Transport Impact Assessment

35-39 Darley Street, Mona Vale

Issue B

Prepared For Th Trustee for IPG Dev 2 Unit Trust & GOP AFF 1 Unit Trust & IPG AFF 1 Unit Trust

Date: Thursday, 25 June 26

File Ref: 20250242-R03_Transport Impact Assessment [B]

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REVISION TABLE

Revision	Date	Issue Description	Issued by	Approved by	Signed
B	23.06.2026	Issue for Approval	OC	SELH	

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1 Introduction

This traffic, transport and parking assessment has been prepared for the proposed State significant development application for a residential apartment development at 35-39 Darley Street East, Mona Vale. This report has been prepared in support of a development application for a 53 units residential apartment building in line with TfNSW Guide to Transport Impact Assessment (GTIA). The purpose of this study is to assess the parking and access requirements of the site and determine the impacts of the proposed development on the surrounding road network. This report will focus on the traffic generation, and the potential impacts of the additional traffic associated with the proposed development on the existing road network and the suitability of the proposed parking on site, both in terms of the number of spaces and the layout of the parking areas and access requirements to the parking area.

The proposal includes the following components:

- 53 residential apartments, including 9 affordable units.
- Three levels of basement car park for the visitors and residents.

This TIA satisfy the following industry-specific SEARs issued by the NSW Department of Planning, Housing & Infrastructure (DPHI):

"Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the *Guide to Transport Impact Assessment* (GITA) published by TfNSW"

The scope of this assessment has included the following:

- Assessment of the traffic generation of the proposed development and its impact on surrounding street network.
- Assessment of the parking requirement of the proposed development in accordance with Council's Development Control Plan and or and State Environmental Planning Policy (Affordable Rental Housing) 2009.
- Assessment of the public transport and alternative transport accessibility of the site.
- Assessment of the access requirements of the site in accordance with AS2890.1.
- Assessment of the layout and design of the proposed parking facility and access driveway in accordance with AS2890.1 and AS2890.6 where applicable.
- Sustainable transport Initiatives.

This report should be read in conjunction with the architectural plans, reduced copies of which are contained within **Appendix A**.

2 Proposed Development

2.1 Site

The site is located at 35-39 Darley Street East, Mona Vale. The site is currently occupied by medium density residential townhouses. The surrounding developments are a mix of medium to high density residential land uses.

The following plan shows the location of the proposed development in the context of the surrounding road network.

Figure 2.1 Locality Plan

2.2 Road Network

2.2.1 Barrenjoey Road

The main arterial route through Mona Vale is the Pittwater Road-Barrenjoey Road which is located 200 metres west of the site via Darley Street East. Barrenjoey Road connects the site to the wider Sydney metro area. Darley Street East connects to Barrenjoey Road north of the site via an all-movements signalised intersection. The signals allow safe pedestrian

crossings on all approaches. Barrenjoey Road is a multi-lane classified state road under administration of Transport for NSW (TfNSW

2.2.2 Darley Street East

Darley Street East is a local road that runs in east / west direction and connects with Barrenjoey Road at a signalised intersection. The site has one frontage on Darley Street East, a local two-way unclassified street under administration of Council. There is on-street parking both sides of Darley Street East and a single traffic lane in each direction. The site currently provides a single vehicle access driveway. Darley Street East also connects with Surfview Rd to east. All local streets are speed limited to 50 km/h apart from a short, shared zone at the southern end near Mona Vale Beach.

2.3 Crash Statistics

Crash data for the last five years available (2021-2025) using the Interactive Crash Statistics View on the TfNSW Centre for Road Safety website was consulted in the vicinity of the site. No pedestrian related crashes or crashes relating to vehicles directly accessing the site were recorded, with only two right-through crashes (at Barrenjoey Road intersection) recorded. There were other crashes recorded along Barrenjoey Road, mostly at access intersections, which is fairly typical of an arterial state road environment.

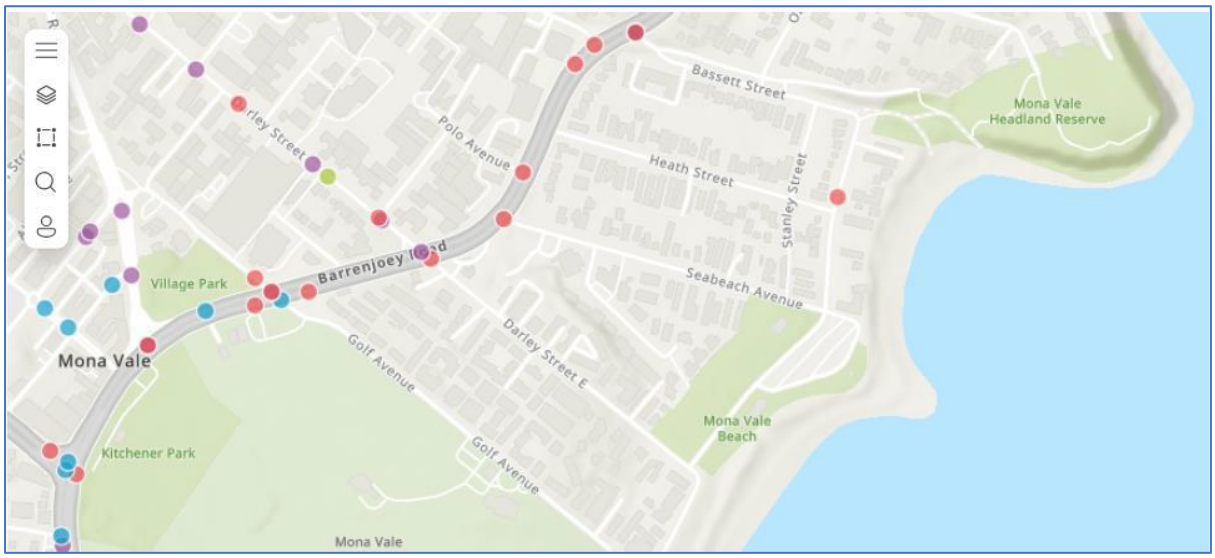


Figure 2.3 Crash Map

3 Planning Controls, Australian Standards and TfNSW Guidelines

3.1 Planning Controls

3.1.1 The Northern Beaches Council's DCP

The site falls under former Pittwater Council area and Pittwater DCP 2021 provides Council's parking requirements for proposed land uses as follows:

- Residential Flat Buildings – 1.0 space per 1-bedroom dwellings and 2.0 spaces per 2 or more bedrooms dwellings.
- Separate visitor spaces at a rate of 1 space per 3 dwellings rounded up.
- Parking for people with disabilities must be provided for 3% of the required parking spaces; and
- For development with 10 or more dwellings a vehicle wash bay is to be provided.

3.1.2 State Environmental Planning Policy (Housing) 2021

The minimum off-street car parking requirements applicable to the SSD development proposal are specified in the State Environmental Planning Policy (Housing) 2021, Division 1 In-fill affordable housing, Clause 19 Non-discretionary development standards—the Act, s. 4.15, as set out below. It is noted, the SEPP (Housing) 2021 does not specify an off-street parking rate for visitor parking.

19 Non-discretionary development standards—the Act, s 4.15

(2) The following are non-discretionary development standards in relation to the residential development to which this division applies—

(e) the following number of parking spaces for dwellings used for affordable housing—

(i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,

(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,

(iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,

(f) the following number of parking spaces for dwellings not used for affordable housing—

(i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,

(ii) for each dwelling containing 2 bedrooms—at least 1 parking space,

(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,

(Source: SEPP (Housing) 2021, Division 1, Clause 19)

3.2 Australian Standards

The relevant Australian Standards that will be referenced are:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicle Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)

3.3 Transport for NSW Guidelines

The following documents will provide data on the number of vehicle trips that will be generated by various land uses

- Guide to Traffic Generating Developments (2002); and
- Guide to Transport Impact Assessment (2024); and
- Guide to Traffic Generating Developments Updated Traffic Surveys (TDT 2013/04a).

4 Development Description

The proposed development involves the demolition of the existing townhouses on the site and the construction of a new multi-storey residential apartment development in their place, comprising 53 units including 11 adaptable units, as set out below. 124 off-street parking spaces have been proposed for the building in three levels of basement car park as shown in the plans in **Appendix A**.

Table-1: **Schedule of Affordable/Standard Units**

Type	Bedroom type	Number of Units
Standard	2 Bedroom	19
	3 Bedroom	25
Affordable	2 Bedroom	5
	3 Bedroom	4
Total		53

Parking Arrangements

Off-street parking is proposed for a total of 124 cars within a new three-level basement parking area, comprising 98 standard residential spaces, 8 accessible residential spaces, 14 standard visitor spaces, 4 accessible visitor spaces. In addition, 28 bicycle spaces are also proposed, which encourage the use of alternate transport modes.

Vehicular Access
Vehicular access to the basement parking area is proposed via a new 5.5 m wide entry/exit driveway located off the Darley Street East site frontage. All existing vehicular crossings will be permanently removed and restored to kerb and gutter.

Waste Collection
Council will be engaged to collect the residential general waste, recycling streams, and FOGO in accordance with Council's collection schedule. This report assumes that general waste will be collected weekly, recycling streams weekly, and FOGO weekly.

Prior to collections, the building manager/caretaker will be responsible for transporting the bins from communal bin room to the collection point. The building manager/caretaker is also responsible for ensuring that the bins are adequately arranged for an efficient collection. It is the responsibility of the caretaker to ensure that the loading area is clear of any vehicles or obstructions prior to waste collection.

On the day of collection, a Council collection vehicle will park on Darley Street East directly outside the site. The building manager/caretaker will be responsible for ensuring that the collection staff have access to the bins.

5 Parking

The proposed development is expected to yield 53 residential apartments with 15% being dedicated to affordable housing.

5.1 Parking Requirements

Car parking has been assessed in accordance with both the PDCP and State Environmental Planning Policy (Housing) 2021 (SEPP Housing). It is noted that SEPP Housing Chapter 4 Section 148 (2)(a) refers to Objective 3J-I in the Apartment Design Guide (ADG).

Parking requirements should be determined in relation to the availability, frequency and convenience of public transport, or proximity to a centre in regional areas. In designated accessible Sydney locations and nominated centres in regional NSW, the Apartment Design Guide applies a minimum requirement that is the lesser of either the relevant rate set out in the Guide to Traffic Generating Developments (GTTGD), now the TfNSW Guide to Transport Impact Assessment (GTIA) or the council car parking requirement for residential apartment development.

Part 3J Bicycle and car parking of the Apartment Design Guide sets out a range of objectives, design criteria and design guidance for car parking, car park design and facilities for other modes of transport in apartment developments.

The guide introduces parking requirements for some sites in Metropolitan Sydney and nominated regional centres. Objective 3J-1 states:

Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas The design criterion sets out measurable requirements for how this

objective can be achieved in apartment developments, as follows: For development in the following locations:

- On sites that are within 800m of a railway station or light rail stop in the Sydney Metropolitan Area; or
- On land zoned, and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre. (It is noted that MU1 zoning replaced B4 zoning in the Department of Planning and Environment Equivalent Zone Tables)

The minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments (now the TfNSW Guide to Transport Impact Assessment (GTIA)), or the car parking requirement prescribed by the relevant council, whichever is less. The car parking needs for a development must be provided off street.

Those centres defined in A Plan for Growing Sydney as a CBD, Regional City Centre or Strategic Centre should apply the Metropolitan Regional Centre (CBD) rates of the GTTGD, while the remaining Sydney centres serviced by railway or light rail stations should be classified as a Metropolitan Subregional Centre for the purposes of the GTTGD.

The following parking rates have been extracted from TfNSW Guide to Transport Impact Assessment (GTIA). For the purposes of calculating car parking rates, the site is categorised as High density residential dwellings in the GTIA. The site is defined as Category 2 in the

car parking categorisation tool, which therefore yields the following TfNSW reference parking rates in Table 1. Further, the SEPP Housing also needs to be considered In-fill affordable housing, which are also included in the Table 1.

Table-1: **State policy parking rates**

Development Type	**GTIA Parking rates**	**SEPP Housing Non affordable**	**SEPP Housing Affordable**
Studio/1-bedroom	0.6 space per dwelling	0.5 space per dwelling	0.4 space per dwelling
2 bedroom	0.9 space per dwelling	1 space per dwelling	0.5 space per dwelling
3 bedroom+	1.4 space per dwelling	1.5 space per dwelling	1 space per dwelling
Visitor	1 space per 5 dwellings	N/A	N/A

By way of comparison, reference is also made to the off-street parking rates for residential flat buildings within the Pittwater 21 DCP, Part B6 Access and Parking, Section B6.3 Off-Street Vehicle Parking Requirements, Table 2: On-Site Car Parking Requirements, which are set out below.

Table-2: **Pittwater DCP parking rates**

Development type	Minimum Number of Car Spaces
1 bedroom dwellings	1 space per dwelling
2 or more bedroom dwellings	2 spaces per dwelling
Adaptable Housing in accordance with control C1.9 of the Pittwater 21 Development Control Plan.	1 space per dwelling in accordance with AS 4299-1995: Adaptable Housing.
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.	

The following parking requirements have been calculated in light of State policies and Council's DCP and shown in Table 3.

Table-3: Off-street parking requirement

Use	Type	Unit	Rate			Required Parking		
			DCP	GTIA	SEPP Housing	DCP	GTIA	SEPP Housing
2 bedroom units	Standard	19	2.0 space per unit	0.9 space per unit	1.0 space per unit	2.0x19 = 38	0.9x19 = 17.1	1.0x19 = 19
	Affordable	5	2.0 space per unit	0.9 space per unit	0.5 space per unit	2.0x5 = 10	0.9x5 = 4.5	0.5x5 = 2.5
3 bedroom units	Standard	25	2.0 space per unit	1.4 space per unit	1.5 space per unit	2.0x25 = 50	1.4x25 = 35	1.5x25 = 37.5
	Affordable	4	2.0 space per unit	1.4 space per unit	1.0 space per unit	2.0x4 = 8	1.4x4 = 5.6	1.0 x 4 =4
Visitor			1 space per 3 units	1 space per 5 units	N/A	1.0x(53/3) = 18	1.0x53/5 = 10.6	N/A
Total	**53**					**124 spaces**	**73 spaces**	**63 spaces**

5.2 Proposed Parking Provisions

Given the development consists of 53 units with more than 2-bedrooms each, the GTIA implies that a minimum of 73 resident car parking spaces are required, whilst the SEPP Housing requires 63 car parking spaces which are both less than the 124

car parking spaces in the PDCP. In response 106 car parking spaces are therefore provided for residents as at least Class 1 sized car parking modules, compliant with relevant planning requirements and Australian Standards for Parking Facilities (AS/NZS 2890.1:2004).

Separate car parking for visitors is to be provided, with the GTIA requiring 11 car parking spaces, 7 spaces less than the PDCP. The site provides 18 visitor parking spaces within the 124 car parking space provision.

Given more than 10 dwellings are provided, a car wash bay is provided
In basement 3 to be compliant with the PDCP.

5.3 Accessible Parking

The State Government has recently announced the intention to require a minimum 10% of dwellings within LMR projects to be allocated as adaptable housing. Application of that rate to the proposed provision of 53 apartments requires 5 to be designed to adaptable standards. In turn, each adaptable apartment requires an adaptable/accessible parking space. In response, 8 accessible parking spaces and three adaptable spaces are provided in basement 2 parking area.

5.4 Bicycle and Motorcycle Parking

Pittwater 21 DCP, Section C7.2, Control R26 specifies a bicycle parking requirement of 1 space per dwelling for residential flat buildings in secure storage. Further, Control R27 specifies that a minimum of 1 electric bicycle charging point is to be provided for every 4 bicycles.

In response, the proposed development makes provision for 1 secure storage cage per apartment, which are all capable of accommodating 1 vertically hung bicycle each, in addition to 28 bike racks located in basement 1.

It is also worth noting that the SEPP (Housing) 2021 does not specify parking rates for bicycles or motorcycles for in-fill affordable residential flat buildings, nor LMR projects.

The proposed provision of bicycle parking spaces is therefore considered acceptable and encourages the use of non-car modes of transportation.

6 Trip Generation

6.1 Existing trips

The development site is comprised of 18 apartments and ancillary structures and buildings.

The TfNSW *'Guide to Trasport Impact Assessment GTIA* has been used to calculate the trip generation of the existing developments at the sites as shown in Table-4 and 5 below.

Table-4: Trip Generation Rate Medium Density Residential (GTIA)

Weekday rates	Sydney	Regional
Person trips (person trips/dwelling)		
AM peak hour	1.05	0.93
PM peak hour	0.98	1.21
Daily	6.76	7.04
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.39	0.41
PM peak hour	0.37	0.60
Daily	2.72	3.67

Table-5: Existing Site Trip Generation

Use	Number	Trip Generation		
		Daily	Peak hour	
			AM	PM
Medium Density residential Dwellings	18	2.72x18= 49 trips	0.39x18=7.02 trips	0.37x18=6.66 trips
Total		**55 trips**	**7 trips**	**7 trips**

6.2 Development trip generation

The proposed development on the site comprises 53 residential apartments, such that the development is classified as high density – i.e. a development containing 20 or more dwellings. The GTIA therefore specifies the following trip generation rates for *high density residential dwellings*:

Table-6: Trip Generation Rate High Density Residential (GTIA)

	Sydney	Regional
Weekday rates	**Average**	**Average**
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.19	0.53
PM peak hour	0.15	0.32
Daily	1.52	4.57

Based on the above GTIA trip generation rates for high density residential dwellings, the proposed development is expected to generate 10 vehicle trips per hour (vph) during the weekday morning peak and 8 vph during the weekday afternoon peak, as calculated in the table below.

Table-7: Development Proposed Trip Generation

Use	Number	Trip Generation		
		Daily	Peak hour	
			AM	PM
High Density residential Dwellings	53	1.52x53= 80.56 trips	0.19x53=10.07 trips	0.15x53=7.95 trips
Total		**81 trips**	**10 trips**	**8 trips**

6.3 Net trip generation

Comparing Table 5 and Table 7 the resultant increase in trips due to the proposed development would be (10-7=3) 3 vehicular movements combined in and out in the peak hour.

7 Development Traffic Impact

The traffic impact of development proposals primarily concerns the *net change* in the traffic generation potential of a site compared to its existing or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday road network peak periods.

The midblock capacity of an urban road and its relation with the level of service has been identified in Table 4.4 of former RTA's "*Guide to Traffic Generating Developments -2002*" and stipulated below:

Table-8: Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lane (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Source: Table 4.4: RTA's "*Guide to Traffic Generating Developments -2002*"

Environmental capacity of a residential street is defined by the Environment Protection Authority and stipulated in former RTA's "*Guide to Traffic Generating Developments -2002*". It is defined that the desirable goal of environmental capacity of a residential street is equivalent to a daily traffic flow of just under 2100 veh/day.

The performance standards of the environmental capacity of residential streets are defined in the following Table 9.

Table-9: Environmental capacity performance standards on residential streets

Road Class	Road Types	Maximum Speed (Km/hr)	Maximum peak hour volume (veh/hr)
Local	Access way	25	100
	Street	40	200 environmental goal
			300 maximum
Collector	Street	50	300 environmental goal
			500 maximum

Source: Table 4.6: RTA's "*Guide to Traffic Generating Developments -2002*"

The proposed development has been projected to generate in the order of 3 additional peak hour vehicle trips to and from the development site. Such level of traffic represents one additional vehicle movement every 20 or so minutes during peak hours in Darley Street East and through the surrounding road network. This minor level of additional traffic is not expected to have any noticeable impacts on the overall operation of the surrounding road network.

Further, the abovementioned extent of additional traffic is unlikely to have an adverse impact on the environmental capacity of Darley Street East. Therefore, in reference to Table 8 and 9 the estimated additional trips due to the proposed development can readily be accommodated within the surrounding street network without any adverse impact on the capacity and level of service of Darley Street East.

For context, cycle times at traffic signals within the Sydney Metropolitan area are typically in the order of 120 seconds (2 minutes) during peak periods. As such, the proposed net increase in traffic volumes at the Barrenjoey Road & Darley Street East signalised intersection is expected to result in 1 additional vehicle trip approximately every 10 cycles. In any event, this will have minimal impact to the operational capacity of the intersection and the surrounding road network.

8 Transport Accessibility

New South Wales Government released a fact sheet in May 2011, where it states the requirements for a development site to be considered as public transport accessible. For the purpose of this study the fact sheet has been used to assess the public transport accessibility of the site at 35-39 Darley Street East, Mona Vale.

Following are the requirements for a site to be within accessible area as stipulated in Fact Sheet; May 2011:

Accessibility requirements:

(a) Sydney Region

- Within 800m walking distance of a railway station or a Sydney Ferries wharf;
- Within 400m walking distance of a light rail station;

Or

- Within 400m walking distance of a bus stop used regularly between 6am and 9pm Monday to Friday, and 8am to 6pm weekends.

The following plans indicates the available public transport within 400m radius of the development site.

Figure 8.1 Public transport within 400m radius of the development site

Figure 8.2 Public transport within 400m radius of the development site

The nearest bus stop is located on Barrenjoey Road is approximately 230m walking distance from the site. Bus routes 199, 190X runs via Barrenjoey Road.

The following table shows the summary of availability of bus services at these bus stops are extracted from the time-tables for the routes:

TABLE: Bus Service Availability

Bus Route	Walking Distance	Availability
Route 199	230m	5:05am-3:04am
Route 190X	230m	5:17pm-7:40pm

Following has been extracted from ‘Walkscore’ website associated with the development site:

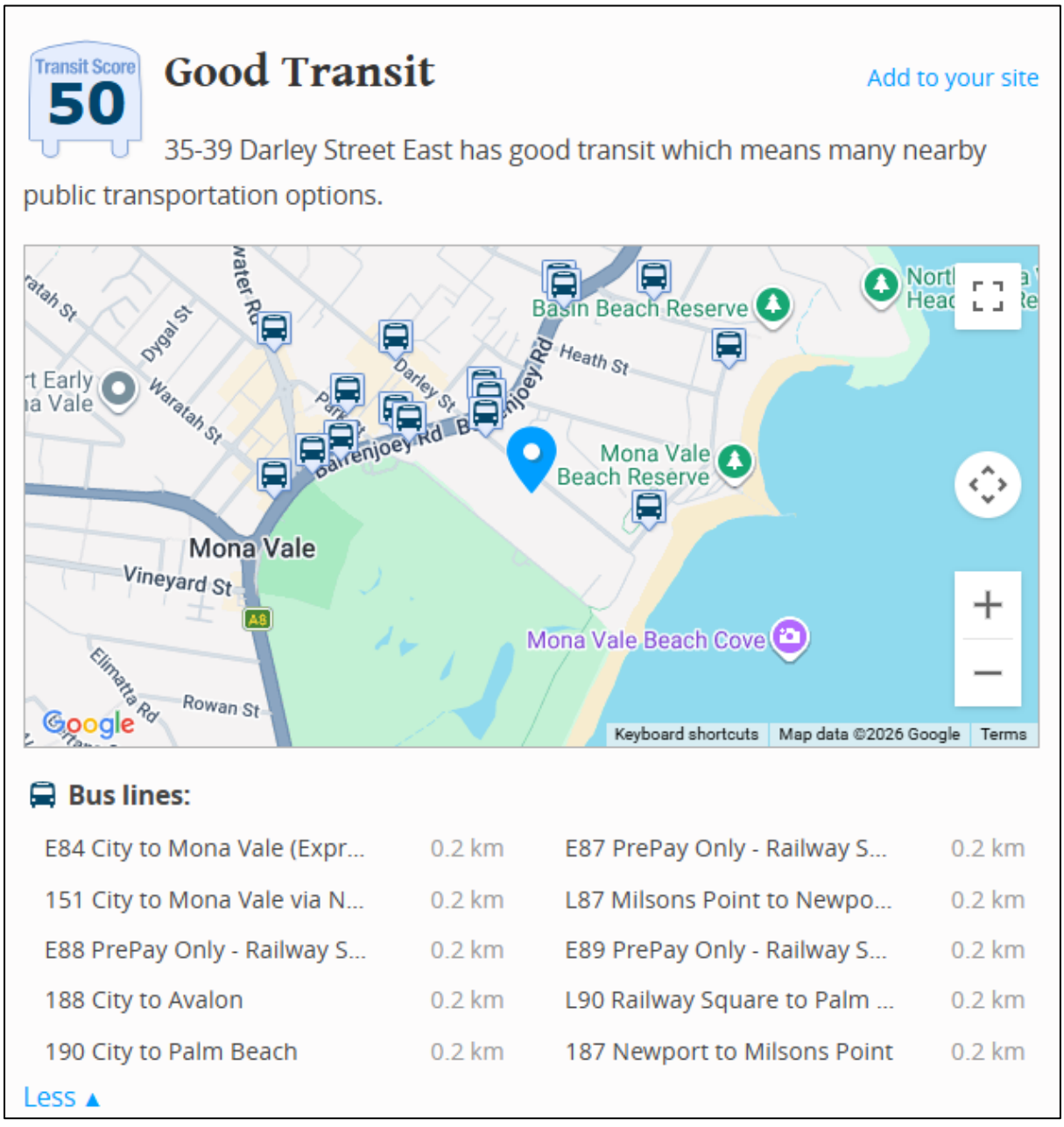


Figure 8.3 Public transport options

From the above discussion it is clear that the proposed development site is well within the reach of the available public transport in the area.

9 Sustainable Transport Option

Local Governments in New South Wales have set a strategic goal of increasing sustainable transport in the local area and for the journey to work. Sustainable transport includes walking, cycling, **the use of public transport** and car sharing initiatives. Sustainable

transport aims to reduce car trips and hence decrease congestion, save time and money and reduce the environmental impact of transport. Northern Beaches Council LGA is well connected by bus, road and cycle networks. New developments can provide opportunities to support and encourage the use of sustainable transport by providing car share parking, **developing travel plans**, **providing bicycle parking** and end of trip facilities and other initiatives.

In adhering to the above strategy, the following sustainable transport initiatives could be considered implementing as part of the proposed development.

Education and information:

The provision of information is an effective way to allow people to make informed decisions about their transport choices and understand the impacts of their choices. Understanding transport services and travel choices is a key element for a well-designed public transport system. Information can be in a wide variety of formats including websites, posters, hotlines and flyers. Trip planner in Transport for NSW website, should be promoted as a good source of information about the most convenient way to undertake trips.

Walking and Cycling:

A car parking demand assessment should also consider the likely generation of active transport to the venue.

We have utilised the 'WalkScore' website tool to ascertain the likelihood of Active Travel to the development site from surrounding areas. The WalkScore website provides a 'walkability' assessment of a locality taking various factors which promote walking, specifically pedestrian generating developments and associated infrastructure, into account when providing that score.

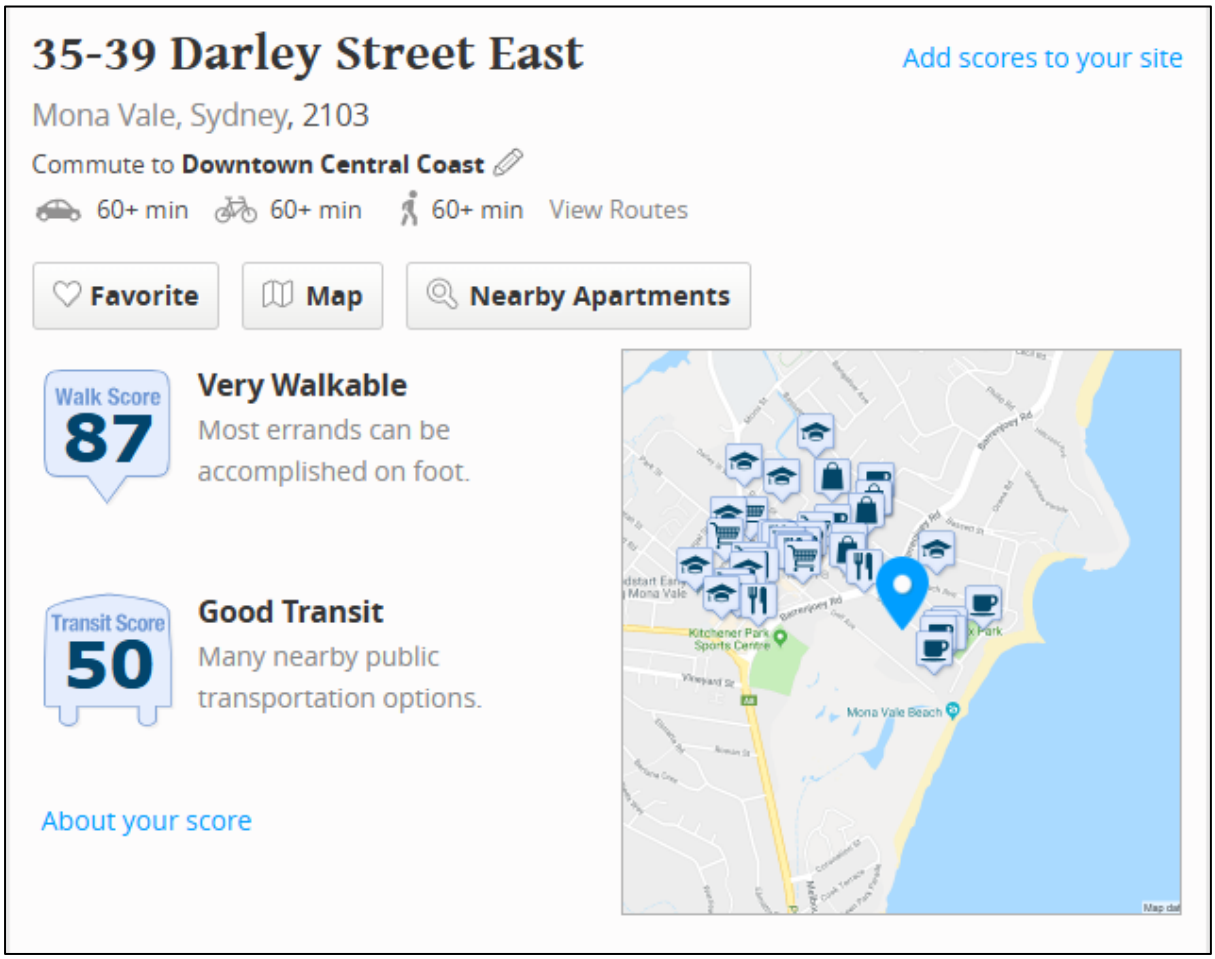


Figure 9.1 Walkability Rating

35-39 Darley Street East has a Walk Score of 87 out of 100. This location is Very Walkable so most errands can be accomplished on foot. The following images are taken directly from the WalkScore site:

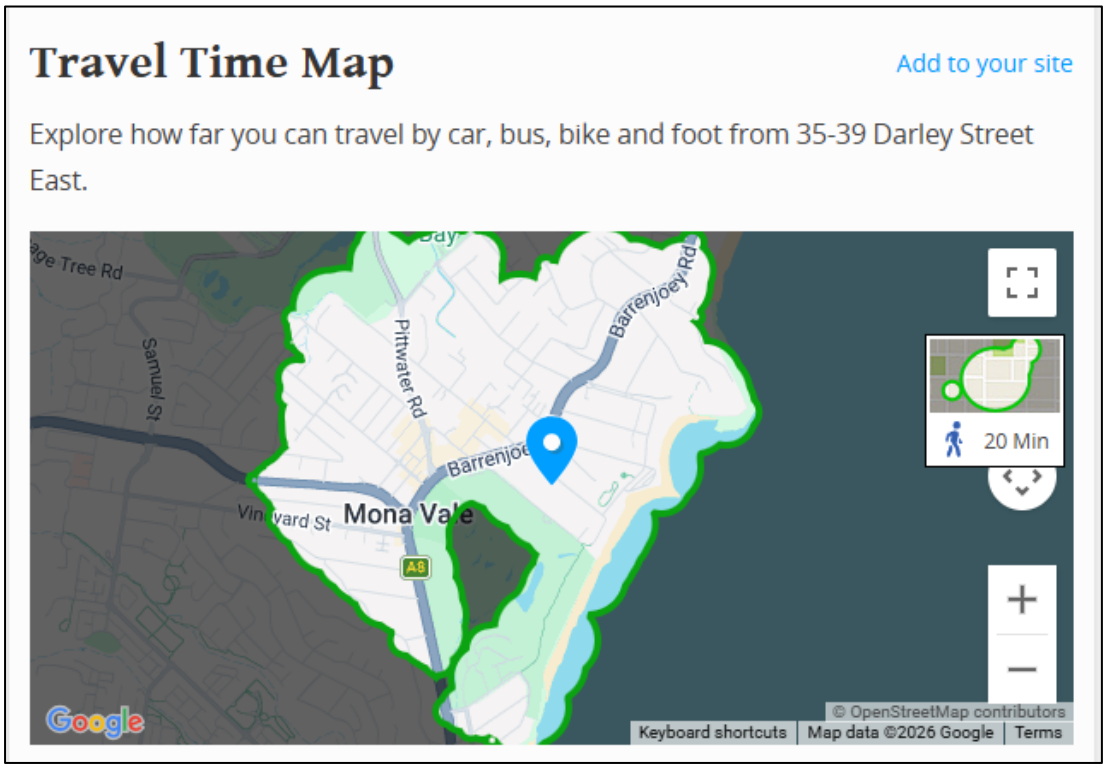


Figure 9.2 : Walking Map (20 Minutes Radius)

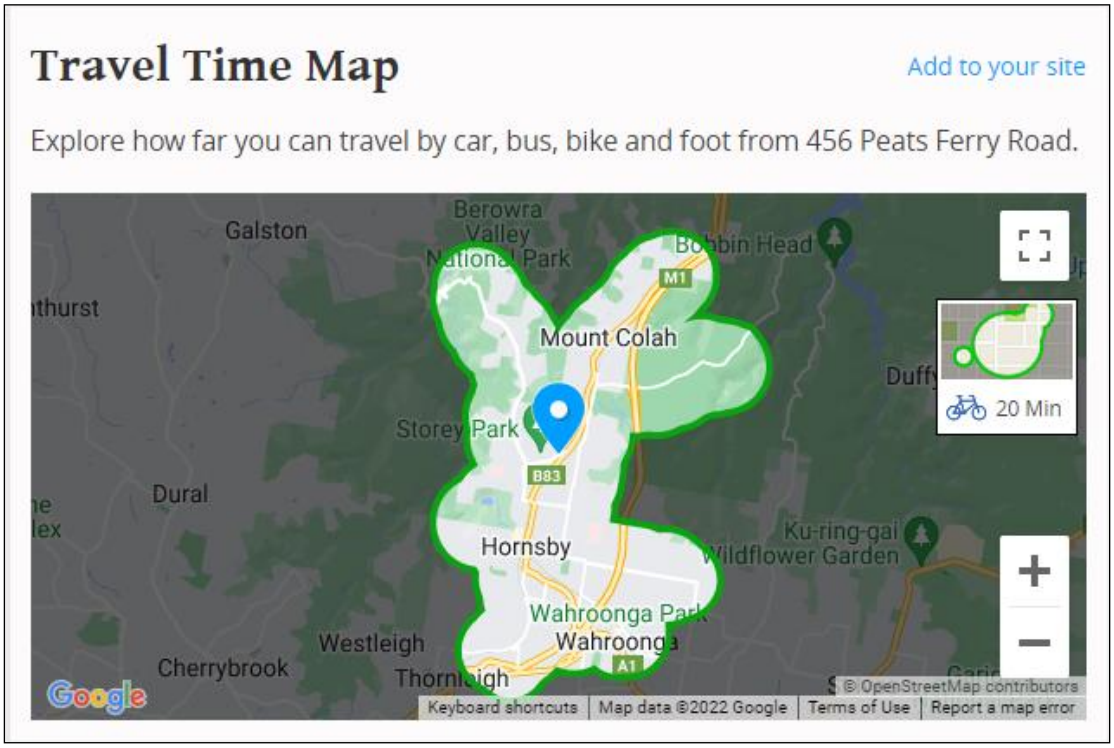


Figure 9.3: Bicycle Map (20 Minutes Radius)

From the above discussion it is clear that the proposed development site is well connected by available pedestrian and bicycle network in the area.

10 Assessment of parking layout and design

An assessment of the access-way and the proposed car parking layout has been undertaken in accordance with Australian standard AS2890.1:2004-off street parking facility, AS2890.6-off street parking for people with disability for the proposed car park as shown in the plans in **Appendix A**.

10.1 Accessway Width

The user Class of the proposed parking facility as part of the proposed development is determined to be user class 1A from the Table 1.1 of AS/NZS 2890.1.200 as shown below.

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Darley Street East is not functioning as an arterial road, and a total of 124 off-street parking spaces have been proposed as part of the proposed development. Based on the user Class of the proposed parking facility, type of frontage road and number of parking spaces proposed, the access facility category of the proposed driveway is determined from table 3.1 of AS/NZS 2890.1.2004 as shown below. The category of the proposed driveway is determined to be Category 2 in accordance with Table 3.1 below:

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

Therefore, the minimum combined (entry and exit) width requirement for the driveway of the proposed parking facility is 6.0m as shown below in the table 3.2 of AS/NZS 2890.1.2004.

TABLE 3.2

ACCESS DRIVEWAY WIDTHS

metres

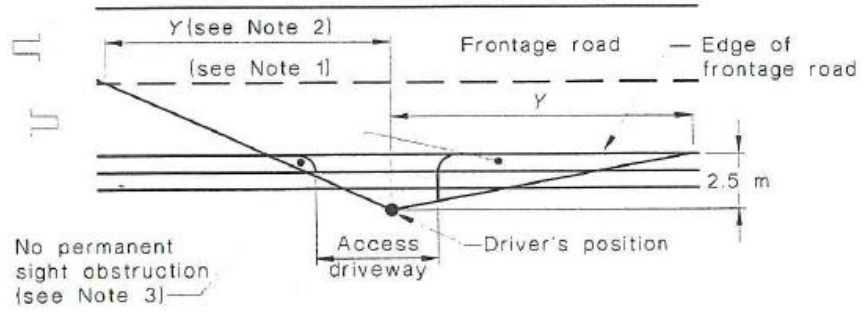
Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

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

Therefore, the proposed 6.1m width of the driveway meets the requirement for this class of parking facility as per Australian Standard AS2890.1:2004.

10.2 Vehicular Sight Lines

Posted speed limits of 50km/h apply at the frontage of the proposed development site in Darley Street East. The minimum sight distance requirement at a driveway with a frontage road of 50km/h speed limit can be determined from figure 3.2 of AS/NZS 2890.1.2004 below. From figure 3.2 below the sight distance requirement at the proposed combined entry/exit driveway is 45m minimum and 69m desirable.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

FIGURE 3.2 SIGHT DISTANCE REQUIREMENTS AT ACCESS DRIVEWAYS

The proposed development is located at a straight section of Darley Street East. Approximately 100m of sightline is available in the east and in the west at the proposed location of the driveway. Therefore, the available sight distances at the proposed driveway meet the requirements of AS/NZS2890.1.2004.

10.3 Pedestrian Sight Lines

An assessment of minimum sight lines for pedestrian safety at the proposed driveway has been undertaken in accordance with Figure 3.3 of AS2890.1 below and referring to the site plan. The assessment indicated no obstruction to pedestrian sightlines.

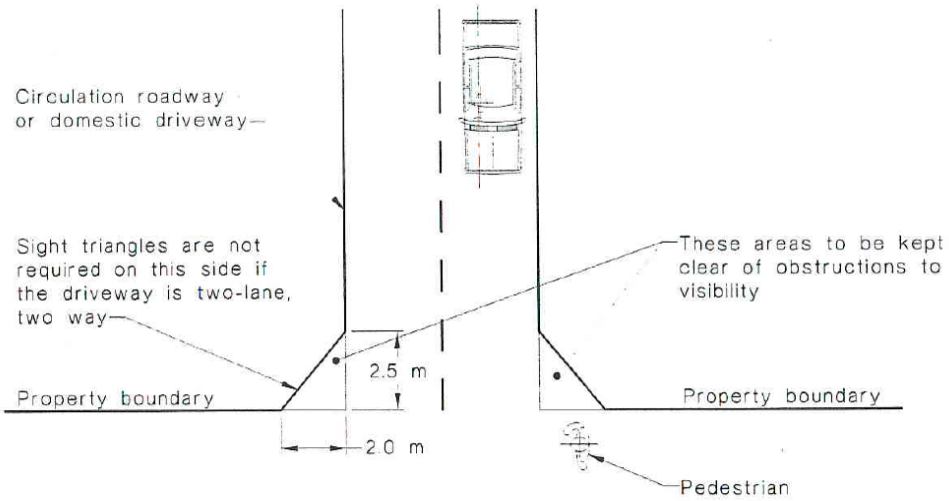


FIGURE 3.3 MINIMUM SIGHT LINES FOR PEDESTRIAN SAFETY

10.4 Dimensions

Dimensions of the proposed parking spaces and aisle width have been shown in the plans in **Appendix A**. The proposed parking spaces have been assessed against the following table of AS2890.1:2004.

(c) Bays at 60°

(d) Bays at 90°

User class (Note 1)	A (Note 3)	B	C_1	C_2	C_3	Aisle width (Note 4)
1	2.4	2.4	5.4	4.8	5.4	6.2
1A	2.4	2.4	5.4	4.8	5.4	5.8
2	2.5	2.5	5.4	4.8	5.4	5.8
3	2.6	2.6	5.4	4.8	5.4	5.8
3A	2.6	2.6	5.4	4.8	5.4	6.6
3A	2.7	2.7	5.4	4.8	5.4	6.2
4	(See Note 5)					

*Dimension C is selected as follows (see Note 6):
C1—where parking is to a wall or high kerb not allowing any overhang.
C2—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).
C3—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

The following table shows the assessed dimensions of the proposed car parking facility:

Component	Minimum Standard Dimension(m)	Dimension provided(m)	Compliance/Comments
Width	2.4	2.4	Compliant
Length	5.4	5.6	Compliant
Aisle Width	5.8	6.0	Compliant

The parking spaces are minimum 2.4m wide and 5.4m deep which comply with the requirement of Australian Standard AS2890.1:2004. The aisle width opposite the parking spaces has been proposed to be of minimum 6.0m which comply with the Australian Standard requirement. The proposed dimensions of the disability spaces and the associated shared space also comply with the dimension requirements of AS2890.6.

10.5 Manoeuvring

The proposed parking layout fully complies with the aisle width and space dimensions requirement of Australian Standards AS2890.1:2004, therefore meet the standard minimum manoeuvring requirements. Swept paths diagram for critical movements for a B85 design vehicle shown in **Appendix B**.

10.6 Headroom

The minimum headroom requirement for residential carpark is 2.2m excluding all overhead services as per AS2890.1:2004 and should comply.

The minimum headroom requirements for parking spaces for people with disabilities is 2.5m including the shared area as per AS2890.6 and should comply.

11 Conclusion

The proposed 53 units residential apartment building proposed at 35-39 Darley Street East, Mona Vale NSW has been assessed in terms of, trip generation and impact on public street network, off-street parking demand and supply, design of the proposed parking layout; access driveway requirement and the following conclusions are made:

1. The proposed development will have minimal impact on the traffic capacity of Darley Street East and the surrounding street network.

2. The proposed parking provision meets the requirement of Council DCP and there will be minimal impact on the existing on-street parking supply in the area due to the proposed development.

3. The proposed parking layout complies with the Australian Standard in terms of dimension and manoeuvring requirements.

4. The proposed driveway and ramps meet the requirements of relevant Australian Standards in term of widths and sight distance requirement.

5. No reverse in and out vehicular movements from and on to the public road have been proposed.

6. Minimal impact on the amenity of the surrounding developments has been anticipated.

7. The site has public transport options.

Based on the findings this traffic impact assessment concludes that the site at 35-39 Darley Street East, Mona Vale is suitable for the proposed development comprised of 53 residential units and could be supported given that the development will have minimal impact on the existing traffic and parking environment in the area.

Appendix A -Development Plans

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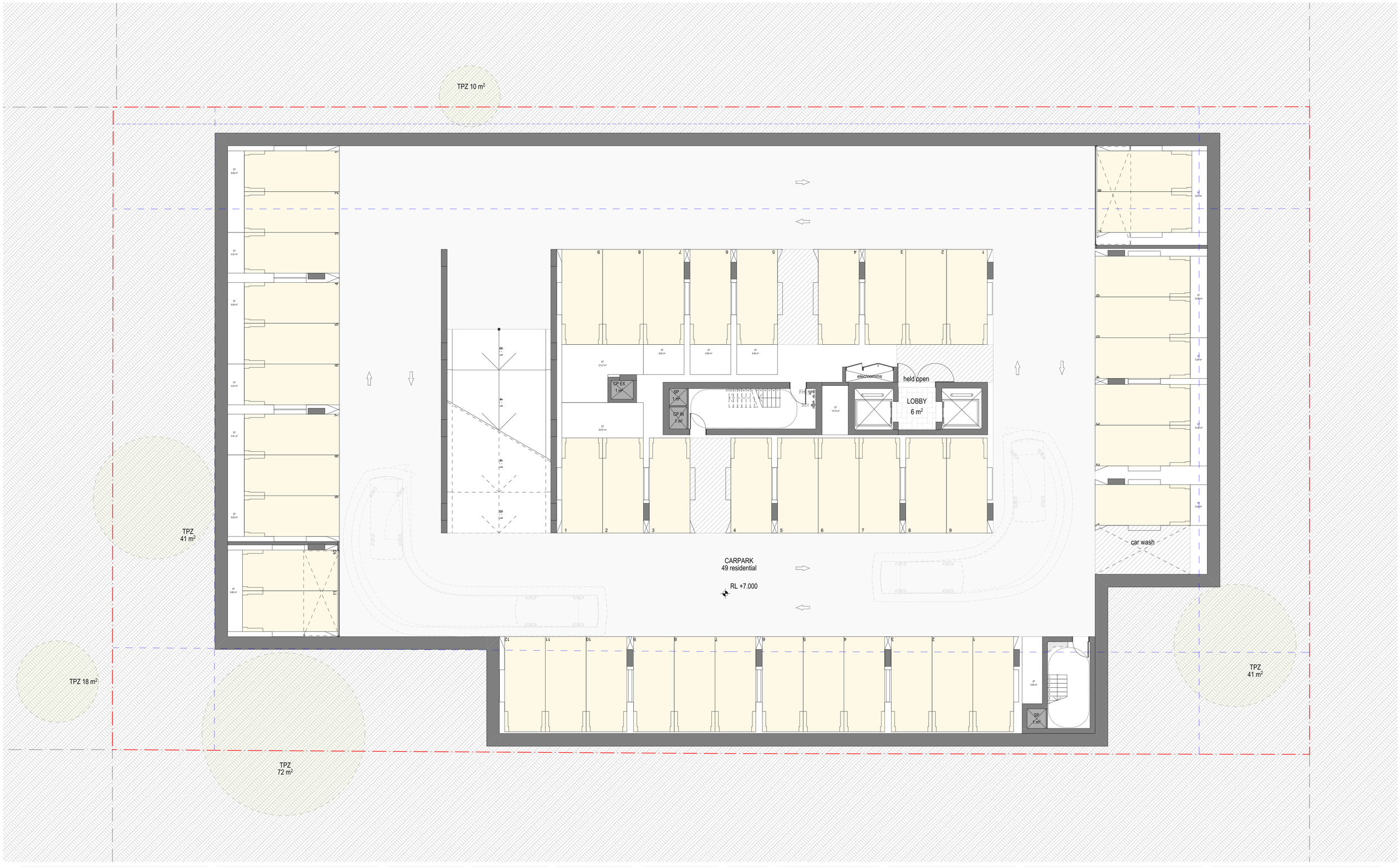

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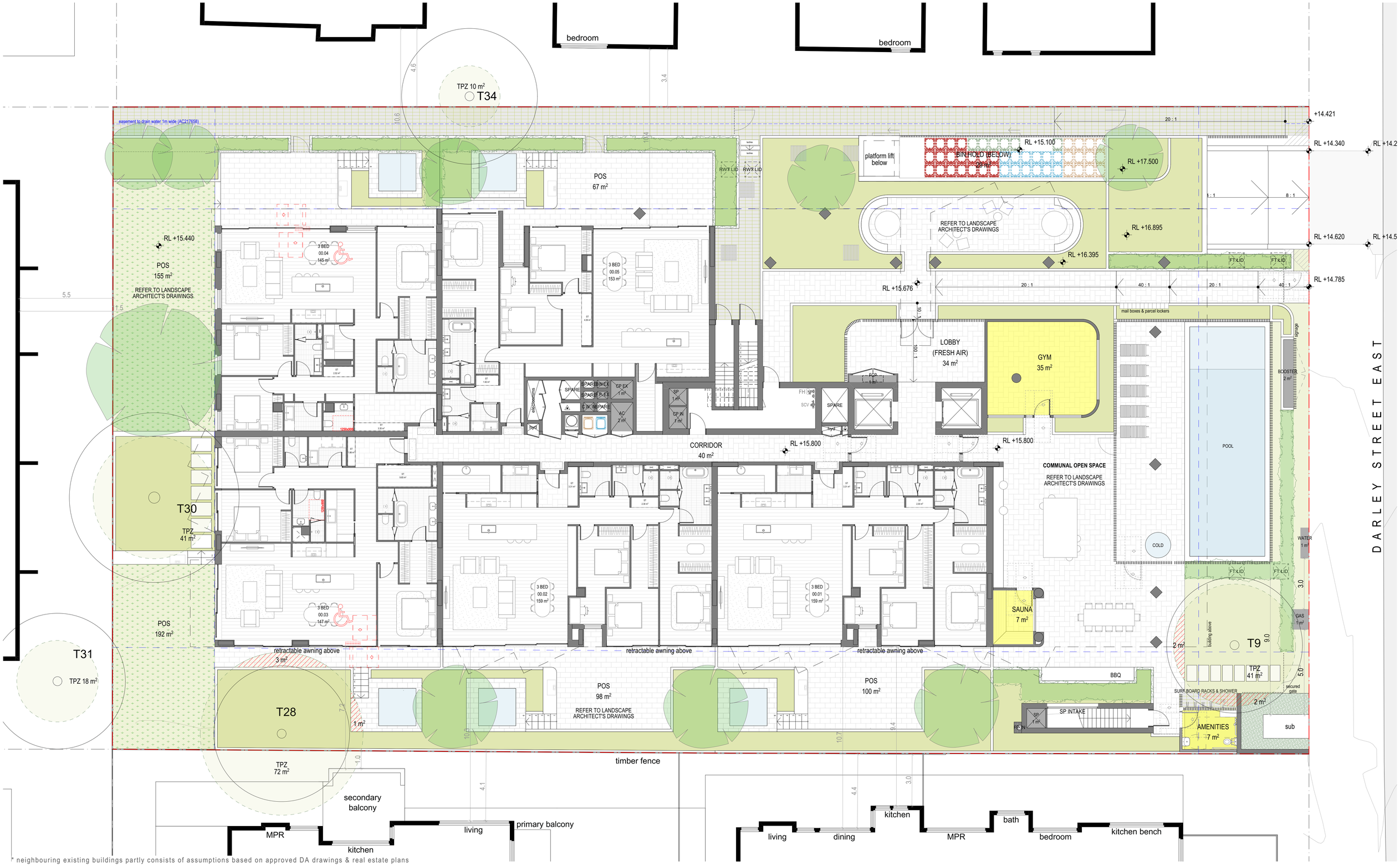

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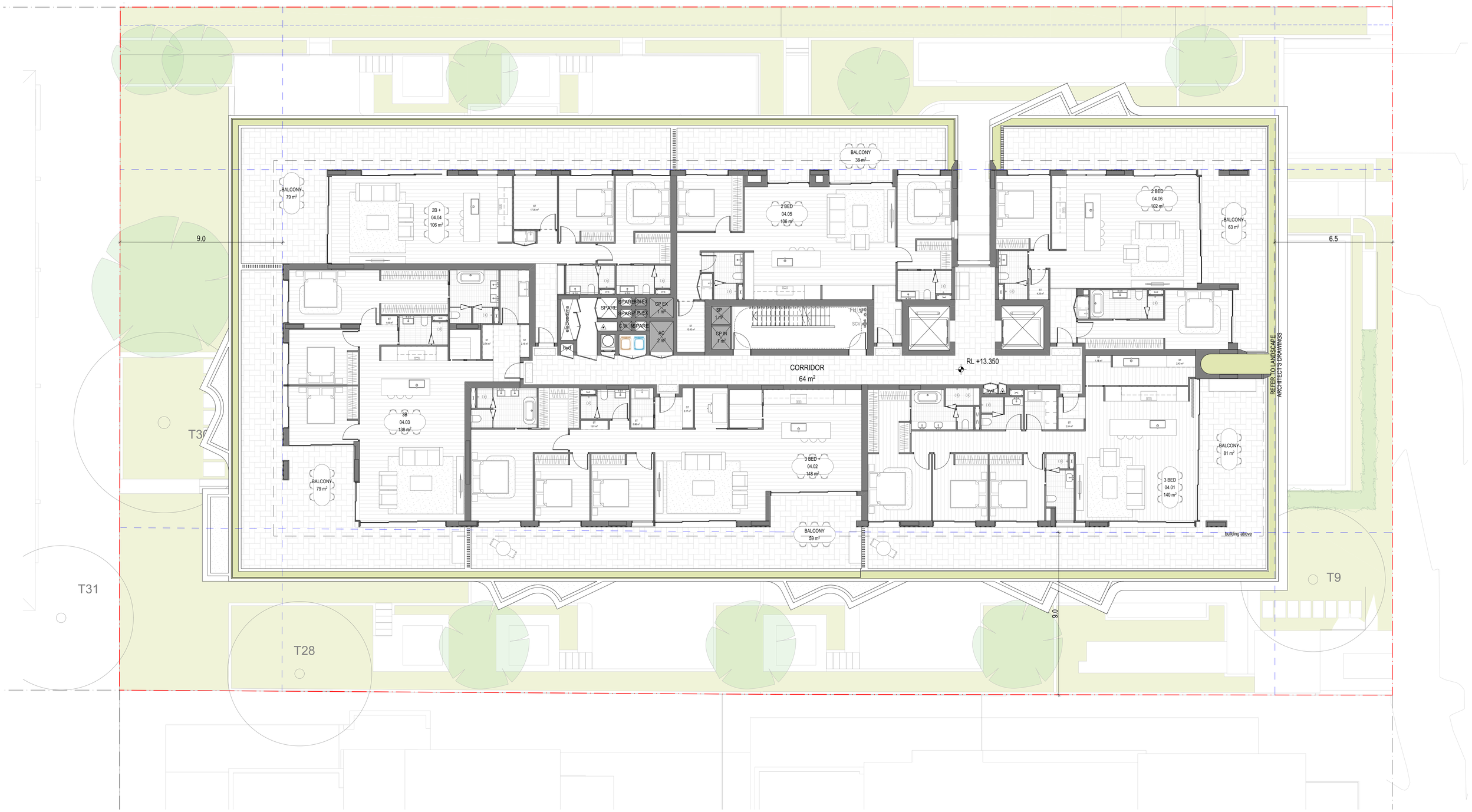

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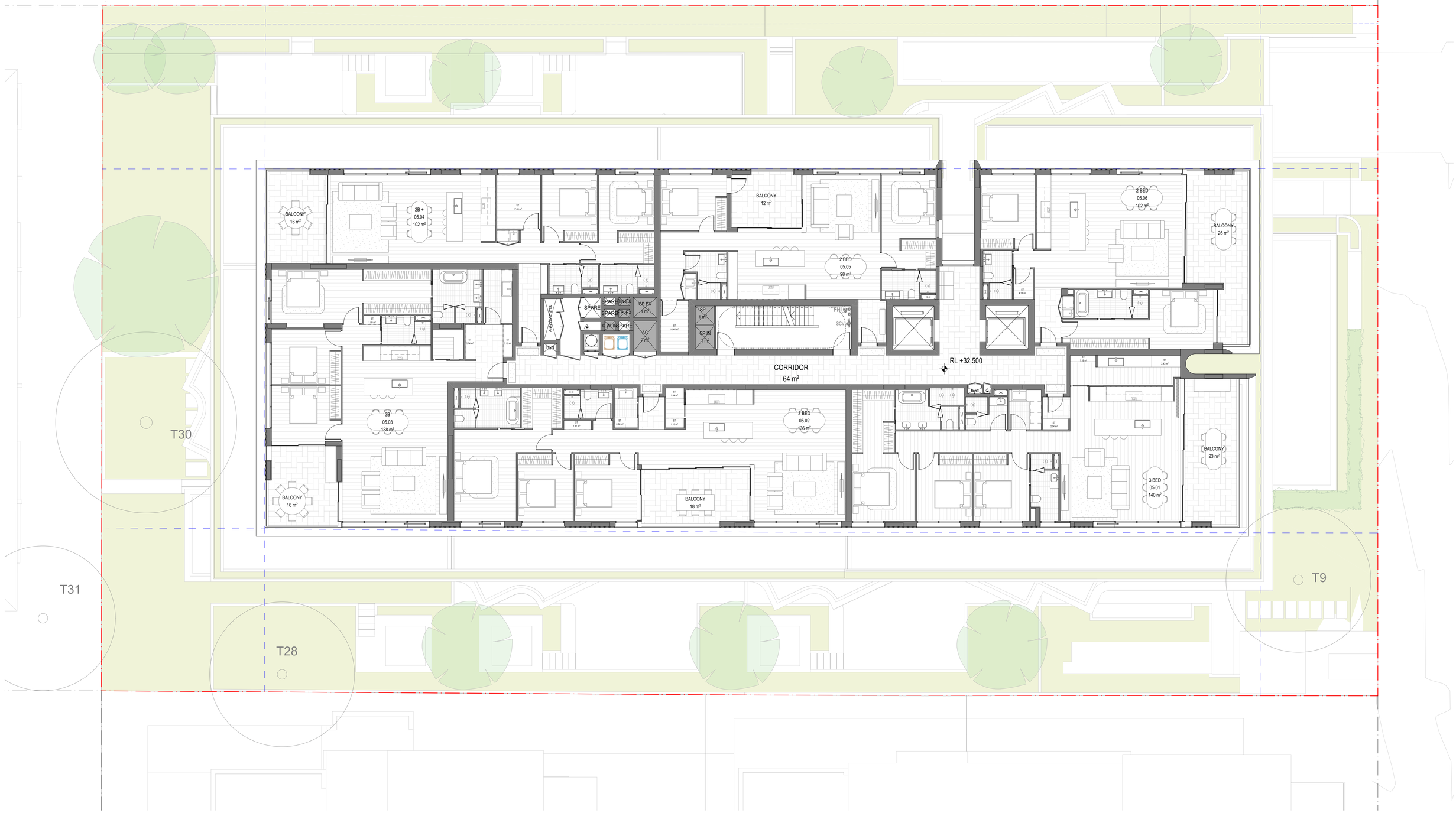

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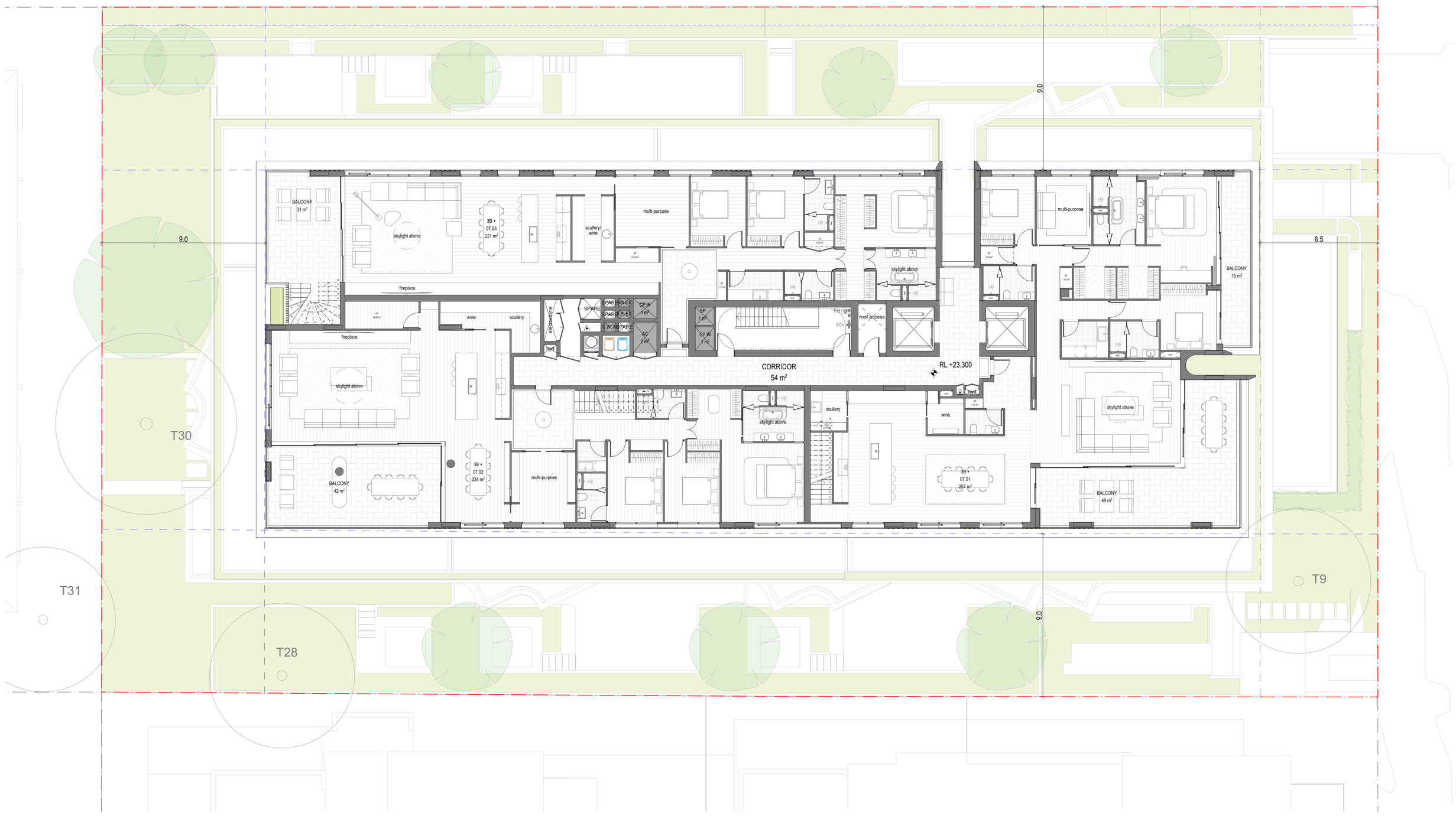

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PROJECT TITLE
DARLEY ST E MONA VALE

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35-39 DARLEY ST E MONA VALE NSW 2103
AUSTRALIA

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The Trustee for IPG Dev 2 Unit Trust & GOP AFF 1 Unit Trust & IPG AFF 1 Unit Trust

APPROVED	CHECKED	DRAWN
JW	JW	WS

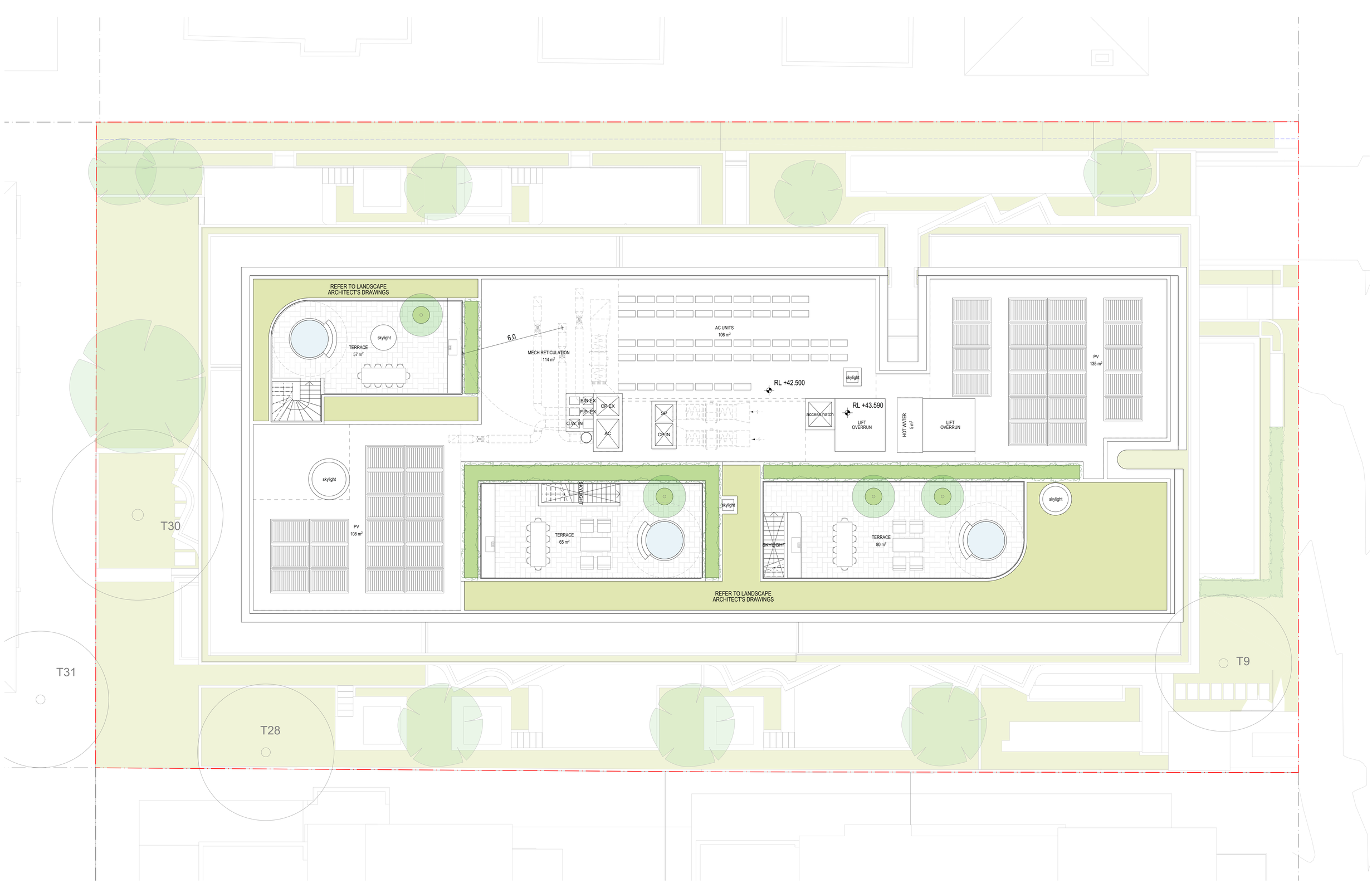
DRAWING TITLE
GENERAL FLOOR PLAN - LEVEL 07

PROJECT NUMBER
20895

STAGE
DA

DRAWING NUMBER
PLA-DA-1007

REVISION
A



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01	01	Issue		
02	02	Issue		
03	03	Issue		
04	04	Issue	WS	JW
A	A	SSDA SUBMISSION - SSD-113872990	WS	JW

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GENERAL FLOOR PLAN - ROOF 08

PROJECT NUMBER
20895

STAGE
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DRAWING NUMBER
PLA-DA-1008

REVISION
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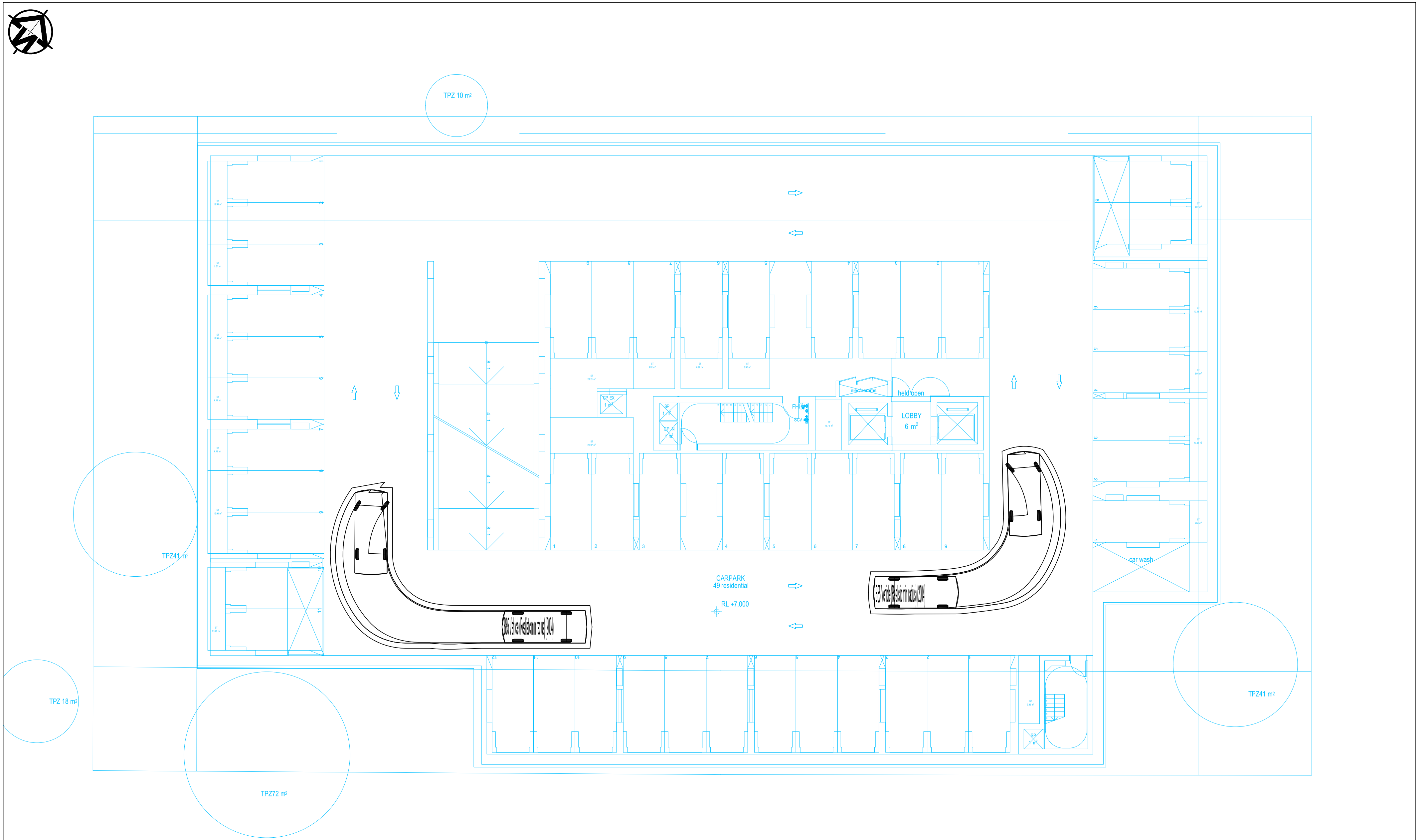
Appendix B -Swept Path Analysis

P: 02 8883 4239 W: www.sgce.com.au



Issue	Last revision title	By	Date	Status
A	PRELIMINARY	OC	22.04.26	01

Issuer internal sequence and revision history
1-preliminary 2-development application 3-construction certificate 4-tender 5-construction 6-other

Reference Coordination Drawing

Discipline	Drawing Title and Number	Date	Rev
ARCH			
STRUCT			
MECH			
ELEC			
HYD			
FIRE			
LANDS			
CIVIL			
SURVEY			

Quality Control

	DATE
DRAWN JH	22.04.26
CHECKED MC	22.04.26
DESIGNED JH	22.04.26
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PROJECT
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Grid	Datum	Sheet
	A.H.D.	01

Status
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Drawing Title
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BASEMENT 03

Project No.	Set No. - Drg No.	Revision No.
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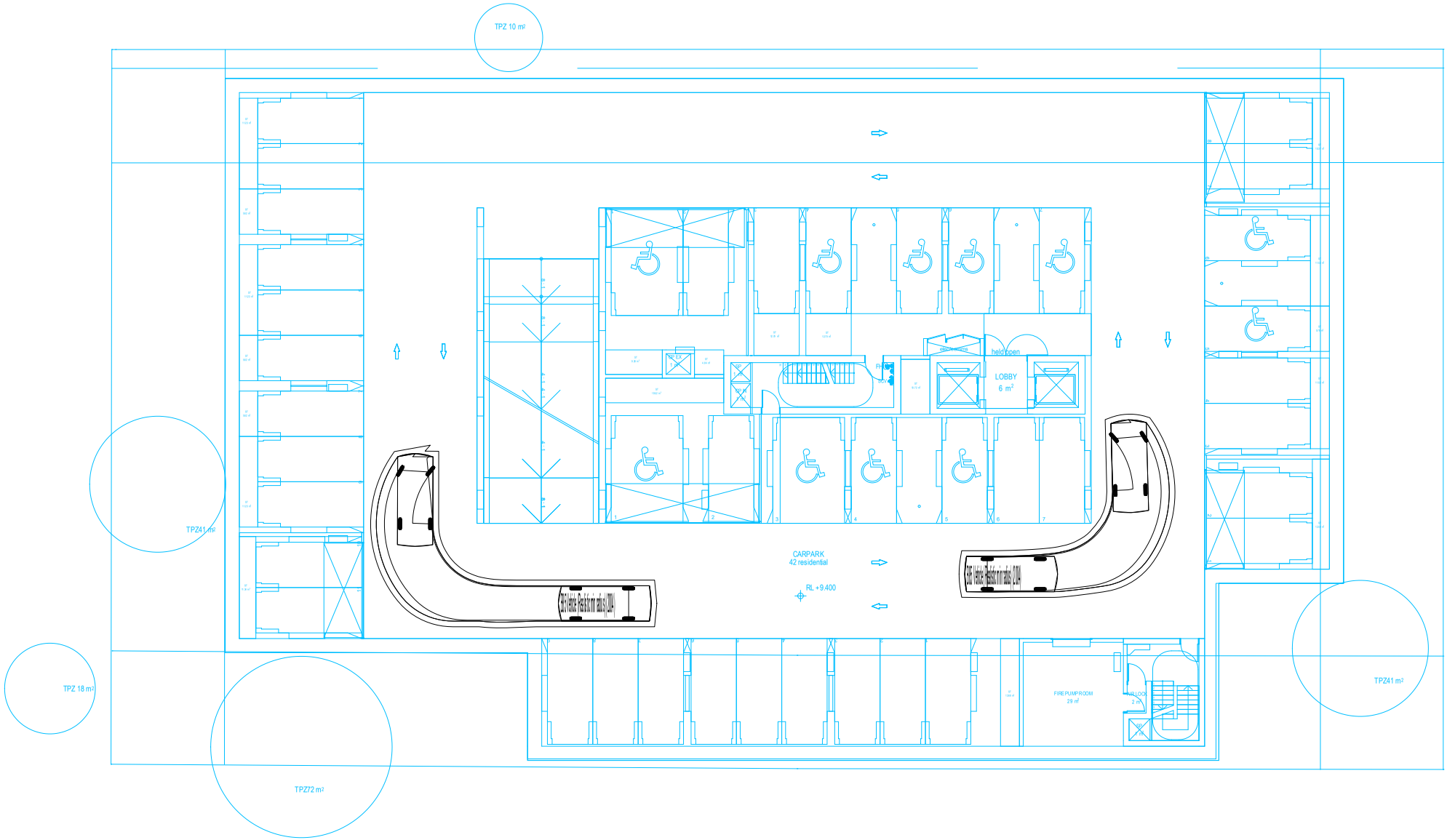

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Issuer internal sequence and revision history

1-preliminary 2-development application 3-construction certificate
4-tender 5-construction 6-other

Reference Coordination Drawing			
Discipline	Drawing Title and Number	Date	Rev.
ARCH			
STRUCT			
MECH			
ELEC			
HYD			
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CIVIL			
SURVEY			

Quality Control	
DRAWN	DATE
JH	22.04.26
CHECKED	DATE
MC	22.04.26
DESIGNED	DATE
JH	22.04.26
VERIFIED	DATE
OC	22.04.26
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PROJECT
35-39 DARLEY STREET,
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SWEPT PATH DESIGN

Grid	Datum	Sheet
	A.H.D.	02

Status: FOR APPROVAL
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Drawing Title
SWEPT PATH DESIGN
BASEMENT 02

Project No.	Set No. - Drg No.	Revision No.
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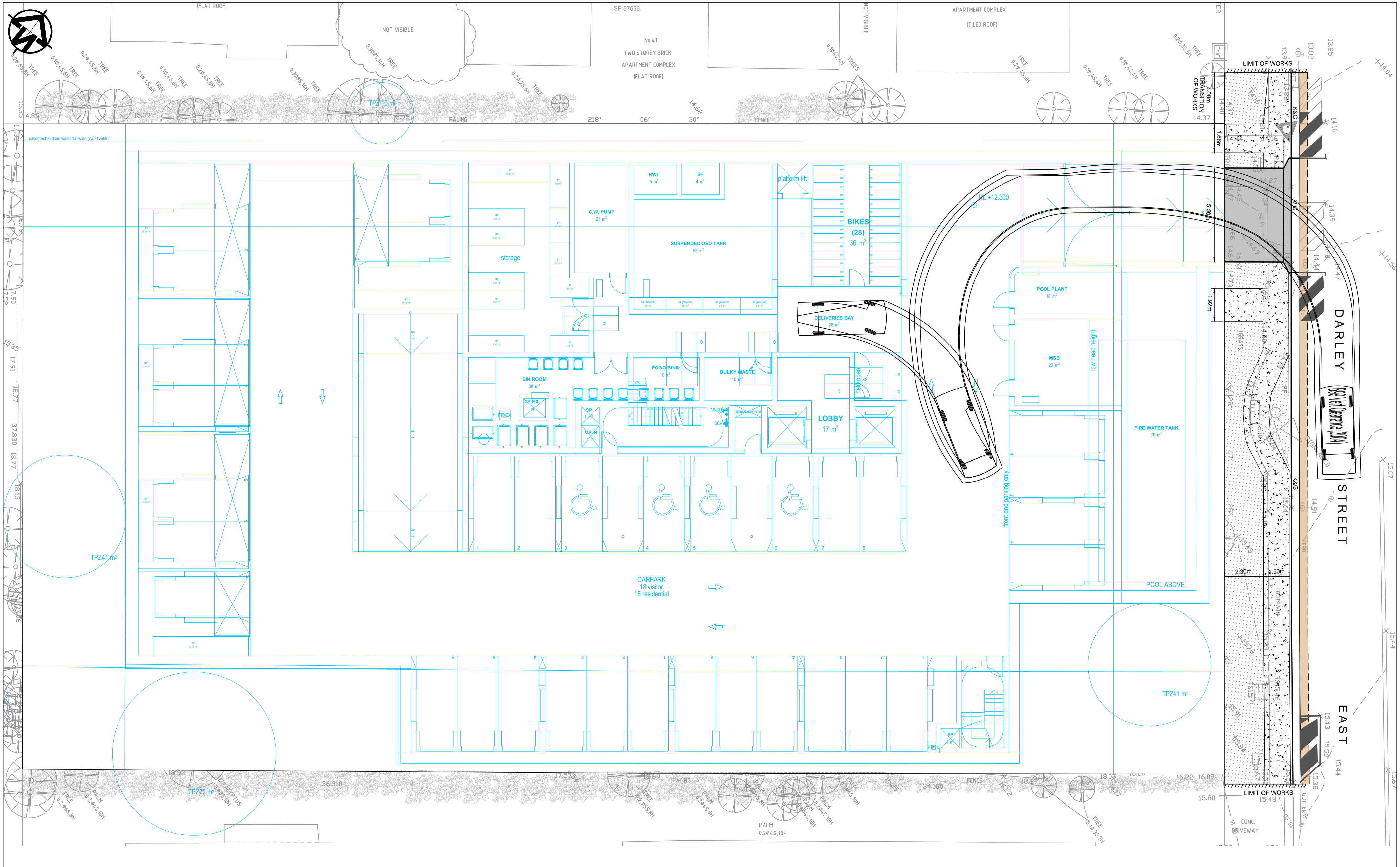

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Issue	Last revision title	By	Date	Status	FIRE			
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					CIVIL			
					SURVEY			

Issuer internal sequence and revision history
1-preliminary 2-development application 3-construction certificate
4-tender 5-construction 6-other

Quality Control

	DATE
DRAWN JH	22.04.26
CHECKED MC	22.04.26
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PROJECT

35-39 DARLEY STREET,
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SWEPT PATH DESIGN

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Drawing Title
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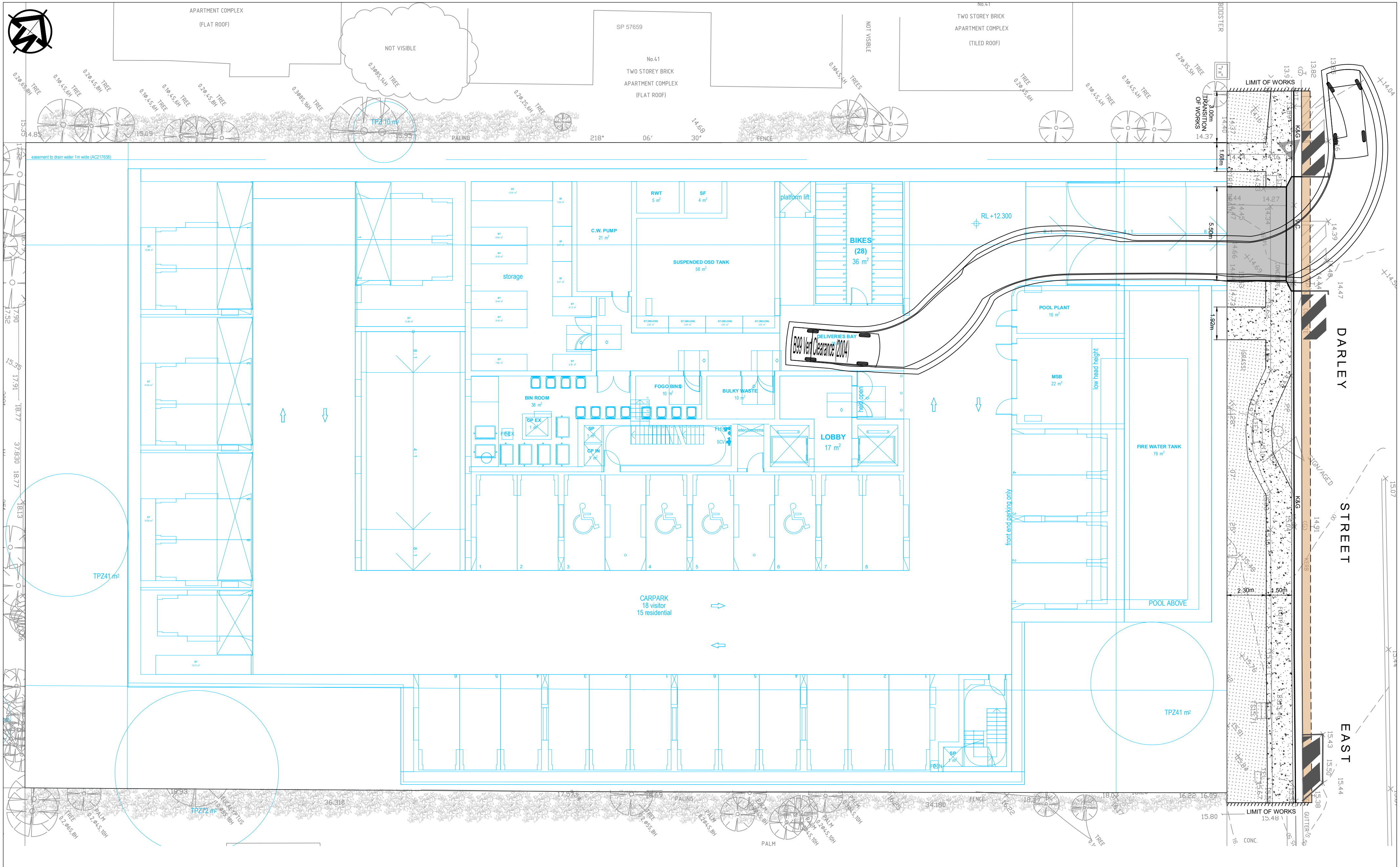
BASEMENT 01
B99 ENTERING

Project No.	Set No. - Drg No.	Revision No.
20250242	S02-STK 03	A



Issue	Last revision title	Issuer	Date	Status
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Issuer internal sequence and revision history
1-preliminary 2-development application 3-construction certificate
4-tender 5-construction 6-other

Reference Coordination Drawing

Discipline	Drawing Title and Number	Date	Rev
ARCH			
STRUCT			
MECH			
ELEC			
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FIRE			
LANDS			
CIVIL			
SURVEY			

Quality Control

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PROJECT
35-39 DARLEY STREET,
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SWEPT PATH DESIGN

Grid	Datum	Sheet
	A.H.D.	04

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Drawing Title
SWEPT PATH DESIGN
BASEMENT 01
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Project No.	Set No. - Drg No.	Revision No.
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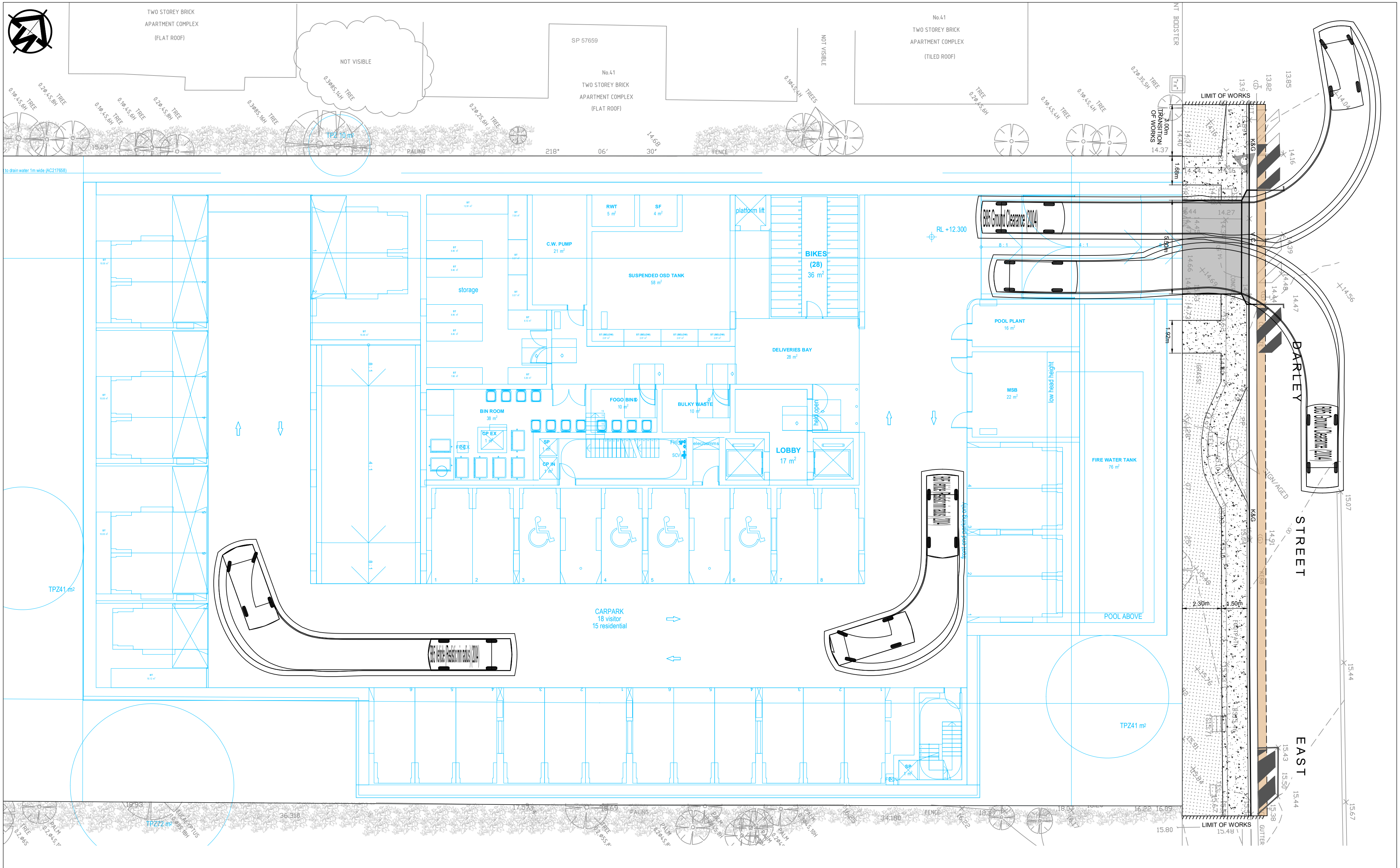

A	PRELIMINARY	OC	22.04.26	01
Issue	Last revision title	By	Date	Status

Issuer internal sequence and revision history
1-preliminary 2-development application 3-construction certificate
4-tender 5-construction 6-other

Reference Coordination Drawing

Discipline	Drawing Title and Number	Date	Rev
ARCH			
STRUCT			
MECH			
ELEC			
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CIVIL			
SURVEY			

Quality Control

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DRAWN JH	22.04.26
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Grid	Datum	Sheet
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Drawing Title
SWEPT PATH DESIGN
BASEMENT 01 - B85

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