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MEMORANDUM

DATE: 22 August 2023
TO: Northern Beaches Development Determination Panel
CC: Peter Robinson, Executive Manager – Development Assessments
FROM: Adam Richardson, Development Assessment Manager
SUBJECT: DA2022/1944 – 30 & 32 Lakeview Parade, Warriewood

Dear Panel,

OVERVIEW:

The purpose of this memo is to inform the Panel of correspondence received by Council's Manager Development Engineering and Certification on 19 August 2023.

This correspondence requested that Council's Development Engineers review their current requirement for a passing bay along the driveway servicing the subdivision, which based on the current application before Council, that is located within the Lakeview Parade road reserve. The applicant offered a proposed conceptual amendment that reverted to a single width crossing within the Lakeview Parade road reserve, with the provision of the passing bay further along the driveway. It was also stressed that Part B6.2 of P21 DCP does not specify where the passing bay needs to be located.

As the Panel is aware, the current proposed passing bay / driveway, and the excavation required for it, will due to impacts necessitate the likely removal of, or unacceptable impact to a street tree on the road reserve based on the arborist report provided with the application. This formed one of the recommended reasons for refusal of the application (No.3).

Council's Development Engineers have reconsidered their position in light of the scenario put by the applicant. On the basis of the conceptual amendments, they would be supportive of a single width driveway crossing within the Lakeview Parade road reserve.

Council's Landscape Officer in light of this has provided advice in relation to the conceptual removal of the passing bay within the road reserve. They find that a single width driveway crossing would not likely have an unacceptable impact on the street tree.

The Panel should note that the removal of the passing bay is conceptual only and that the applicant has not formally sought to amend the application.

RECOMMENDATION:

1. That the Panel note the correspondence from the applicant's representative, the conceptual re-location of the passing bay and the commentary from Council's Landscape Officer and Development Engineers; and



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2. The report and recommendations presented to the Panel at its meeting of 9 August 2023 remain unchanged.

A handwritten signature in black ink, appearing to read 'Am'.

Adam Richardson
Manager, Development Assessments

From: [REDACTED]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Date: Monday, 21 August 2023 11:39:47 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[Report - Traffic Report.pdf](#)
[image005.png](#)
[image006.jpg](#)
Importance: High

Hi Joe

As discussed, can you please provide your advice to Adam regarding the passing bay within the road reserve. This is going to the DDP on Wednesday

Thanks

Simon Gray
Manager, Development Engineering & Certification

Development Engineering & Certification

[REDACTED]
northernbeaches.nsw.gov.au



From: Rebecca Englund [REDACTED]
Sent: Saturday, August 19, 2023 3:40 PM
To: Simon Gray [REDACTED]
Subject: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Simon,

I hope this email finds you well.

I am looking after a subdivision application at 32 & 32 Lakeview Parade, Warriewood – DA2022/1944.

I am not aware which officer from your team managed the referral for this application to date.

Please feel free to pass this onto the relevant officer if you are unable to assist. The application is being reported to the DDP **this Wednesday**, and as such, a quick response would be greatly appreciated.

32 Lakeview Parade has a battle-axe handle to Lakeview Parade which is burdened by a ROW benefitting 30 and 34 Lakeview Parade. Whilst the driveway pavement has never been constructed, there is a single width kerb crossing at the street.

DA2022/1944 seeks consent to subdivide 30 and 32 Lakeview Parade into 5 lots, 4 of which will be serviced by the driveway within the battle-axe handle. The application was referred to engineering, who required amended plans to accommodate a 5m wide driveway crossing at Lakeview Parade. Whilst the amended plans inclusive of the 5m wide driveway crossing are supported by engineering, the widened driveway necessitates 300-500mm of excavation within the TPZ of a street tree in order to comply with Council's driveway profiles and the Arborist states it cannot be retained. The amended plans and arborist report were referred to Landscaping, who indicate support for the proposal but do not support the removal of the street tree. Specifically, they confirmed:

"Council does not support removal of public trees. The passing bay does not have / should not, be located on public land, especially when public assets (i.e., street trees) are impacted."

Landscaping have imposed conditions for the tree to be retained and to limit any excavation within the TPZ of the tree to a maximum of 100mm. This conflicts with the design of the driveway and the conditions imposed by engineering.

The original application, with a single vehicle crossing, was accompanied by a Traffic Report (attached). The report is supportive of the single-width driveway crossing, noting that:

- the driveway is straight,
- a passing bay is proposed further along the driveway,
- the gradients comply with AS2890,
- all dwellings can enter and exit onto the shared driveway in a forward direction, and
- as the site is only 25m from the cul-de-sac of the dead end street. If a car was coming out of the driveway at the same time someone was trying to exit, the person entering could simply continue along to the cul-de-sac and turn around, to allow the person to exit. However, the likelihood calculates to likelihood of this occurring at less than 0.1%.

The requirement for a passing bay comes from clause B6.2 of P21 DCP, which prescribes that a passing bay is required for driveways that exceed 40m in length when they serve more than 2 dwellings. I note that this would apply to a driveway in this location irrespective of the proposed subdivision, as the battle-axe handle currently serves 3 dwellings. This clause does not specify that the passing bay has to be at the street.

In light of the conflict with Landscaping, would engineering be supportive of a proposal that reverts to a single width crossing at Lakeview Parade (with the maintenance of the passing bay further along the driveway)?

If it is of any assistance, I provide the following list of subdivision applications that have been approved under PLEP 2014/P21 DCP which vary the driveway design requirements:



**PROPOSED TORRENS TITLE LAND SUBDIVISION
- 2 LOTS INTO 5 LOTS**

30 AND 32 LAKEVIEW PARADE, WARRIEWOOD

TRAFFIC ASSESSMENT REPORT

7TH NOVEMBER 2022

REF 22040

Prepared by

Terraffic Pty Ltd
Traffic and Parking Consultants

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1. INTRODUCTION

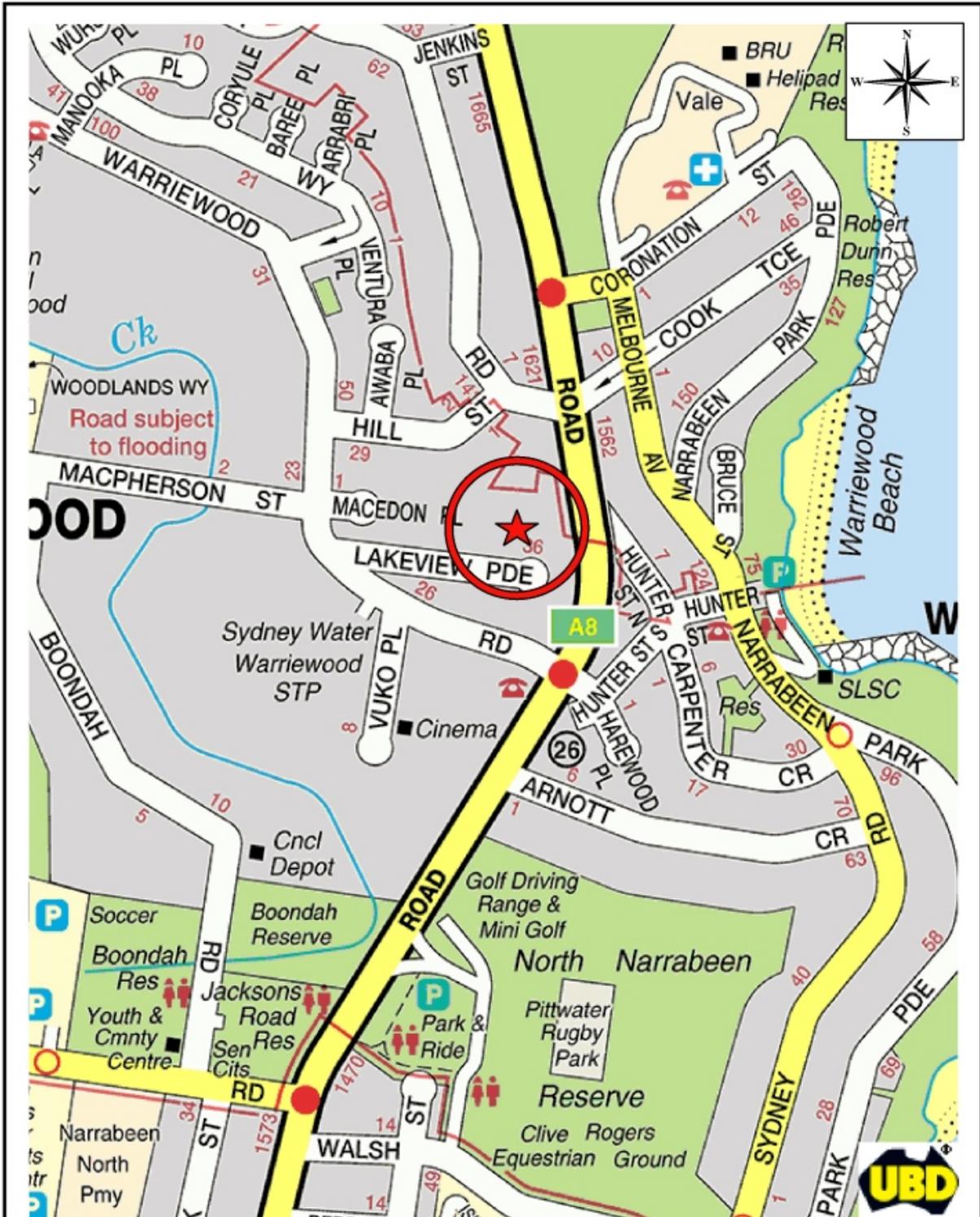
This report has been prepared to accompany a Development Application to Northern Beaches Council for a proposed Torrens Title land subdivision at 30-32 Lakeview Parade, Warriewood (Figures 1 and 2).

The development site is located on the northern side of Lakeview Parade approximately 270m east of Warriewood Road and 20m west of the Lakeview Parade cul-de-sac. It has a total site area of 3,210.2m² with a frontage of 16.765m to Lakeview Parade. The existing site development comprises:

- **30 Lakeview Parade** - a single detached dwelling that fronts Lakeview Parade. It has a site area of 835.2m² and gains vehicular access to Lakeview Parade via a single width access driveway located adjacent to the western site boundary.
- **32 Lakeview Parade** - a single detached dwelling on a battle-axe block located at the rear of 30 Lakeview Parade. The battle-axe handle has a 3.05m width to Lakeview Parade and is 60.96m in length. It has a site area of 2,375m² and does not gain vehicle access via the battle-axe handle. As can be seen on the aerial photograph below, vehicular access to the dwelling is via a shared driveway that extends from the cul-de-sac and bisects the properties to the east of the site.



Aerial photograph taken 5th April 2022



Terraflow Pty Ltd
TRAFFIC & PARKING CONSULTANTS

**LOCATION
FIGURE 1**





Development Proposal

The proposed development comprises the subdivision of the two lots into five lots. The site works include:

- Retention of the existing dwelling and access driveway serving 30 Lakeview Parade
- Demolition of the existing dwelling and outbuildings at 32 Lakeview Parade,
- The creation of five new lots:
 - Lot 1 – 555.8m² (with the existing dwelling at 30 Lakeview Parade)
 - Lot 2 – 558.4m²
 - Lot 3 – 550.4m²
 - Lot 4 – 554.4m²
 - Lot 5 – 622.0m²
- Construction a 3.5m wide internal driveway and easement servicing Lots 2-5

A plan of the proposed subdivision prepared by SDG Pty Ltd is reproduced in Appendix A. An Indicative Building Footprint Plan prepared by Northern Beaches Planning is also reproduced in Appendix A demonstrating that the lots can be suitably developed for residential purposes.

The detailed design of the 3.5m wide access/easement has been prepared by Peninsula Consulting and is reproduced in Appendix B. The design comprises a single lane driveway to Lakeview Parade and a 14.0m long x 5.5m wide passing bay located 38m from the Lakeview Parade frontage.

The purpose of this report is to assess the traffic implications of the proposed development.



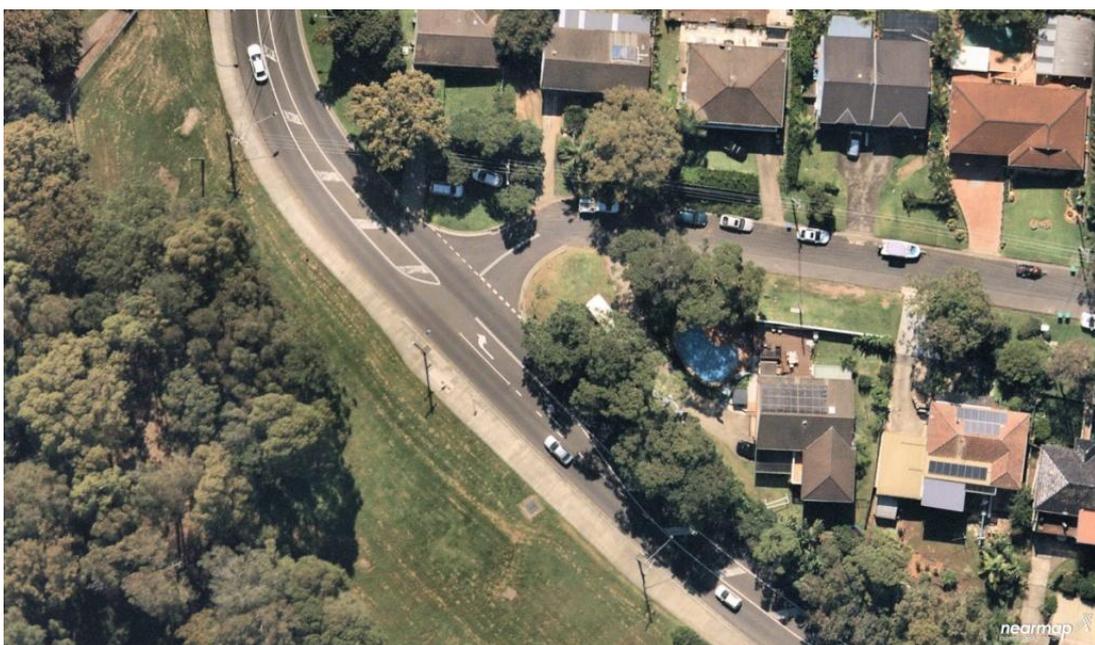
2. TRAFFIC IMPLICATIONS

Road Hierarchy

Pittwater Road is a classified State Road performing an arterial road function. It generally carries 2 lanes of traffic in each direction through Warriewood with kerbside bus lanes that operate during peak periods.

Warriewood Road is an unclassified local road performing a collector road function through Warriewood. It connects Foley Street to the north (at the Pittwater RSL Club) to Pittwater Road to the south. The intersection of Pittwater Road and Warriewood Road is signal controlled.

Lakeview Parade is an unclassified local road with a primary function of providing access to frontage properties. It has a total length of approximately 300m from Warriewood Road and has a pavement width of 6.1m. The northern alignment has kerb and gutter while the southern alignment is unformed. As can be seen in the aerial below, the intersection of Warriewood Road and Lakeview Parade is GIVE WAY controlled with a dedicated right turn bay linemarked on Warriewood Road for vehicles entering Lakeview Parade.



Intersection of Warriewood Road and Lakeview Parade



Projected Traffic Generation

An indication of the traffic generation potential of the proposed development is provided by reference to the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments – Technical Direction TDT 2013-04a (August 2013). The traffic generation rates specified in the updated Guidelines are based on extensive surveys of a wide range of land uses throughout Sydney and regional NSW and nominate the following traffic generation rates for low density residential dwellings:

AM Peak (1 hour) vehicle trips per unit	0.95
PM Peak (1 hour) vehicle trips per unit	0.99

As noted in the foregoing, Lot 1 will retain direct vehicular access to Lakeview Parade while the ROW will serve Lots 2 – 5 (ie 4 dwellings).

Application of this traffic generation rate to the proposed subdivision yields a traffic generation potential of 5 vehicle trips per hour (vtph) during the peak periods with 4vtph generated on the ROW as follows:

AM Peak Period

Lot 1 @ 0.95vtph per dwelling	1vtph (0 in / 1 out)
Lots 2-5@ 0.95vtph per dwelling	4vtph (1 in / 3 out)
Total Traffic generation	5vtph (1 in / 4 out)

PM Peak Period

Lot 1 @ 0.95vtph per dwelling	1vtph (1 in / 0 out)
Lots 2-5 @ 0.95vtph per dwelling	4vtph (3 in / 1 out)
Total Traffic generation	5vtph (4 in / 1 out)

The traffic generation of the proposed development should be discounted by the traffic generation of the existing dwellings on the site. Based on the RMS's traffic generation rate of 1 vehicle trip per dwelling, the existing site development would generate in the order of 2vtph during the peak periods. To that end, the proposed subdivision will only generate 3 additional vehicle trips during the peak periods as follows:



Proposed development	5vtph
Existing development	2vtph
Additional traffic	3vtph

Traffic Impacts of Proposed Development

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (3vtph) which will not have any noticeable or unacceptable effect on the road network serving the site in terms of road network capacity or traffic-related environmental effect.

Compliance with Design Standards

As noted above, vehicular access to Lots 2-5 is off Lakeview Parade via a 3.5m wide driveway and ROW. The ROW comprises a 3.0m wide pavement (kerb to kerb) with 250mm wide clearances on both sides of the ROW. A 5.5m passing bay is located 38m from the Lakeview Parade site frontage.

The width of the access driveway complies with the following criteria for a “*Category 1*” driveway as described Tables 3.1 and 3.2 of AS/NZS2890.1:2004:

1. The parking facilities are classified “Class 1A” for resident parking (refer to Table 1.1)
2. The development has less than 25 spaces
3. The development site is located on a Local Road

Tables 3.1 and 3.2 of the Standard are reproduced in the following pages for convenience.

As can be seen, reference to Table 3.2 reveals that “*Category 1*” access driveways can have a combined entry and exit width of between 3.0m and 5.5m. With a minimum width of 3.5m, the proposed access driveway satisfies the requirements of the Standard.



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.

Clause B6.2 of the Pittwater DCP 2021 outlines the following requirements for internal driveways:

Driveway width for dual occupancies, dwellings, secondary dwellings, exhibition homes, rural works dwellings and tourist and visitor accommodation.

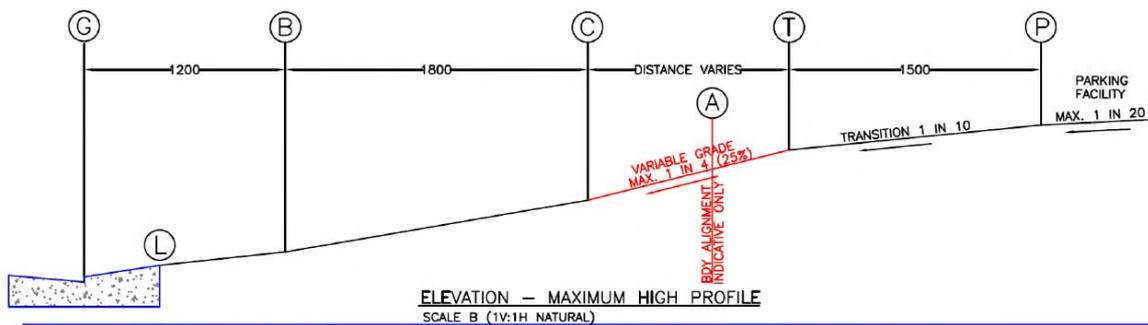
The Internal Driveway shall be contained within the driveway corridor. The minimum width of the driveway corridor (i.e. impervious pavements together with grassed shoulder area) shall be as follows:

- *Single Dwelling: 3.0 metres minimum.*
- *Dual Occupancy: 3.0 metres minimum.*
- *Combined driveway for more than 2 dwellings: 3.0 metres minimum except where the driveway length exceeds 40 metres, a passing bay to an overall minimum width of 5.0 metres for a length of 10 metres with suitable transitions to the adjacent narrow driveway.*



With an overall width of 3.5m and pavement width of 3.0m between kerbs, the proposed subdivision satisfies the width requirements specified by the DCP for dwellings. Furthermore, the passing bay is 14m long x 5.5m wide and located 38m from the front boundary which also satisfies the DCP requirement for combined driveways with more than 2 dwellings.

As noted on the civil engineering plans prepared by Peninsula Consulting Engineers, the ROW generally follows the existing natural surface level with an approximate grade of 15%. This gradient satisfies the maximum grade of 20% specified in Clause B6.2 of the Council DCP. Furthermore, the access driveway has been designed by Peninsula Consulting Engineers to satisfy Council’s Maximum High Driveway Profile that allows a grade of up to 25%.



DRIVEWAY SET-OUT SCHEDULE		
POINT	REMARK	LEVELS
G	GUTTER INVERT	DRIVEWAY CROSSING SET-OUT POINT
L	REAR OF LAYBACK	100mm ABOVE GUTTER INVERT (MAY BE ALTERED AT COUNCIL'S DISCRETION)
B	1200mm FROM GUTTER INVERT	180mm ABOVE GUTTER INVERT
C	3000mm FROM GUTTER INVERT	490mm ABOVE GUTTER INVERT
A	BOUNDARY ALIGNMENT	PLACE 10mm EXPANSION JOINT. CONTINUE CROSSING GRADIENT BETWEEN POINTS C AND T
T	1500mm BEFORE PARKING FACILITY	PROVIDE TRANSITIONAL SLOPE 1V:10H OVER 1500mm WHICH MAY BE PARTIALLY OR WHOLLY ON ROAD RESERVE
P	PARKING FACILITY	MAXIMUM GRADE PARALLEL TO ANGLE OF PARKING 1V:20H. FOR ANY OTHER DIRECTION 1V:16H

Swept Path Analysis

The ability of the Australian Standard AS/NZS2890.1:2004 B99 Vehicle (Ford Transitvan) to pass a B85 Vehicle (Ford Falcon) in the proposed passing bay was tested using the Autodesk Vehicle Tracking Software. The following swept paths are reproduced in Appendix C:

1. An entering B99 vehicle pulls into the waiting bay
2. A departing B85 vehicle passes the waiting B99 Vehicle
3. The B99 Vehicle continues up the ROW

The swept paths confirm that the 14.0m x 5.5m passing bay will operate satisfactorily with the vehicles comfortably passing with the required clearances to walls and obstructions.



Queuing Analysis

Clause 3.4 of AS2890.1:2004 outlines the requirements for queuing areas at entry points to parking areas. The size of a queuing area may be determined from considering factors such as traffic volumes on the road, the anticipated traffic flows on the accessway and the rate of entry and exit.

As noted in the foregoing, the subject site is located 20m from the cul-de-sac on Lakeview Parade. There are only 9 dwellings to the east of the subject site that gain vehicular access to Lakeview Parade. Based on the RMS traffic generation rate of 1vtph per dwelling, it is anticipated that the section of Lakeview Parade past the subject site would only carry up to 9vtph. As can be appreciated that level of traffic activity is very low.

The following assessment has been carried out using Basic Queuing Theory to determine the length of queue on entry to the site. The 2 main factors in determining the queue is the “Arrival Rate” (how many vehicles are entering the site in an hour) and the “Service Rate” (how many vehicles can access the rear lots in an hour).

As noted above, this assessment has calculated that the ROW will carry only 4 vehicles an hour during peak periods. Assuming a 75/25 split for the residential traffic, the PM peak will comprise 3 entering vehicles and 1 exiting vehicle.

The maximum Arrival Rate is therefore 3 vehicles.

The Service Rate can be calculated by adopting the travel speeds of a typical car travelling along an accessway. For the purposes of providing a conservative assessment, it will be assumed that every entering car will arrive just as a car is departing the passing bay.

Based on a travel speed of say 15km/h, it would take a vehicle approximately 11 seconds to travel the 45m from the passing bay to the Lakeview Parade roadway. Assuming the entering vehicle waits a further 10 seconds for this vehicle to pass before proceeding up the ROW, to overall time for the two movements is approximately 32 seconds as follows:



- The departing car leaves the passing bay and drives onto Lakeview Parade 11 seconds
- The entering car waits for this vehicle to pass on Lakeview Parade 10 seconds
- The entering car drives up the ROW to the passing bay 11 seconds
- TOTAL TIME FOR 2 CARS TO ENTER AND EXIT CONCURRENTLY 32 SECONDS

To that end, the ROW can transport approximately 112 vehicles per hour from the passing bay to Lakeview Parade calculated as follows:

$$3,600 \text{ seconds per hour} / 32 \text{ second round trip} = 112\text{vph}$$

The maximum Service Rate is therefore 112 vehicles per hour.

Based on these factors, the queuing theory assessment predicts that there will be less than a 0.1% chance that the queue will exceed 1 vehicle in the evening peak as follows:

1. Arrival Rate (r) is 3 vehicles per hour
2. Service Rate (s) is 112 vehicles per hour
3. The Utilisation Factor (p) = r / s

$$(p) = 3 / 112$$

$$(p) = 0.027$$

4. The expected (mean) number of vehicles in the queue is calculated as follows:

$$E(n) = r / (s - r)$$

$$E(n) = 3 / (112-3)$$

$$E(n) = 3 / 109 = 0.027 \text{ vehicles in queue}$$

5. The probability that the queue will extend further than 1 vehicle can be calculated as follows:



$$P(n>1) = p^{1+1}$$

$$P(n>1) = 0.027^2 = 0.001$$

Based on this analysis, there will be a 0.1% chance of there being more than 1 vehicle in the queue. Therefore, it can be determined that the 99.9th percentile queue will not exceed 1 vehicle on Lakeview Parade.

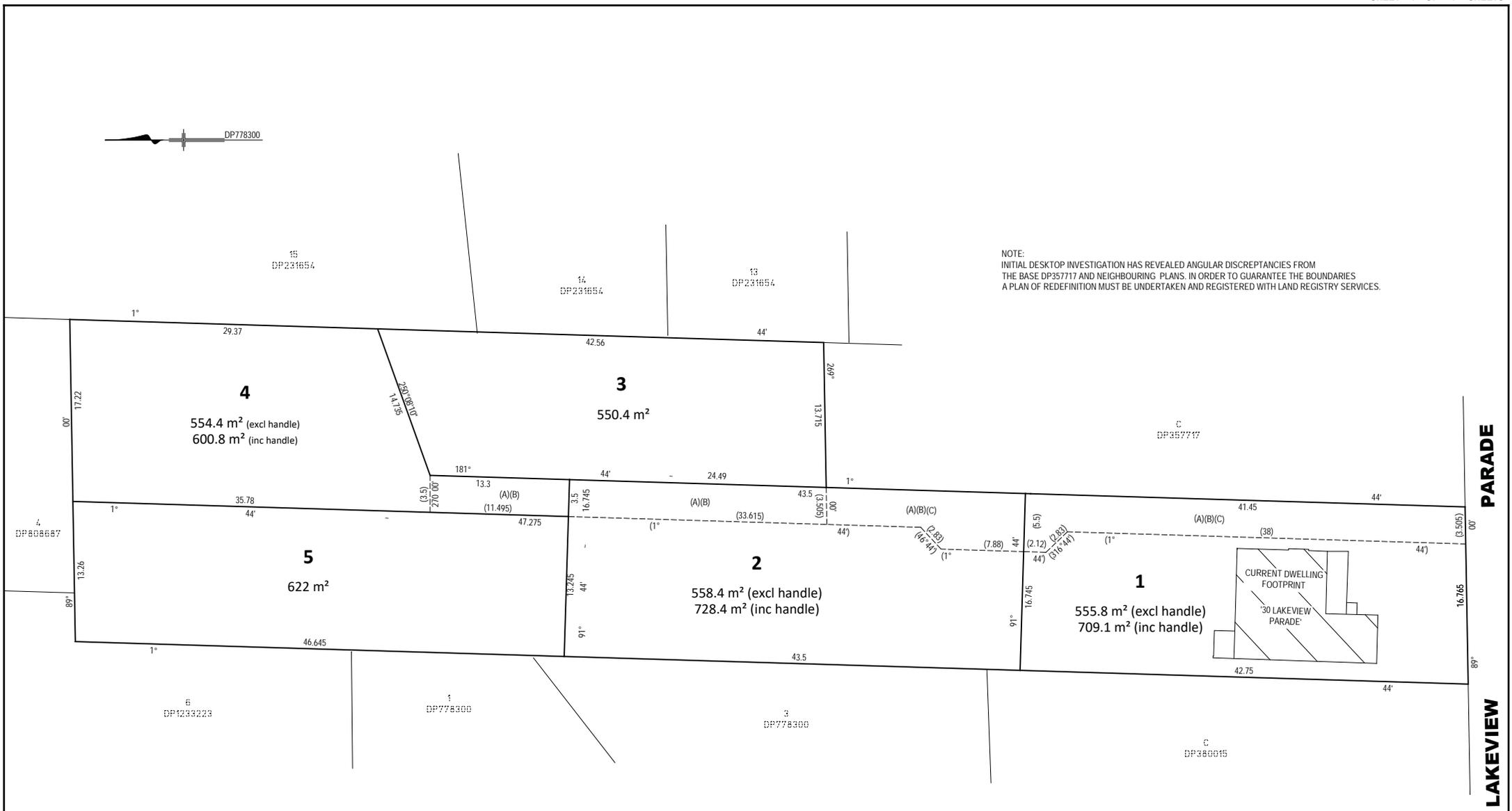
When taking this queuing analysis into account and the level of traffic passing the site, it can be determined that the proposal will not result in any undue or unacceptable delays to through traffic on Lakeview Parade.

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.



APPENDIX A

**PROPOSED SUBDIVISION AND INDICATIVE
BUILDING FOOTPRINT PLANS**



NOTE:
 INITIAL DESKTOP INVESTIGATION HAS REVEALED ANGULAR DISCREPANCIES FROM THE BASE DP357717 AND NEIGHBOURING PLANS. IN ORDER TO GUARANTEE THE BOUNDARIES A PLAN OF REDEFINITION MUST BE UNDERTAKEN AND REGISTERED WITH LAND REGISTRY SERVICES.

PROPOSED EASEMENTS TO BE CREATED BY THIS PLAN

- (A) RIGHT OF CARRIAGEWAY 3.5 WIDE & VARIABLE
- (B) EASEMENT FOR SERVICES 3.5 WIDE & VARIABLE
- (C) RIGHT OF CARRIAGEWAY 3.5 WIDE AND VARIABLE FOR 34 LAKEVIEW PARADE

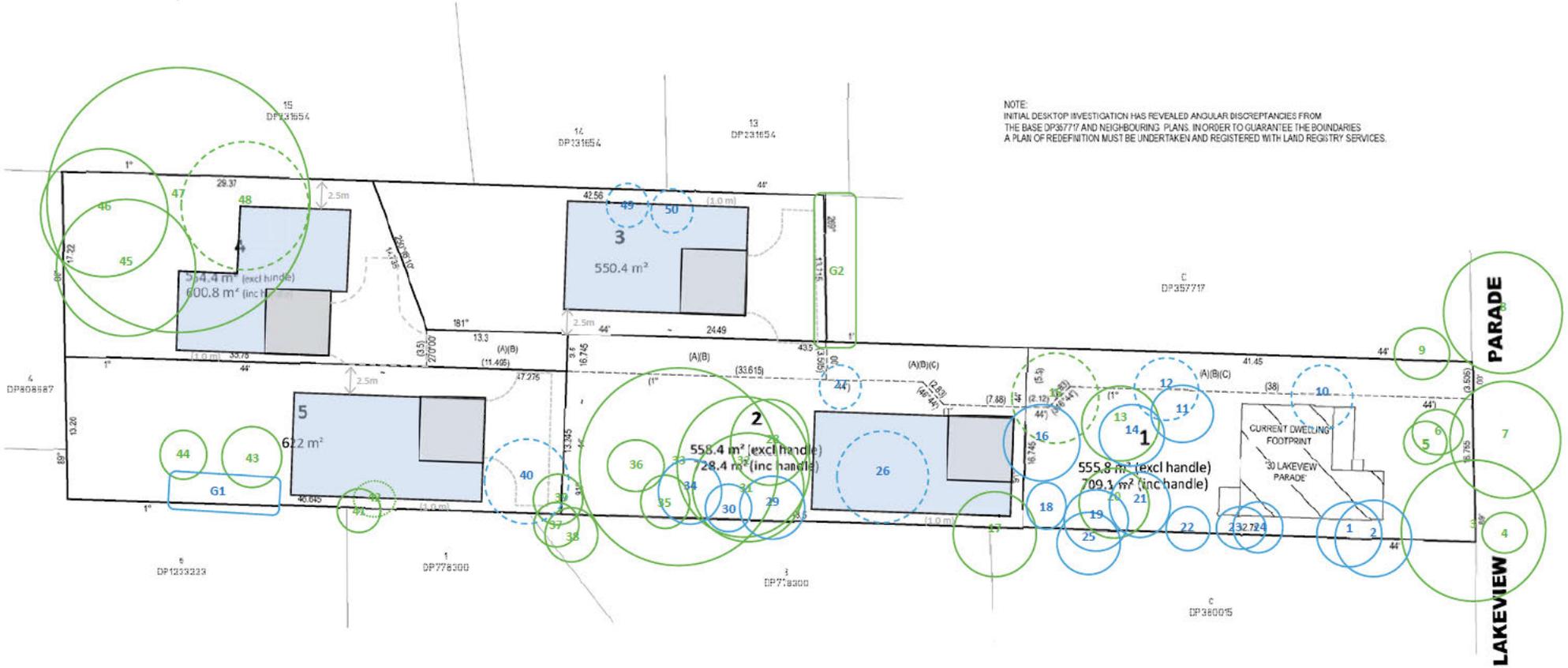
EXISTING EASEMENTS TO BE RELEASED BY THIS PLAN

RIGHT OF CARRIAGEWAY 3.045 WIDE (G621497) (NOT SHOWN ON THIS PLAN)

Surveyor: MICHAEL TRIFIRO Date: Surveyor's Ref: 7847	PLAN OF SUBDIVISION OF LOT A & B IN DP357717	L G A: WARRINGAH Locality: WARRIEWOOD Reduction Ratio 1:250 Lengths are in metres.	REGISTERED	
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DP778301

NOTE:
INITIAL DESKTOP INVESTIGATION HAS REVEALED ANGULAR DISCREPANCIES FROM THE BASE DP33717 AND NEIGHBOURING PLANS. IN ORDER TO GUARANTEE THE BOUNDARIES A PLAN OF REDEFINITION MUST BE UNDERTAKEN AND REGISTERED WITH LAND REGISTRY SERVICES.



- CATEGORY A RETENTION VALUE TREE TO BE RETAINED
- ⊖ CATEGORY A RETENTION VALUE TREE TO BE REMOVED
- CATEGORY Z RETENTION VALUE TREE TO BE RETAINED
- ⊖ CATEGORY Z RETENTION VALUE TREE TO BE REMOVED

- INDICATIVE LOCATION OF DOUBLE GARAGES (36m²)
- INDICATIVE LOCATION OF DWELLING HOUSES EXCLUDING GARAGES (139m²)

PROPOSED EASEMENTS TO BE CREATED BY THIS PLAN

- (A) RIGHT OF CARRIAGEWAY 3.5 WIDE & VARIABLE
- (B) EASEMENT FOR SERVICES 3.5 WIDE & VARIABLE
- (C) RIGHT OF CARRIAGEWAY 3.5 WIDE AND VARIABLE FOR 34 LAKEVIEW PARADE

EXISTING EASEMENTS TO BE RELEASED BY THIS PLAN

RIGHT OF CARRIAGEWAY 3.045 WIDE (9621497) (NOT SHOWN ON THIS PLAN)

INDICATIVE BUILDING FOOTPRINT PLAN
32-34 LAKEVIEW PARADE, WARRIEWOOD

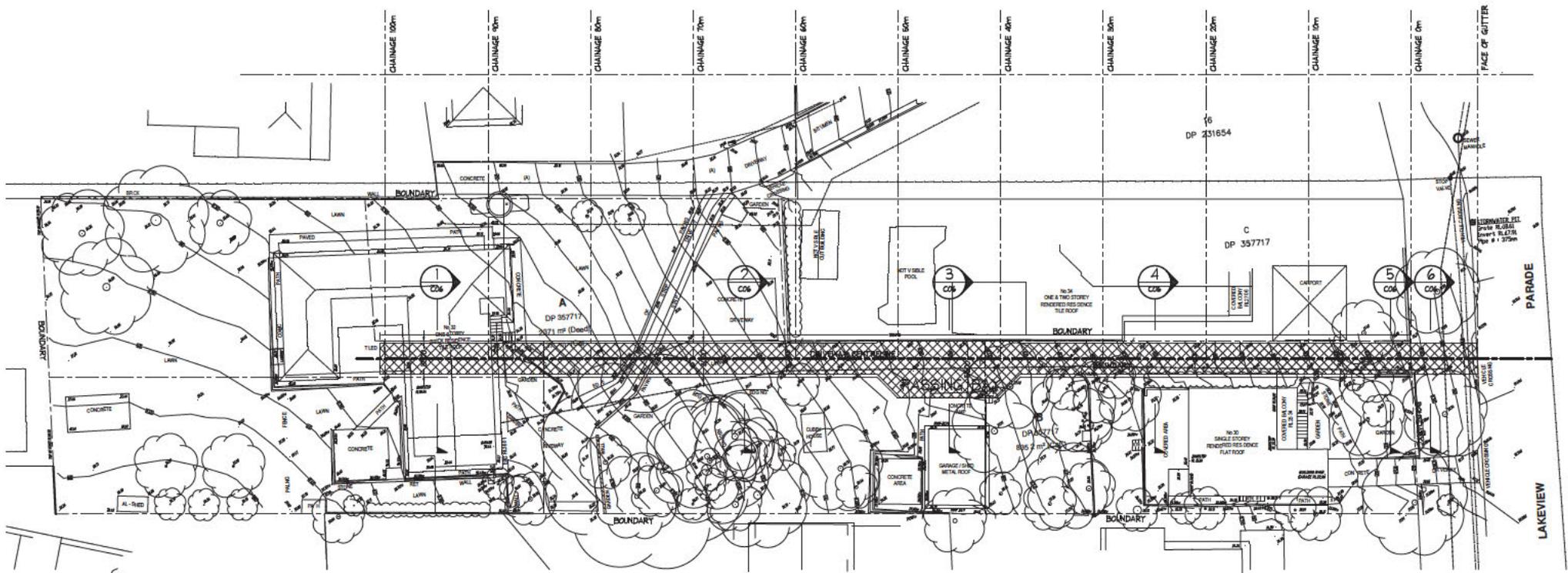
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APPENDIX B

ENGINEERING PLANS



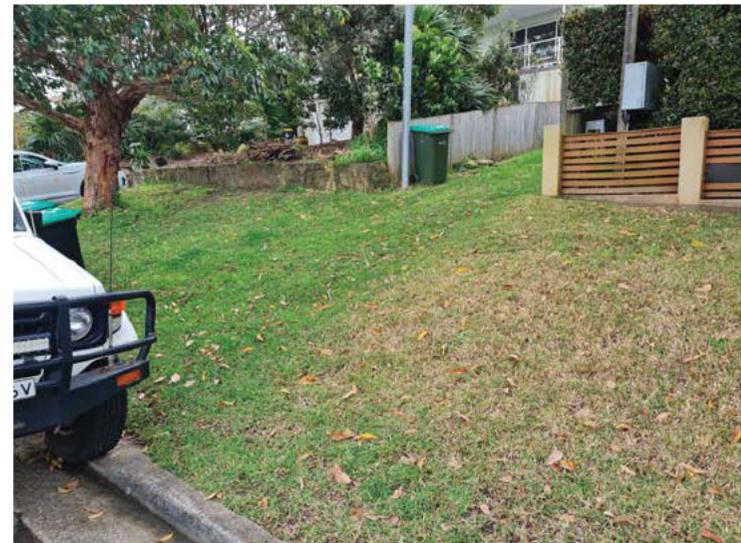
DRIVEWAY PLAN

SCALE = 1 : 200

LEVELS TAKEN FROM SURVEY BY SDG SURVEYORS, REF:7647, DATED 9-06-2022



DRIVEWAY ELEVATION



CROSSOVER LOCATION

NOTES:

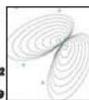
- ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WITH WORK.

DOCUMENT CERTIFICATION

Date: NOV. 2022
 Bruce Lewis
 (Principal / Peninsula Consulting Engineers)
 BE(Civ), CPEng, MIEAust., NPER
 Institute of Engineers Membership No. 67181

2-11-2022	A	FOR COUNCIL SUBMISSION
23-04-2022	PI	DRAFT
Date:	Rev:	Amendment:

Peninsula Consulting Engineers
 PO Box 6461,
 Punda Point, NSW, 2088
 Ph: 0424 289 818 Fax: (02) 9952 4722
 E: bruce@peninsulaeng.com.au
 A.B.N. 60 493 390 399

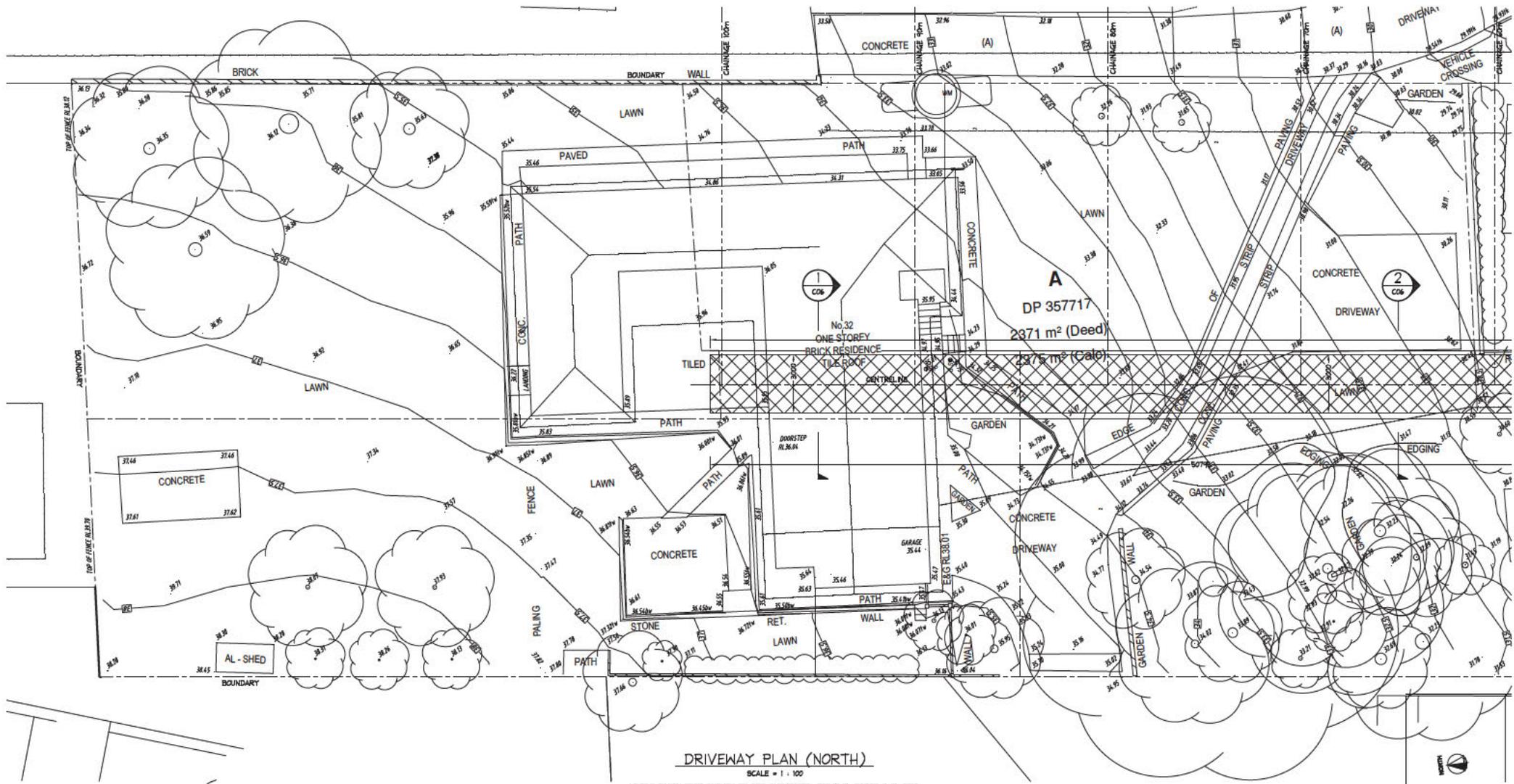


The copyright of this drawing remains with Peninsula Consulting Engineers.

Project: PROPOSED WORKS at: 30 LAKEVIEW PARADE, WARRIEWOOD for: TOM DALEY

Drawing Title: DRIVEWAY PLAN (1:200) & DETAILS

Job No:	Drawing No:	Rev:
22-0517	C01	A



DRIVEWAY PLAN (NORTH)

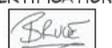
SCALE = 1 : 100

LEVELS TAKEN FROM SURVEY BY SDG SURVEYORS, REF/7647, DATED 9-04-2022

NOTES:
 1. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WITH WORK.

DOCUMENT CERTIFICATION

Date: NOV. 2022

Bruce Lewis 

(Principal - Peninsula Consulting Engineers)
 BE(Civ), CPEng, MIEAust., NPER
 Institute of Engineers Membership No. 67151

2-11-2022	A	FOR COUNCIL SUBMISSION
23-01-2022	PI	DRAFT
Date:	Rev:	Amendment:

Peninsula Consulting Engineers

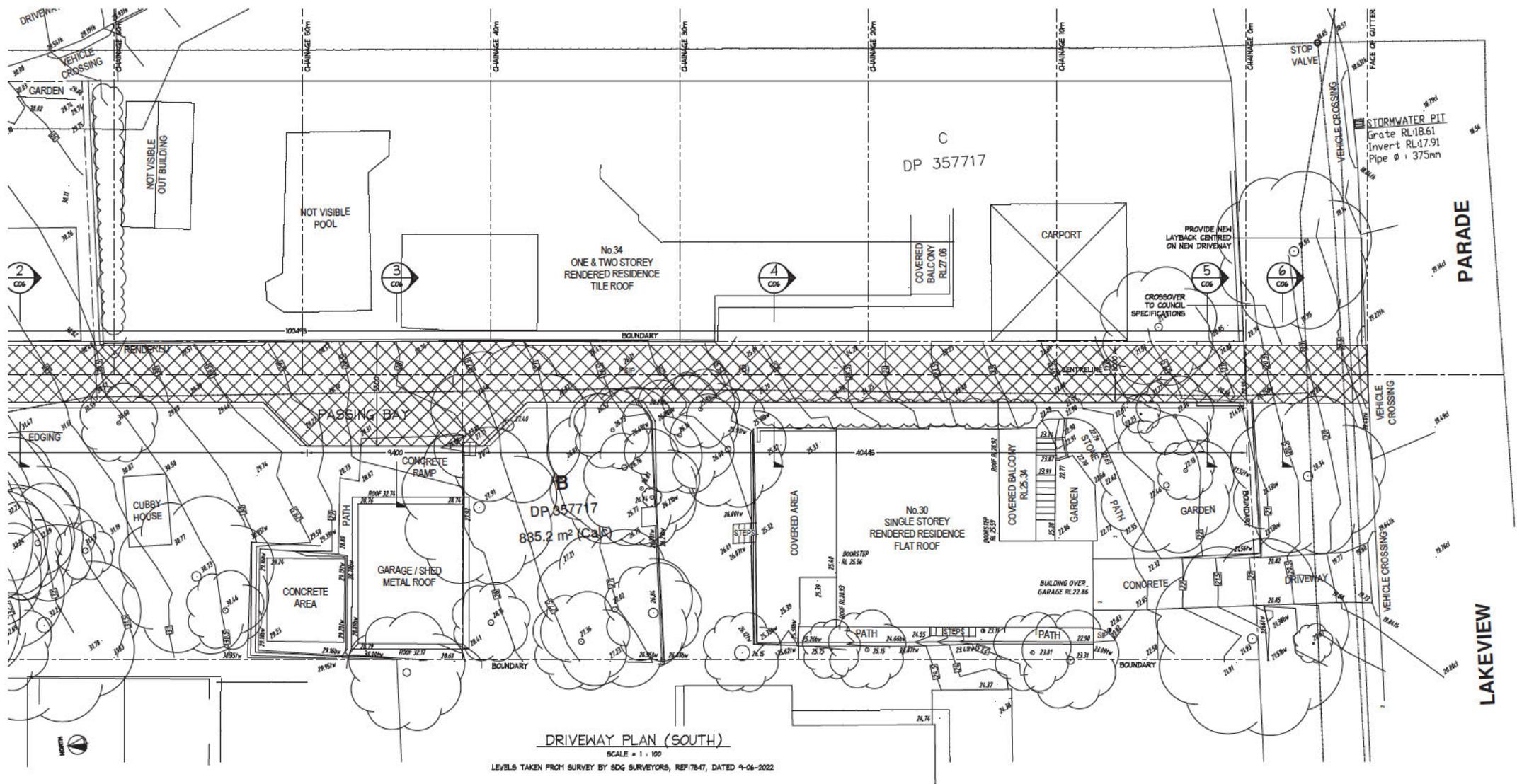
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 A.B.N. 60 493 390 999



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Project: **PROPOSED WORKS**
 at: 30 LAKEVIEW PARADE,
 WARRIEWOOD
 for: TOM DALEY

Drawing Title: DRIVEWAY PLAN NORTH (1:100)		
Job No:	Drawing No:	Rev:
22-0517	C02	A



DRIVEWAY PLAN (SOUTH)

SCALE = 1 : 100
 LEVELS TAKEN FROM SURVEY BY SDG SURVEYORS, REF:1847, DATED 9-06-2022

NOTES:
 1. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WITH WORK.

DOCUMENT CERTIFICATION

Date: NOV 2022
 Bruce Lewis (Principal - Peninsula Consulting Engineers)
 BE(Civ), CPEng, MIEAust., NPER
 Institute of Engineers Membership No. 67181

2-11-2022	A	FOR COUNCIL SUBMISSION
23-04-2022	PI	DRAFT
Date:	Rev:	Amendment:

Peninsula Consulting Engineers
 PO Box 6491, Paradise Power, NSW, 2088
 Ph: 0424 289 918 Fax: (02) 9982 4722
 E: info@peninsulaconsulting.com.au
 A.B.N. 60 493 390 999

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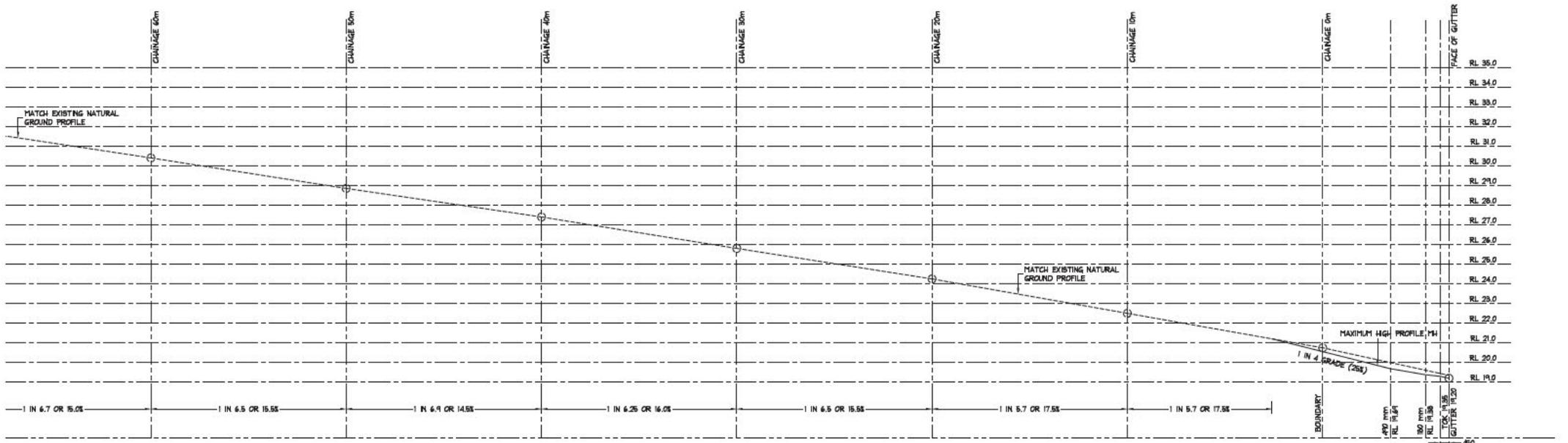
Project: PROPOSED WORKS at: 30 LAKEVIEW PARADE, WARRIVOOD for: TOM DALEY

Drawing Title: DRIVEWAY PLAN SOUTH (1:100)

Job No: 22-0517

Drawing No: C03

Rev: A



DRIVEWAY CENTRELINE LONG SECTION (SOUTH)

SCALE = 1 : 100
 LEVELS TAKEN FROM SURVEY BY SDG SURVEYORS, REF:7847, DATED 9-06-2022
 MH - MAXIMUM HIGH PROFILE TAKEN FROM NORTHERN BEACHES COUNCIL WEBSITE

REFER TO DRAWING C05 FOR DETAILED CROSSOVER SECTION AT SCALE 1:25



DRIVEWAY CENTRELINE LONG SECTION (NORTH)

SCALE = 1 : 100
 LEVELS TAKEN FROM SURVEY BY SDG SURVEYORS, REF:7847, DATED 9-06-2022
 MH - MAXIMUM HIGH PROFILE TAKEN FROM NORTHERN BEACHES COUNCIL WEBSITE

NOTES:
 1. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WITH WORK.

DOCUMENT CERTIFICATION

Date: NOV. 2022

Bruce Lewis (Principal - Peninsula Consulting Engineers) BE(Civ), CPEng, MIEAust., NPER
 Institute of Engineers Membership No. 57151

2-11-2022	A	FOR COUNCIL SUBMISSION
23-01-2022	PI	DRAFT
Date:	Rev:	Amendment:

Peninsula Consulting Engineers
 PO Box 9491, Punda Point, NSW, 2088
 Ph: 0424 289 818 Fax: (02) 9955 4722
 E: info@peninsulacoe.com.au
 A.B.N. 60 493 390 399

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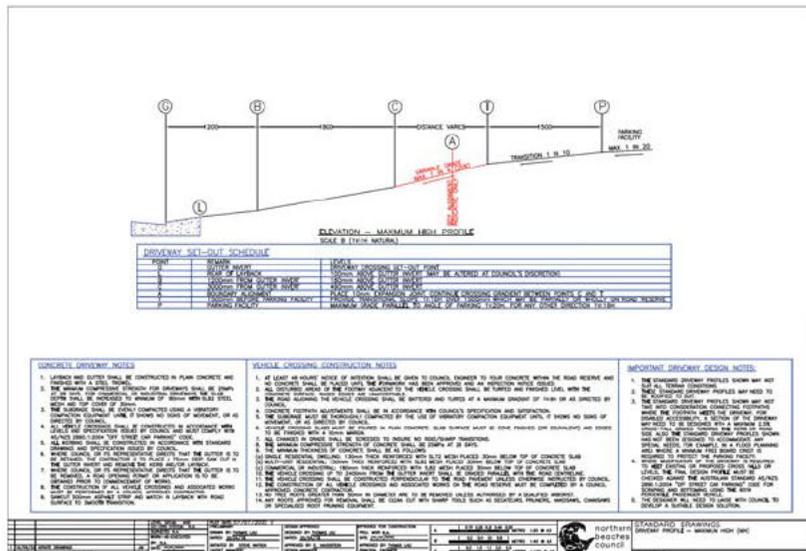
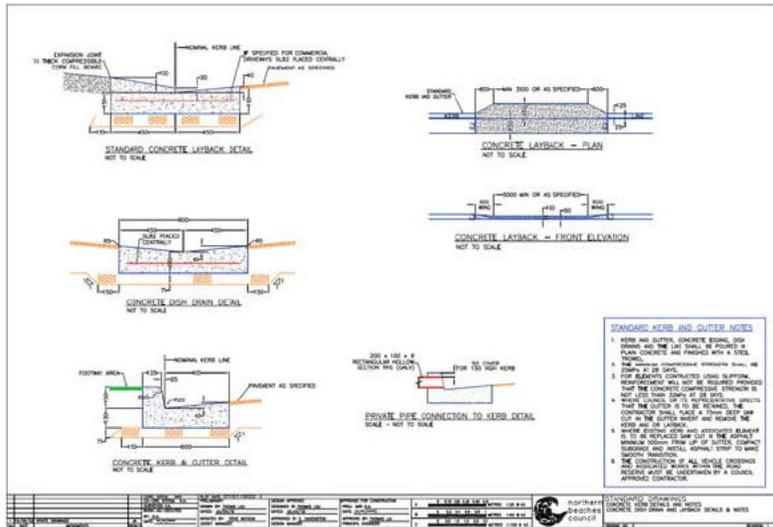
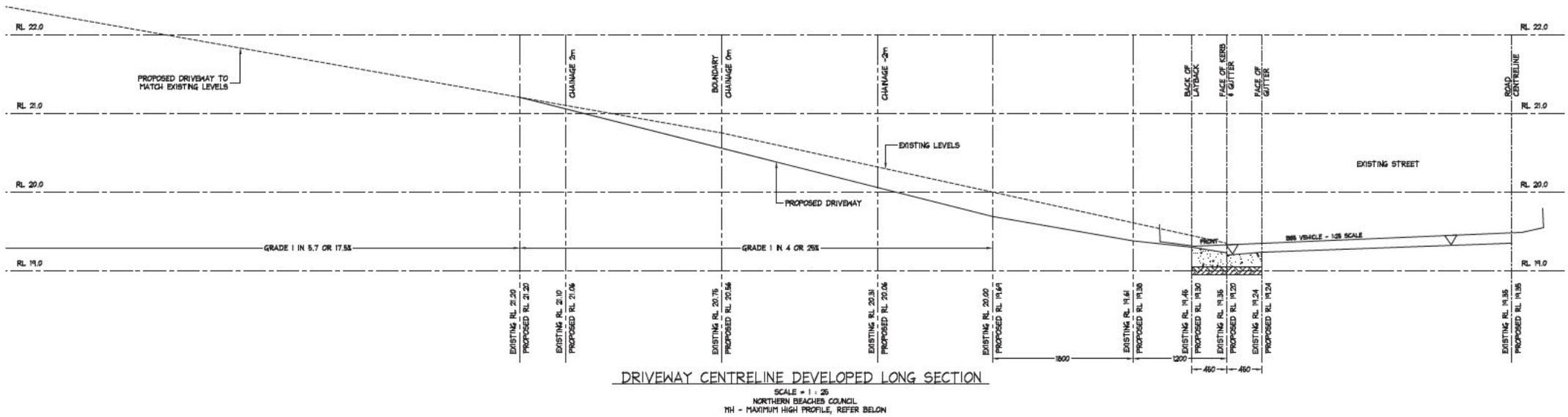
Project: PROPOSED WORKS at: 30 LAKEVIEW PARADE, WARRIEWOOD for: TOM DALEY

Drawing Title: DRIVEWAY CENTRELINE LONG SECTION

Job No: 22-0517

Drawing No: C04

Rev: A



NOTES:
1. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WITH WORK.

DOCUMENT CERTIFICATION

Date: NOV. 2022
Bruce Lewis
(Principal / Peninsula Consulting Engineers)
BE(Civ), CPEng, MIEAust., NPER
Institute of Engineers Membership No. 67181

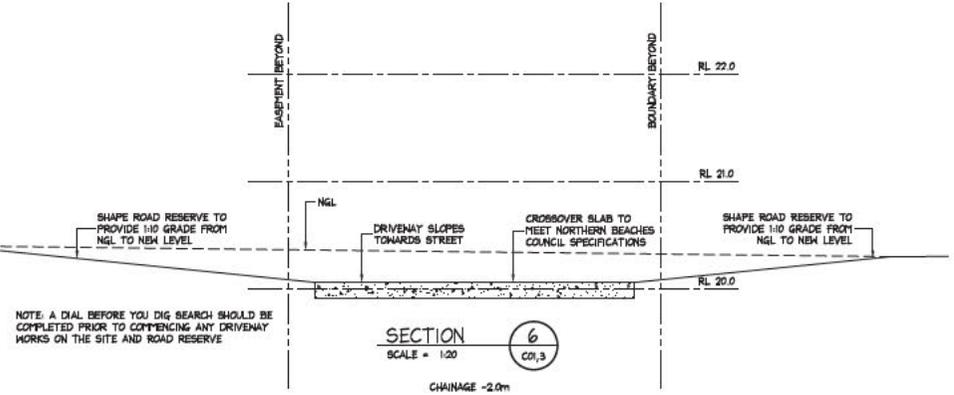
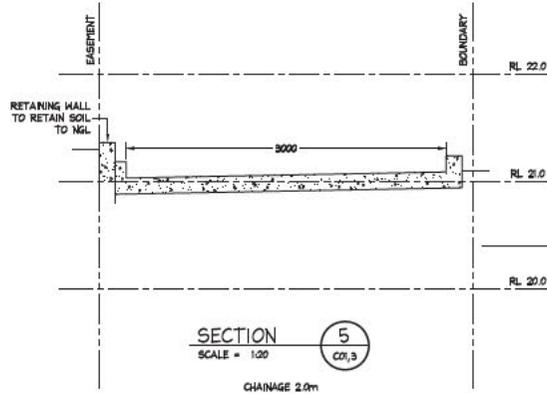
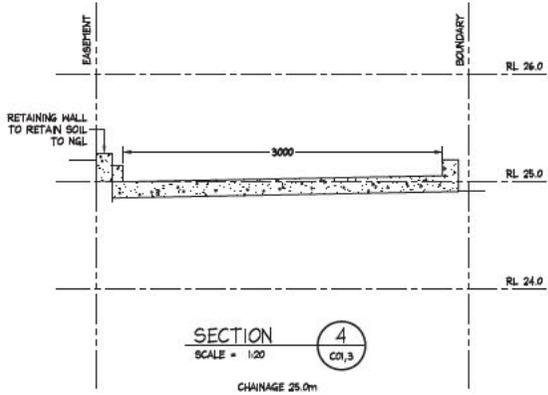
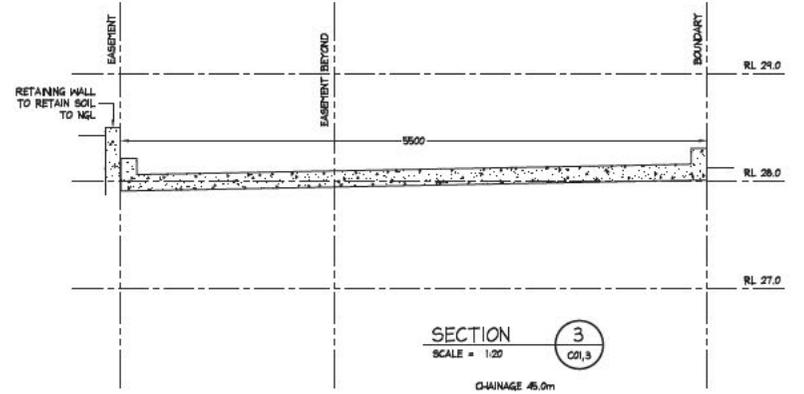
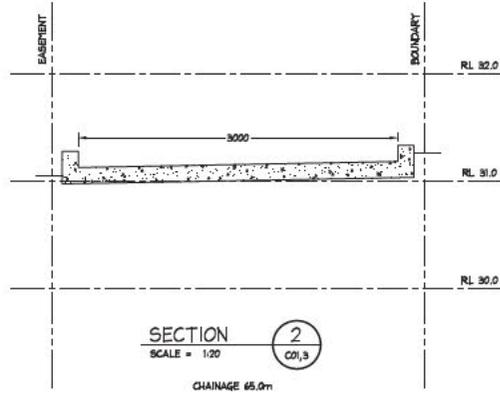
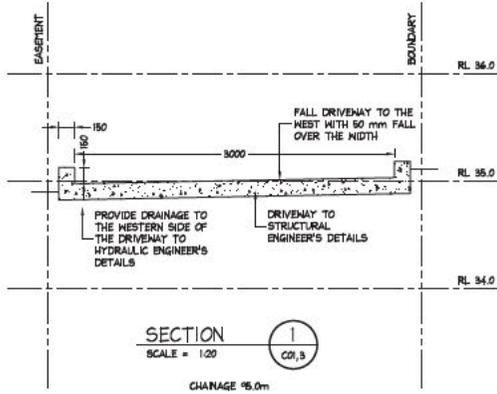
Date:	2-11-2022	Rev:	A	FOR COUNCIL SUBMISSION
Date:	23-04-2022	Rev:	PI	DRAFT
Date:		Rev:		Amendment

Peninsula Consulting Engineers
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A.B.N. 60 493 390 999

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Project: PROPOSED WORKS at: 30 LAKEVIEW PARADE, WARRIEWOOD for: TOM DALEY

Drawing Title: DRIVEWAY CENTRELINE LONG SECTION AT CROSSOVER

Job No: 22-0517
Drawing No: C05
Rev: A



NOTES:
1. ALL DIMENSIONS TO BE VERIFIED ON SITE BEFORE COMMENCING WITH WORK.

DOCUMENT CERTIFICATION
Date: NOV 2022
Bruce Lewis (Principal - Peninsula Consulting Engineers) BE(Civ), CPEng, MIEAust, NPER, Institute of Engineers Membership No. 67181

2-11-2022	A	FOR COUNCIL SUBMISSION
20-10-2022	P2	DRAFT
Date:	Rev:	Amendment:

Peninsula Consulting Engineers
PO Box 9481, Punda Point, NSW, 2088
Ph: 0424 289 818 Fax: (02) 9952 4722
E: info@peninsulaeng.com.au
A.B.N. 60 493 390 999

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Project: PROPOSED WORKS at: 30 LAKEVIEW PARADE, WARRIEWOOD for: TOM DALEY

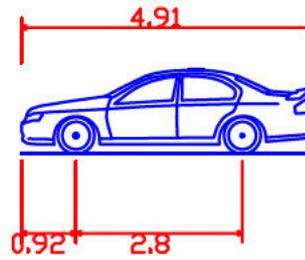
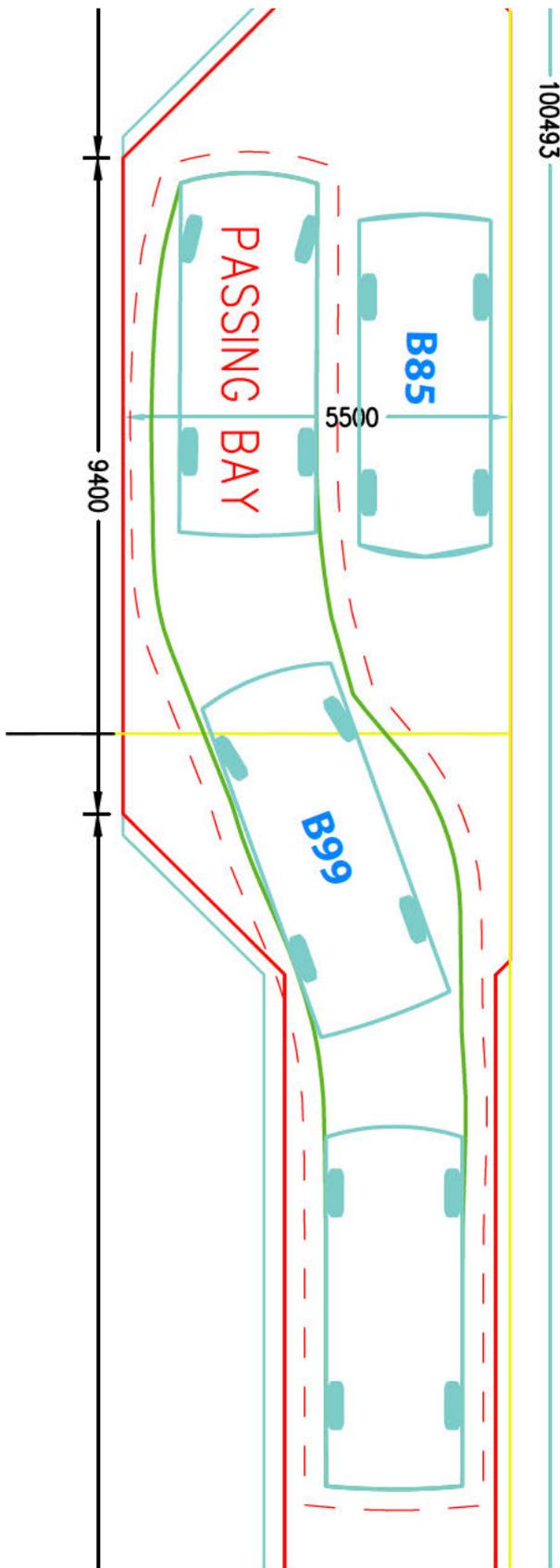
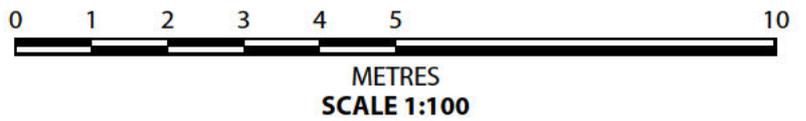
Drawing Title: DRIVEWAY CENTRELINE DETAILED CROSS SECTIONS
Job No: 22-0517
Drawing No: C06
Rev: A



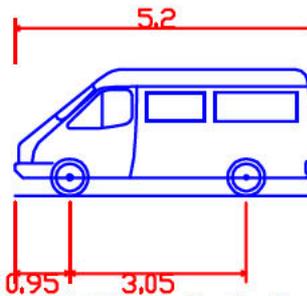
APPENDIX C

SWEPT PATH ANALYSIS

Path prepared using
Autodesk Vehicle Tracking



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.750m



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.250m

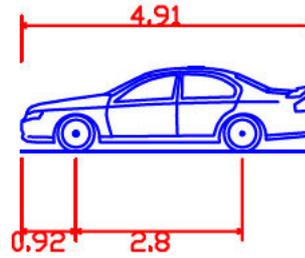
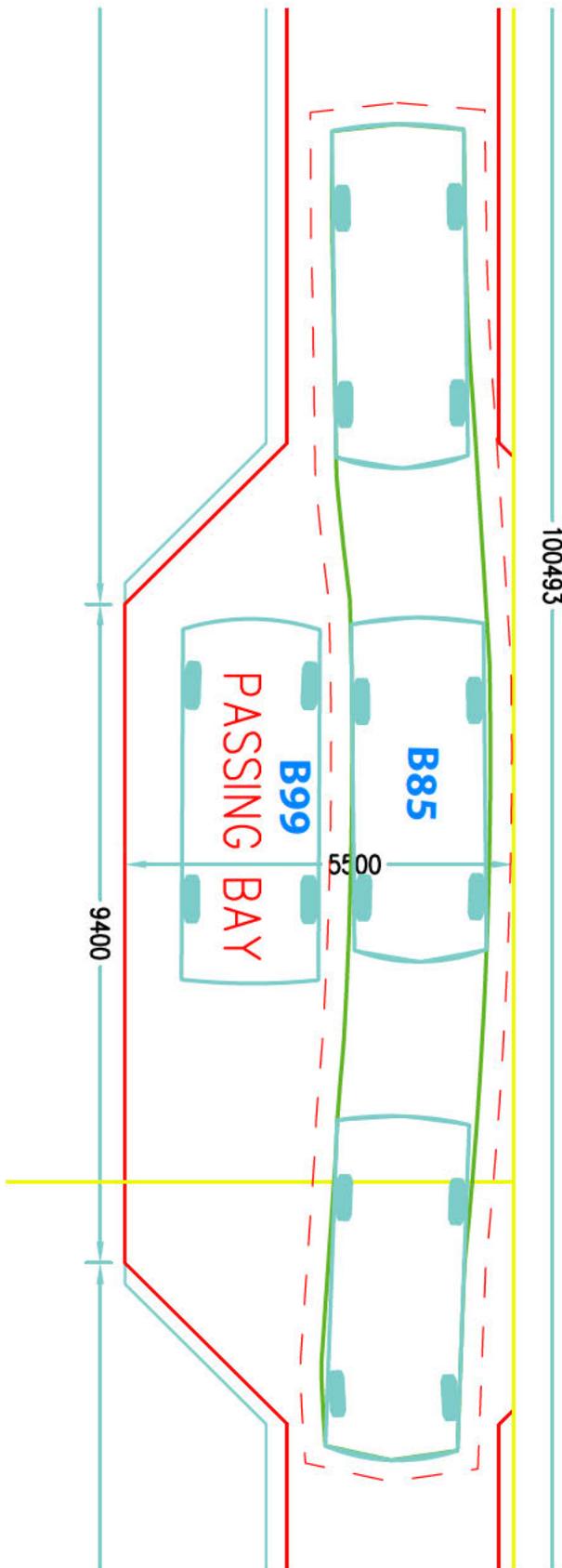
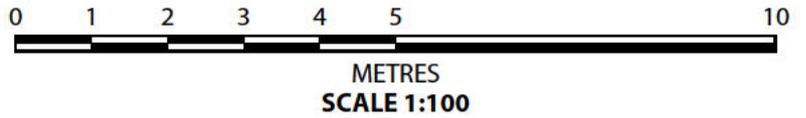


**Manoeuvring Path of Australian
Standard AS/NZS2890.1:2004
B99 Vehicle Driving into
Passing Bay**

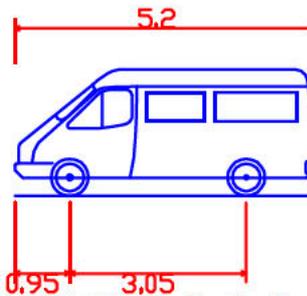


Terraffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS

Path prepared using
Autodesk Vehicle Tracking



B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
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Lock to Lock Time	4.00s
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Track Width	1.840m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	6.250m

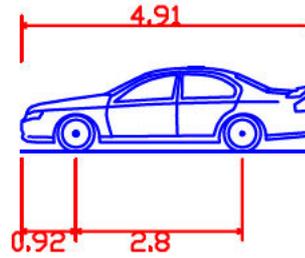
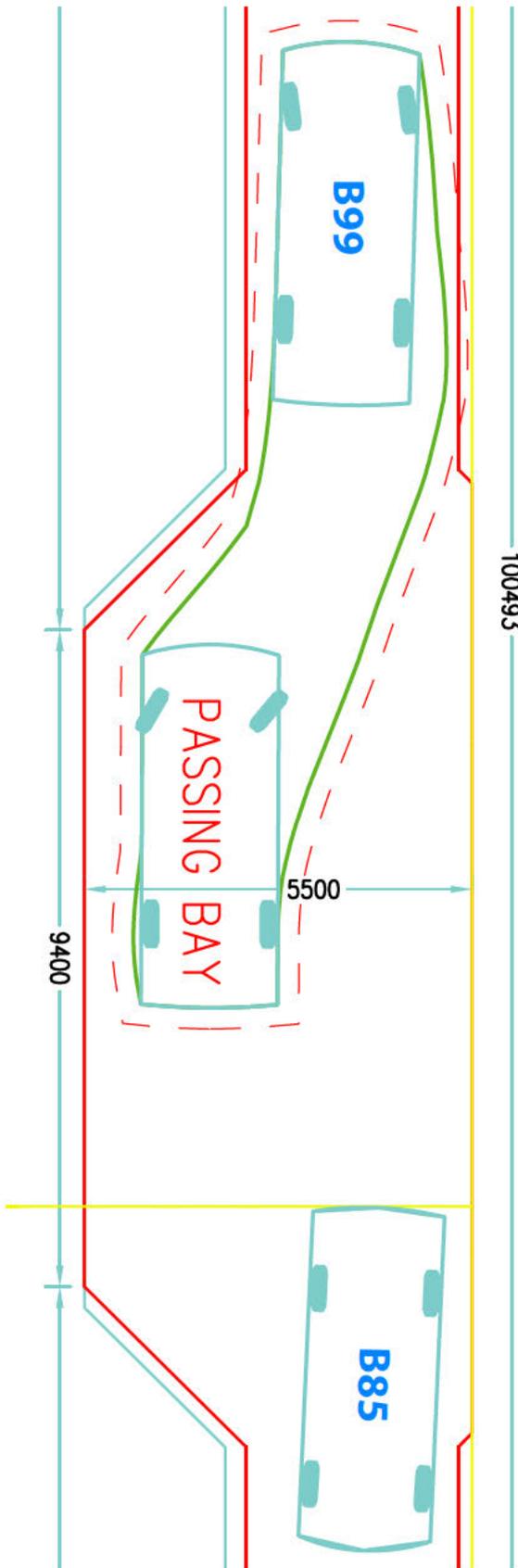
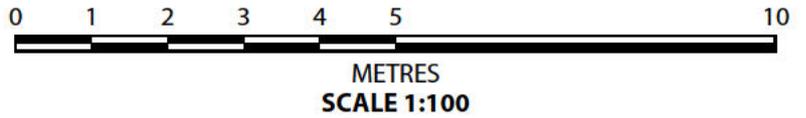


**Manoeuvring Path of Australian
Standard AS/NZS2890.1:2004
B85 Vehicle Driving Past a B99
Waiting in the Passing Bay**

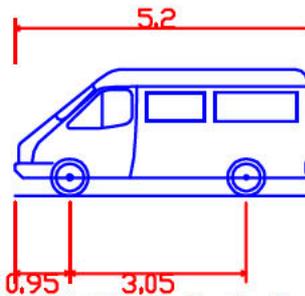


Terraflow Pty Ltd
TRAFFIC & PARKING CONSULTANTS

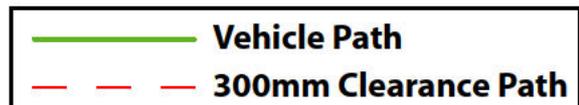
Path prepared using
Autodesk Vehicle Tracking



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 5.750m



B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 2.200m
Min Body Ground Clearance 0.312m
Track Width 1.840m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 6.250m



**Manoeuvring Path of Australian
Standard AS/NZS2890.1:2004
B99 Vehicle Departing Passing Bay**



Terraflow Pty Ltd
TRAFFIC & PARKING CONSULTANTS

From: [REDACTED]
Subject: RE: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Date: Monday, 21 August 2023 2:20:00 PM
Attachments: [image005.png](#)
[image006.jpg](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Hi Nic,

With consensus from other Council Officers that a single driveway off the street is acceptable, the landscape conditions require amendment where specific reference is included for protection measures to the existing street trees, as follows:

Project Arborist

A Project Arborist with minimum AQF Level 5 in arboriculture shall be engaged to provide tree protection measures in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites, and the recommendations of the Arboricultural Impact Assessment.

The Project Arborist shall be in attendance and supervise all works as nominated in the Arboricultural Impact Assessment, and in particular:

- ~~i) tree sensitive construction for street trees 7 and 8 – *Lophostemon confertus*,~~
- i) tree sensitive construction for tree 6 - Banksia within the property,
- ii) tree sensitive construction for tree 9 - Callistemon, located within adjoining property.

Existing ground levels shall be maintained within the tree protection zone of trees to be retained, unless authorised by the Project Arborist.

All tree protection measures specified must:

- a) be in place before work commences on the site, and
- b) be maintained in good condition during the construction period, and
- c) remain in place for the duration of the construction works.

The Project Arborist shall provide certification to the Certifier that all recommendations listed for the protection of the existing tree(s) have been carried out satisfactorily to ensure no impact to the health of the tree(s). Photographic documentation of the condition of all trees to be retained shall be recorded, including at commencement, during the works and at completion.

- i) A separate permit or development consent may be required if the branches or roots of a protected tree on the site or on an adjoining site are required to be pruned or removed.
- ii) Any potential impact to trees as assessed by the Project Arborist will require redesign of any approved component to ensure existing trees upon the subject site and adjoining properties are preserved and shall be the subject of a modification application where applicable.

Reason: Tree protection.

No other landscape conditions require changes

Joseph Tramonte
Senior Landscape Architect

Park Assets - Planning, Design & Delivery

northernbeaches.nsw.gov.au

From: [REDACTED]

Sent: Monday, August 21, 2023 2:04 PM

Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944

Importance: High

Hello Joe,

As we discussed before, please see Joe Di Cristos comments on the passing bay now not being needed.

In the context of this, could you provide us with some quick comments on how this may change your original advice and if that requires any deletion, addition or modification of any of previously recommended conditions of consent?

Thanks,

Nic England
Planner

Development Assessment Team

northernbeaches.nsw.gov.au



From: Adam Richardson <[REDACTED]>

Sent: Monday, August 21, 2023 1:49 PM

To: Nic England <[REDACTED]>

[REDACTED] DA2022/1944

Importance: High

Thanks Joe,

That is very helpful – I think what is needed is a comment from the landscape officer which confirms that a 3m wide standard crossing won't require root mapping and the subject street (a brushbox) can be retained.

It might be that amended comments are provided by both landscape and engineering in light of this revised position, which can be passed onto the Panel. I do note however that irrespective of the applicants email below, what they are advocating is different to what the plans show and as the development is recommended for refusal, it is not something that could be contemplated by a condition.

Nic - can you please speak with landscaping about this and then we can provide some advice to the DDP?

Thank you,

Adam Richardson
Manager, Development Assessments

Development Assessment Team

t

northernbeaches.nsw.gov.au



From: Joseph Di Cristo [REDACTED]
Sent: Monday, August 21, 2023 1:37 PM
To: Adam Richardson [REDACTED]
Cc: Simon Gray [REDACTED]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Adam,

Simon referred the below email from Rebecca Englund who is acting on behalf of the applicant for the above application.

I have reviewed Rebecca's comments and offer the following advice.

The request to provide a second passing bay at the entrance to the site was to satisfy the

interpretation of the DCP clause B6.2 which states 'Combined driveway for more than 2 dwellings: 3.0 metres minimum except where the driveway length exceeds 40 metres, a passing bay to an overall minimum width of 5.0 metres for a length of 10 metres with suitable transitions to the adjacent narrow driveway.'

As the applicant has provided a passing bay within the site and the traffic report addresses the issue related to waiting times for vehicles using the proposed development, it is considered that in order for the street tree to remain, the second passing bay, which was within the widened crossing, could be deleted in this instance. I was unaware at the time of my assessment that there was an issue related to the street tree as a result of the widening of the driveway crossing. If the tree can remain with a single 3 metre wide crossing then I can revise my comments and conditions

Let me know if you need me to provide amended comments and conditions to suit.

Kind regards,

Joseph Di Cristo
Senior Development Engineer

Development Engineering & Certification

[Redacted]

northernbeaches.nsw.gov.au



From: Simon Gray [Redacted]
Sent: Monday, August 21, 2023 11:40 AM
To: Joseph Di Cristo [Redacted]
Cc: Adam Richardson [Redacted]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Joe

As discussed, can you please provide your advice to Adam regarding the passing bay within the road reserve. This is going to the DDP on Wednesday

Thanks

Simon Gray

Manager, Development Engineering & Certification

Development Engineering & Certification

northernbeaches.nsw.gov.au



From: Rebecca Englund [redacted] >
Sent: Saturday, August 19, 2023 3:40 PM
To: Simon Gray [redacted]
Subject: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Simon,

I hope this email finds you well.

I am looking after a subdivision application at 32 & 32 Lakeview Parade, Warriewood – DA2022/1944.

I am not aware which officer from your team managed the referral for this application to date. Please feel free to pass this onto the relevant officer if you are unable to assist. The application is being reported to the DDP **this Wednesday**, and as such, a quick response would be greatly appreciated.

32 Lakeview Parade has a battle-axe handle to Lakeview Parade which is burdened by a ROW benefitting 30 and 34 Lakeview Parade. Whilst the driveway pavement has never been constructed, there is a single width kerb crossing at the street.

DA2022/1944 seeks consent to subdivide 30 and 32 Lakeview Parade into 5 lots, 4 of which will be serviced by the driveway within the battle-axe handle. The application was referred to engineering, who required amended plans to accommodate a 5m wide driveway crossing at Lakeview Parade. Whilst the amended plans inclusive of the 5m wide driveway crossing are supported by engineering, the widened driveway necessitates 300-500mm of excavation within the TPZ of a street tree in order to comply with Council's driveway profiles and the Arborist states it cannot be retained. The amended plans and arborist report were referred to Landscaping, who indicate support for the proposal but do not support the removal of the street tree. Specifically, they confirmed:

“Council does not support removal of public trees. The passing bay does not have / should not, be located on public land, especially when public assets (i.e., street trees) are impacted.”

Landscaping have imposed conditions for the tree to be retained and to limit any excavation within the TPZ of the tree to a maximum of 100mm. This conflicts with the design of the driveway and the conditions imposed by engineering.

The original application, with a single vehicle crossing, was accompanied by a Traffic Report (attached). The report is supportive of the single-width driveway crossing , noting that:

- the driveway is straight,
- a passing bay is proposed further along the driveway,
- the gradients comply with AS2890,
- all dwellings can enter and exit onto the shared driveway in a forward direction, and
- as the site is only 25m from the cul-de-sac of the dead end street. If a car was coming out of the driveway at the same time someone was trying to exit, the person entering could simply continue along to the cul-de-sac and turn around, to allow the person to exit. However, the likelihood calculates to likelihood of this occurring at less than 0.1%.

The requirement for a passing bay comes from clause B6.2 of P21 DCP, which prescribes that a passing bay is required for driveways that exceed 40m in length when they serve more than 2 dwellings. I note that this would apply to a driveway in this location irrespective of the proposed subdivision, as the battle-axe handle currently serves 3 dwellings. This clause does not specify that the passing bay has to be at the street.

In light of the conflict with Landscaping, would engineering be supportive of a proposal that reverts to a single width crossing at Lakeview Parade (with the maintenance of the passing bay further along the driveway)?

If it is of any assistance, I provide the following list of subdivision applications that have been approved under PLEP 2014/P21 DCP which vary the driveway design requirements:

- DA2018/0005 for a 4 lot subdivision at 126 Elimatta Road, Mona Vale. Passing bay did not comply with minimum requirements and driveway gradient exceeded 1:4.
- DA2019/0393 at 7 Trentwood Park, Avalon Beach, with four lots serviced by a curved driveway, with no passing bay at the street kerb.
- DA2022/1789 at 143A Crescent Road, for a third lot serviced by a single width driveway, with no passing bay at the street kerb.

Whilst not recently approved, there are also 5 other single-width driveways servicing more than 2 dwellings along Lakeview Parade.

Thanks in advance for your consideration and assistance.

Kind regards,
Bec

Rebecca Englund
B Arch Studies | M Plan | MPIA



Director | Northern Beaches Planning

Web: www.northernbeachesplanning.com.au



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From: [REDACTED]
Subject: RE: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Date: Monday, 21 August 2023 4:49:30 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi Nic,

As discussed, it appears that the removal of the passing bay at the crossing will allow the street tree to remain.

To cater for this amendment, the following conditions will need to be amended to suit.

Subdivision Works Certificate

A Subdivision Works Certificate is to be approved by Certifier for the provision of engineering works.

Engineering plans for the subdivision works within this development consent are to be submitted to the Certifier for approval under Section 6.13 of the Environmental Planning and Assessment Act 1979.

Civil Engineering plans for the subdivision works are to be designed in accordance with the Council's specification for engineering works – AUS-SPEC #1. The plans shall be prepared by a suitably qualified

Civil Engineer, who has membership to Engineers Australia, National Engineers Register (NER) and registered in the General Area of Practice for civil engineering. The design must include the following information:

1. Driveway plan and long and cross sections with a minimum width of 3 metres between the kerbs.
2. Any retaining walls required to construct the driveway.
3. A passing bay generally in accordance with the plan submitted by Peninsula Consulting Engineers, drawing number 22-0517 C03 Rev A dated 2/11/2022.
4. **A 3 metre wide driveway crossing.**
5. Inter-allotment drainage details including plans, long and cross sections for all proposed lots.
6. On-site stormwater detention (OSD) details in accordance with Council's Water Management for Development Policy and generally in accordance with the plans by Peninsula Consulting Engineers, drawing number 23-0304 H01, H02, H03 and H04 Revision A dated 29/03/2023.
7. Geotechnical report with recommendations for the proposed excavations for the detention tanks.
8. Stormwater quality improvement measures designed in accordance the recommendations of the report "Water Sensitive Urban Design for the proposed new development at 30-32 Lakeview Parade, Warriewood" by Stellen Consulting dated 12 May 2023 and AS/NZS 3500.3 :2021 and Northern Beaches Council Water Management for Development Policy.
9. Services plan for the provision of all service conduits for all lots. All services are to be located underground and clear of the OSD tanks.

The Subdivision Works Certificate must be supported by engineering plans, calculations, specification or any certification relied upon.

Reason: To ensure engineering works are constructed in accordance with relevant standards and Council's specifications.

Vehicle Crossings

The Applicant is to construct one vehicle crossing **3 metres** wide in accordance with Northern Beaches Council Drawing Maximum High Profile and the driveway levels application approval. An Authorised

Vehicle Crossing Contractor shall construct the vehicle crossing and associated works within the road reserve in plain concrete. All redundant laybacks and crossings are to be restored to footpath/grass.

Prior to the pouring of concrete, the vehicle crossing is to be inspected by Council and a satisfactory "Vehicle Crossing Inspection" card issued.

A copy of the vehicle crossing inspection form is to be submitted to the Certifier.

Reason: To facilitate suitable vehicular access to private property.

Kind regards,

Joseph Di Cristo
Senior Development Engineer

Development Engineering & Certification

[Redacted]

northernbeaches.nsw.gov.au



From: Nic England [Redacted]
Sent: Monday, August 21, 2023 3:41 PM
To: Joseph Di Cristo [Redacted]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944

Hello Joe,

Please see JT's comments on the conceptual amendment to not provide a passing bay.

If you could quickly advise that you concur with his advice, so we can advise DDP in a supplementary memo. The meeting is this Wednesday, so if you let me know as soon as you can.

Thanks,

Nic England
Planner

Development Assessment Team

northernbeaches.nsw.gov.au



From: Joseph Tramonte [REDACTED]
Sent: Monday, August 21, 2023 2:20 PM
To: Nic England [REDACTED]
Subject: RE: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944

Hi Nic,

With consensus from other Council Officers that a single driveway off the street is acceptable, the landscape conditions require amendment where specific reference is included for protection measures to the existing street trees, as follows:

Project Arborist

A Project Arborist with minimum AQF Level 5 in arboriculture shall be engaged to provide tree protection measures in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites, and the recommendations of the Arboricultural Impact Assessment.

The Project Arborist shall be in attendance and supervise all works as nominated in the Arboricultural Impact Assessment, and in particular:

- ~~i) tree sensitive construction for street trees 7 and 8 - Lophostemon confertus;~~
- i) tree sensitive construction for tree 6 - Banksia within the property,
- ii) tree sensitive construction for tree 9 - Callistemon, located within adjoining property.

Existing ground levels shall be maintained within the tree protection zone of trees to be retained, unless authorised by the Project Arborist.

All tree protection measures specified must:

- a) be in place before work commences on the site, and
- b) be maintained in good condition during the construction period, and
- c) remain in place for the duration of the construction works.

The Project Arborist shall provide certification to the Certifier that all recommendations listed for the protection of the existing tree(s) have been carried out satisfactorily to ensure no impact to the health of the tree(s). Photographic documentation of the condition of all trees to be retained shall be recorded, including at commencement, during the works and at completion.

- i) A separate permit or development consent may be required if the branches or roots of a protected tree on the site or on an adjoining site are required to be pruned or removed.
- ii) Any potential impact to trees as assessed by the Project Arborist will require redesign of any approved component to ensure existing trees upon the subject site and adjoining properties are preserved and shall be the subject of a modification application where applicable.

Reason: Tree protection.

No other landscape conditions require changes

Joseph Tramonte
Senior Landscape Architect

Park Assets - Planning, Design & Delivery

[Redacted]

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From: Nic England [Redacted]
Sent: Monday, August 21, 2023 2:04 PM
To: Joseph Tramonte [Redacted]
Cc: Adam Richardson [Redacted]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hello Joe,

As we discussed before, please see Joe Di Cristos comments on the passing bay now not being needed.

In the context of this, could you provide us with some quick comments on how this may change your original advice and if that requires any deletion, addition or modification of any of previously recommended conditions of consent?

Thanks,

Nic England
Planner

Development Assessment Team

[Redacted]

[Redacted]

northernbeaches.nsw.gov.au



From: Adam Richardson [Redacted]

Sent: Monday, August 21, 2023 1:49 PM

To: Nic England <[Redacted]>
[Redacted]

Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944

Importance: High

Thanks Joe,

That is very helpful – I think what is needed is a comment from the landscape officer which confirms that a 3m wide standard crossing won't require root mapping and the subject street (a brushbox) can be retained.

It might be that amended comments are provided by both landscape and engineering in light of this revised position, which can be passed onto the Panel. I do note however that irrespective of the applicants email below, what they are advocating is different to what the plans show and as the development is recommended for refusal, it is not something that could be contemplated by a condition.

Nic - can you please speak with landscaping about this and then we can provide some advice to the DDP?

Thank you,

Adam Richardson
Manager, Development Assessments

Development Assessment Team

[Redacted]

northernbeaches.nsw.gov.au





From: Joseph Di Cristo [redacted]
Sent: Monday, August 21, 2023 1:37 PM
To: Adam Richardson [redacted]
Cc: Simon Gray [redacted]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Adam,

Simon referred the below email from Rebecca Englund who is acting on behalf of the applicant for the above application.

I have reviewed Rebecca's comments and offer the following advice.

The request to provide a second passing bay at the entrance to the site was to satisfy the interpretation of the DCP clause B6.2 which states 'Combined driveway for more than 2 dwellings: 3.0 metres minimum except where the driveway length exceeds 40 metres, a passing bay to an overall minimum width of 5.0 metres for a length of 10 metres with suitable transitions to the adjacent narrow driveway.'

As the applicant has provided a passing bay within the site and the traffic report addresses the issue related to waiting times for vehicles using the proposed development, it is considered that in order for the street tree to remain, the second passing bay, which was within the widened crossing, could be deleted in this instance. I was unaware at the time of my assessment that there was an issue related to the street tree as a result of the widening of the driveway crossing. If the tree can remain with a single 3 metre wide crossing then I can revise my comments and conditions

Let me know if you need me to provide amended comments and conditions to suit.

Kind regards,

Joseph Di Cristo
Senior Development Engineer

Development Engineering & Certification

[redacted]
northernbeaches.nsw.gov.au





From: Simon Gray [REDACTED]
Sent: Monday, August 21, 2023 11:40 AM
To: Joseph Di Cristo [REDACTED]
Cc: Adam Richardson [REDACTED]
Subject: FW: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Joe

As discussed, can you please provide your advice to Adam regarding the passing bay within the road reserve. This is going to the DDP on Wednesday

Thanks

Simon Gray
Manager, Development Engineering & Certification

Development Engineering & Certification

[REDACTED]
northernbeaches.nsw.gov.au



From: Rebecca Englund [REDACTED]
Sent: Saturday, August 19, 2023 3:40 PM
To: Simon Gray [REDACTED]
Subject: 30 & 32 Lakeview Parade, Warriewood - DA2022/1944
Importance: High

Hi Simon,

I hope this email finds you well.

I am looking after a subdivision application at 32 & 32 Lakeview Parade, Warriewood – DA2022/1944.

I am not aware which officer from your team managed the referral for this application to date. Please feel free to pass this onto the relevant officer if you are unable to assist. The application is being reported to the DDP **this Wednesday**, and as such, a quick response would be greatly appreciated.

32 Lakeview Parade has a battle-axe handle to Lakeview Parade which is burdened by a ROW benefitting 30 and 34 Lakeview Parade. Whilst the driveway pavement has never been constructed, there is a single width kerb crossing at the street.

DA2022/1944 seeks consent to subdivide 30 and 32 Lakeview Parade into 5 lots, 4 of which will be serviced by the driveway within the battle-axe handle. The application was referred to engineering, who required amended plans to accommodate a 5m wide driveway crossing at Lakeview Parade. Whilst the amended plans inclusive of the 5m wide driveway crossing are supported by engineering, the widened driveway necessitates 300-500mm of excavation within the TPZ of a street tree in order to comply with Council's driveway profiles and the Arborist states it cannot be retained. The amended plans and arborist report were referred to Landscaping, who indicate support for the proposal but do not support the removal of the street tree. Specifically, they confirmed:

“Council does not support removal of public trees. The passing bay does not have / should not, be located on public land, especially when public assets (i.e., street trees) are impacted.”

Landscaping have imposed conditions for the tree to be retained and to limit any excavation within the TPZ of the tree to a maximum of 100mm. This conflicts with the design of the driveway and the conditions imposed by engineering.

The original application, with a single vehicle crossing, was accompanied by a Traffic Report (attached). The report is supportive of the single-width driveway crossing, noting that:

- the driveway is straight,
- a passing bay is proposed further along the driveway,
- the gradients comply with AS2890,
- all dwellings can enter and exit onto the shared driveway in a forward direction, and
- as the site is only 25m from the cul-de-sac of the dead end street. If a car was coming out of the driveway at the same time someone was trying to exit, the person entering could simply continue along to the cul-de-sac and turn around, to allow the person to exit. However, the likelihood calculates to likelihood of this occurring at less than 0.1%.

The requirement for a passing bay comes from clause B6.2 of P21 DCP, which prescribes that a passing bay is required for driveways that exceed 40m in length when they serve more than 2 dwellings. I note that this would apply to a driveway in this location irrespective of the proposed subdivision, as the battle-axe handle currently serves 3 dwellings. This clause does not specify that the passing bay has to be at the street.

In light of the conflict with Landscaping, would engineering be supportive of a proposal that reverts to a single width crossing at Lakeview Parade (with the maintenance of the passing bay

further along the driveway)?

If it is of any assistance, I provide the following list of subdivision applications that have been approved under PLEP 2014/P21 DCP which vary the driveway design requirements:

- DA2018/0005 for a 4 lot subdivision at 126 Elimatta Road, Mona Vale. Passing bay did not comply with minimum requirements and driveway gradient exceeded 1:4.
- DA2019/0393 at 7 Trentwood Park, Avalon Beach, with four lots serviced by a curved driveway, with no passing bay at the street kerb.
- DA2022/1789 at 143A Crescent Road, for a third lot serviced by a single width driveway, with no passing bay at the street kerb.

Whilst not recently approved, there are also 5 other single-width driveways servicing more than 2 dwellings along Lakeview Parade.

Thanks in advance for your consideration and assistance.

Kind regards,

Bec



Rebecca Englund

B Arch Studies | M Plan | MPIA

Director | Northern Beaches Planning



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