



PROPOSED RESIDENTIAL DEVELOPMENT

27 REDMAN ROAD, DEE WHY

TRAFFIC AND PARKING ASSESSMENT REPORT

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REF 16059

Prepared by

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1. INTRODUCTION

This report has been prepared to accompany a Development Application to Northern Beaches Council for a residential development proposal to be located at 27 Redman Road, Dee Why (Figures 1 and 2).

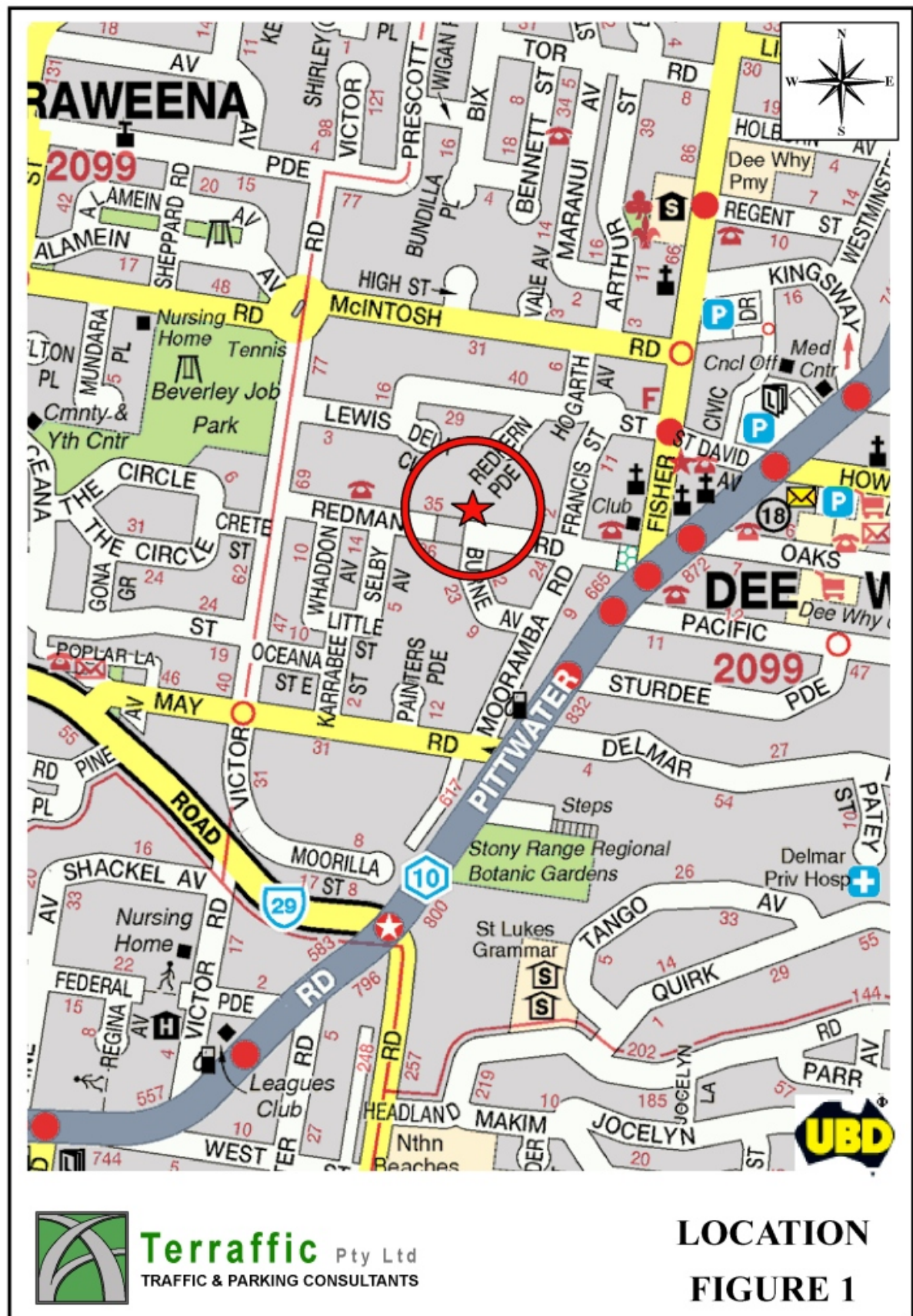
The development site is located on the northern side of the Redman Road/Burne Avenue intersection. It has a total site area of 923.2m² with a frontage of 15.24m to Redman Road. The site comprises a single dwelling house that gains vehicular access to Redman Road via a 4.4m wide access driveway located adjacent to the eastern site boundary.



Photograph of the site frontage

The proposed development comprises the demolition of the existing dwelling and construction 2 residential buildings containing a total of 4 x 3 bedroom units. The development is served by 4 off-street parking spaces (1 for each unit) with no provision for visitor parking. Provision has also been made for 4 resident bicycles in the secure carpark. Vehicular access to Redman Road is via a single width access driveway.

Plans of the proposed development are reproduced in Appendix A.

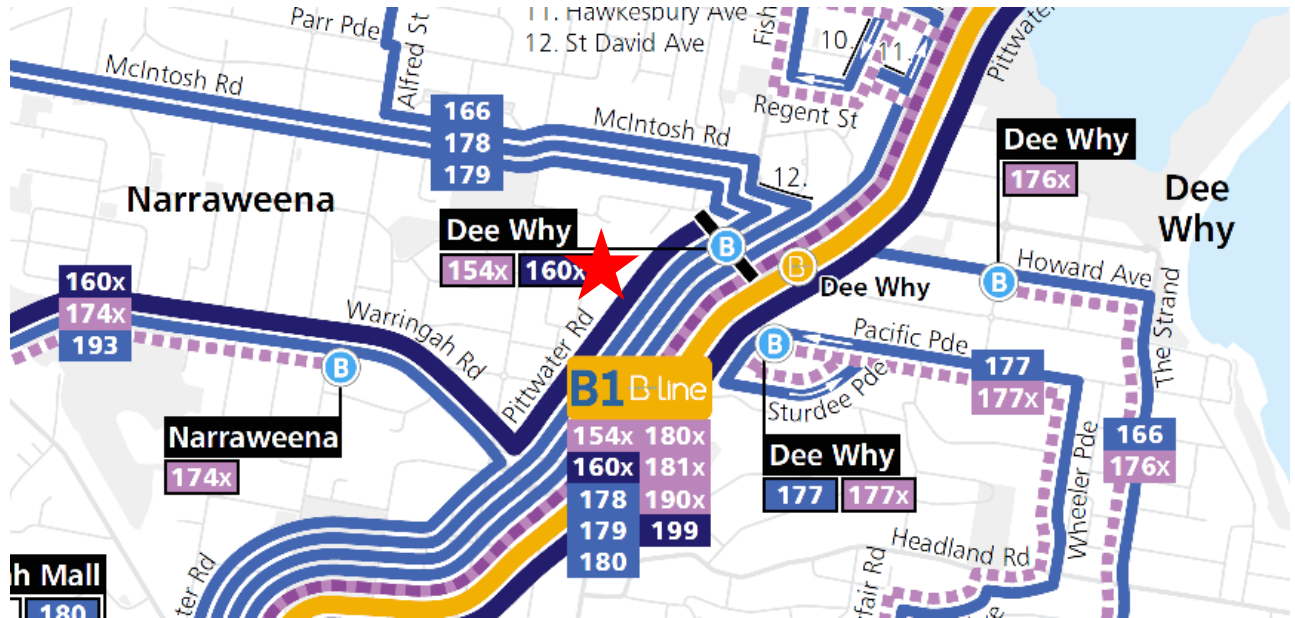






Public Transport Accessibility

The subject site has convenient access to the following bus services that operate through Dee Why:



B1 Line	Mona Vale to City Wynyard via Warriewood, Narrabeen, Collaroy, Dee Why, Brookvale, Collaroy, Mosman and Neutral Bay (operates daily)
Route 154X	Dee Why to Milsons Point (Express Service) via Brookvale, Collaroy, Mosman, Neutral Bay and North Sydney Station (operates weekday peaks)
Route 160X	Dee Why to Chatswood (Express Service) via Beacon Hill, Frenchs Forest, Forestville and Roseville Chase (operates daily)
Route 166	Frenchs Forest to Manly via Beacon Hill, Dee Why, Curl Curl, Freshwater and Queenscliff (operates daily)
Route 177	Dee Why to Warringah Mall via North Curl Curl and Brookvale (operates daily)
Route 177X	Dee Why to City Wynyard (Express Service) via Brookvale, Collaroy, Mosman and Neutral Bay (operates weekday peaks only)
Route 178	Cromer to Warringah Mall via Narraweena, Dee Why and Brookvale (operates daily)



Route 179	Wheeler Heights to Warringah Mall via Cromer, Narrabeena, Dee Why and Brookvale (operates daily)
Route 180	Collaroy Plateau to Warringah Mall via Collaroy, Dee Why and Brookvale (operates daily)
Route 180X	Collaroy Plateau to City Wynyard (Express Service) via Dee Why, Brookvale, Collaroy and Neutral Bay (operates weekday peaks only)
Route 181X	Narrabeen to City Wynyard (Express Service) via Collaroy, Dee Why, Brookvale, Collaroy, Mosman and Neutral Bay (operates weekday peaks only)
Route 190X	North Avalon to City Wynyard (Express Service) via Newport, Mona Vale, Narrabeen, Mosman and Neutral Bay (operates weekday peaks only)
Route 199	Palm Beach to Manly via Avalon Beach, Newport, Mona Vale, North Narrabeen, Narrabeen, Collaroy, Dee Why, North Manly and Queenscliff (operates daily)

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



2. PARKING IMPLICATIONS

Council Car Parking Requirement

Appendix 1 in Part H of the Warringah Development Control Plan (effective 9 December 2011) nominates the following parking requirements that are applicable to the proposed development:

Multi-dwelling housing, Residential flat buildings, Serviced apartments (including holiday flats), Shop-top housing (residential component)

- 1 space per 1 bedroom dwelling
- 1.2 spaces per 2 bedroom dwelling
- 1.5 spaces per 3 bedroom dwelling
- 1 visitor space per 5 units or part of dwellings

Application of the Council DCP parking rates to the proposed development yields a total requirement of 7 spaces calculated as follows:

4 x 3 bedroom dwellings @ 1.5 spaces per dwelling	6.0 spaces
4 dwellings @ 1 visitor space per 5 dwellings	0.8 spaces
Total	6.8 spaces

The proposed development is served by a 4 space carpark that represents a parking shortfall of 3 spaces comprising 2 resident and 1 visitor space. The shortfall is considered acceptable in this case due to its relatively small scale, the site constraints and proximity to multiple bus routes that reduce the potential for car ownership.

Carpark and Access Compliance

The basement carpark and access have been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1:2004 – “*Off-Street Car Parking*”:

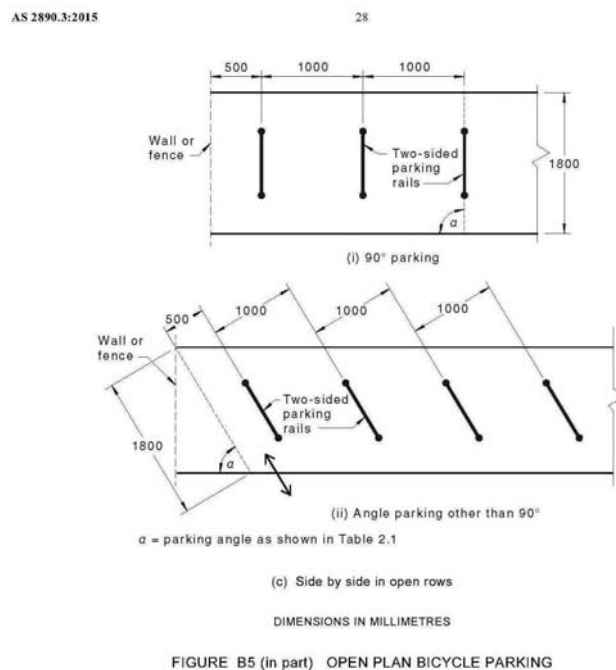
- Parking spaces are a minimum 5.4m long and 2.4m wide
- An additional 0.3m has been provided for spaces adjacent to a wall or obstruction
- A dead-end aisle extension 1.0m wide has been provided as per Figure 2.3 of the Standard



- The access/manoeuvring aisle is 6.5m wide and exceeds the minimum width of 5.8m
- Pavement cross-falls at parking spaces do not exceed 5% (1 in 20)
- The access ramp has a downgrade from the carpark to boundary of 10.4% (1 in 9.6)
- The one-way access driveway has a minimum width of 3.6m comprising a 3.0m roadway and 2 x 300mm wide kerbs
- A minimum headroom clearance of 2.2m has been provided throughout the basement carpark

Clause C3(A) of the DCP specifies a bicycle parking requirement of 1 space per unit for developments with more than 3 dwellings. The proposal satisfies the DCP with the provision of 4 bike racks for residents. The DCP also requires 1 bike space per 12 dwellings for visitors. As the development only contains 4 dwellings it is not proposed to provide any bicycle parking facilities for visitors.

The 4 proposed resident bicycle spaces have also been designed in accordance with Figure B5 of the Australian Standard AS2890.3:2015 – “*Bicycle Parking*”. A copy of Figure B5 is reproduced below.



In the circumstances, it can be concluded that the off-street car parking provision incorporated in the proposed development is adequate such that the proposed development has no unacceptable parking implications.



3. TRAFFIC IMPLICATIONS

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services (RMS) is illustrated on Figure 3 and shows the following State and Regional Roads:

STATE ROADS

Pittwater Road

Warringah Road

REGIONAL ROADS

Fisher Road

McIntosh Road

As can be seen, the Pittwater Road is classified by the RMS as a *State Road* and provides the key north-south road link in the area. Pittwater Road typically carries three traffic lanes through Dee Why with kerbside parking generally permitted outside of Clearway times.

Redman Road is an unclassified *Local Road* with a primary function of providing access to properties along its length. As can be seen on Figure 2, the section of Redman Road to the west of the site is closed to traffic although a driveway extends westerly to serve 29 and 31 Redman Road. Redman Road has a pavement width of approximately 12.3m comprising two traffic lanes and kerbside parking along both sides of the road.

Projected Traffic Generation of Proposed Development

An indication of the traffic generation potential of the residential component of the proposed development is provided by reference to the Roads and Maritime Services *Guide to Traffic Generating Developments (October 2002)*.

The traffic generation rates specified in the 2002 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 medium density residential developments:

Smaller Units and flats (up to 2 bedrooms)	0.4 – 0.5 trips per dwelling
Larger Units and Townhouses (three or more bedrooms)	0.5 – 0.65 trips per dwelling



Application of this RMS traffic generation rate to the proposed development yields a traffic generation potential of 3 vehicle trips per hour (vtph) during the AM and PM peak periods as set out below:

4 x larger units @ 0.65vtph per unit

3vtph (AM: 0 in / 3 out; PM: 3 in / 0 out)

The traffic generation of the proposed development should be discounted by the traffic generation of the existing dwelling 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 1vtph during the peak periods. To that end, the proposed development will only generate 2 additional vehicle trips during the peak periods.

Traffic Impacts of Proposed Development

It will be readily appreciated that the additional traffic generated by the proposed development is relatively minor (2vtph) 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.

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





APPENDIX A

PLANS OF THE PROPOSED DEVELOPMENT

