

Traffic Engineer Referral Response

Application Number:	DA2024/0936
Proposed Development:	Demolition works and construction of a residential flat building
Date:	24/09/2024
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

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.