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# Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust  
ABN 27 623 918 759

Our Ref: JH/10845/jj

Transport Planning

27 January, 2021

Traffic Studies

Parking Studies

Rose Group  
51 Riley Street  
WOOLLOOMOOLOO NSW 2011

**Attention: Nick Jackman**  
**Email: [njackman@rosegroup.com.au](mailto:njackman@rosegroup.com.au)**

Dear Sir,

**RE: SECTION 4.55 MODIFICATIONS FOR APPROVED MIXED USE  
RESIDENTIAL DEVELOPMENT, 23 FISHER ROAD, DEE WHY**

1. As requested, we are writing regarding the Section 4.55 modifications proposed for the above development. We have previously prepared a report<sup>1</sup> which was submitted with the application for the approved development.
2. Our assessment of the traffic and parking implications of the proposed modifications is set down through the following sections:
  - approved development;
  - proposed modifications;
  - parking provision;
  - access, servicing and internal layout;
  - traffic generation; and
  - summary.

**Approved Development**

3. The approved development provides 126 residential apartments, 320m<sup>2</sup> business space and 225 parking spaces with vehicular access from Fisher Road.

**Proposed Modifications**

4. It is proposed to provide an additional 21 apartments and an additional 34 parking spaces. The approved access arrangements are not proposed to change.

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<sup>1</sup> Transport Report for Proposed Residential Mixed Use Development, 23 Fisher Road, Dee Why, August 2018.

Parking Provision

5. Appendix I of the Warringah Development Control Plan 2011 (Car Parking Requirements) includes the following parking requirements:
  - one space per one bedroom apartment;
  - 1.2 spaces per two bedroom apartment;
  - 1.5 spaces per three bedroom apartment;
  - one space per five apartments for visitors; and
  - one space per 40m<sup>2</sup> business premises (excluding customer service areas), plus one space per 16.4m<sup>2</sup> for customer service area.
6. The proposed amended development includes 38 one bedroom, 79 two bedroom and 30 three bedroom apartments (including Pacific Lodge) and 320m<sup>2</sup> business premises. Based on one space per 40m<sup>2</sup> for the business uses, the development would require 215 spaces, including 178 resident spaces and 37 visitor/business spaces.
7. The proposed provision is 259 spaces, which satisfies this requirement. Parking provision is therefore appropriate.
8. As in the approved development, one business use space will be an accessible space.

Access, Servicing and Internal Layout

9. No changes are proposed to the approved vehicle access arrangements from Fisher Road. Similarly, servicing arrangements are not proposed to change.
10. The additional parking spaces will mostly be provided as stacked spaces, by extending the basement in a number of areas. Stacked spaces will be allocated to the same apartment.
11. Within the amended parking areas, parking space dimensions, aisle widths, column locations and height clearances will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004.

Traffic Generation

12. As noted in our previous report, RMS surveys of traffic generation indicate that high density residential flat buildings generate 0.19 and 0.15 vehicles per hour per apartment (two-way) during weekday morning and afternoon peak hours respectively. Traffic generation for the business uses would be some two vehicles per hour per 100m<sup>2</sup> two-way during afternoon peak hours.

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13. The approved development would therefore generate some 25 to 30 vehicles per hour two-way during weekday peak hours; a low generation.
14. With 21 additional apartments, the additional traffic generation of the proposed amended development would be some three or four vehicles per hour two-way at peak times. This is a very low generation, equivalent to an average of only one vehicle every 15 to 20 minutes at peak times.
15. Such a low generation would not have noticeable effects on the operation of the surrounding road network.

Summary

16. In summary, the main points relating to the traffic implications of the proposed amended residential mixed use development are as follows:
  - i) the site has development consent for 126 residential apartments plus 320m<sup>2</sup> business use;
  - ii) it is proposed to provide an additional 21 apartments plus an additional 34 car parking spaces;
  - iii) the proposed parking provision is appropriate;
  - iv) access and servicing arrangements are not proposed to change;
  - v) the internal layout will be provided in accordance with Australian Standards;
  - vi) the proposed amended development would have a very low additional traffic generation, equivalent to an average of only one vehicle every 15 to 20 minutes at peak times; and
  - vii) such a low generation would not have noticeable effects on the operation of the surrounding road network.
17. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,  
COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis  
Director