

Traffic Response Report

MIXED USE DEVELOPMENT

BOARDING HOUSE / CHURCH / COMMUNITY FACILITIES

28 FISHER RD / 9 FRANCIS ST, DEE WHY, NSW

MARCH, 2023



architecture

modularisation

project management

interior design

procurement

1300 799 986

335 MONA VALE ROAD

TERREY HILLS NSW

AUSTRALIA 2084

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Generally:

The DSAP panel and other relevant referrals made suggestions regarding parking and pedestrian interface. This has resulted in an updated Traffic Management Report and drawings to suit.

We believe that the DSAP requirements have been met and the traffic and parking solutions have hence only been strengthened with greater area, turning room and other accessibility issues. There are also other minor updates to best respond to Structural Engineering grid requirements and to ensure width on carparking adjacent to columns and the like to Australian Standard.

Generally, the layout remains very similar across the site, but has been eased to better incorporate vehicle turning etc. Refer to the attached amended Traffic Impact Assessment by Northern Transport Planning and Engineering Pty Ltd


Parking numbers amended to 31 (required 29)

Proposed Residential Units

28 Fisher Rd,
Dee Why

Traffic Impact
Assessment

Prepared by
Northern Transport Planning and Engineering Pty Ltd


A.B.N. 79 056 088 629

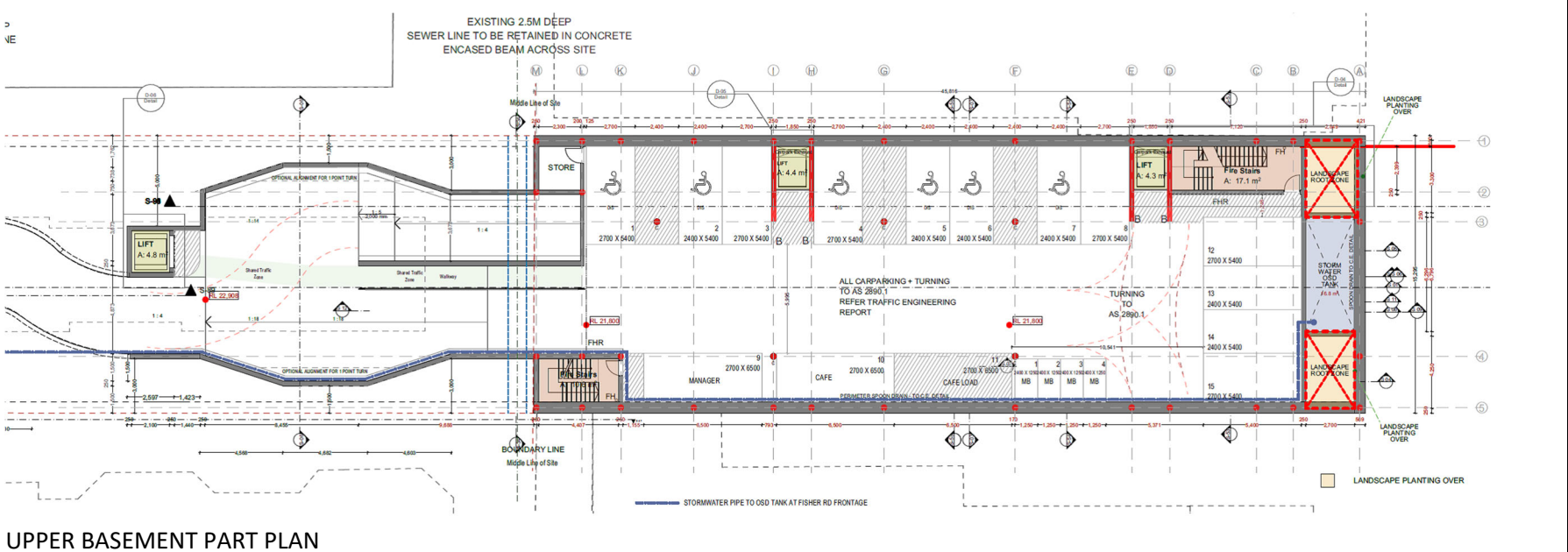
March 2023

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Upper Basement:

DSAP suggested more room and wider turning circle could occur at the head of the basement ramps to allow for better turning. This meant closer side boundary setbacks to 1500 and the lower vehicle ramps moved slightly to accommodate

Refer to the submitted Amended Architectural Drawings set



GENERAL TRAFFIC COMMENTS

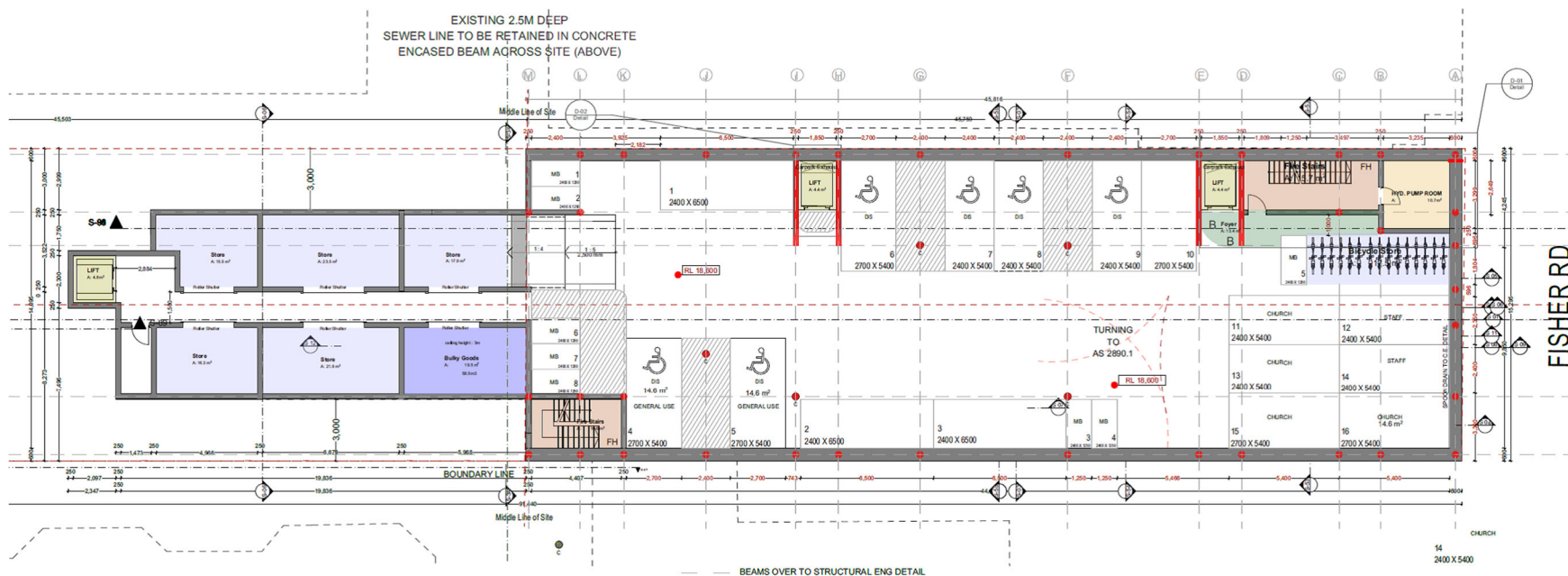
RESPONSE TO TRAFFIC COMMENTS

Lower Basement:

Structural engineering support zones were better defined with the consultant and hence carparking layers were replicated on both levels to better allow weight bearing through the structure

More defined storage and bulky goods store areas were requested and incorporated.

These things led to minor parking amendments.
Refer to the submitted Amended Architectural Drawings set

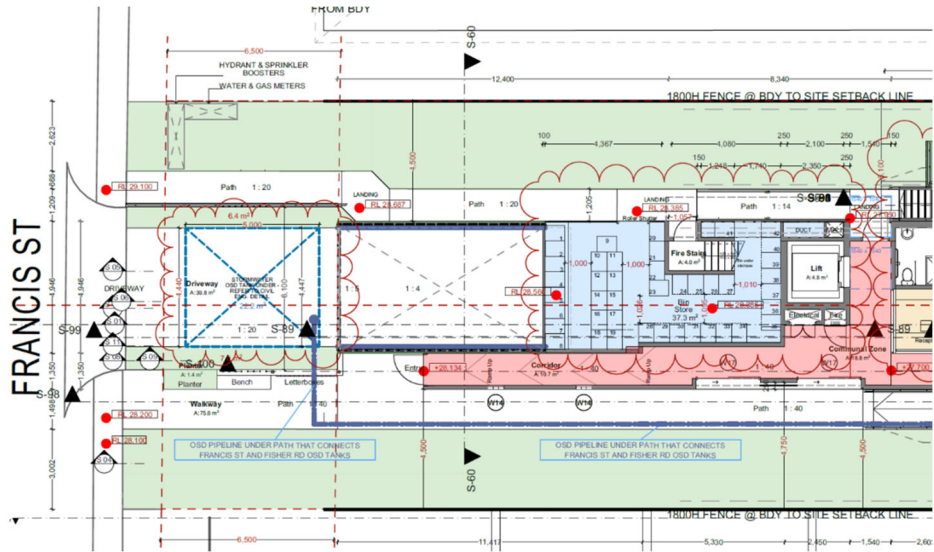


LOWER BASEMENT PART PLAN

Driveway at entry.

Less concrete driveway appearance was requested at the Francis St Frontage and hence porous paving and low trafficable planting was incorporated into the entry driveway sides

Refer to the submitted Amended Architectural Drawings set



LEVEL 1 FRANCIS ST PART PLAN