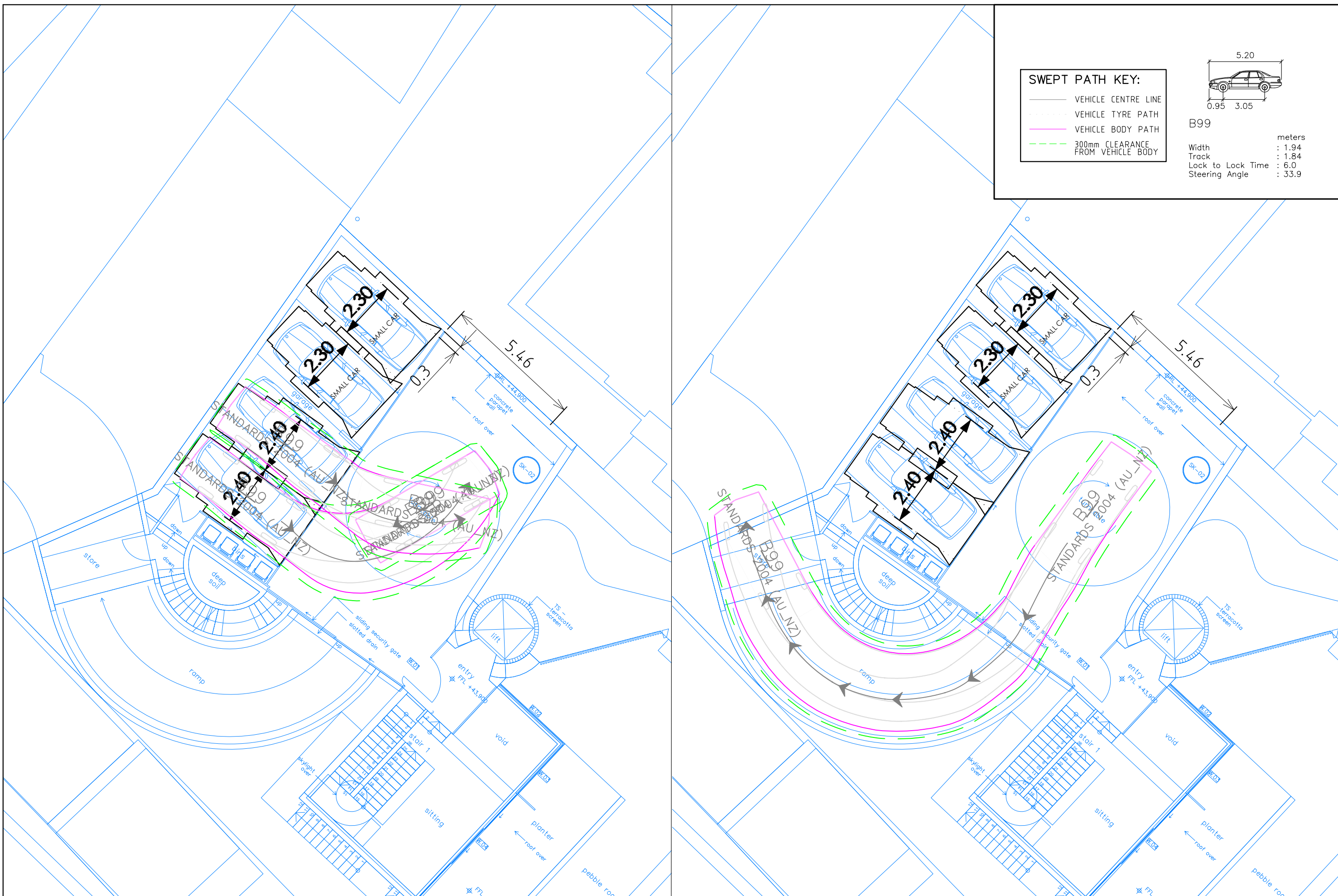
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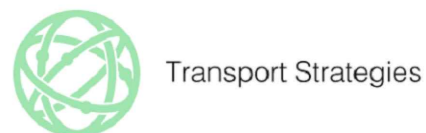
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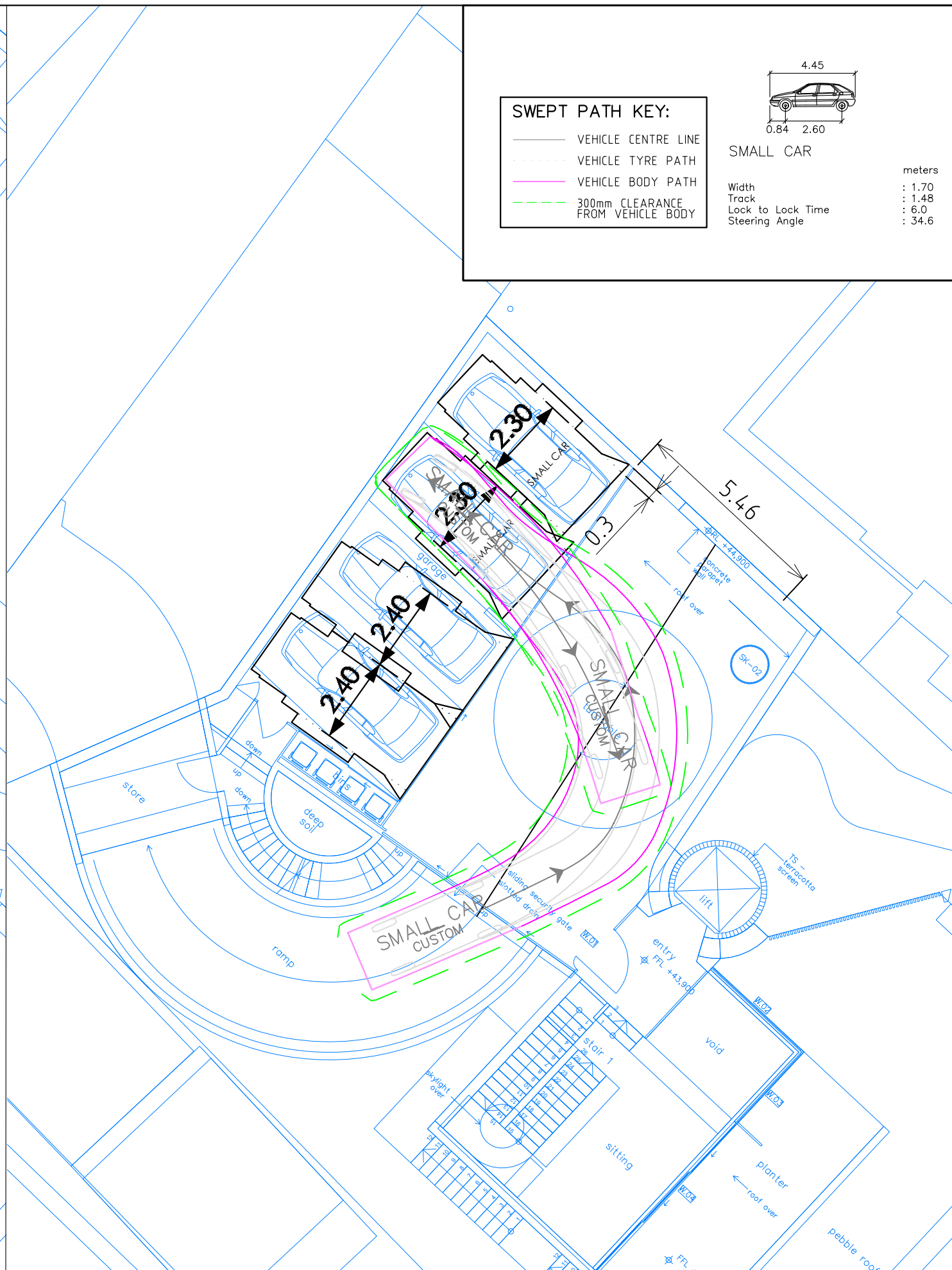
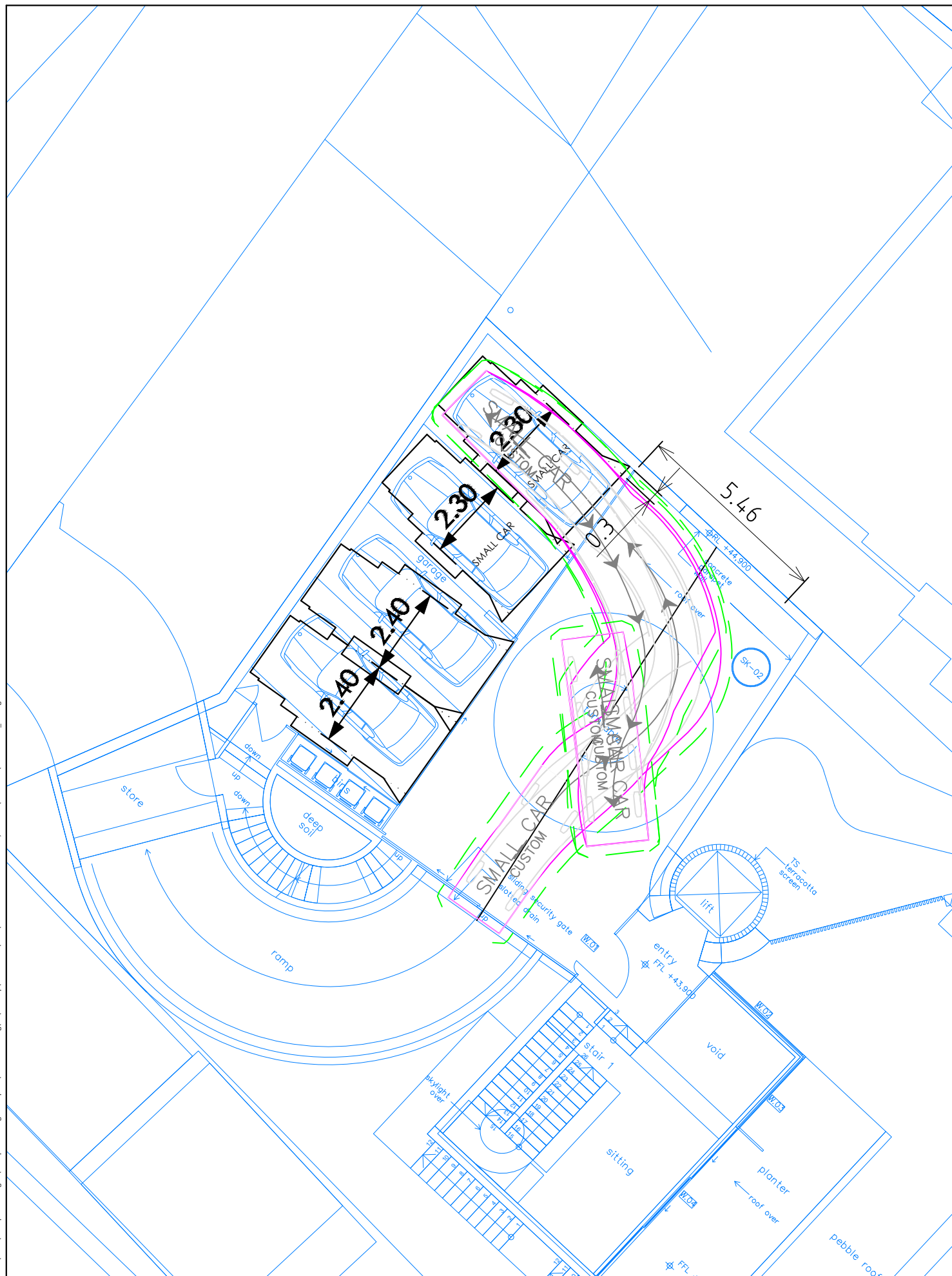
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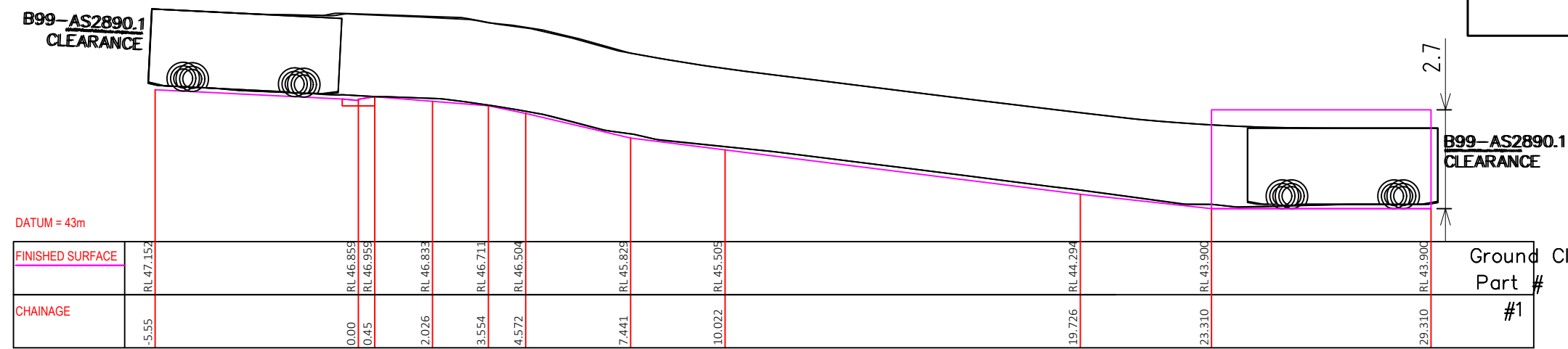
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APPENDIX C

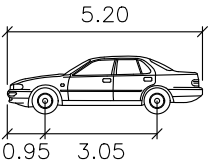
Vertical Path Assessments

SOUTHERN EDGE



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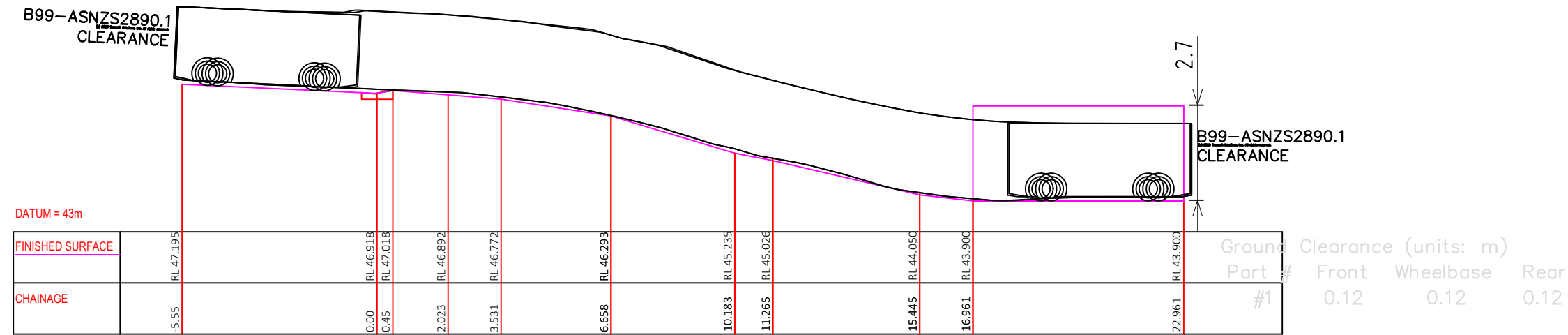
- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B99-ASNZS2890.1

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

NORTHERN EDGE



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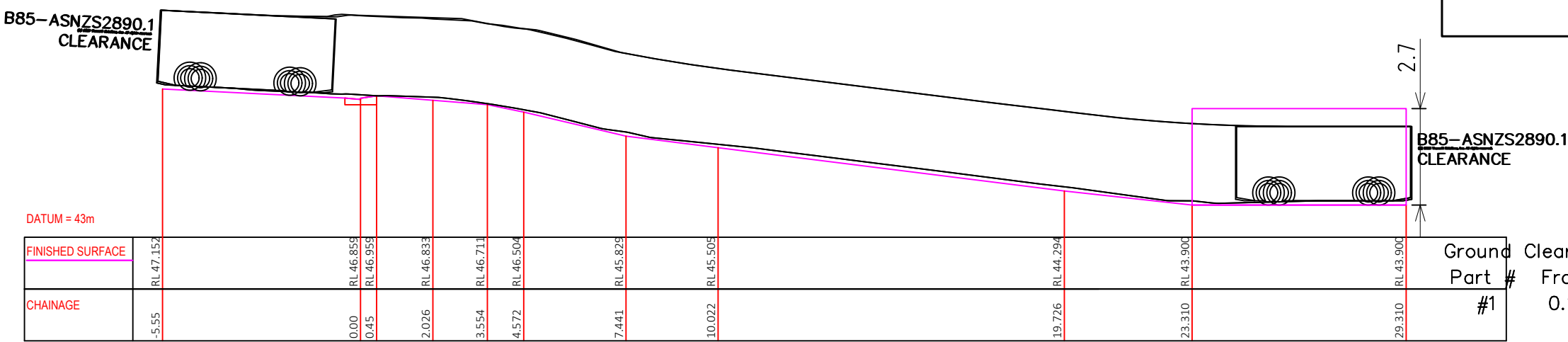
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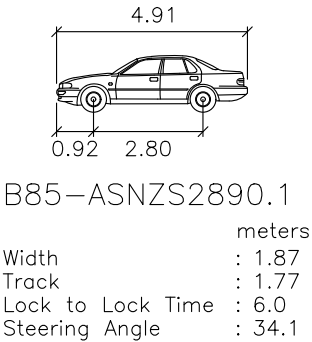
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SOUTHERN EDGE

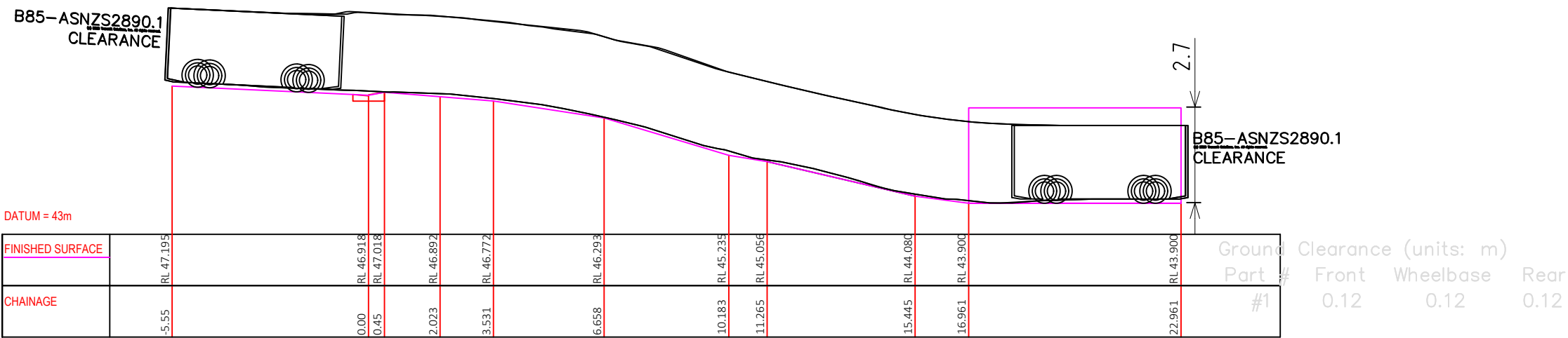


SWEPT PATH KEY:

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- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



NORTHERN EDGE



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