Traffic Engineer Referral Response

Application Number:	DA2025/0207
Proposed Development:	Strata subdivision of an existing industrial building
Date:	28/04/2025
Responsible Officer	
Land to be developed (Address):	Lot CP SP 72321 , 42 - 46 Wattle Road BROOKVALE NSW 2100

Officer comments

Proposal description: Strata subdivision of common property at an existing industrial building to formalise and create five (5) new parking spaces under different ownership (Lot 92 SP74535 and common property SP72321).
The existing common property area at 42-46 Wattle Road, Brookvale is currently used as carparking spaces and separated by steel bollards which prevent vehicular movements. Under the proposed subdivision plan, one (1) of the new spaces will be allocated to Lot 92 SP74535, and the other four (4) spaces are created for the common property.
The traffic team has reviewed the following documents:

- Statement of Environmental Effects prepared by Allen Price Development Consultants dated 20 February 2025
- Strata Plan of Subdivision prepared by surveyor Brendan Hugh Dallas dated 5 September 2024
- Carpark Certification prepared by Auswide Consulting dated 15 November 2022

No additional engineering design or work is proposed for the creation of parking spaces as part of the subdivision plan.

Parking requirements and design

- The proposed subdivision plan creates 5 new parking spaces on the common property. Although the spaces have been utilised informally for vehicle parking, they are unlikely to comply with AS2890.1 while maintaining a two-way parking aisle that has a width consistent with the AS2890.1 minimum requirement of 6m (clause 2.4.4).
- AS2890.1 specifies that a minimum of 300mm offset distance is required for parallel parking spaces next to a wall. This would apply to the 4 parking spaces under common property which currently only have 2.1m minimum bay width. The proposed parking space (No. 5) under the individual lot is also subject to this requirement but can satisfy the dimensional requirements without affecting the aisle width by reducing its 2.5m width to 2.4m.
- It is unclear on the survey plan or certification plan how the steel bollards would affect parking bay lengths. Neither plans include any details for bollard installations. Note that a further 0.3m needs to be added to the bay length if bollards would obstruct access at the end of bays.
- According to the current strata plan, the total aisle width (without parking) is 8.5m. It only allows parallel parking on one side of the aisle while maintaining two-way traffic. To satisfy the dimensional requirements of a two-way aisle, no vehicles should be allowed to park on the opposite side of the new spaces. If parking is to be permitted on both sides of the aisle it needs to be marked as one-way.

Traffic and pedestrian impacts

- The relevant areas are already utilised as off-street parking spaces and blocked by bollards. The proposed subdivision is unlikely to bring any significant improvements or adverse impacts to the current traffic and parking conditions.

Waste Collection & Servicing.

It is unclear for the information provided if waste collection and servicing would be impacted by the proposal. In particular if the parking of vehicles in the proposed locations will impact upon the circulation of trucks. Details of the largest vehicle required to access the parking area and information to confrm that it can circulate past parked vehicles in all of the proposed locations.

Conclusion

The traffic team cannot support the proposed subdivision at the current stage. Additional information is required to confirm that the parking design is workable for two way traffic flow or, if not, to provide details for the introduction and operation of One Way traffic flow and demonstrate how compliance with the relevant sections of AS2890 is achieved. The parking design should indicate the relevant parking space and aisle dimensions, include details of any bollards proposed and demonstrate how circulation is proposed to be achieved.

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.