

# **Proposed Residential Units**

**28 Fisher Rd,  
Dee Why**

## **Traffic Impact Assessment**

**Prepared by**

**Northern Transport Planning and Engineering Pty Ltd**



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**203131**

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This document has been authorised by  
Ron Brown BE, MEngSc



21<sup>st</sup> August 2020

## 1 INTRODUCTION

This report deals with an assessment of the Traffic Impact of a redevelopment development of an existing Church and Community Hall at 28 Fisher St Dee Why.

The development will consist of the following components:

Church and Conference Hall	236 m <sup>2</sup>
Café	63 m <sup>2</sup>
Boarding House Units	80

The intention for the residential portions of this development is to provide accommodation for specialist boarding house residents managed by a Social Housing Provider. These residents will include NDIA capable residents as well as a range of sub-acute mental persons and crisis care accommodation for boarding house facilities.

The area fronting Fisher Rd will accommodate 52 Boarding House Units. A typical floor is broken into to groupings of 6 or 7 units each and these groupings all have a nurse/manager station.

The area fronting Francis St will accommodate 28 Boarding House Units +1 Manager. A typical floor is broken into to groupings of 6.

A total of 53 rooms (65%) will be set up for full physical accessibility to the highest level of NDIS and to AS 1428.1 and platinum level liveable housing design guidelines. The remaining 28 rooms (35%) will be set up with ambulant bathroom facilities

## 2 SURROUNDING ENVIRONMENT AND LAND USE

The site is located in the developed Commercial Centre of Dee Why with access to both Fisher Road and Francis Street.

The building fronting Fisher Road is currently being used by the New Life Chinese Christian Church. The Hall is also used by other community groups such as the Point break Drama and Acting School.

Commercial and Retail facilities are located either side of the site along Fisher St.

## 3 SITE LAYOUT

The ground floor layout of the proposed development is detailed in Figure 3-1 below:

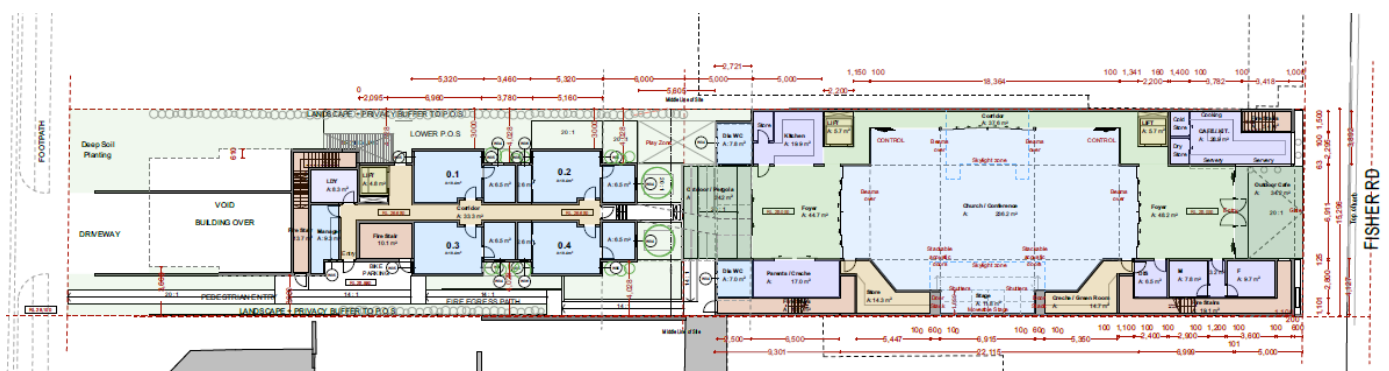
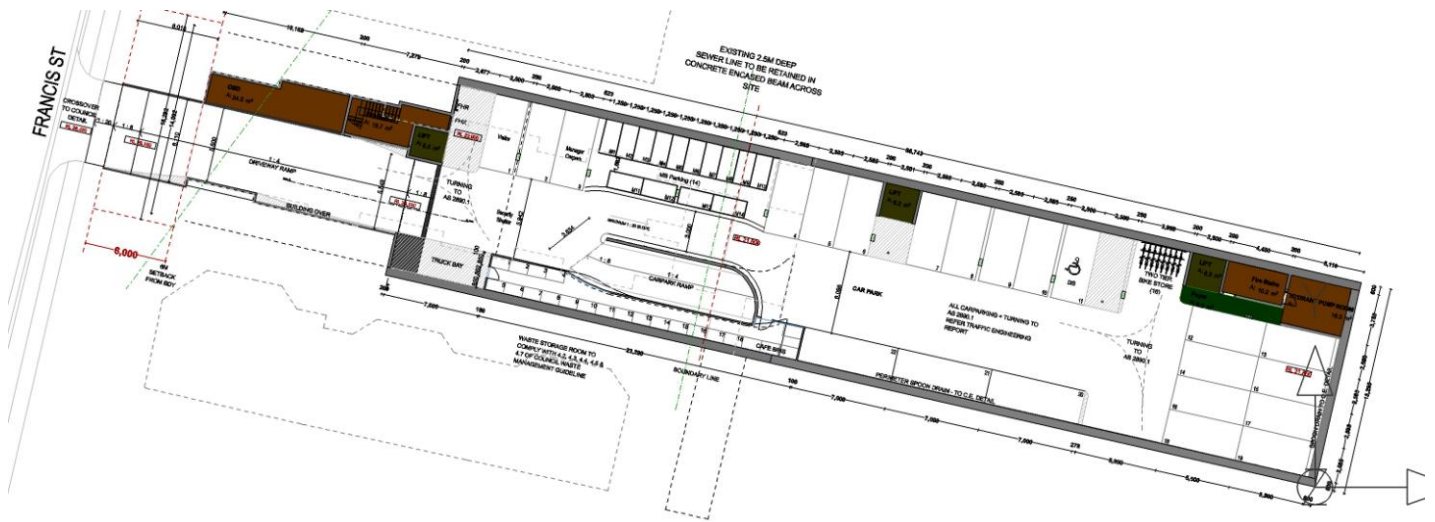


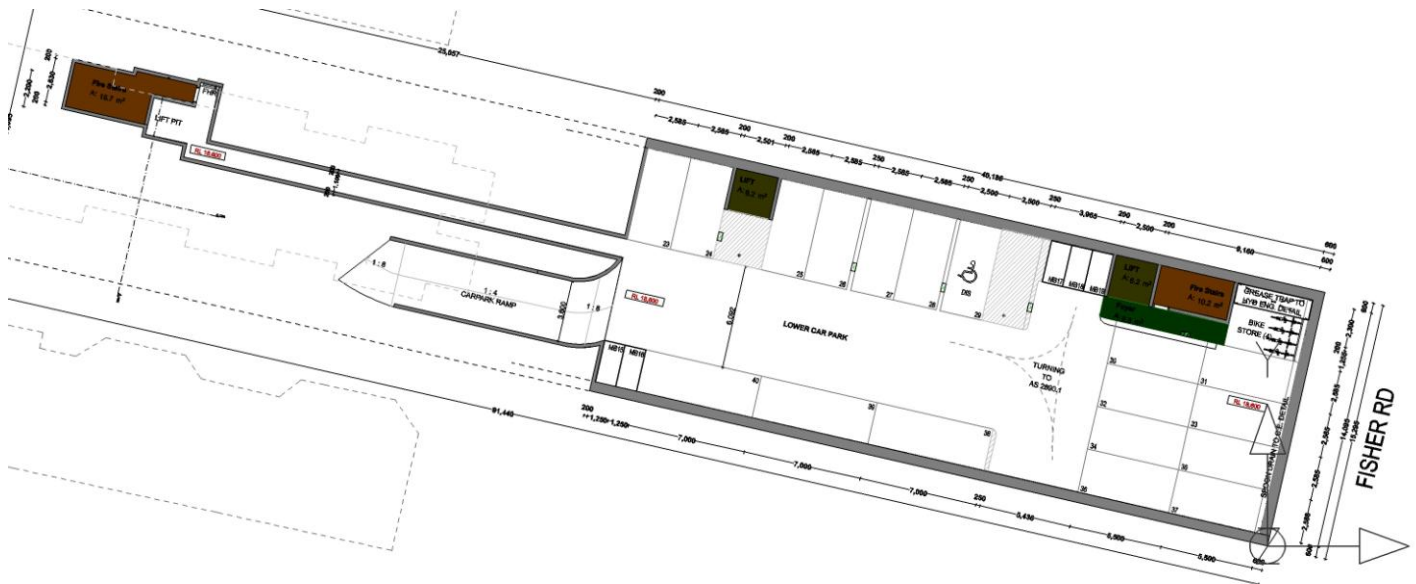
Figure2-1: Ground Floor Plan – 28 Fisher Rd, Dee Why

## 4 ACCESS AND PARKING LAYOUT

Vehicles will be able to access the site via a driveway off Francis. The driveway leads to an under-cover parking area that will accommodate a total of 42 vehicles and 11 motorbikes as shown in Figures 4-1 and 4-2 below:



**Figure 4-1: Under-cover Parking Area Level B1**



**Figure 4-2: Under-cover Parking Area Level B2**

## Discussion

The parking spaces to be provided are detailed below:

Level	Cars		Motorcycles	Bicycles
	Individual	Stacked		
B1	14	8	14	16
B2	10	8	5	4
Total	24	16	19	20

## 5 PARKING REQUIREMENT

### ***a. Boarding House Units***

The Boarding House Units are being developed under the State Environmental Planning Policy – (Affordable Rental Housing 2009). The parking requirements for a development with a Social Housing Provider is set at 0.2 spaces per boarding room in an Accessible location such as Dee Why plus at least one parking space for each person employed in connection with the Boarding House Units.

Based on these requirements to 80 Boarding House Units will require:

80 Units	0.2 spaces per Unit	16 parking spaces
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The site will have one full time manager and up to 5 staff providing support as required.

Therefore the parking requirement for the Boarding House Units will be 22 parking spaces.

### ***b. Café***

Northern Beaches Council's DCP sets out the following Parking Requirements:

Retail/Commercial Shops Dee Why Town Centre	4.2 spaces per 100 m2
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Accordingly, the 63.1 m2 Café would require 2.65 (3 parking Spaces).

### ***c. Church / Conference Centre***

Observations pre-covid-19 of off-street parking activity in the existing parking area at the rear of the site are presented in Appendix A of this report.

These observations indicate that the car park at the rear is being used largely by near-by businesses. This arrangement will be terminated during construction and following completion of the development.

The observations suggest that the Church generates between 10 and 15 off-street parking spaces during activities held in the Conference area.

It is expected that the proposed Multi Purpose Conference Centre will generate similar parking demand.

Accordingly, the off-street parking requirement for the Church / Conference Centre is estimated to be 15 parking spaces.

### ***d. Overall***

The overall parking requirement for the site is 40 spaces

As noted above it is proposed that a total of 40 parking spaces will be provided on the site which complies with the requirements for the site.

## 6 LOADING BAY GARBAGE COLLECTION

A loading bay will be provided near the access driveway to allow a small service vehicle to access the site. This bay will be used for service such as unloading the 18 x 660 L garbage bins to be provided on the site.

## 7 INDIVIDUAL TURNING PATHS FOR CRITICAL PARKING BAYS

The following figures demonstrate that a B85 vehicle will be able to access the parking spaces that have been provided within the proposed car park.

### a) Parking Bay 3 – Forward In/Reverse Out

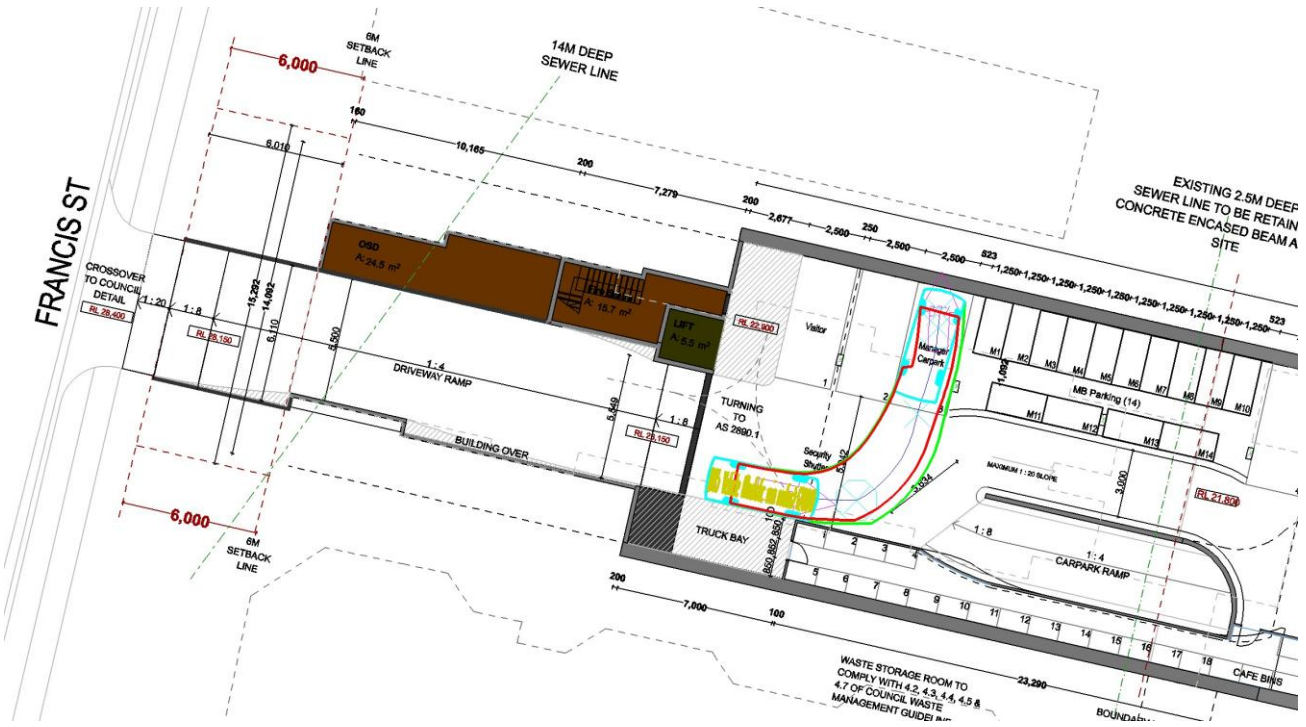


Figure 7-1: Forward into Parking Bay 3

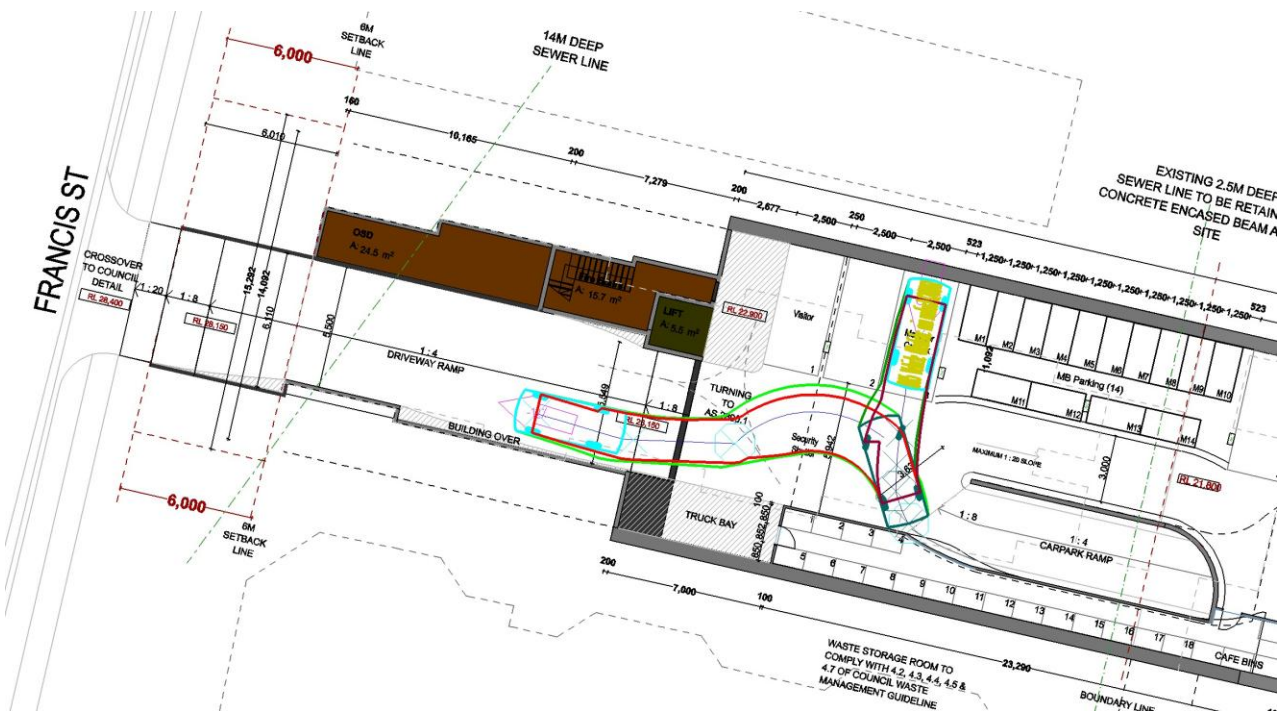
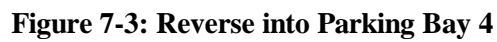
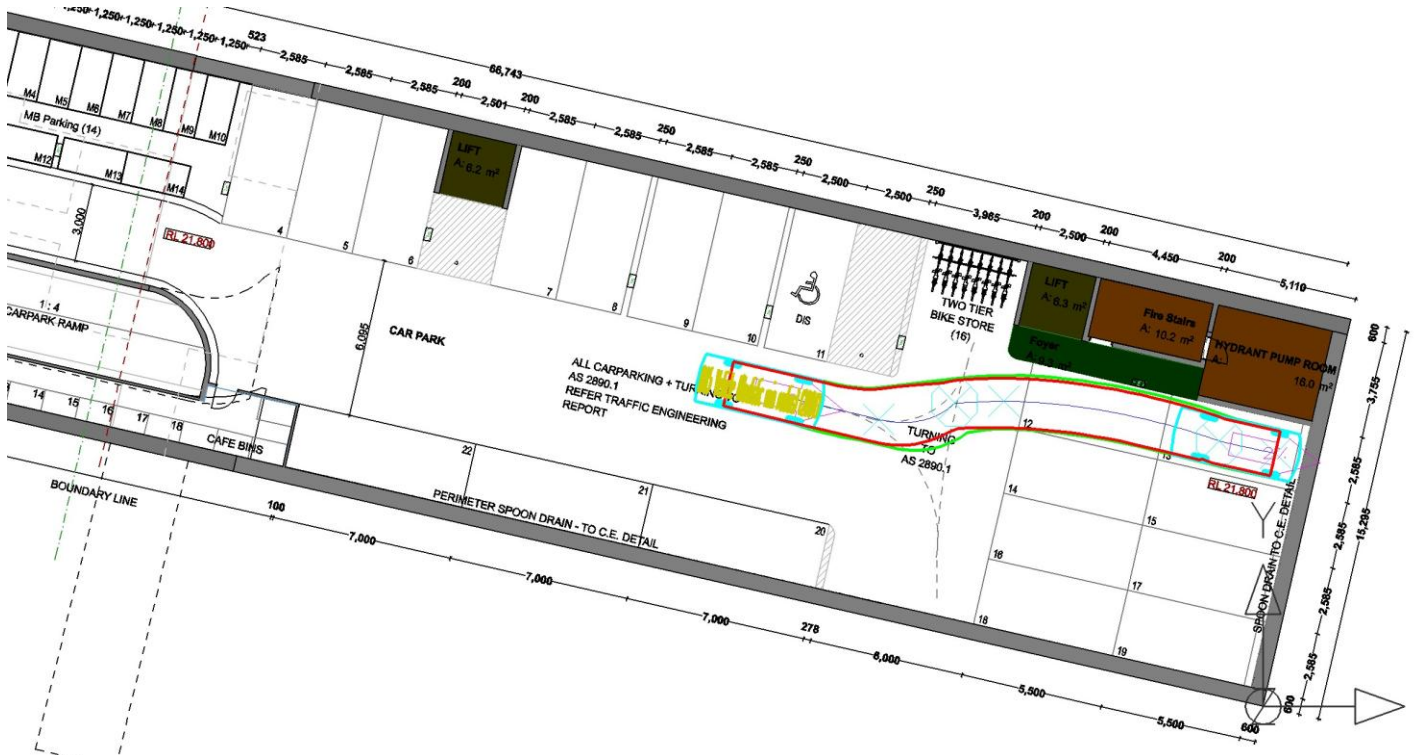


Figure 7-2: Reverse Out of Parking Bay 3

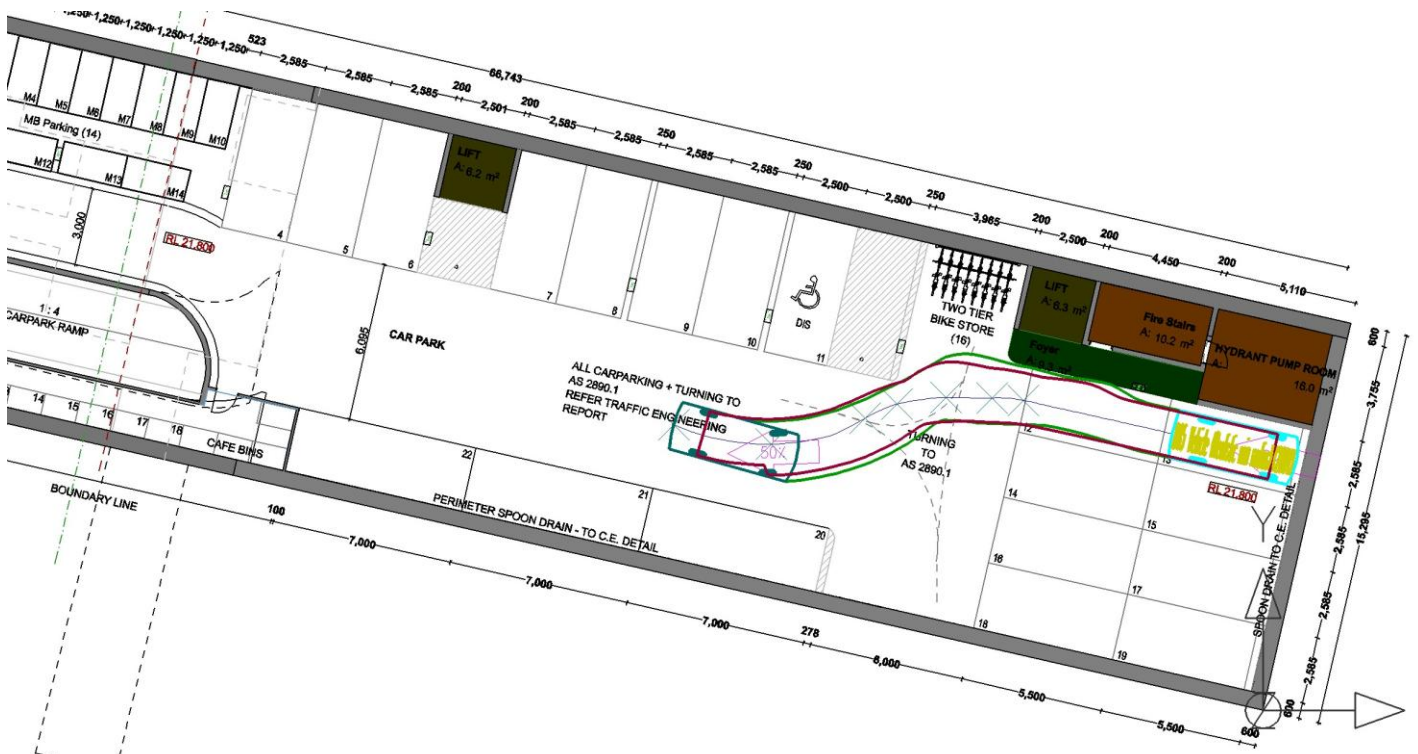




**c) Parking Bay 13 –Forward In/Forward Out**

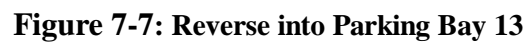


**Figure 7-5: Forward into Parking Bay 13**

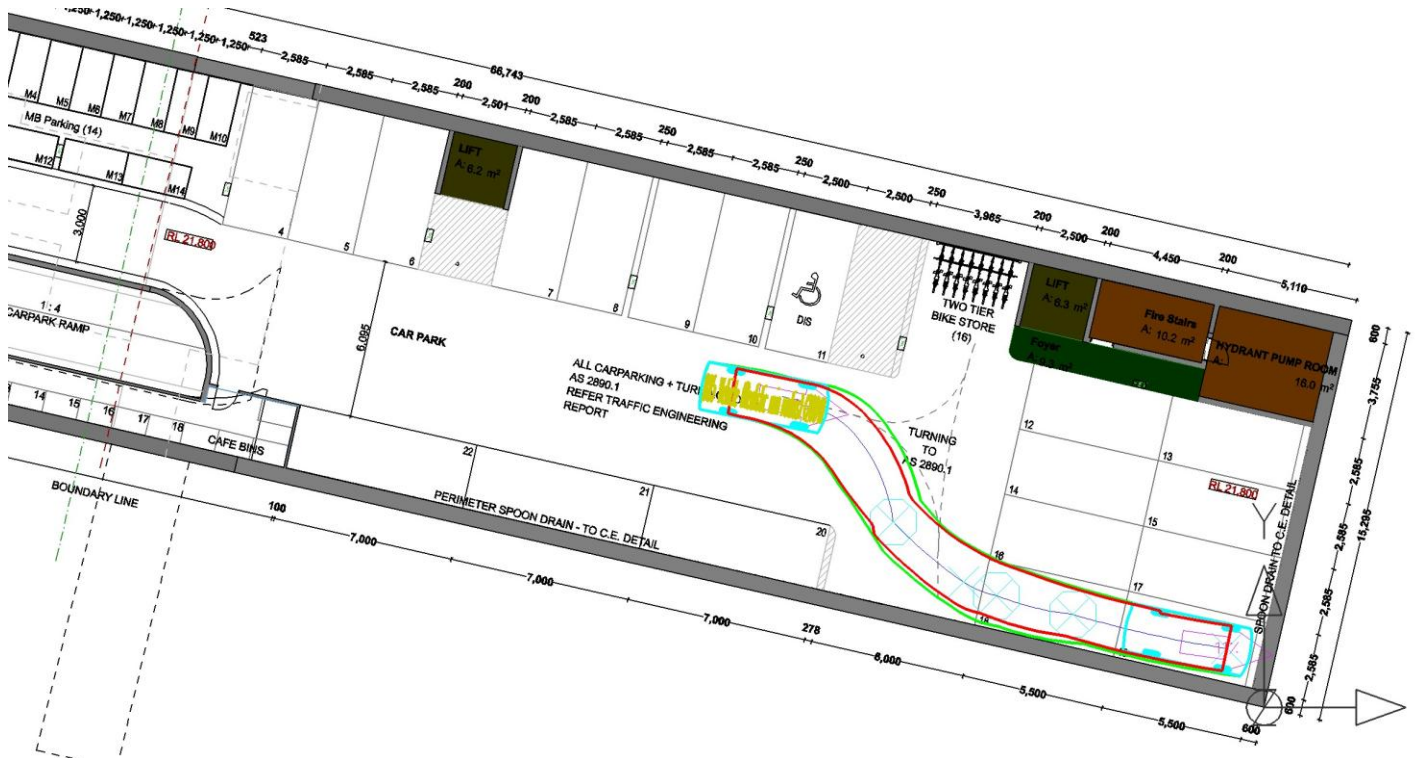


**Figure 7-6: Forward Out of Parking Bay 13**

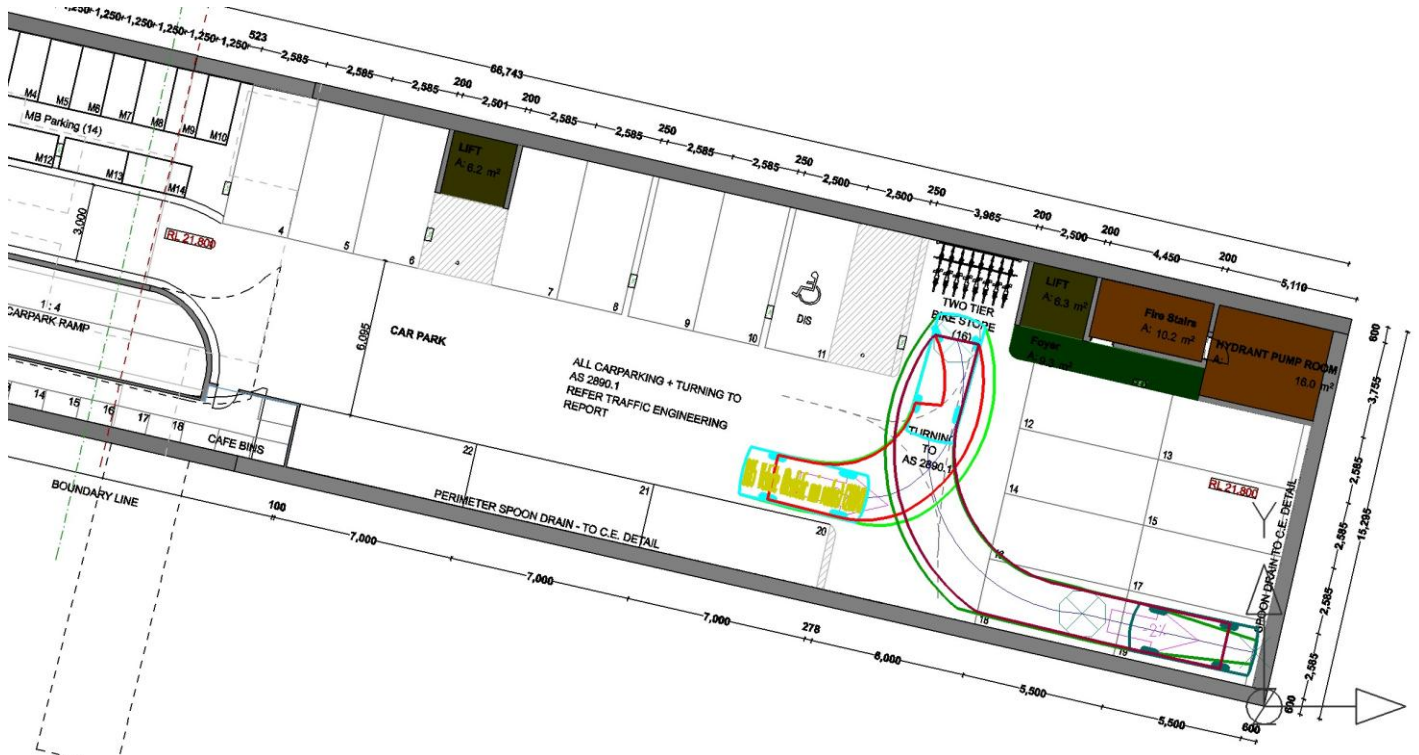




**e) Parking Bay 19 –Forward In/Reverse In**

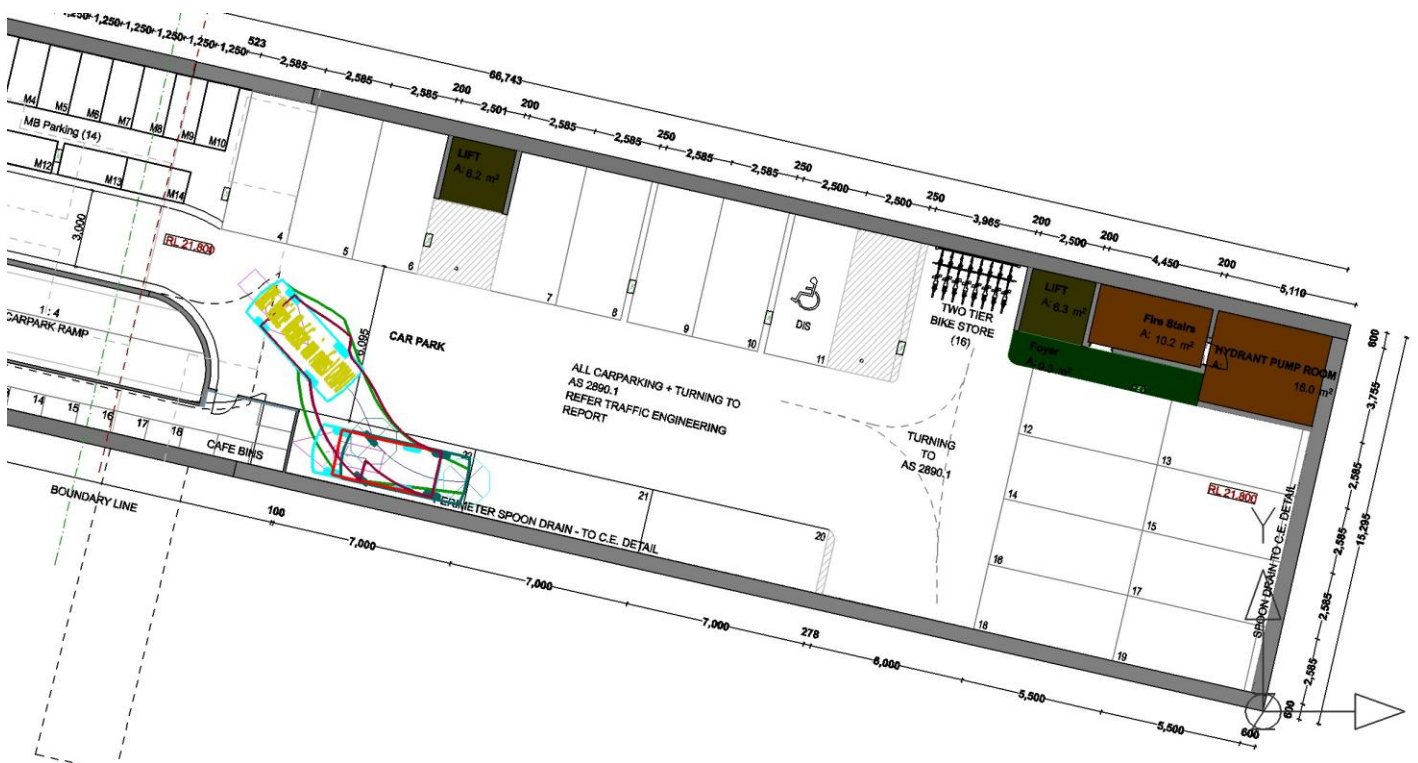


**Figure 7-8: Forward into Parking Bay 19**

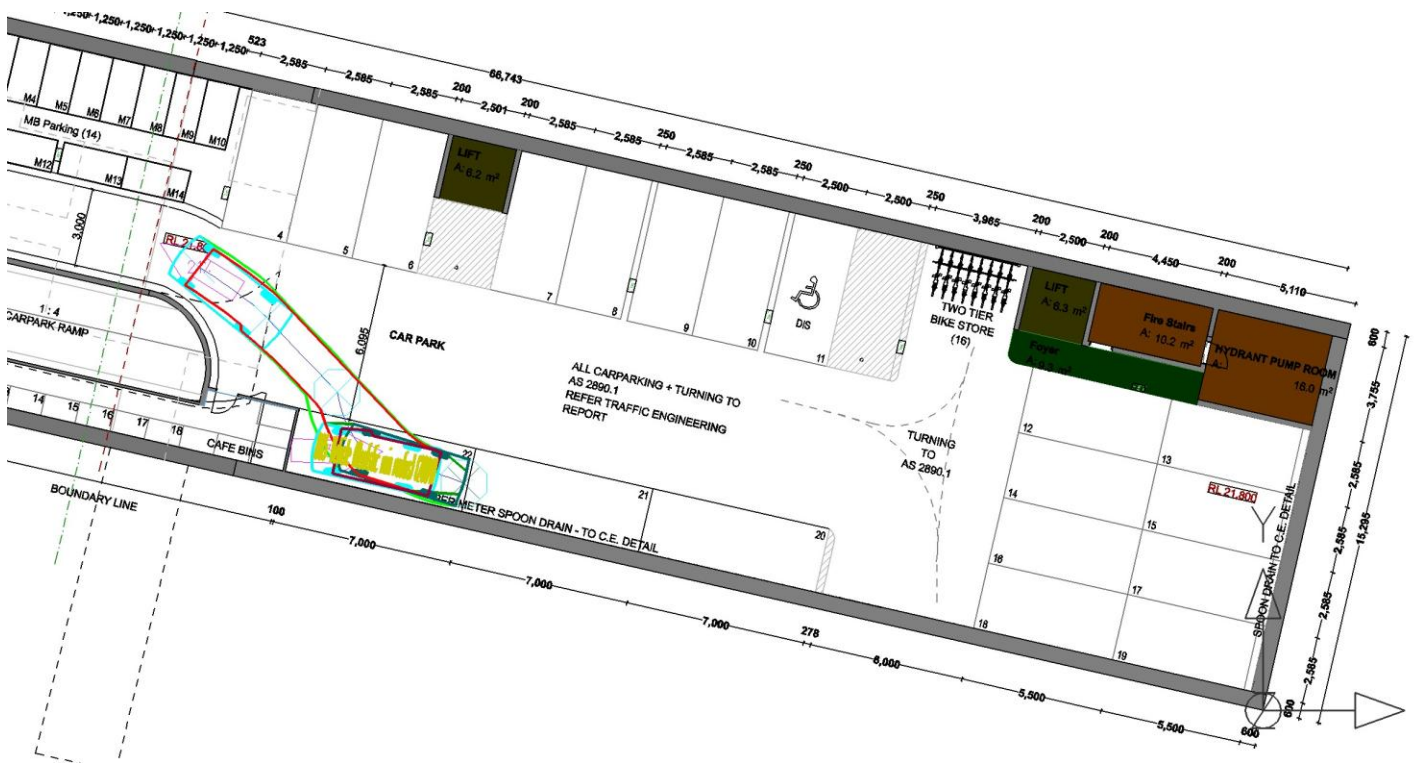


**Figure 7-9: Reverse into Parking Bay 19**

**f) Parking Bay 22 –Reverse In/Forward Out**



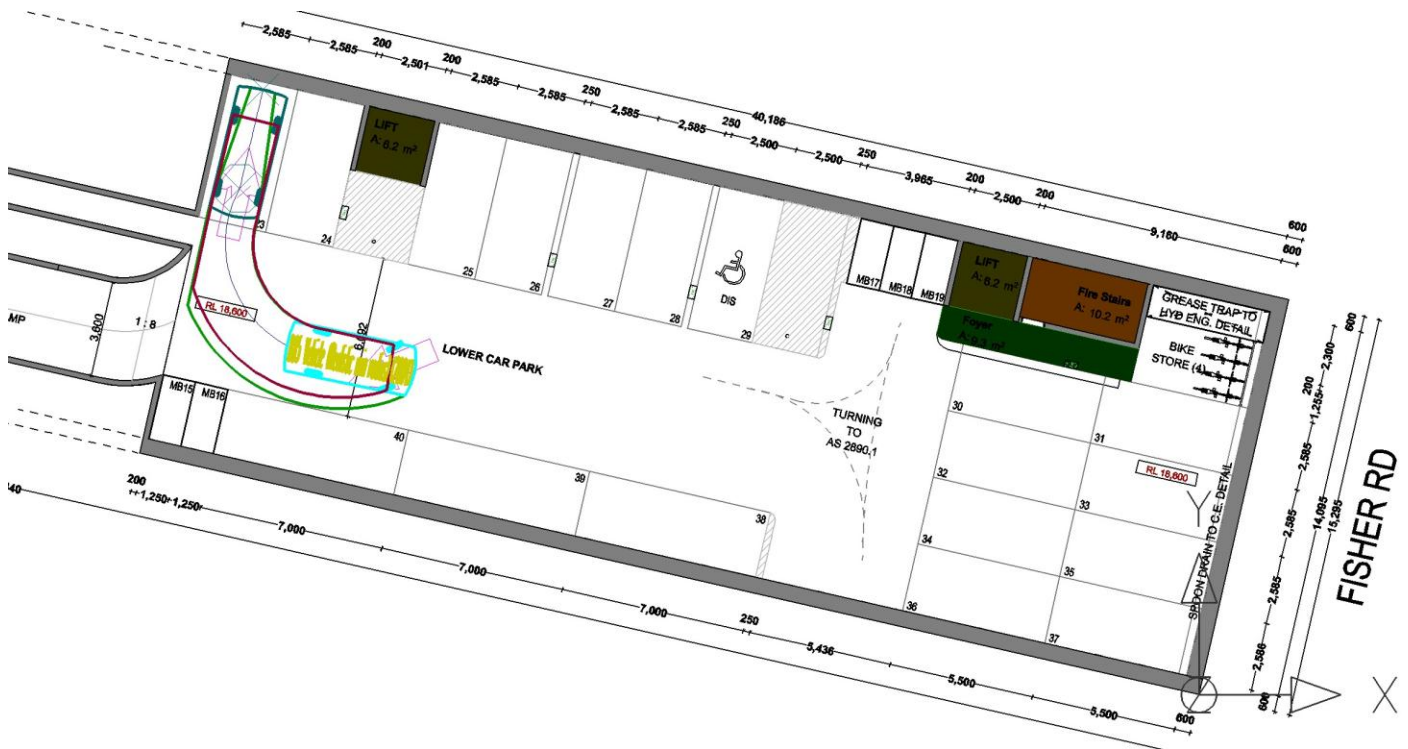
**Figure 7-10: Reverse into Parking Bay 22**



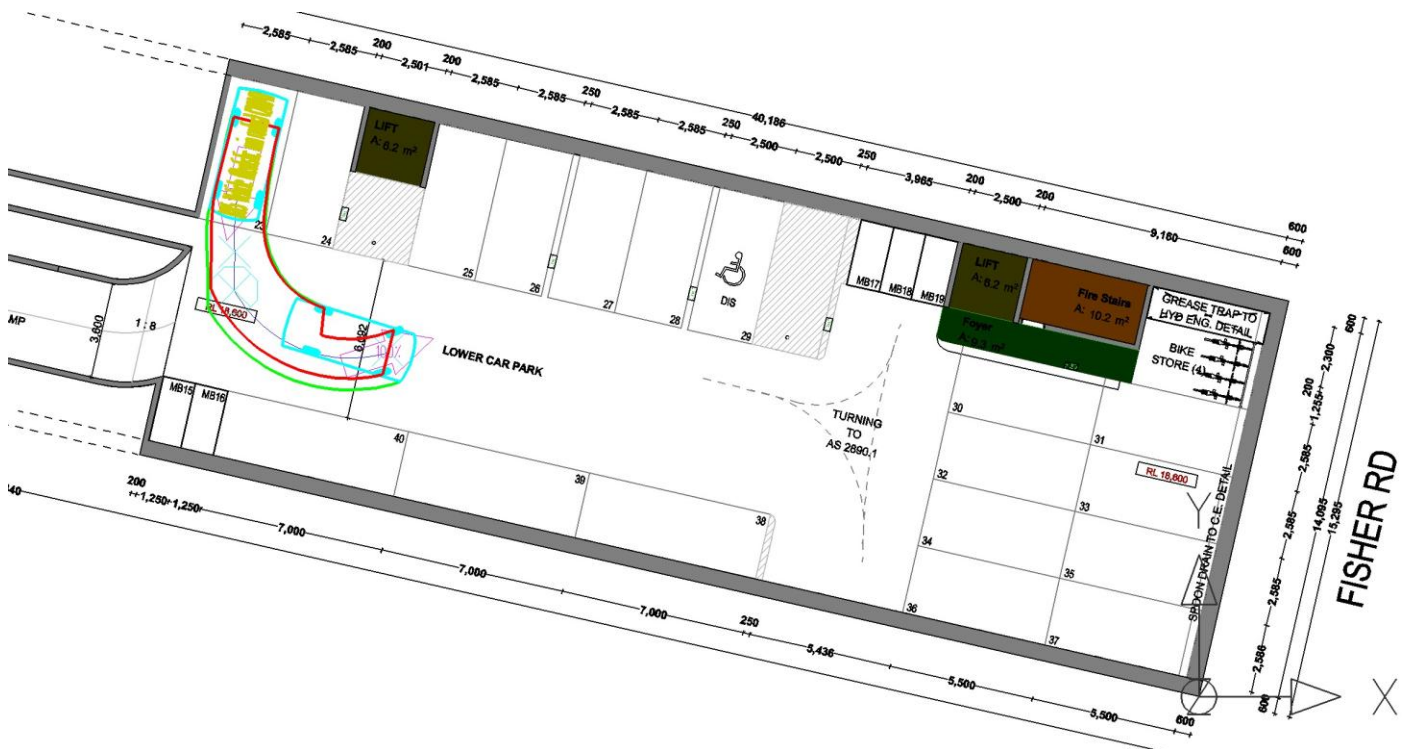
**Figure 7-11: Forward Out of Parking Bay 22**



**g) Parking Bay 23 –Reverse In/Forward Out**



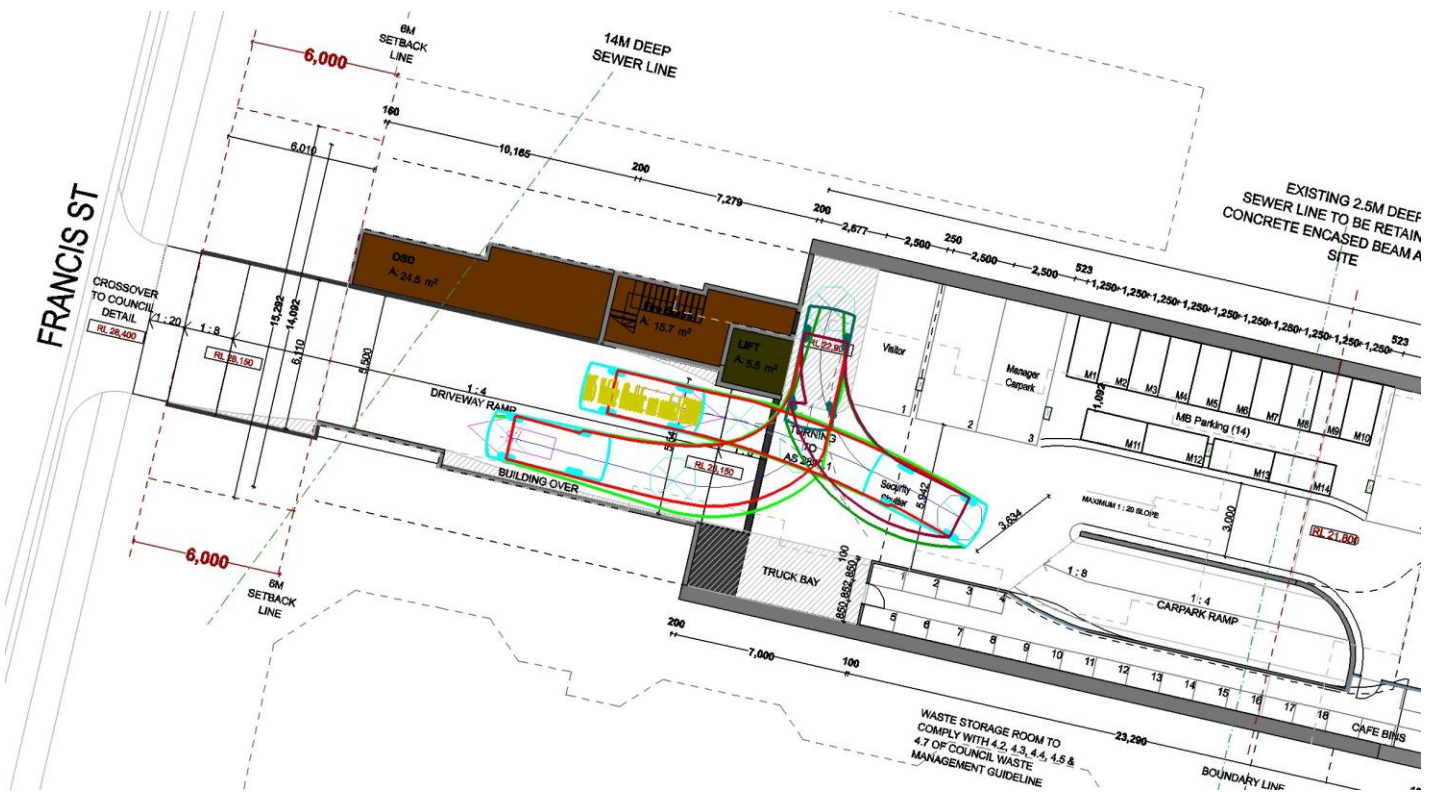
**Figure 7-12: Reverse into Parking Bay 23**



**Figure 7-13: Forward Out of Parking Bay 23**

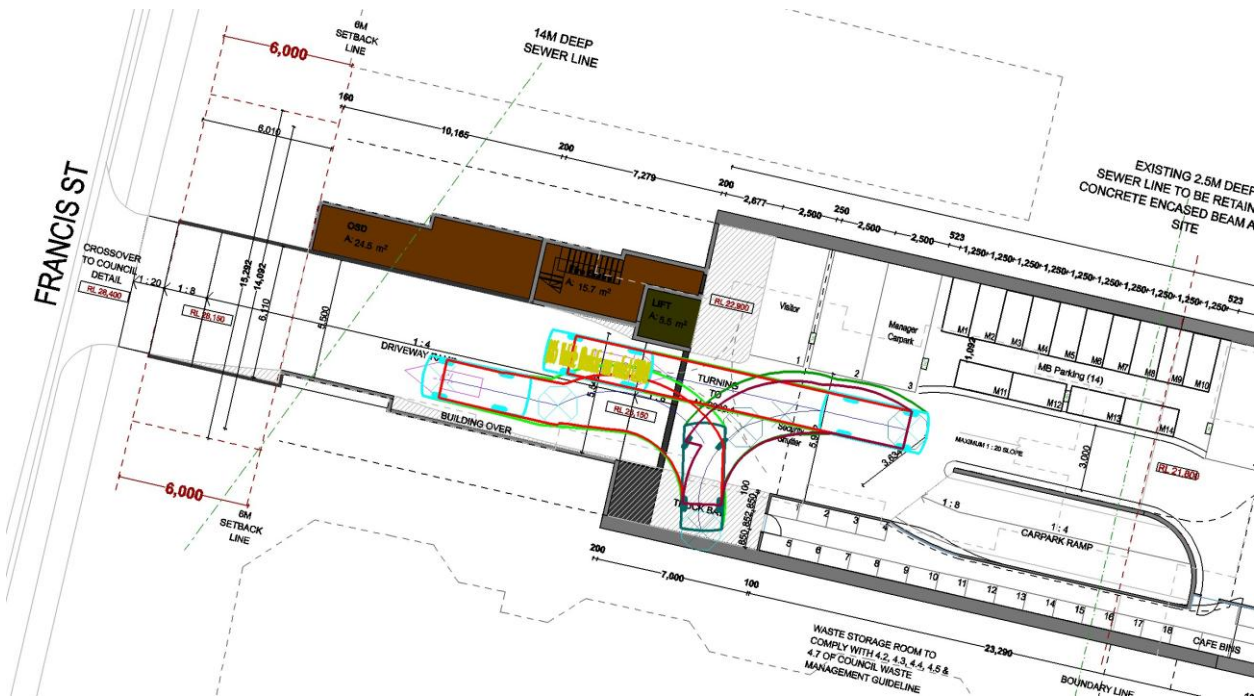


**h) Front Three Point Turn Bay**



**Figure 7-14: Uturn Bay**

**i) Service / Garbage Vehicle Forward In / Forward Out**



**Figure 7-15: Garbage Pick Up**

## **Discussion**

This sample group of vehicle turning paths demonstrate that a B85 vehicle will be able to access all of the parking spaces provided on the site. Three point turning bays are also provided the start of Level one Car park and also at the end of each parking Level.

The Loading Bay area has also been provided to cater for service vehicles and garbage collection. While, it is acknowledged that the service vehicle will partially block the aisle it is considered that this will have a negligible impact on other vehicle movements to and from the site.

## **8 RECOMMENDATION**

Based on this assessment of parking and access arrangements it is considered that the proposed development will meet the requirements specified by Council and the State Government for Affordable Rental Accommodation.

It is therefore recommended that the proposed development we approved.

**Proposed Residential Units 28 Fisher Rd, Dee Why**

# **Appendix A**

## **Observed Parking Demand for Activities on Existing Site**

# Observations of Existing Parking Activity on Site

A summary of the parking activity observed for the existing 25 space car park at the rear of the property before the Covid -19 lockdowns is presented below:

## **1) Monday to Friday: 6am - 8am**

**Early Morning Prayer – Koreans – 3 Cars,**

**Music/Training/Workout Classes, Breakfasts for poor and special events - 10 Visitor Cars**

**(These were in the past and are periodic)**

## **2) Monday to Friday: 8am - 4pm**

Northern Beaches Engineers/Miscellaneous next door to church: 18 Cars maximum

(Note: Obviously we won't be doing this from when construction starts and built)

Community Connect: 2 Cars maximum

We were hoping Community Connect would be able to continue with us. This may not be possible in the short term if we can't secure more offices in the latest plans.

Staff: Russ Ixer, Shelagh Ryan, Greg Stigter, Admin/maintenance/NLBC Personnel (3 max):

6 Cars maximum.

## **3) Monday to Thursday: 4pm till late**

Point Break Drama: 3 (Staff) Cars maximum

Night Time Church Meetings: 3 Staff Cars, 15 Visitor Cars (18 Cars maximum). Note: At night-time people can park on the Fisher Road.

Parent Drop Offs. (Question for Council: Can we have 'drop and go' areas on the street on Francis Street and Fisher Road? Plus, designated areas on Fisher Road for Emergencies and Wedding/Funeral Car?)

## **4) Friday: 4pm till late, Saturday: Early Morning/Day/Night**

Youth Group Meetings: Parent Drop Offs

Conferences/Dinners/Shows (10 times a year): 26 Cars maximum

Breakfasts (6 times a year): 26 Cars maximum

**5) Sundays** (note on Sundays that parking on surrounding streets is relatively easy. Plus folk from all services also walk and travel by bus)

a) Early Morning Korean Service: **7 - 8am** – 5 Cars maximum

b) NLBC: **9am - 12noon** - NLBC – 15 Cars maximum, we park in the street as well to leave room for New Life Chinese Church

c) New Life Chinese Church Service/Lunch: **9:30am – 1:30pm** - 10 Cars maximum. The

d) Yeong Seong Baptist Church (Korean) Service/Lunch: **12noon - 3:30pm** – 15 Cars maximum, by necessity they also park on the street and walk/bus

e) H3O Baptist Church – 20 Cars maximum