Traffic Engineer Referral Response

Application Number:	DA2024/0936
Proposed Development:	Demolition works and construction of a residential flat building
Date:	13/05/2025
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 593609 , 45 Oaks Avenue DEE WHY NSW 2099 Lot 2 DP 593609 , 45 A Oaks Avenue DEE WHY NSW 2099

Officer comments

Referral comments 13/5/25
The Applicant has provided an updated Basement Plan Drawing No.A1001 Issue D dated 8 April 2025 prepared by Mackenzie Architects International. The amended proposal has been reviewed with respect to access and parking.

The proposed basement layout differs from the design discussed at the previous s34 conference, whereby concerns were raised regarding the lack of provisions for visitor parking. A visitor parking space should not be considered purely for visitors of residents, but also as a non-resident parking facility for use by delivery vehicles (clearance less than 2,2m), as well as tradespersons, maintenance and other essential service providers for the development site. The previous Basement Plan Issue C, provided a total of 11 residential spaces with a layout that provided 5 adjacent parking spaces located south of the lift, including a storage cage at the southern end of the site. The storage was not accessible, as well as being located within the 1m blind aisle extension affecting vehicle access. It was therefore suggested that the storage cage be removed to maintain access for the end parking space. The latest design however shows a reduced basement plan area with increased rear setback from 6 to 6.63m. This results in the removal of the end parking space so that only 4 adjacent spaces are situated south of the lift including a storage area for 3 cages at the southern end of the site. The amended proposal provides a total of 10 residential spaces. Although the development has been reduced from 12 units to 10 units, there is still no provision for visitor parking.

The Transport Network team is not satisfied that the proposal meets the Schedule 9 design principles for amenity and safety under SEPP Housing 2021. Good design positively influences internal and external amenity for residents and neighbours, combining a number of factors including storage as well as efficient layouts and service areas. The amended proposal does not provide any parking space for a delivery vehicle or tradesperson to service the site. The basement layout also only provides external storage areas for three of the ten residential units. With respect to safety, good design should provide for quality public and private spaces that are clearly defined and fit for the intended purpose. The development does not provide any facility for deliveries or services. The provision of a non-resident on-site parking space would provide safe and convenient access for drivers undertaking deliveries and tradespersons servicing the development. The site is located in a medium-density residential area near the Dee Why Town Centre where there are high pedestrian and traffic volumes with a high demand for off-street parking. The combination of these issues provides difficulties in undertaking deliveries or moving goods and equipment from the street to service the property

Council's WDCP requires that residential flat buildings provide 1 visitor space per 5 units or part of dwellings. The proposed 10-unit development would therefore require 2 visitor spaces under the WDCP. Noting the site constraints, the provision of 1 visitor parking space marked for visitor and delivery use would be acceptable for this development. The provision of an additional parking space within the basement for visitor parking may be possible by removing the three proposed storage areas and extending the southern basement wall 1m further south, reducing the rear setback to 5m. Additional storage areas could be provided by widening the area directly opposite the car stackers by 0.5m. Relocating a 16m section of the western basement wall to the property boundary can provide eight storage cages (2m long x 1m wide) while providing the minimum 5.8m wide parking aisle. It may be possible to provide a further two storage areas (2.25m long x 1m wide) so that each of the 10 residential units are provided with external storage areas in the basement. This can be achieved by reconfiguring the layout of the Bicycle Parking area and the Services Room. An access path is currently located between the Services Room and Bicycle Parking providing access to both facilities. If the door to the Services Room can be relocated to the south-west corner, a modified Bicycle Parking area (4.5m long x 2.7m) wide can be provided so that all 11 vertical bicycle parking spaces (1.2m long x 0.5m wide) are located on one side with a 1.5m wide aisle. The modifications will allow two new storage areas (2.25m long x 1m wide) to be provided adjacent to the Bicycle Parking area.

Referral comments 24/9/24

This development application involves the demolition of the existing structures to facilitate the construction of a four storey in-fill affordable residential flat building, The proposal provides a total of 12 units including 1, 2 and 3 bedroom units, including 2 x affordable rental units. A Traffic and Parking Assessment (TPA) has been prepared by Terraffic Pty Ltd (dated 22nd May 2024), with respect to parking and traffic generation impacting the road network.

The development is required to provide 2 adaptable dwellings under the WDCP (at least five dwellings, 10% rounded up to next whole number). The development would also need to provide 3 dwellings incorporating Silver Level Living design features based on the Apartment Design Guide (benchmark of 20% of the total apartments).

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002'. The TPA states that the proposed development generates 7 vehicle trips during the weekday peak hours. The existing 2 dwellings generates 2 vehicle trips during the weekday peak hours. The proposed development would therefore generate an additional 5 vehicles compared to the existing site, and it is considered to not have any unacceptable traffic implications.

Parking

The TPA states that the proposed development will be served by a single level basement carpark containing a total of 11 resident only car spaces, including 4 spaces within a dual-width car stacker that will include a pit to enable all vehicles to have independent access to each parking space. A

turntable is also proposed in the basement to facilitate forward egress by cars parking in space 1 located alongside the access ramp.

The site will contain parking for 13 bicycles with 11 spaces in a secure storage area on ground level and 2 bicycle spaces in the secure basement.

Vehicular access to the carpark is via a 5.5m wide combined entry/exit driveway off Oaks Avenue located adjacent to the eastern site boundary. The access ramp narrows to a 3.0m wide single lane approximately 8m into the site.

The proposal provides a total of 11 car spaces which satisfies the minimum requirements under the SEPP for affordable housing. As there are 12 units within this development, at least one of the units will not be provided with a car park space and it is not clear how the parking spaces will be allocated for the development.

Car space 2 and 3 are accessible parking spaces which would meet the car parking space requirements for adaptable housing (Units 102 and 202).

If a parking space were to be provided for Unit G01, the space must be a minimum 3.2m width x 5.4m length to meet Silver Level Living requirements. Car space 11 is located at the end of the blind aisle with the 1m extension which could meet the additional width requirements. Regardless of whether car space 11 is to be designated for Unit G01 or not, additional swept paths are required to check whether the proposed storage areas located at the southern end of the car park do not affect access to car space 11.

The provision of the turntable to provide access to the single parking space 1 does not seem practical and is not supported. The location near the entrance of the access driveway also affects access for other vehicles using the car park. It is suggested that a better solution would be to provide a 4-car width stacker (comprising spaces 4, 5, 6 and 7) instead of the proposed dual-width car stacker. This proposal will provide 2 parking spaces to replace the location of car space 1 and would remove the need for a turntable. This change would increase parking supply and provide a total of 12 spaces for the site. The additional parking space would preferably be used for visitors or trades vehicles (limited clearance 2.65m) to service the development as it is noted that no visitor parking has been provided. Although not a requirement for this development, there is a high demand for off-street parking in the area with the limited available parking signposted as ‘1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat’ which is unlikely to provide the additional amenity necessary for visitors or trades.

Bicycle parking spaces are currently divided over the ground floor and basement levels. The removal of car space 1 may provide the opportunity to locate all bicycle spaces together in the basement. The current bicycle parking area on the ground floor could then be used for other purposes such as storage area or even incorporated into unit G02.

The proposal is not acceptable in its current form and it is requested that the above recommendations be considered and addressed in the amended plans. Further information should be submitted regarding how the parking spaces are allocated and additional swept paths provided prior to further review.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.