



Reference: 16.367r05v1

15 January 2018

Meriton Group
Level 11, Meriton Tower
528 Kent Street
SYDNEY NSW 2000

Attention: Ms Norelle Jones, Senior Development Planner

**Re: Dee Why Town Centre – Proposed Residential Apartment
Proposed Expansion – Traffic Impact Statement**

Dear Norelle,

We refer to the subject proposal and confirm that TRAFFIX has been commissioned to prepare this Traffic Impact Statement to accompany a Development Application. We understand that approval is sought for alterations to the Dee Why Town Centre development to enable an additional residential apartment to be created.

Having reviewed the parking requirements and assessed the traffic impacts of the proposal, we now advise as follows.

Existing Conditions

Site and Location

The site accommodates the approved Dee Why Town Centre, which is situated between Oaks Avenue and Howard Avenue, immediately east of Pittwater Road. When fully constructed, the development will comprise of two attached buildings up to 17 storeys and accommodates residential, retail, commercial and child care land uses.

Dee Why Town Centre will be afforded three levels of basement car parking containing a total of 1,035 parking spaces. Vehicular access is to be provided by a left-in / left-out driveway at Howard Street, adjacent to the eastern site boundary, and by an unrestricted access at Oaks Avenue, towards the western site boundary. The site will also accommodate separate loading facilities accessed independently from Oaks Avenue.

The subject development area consists of a gymnasium for residents situated on Level 2 within the western tower.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

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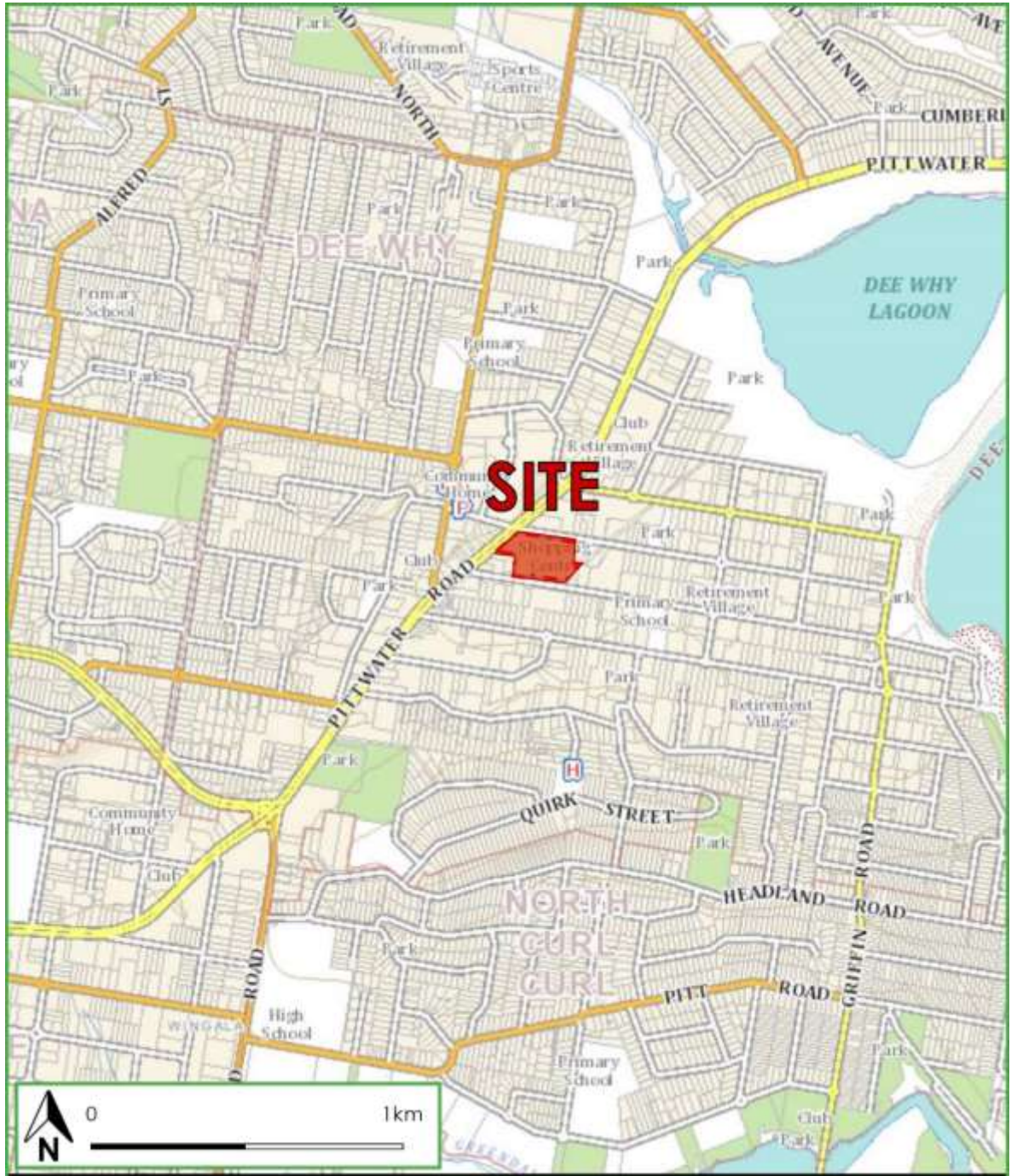


Figure 1: Location Plan



Figure 2: Site Plan



Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Pittwater Road:** a classified road (MR164) that generally runs in a north-south direction between Barrenjoey Road in the north and Condamine Street to the south (it continues northwest of Barrenjoey Road as a local road). In the vicinity of the site, Pittwater Road accommodates three lanes of traffic in each direction within a divided carriageway, where auxiliary turn lanes are provided for key intersections. Approval has been granted to upgrade the intersection of Oaks Avenue that would increase the right turn bay length from Fisher Road to Sturdee Parade.

Bus lanes are operational on the eastern and western kerbside lanes during morning and evening peak periods respectively, with parking generally permissible during other times.
- **Howard Avenue:** a local road that runs in an east-west direction between The Strand in the east and Pittwater Road to the west. It generally accommodates a single lane of traffic in each direction within an undivided carriageway. Howard Avenue forms a signalised intersection with Pittwater Road and St David Avenue, where right movements from Pittwater Road into Howard Avenue are prohibited. A median is to be constructed on Howard Avenue that would restrict site specific traffic to a left-in / left-out arrangement.
- **Oaks Avenue:** a local road that runs in an east-west direction between Monash Parade in the east and Pittwater Road to the west. It generally accommodates a single lane of traffic in each direction within an undivided carriageway. Two approach lanes are provided on Oaks Avenue at the intersection of Pittwater Road which must turn left only. It is understood that Council intends to relocate a pedestrian crossing adjacent to the Dee Why Town Centre access (from approximately 130m east of the access location).

It can be seen from **Figure 3** that the site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

Public Transport

The public transport network operating in the locality is shown illustrated in **Figure 4**. It is evident that bus stops on Pittwater Road and Howard Avenue are within 200 metres walking distance from the site, which are serviced by an extensive number of routes. Connections are provided to key employment centres such as the Sydney central business district and Chatswood as well as the surrounding region.

As part of the Northern Beaches Transport Access Plan, Transport for NSW has announced that new public transport interchanges will be built, including at Dee Why, opposite the subject site. This interchange will be served by the introduction new services that will be known as the Bus Rapid Transit, which will be supported by bus bays and continuous bus lanes. These initiatives are anticipated to encourage the uptake of public transport and reduce private car dependency.

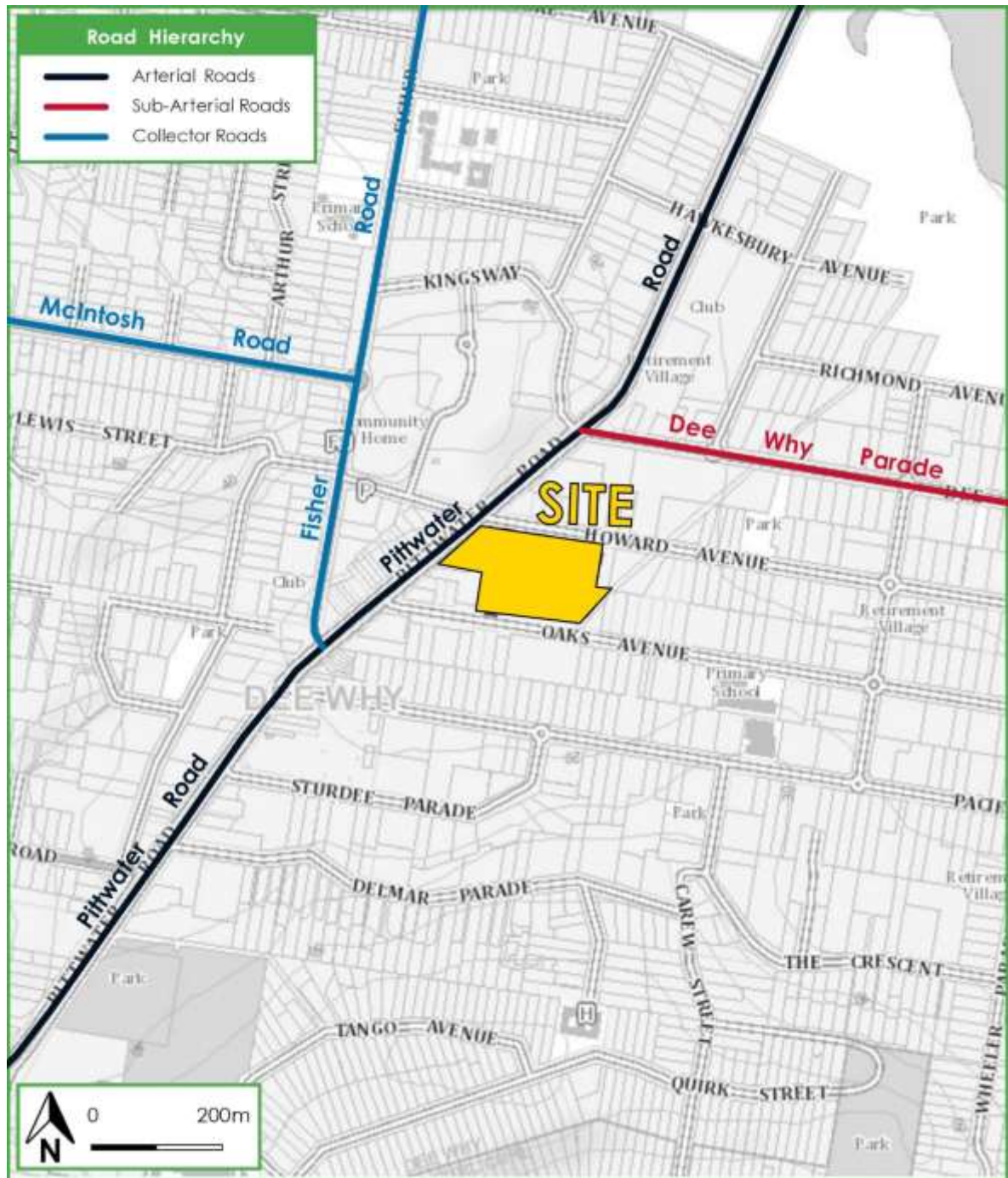


Figure 3: Road Hierarchy



Figure 4: Public Transport



Approved Residential Component

The approved residential component of the Dee Why Town Centre comprises of 350 apartments, consisting of:

- 78 x one bedroom apartments;
- 160 x two bedroom apartments; and
- 112 x three bedroom apartments.

Three basement levels have a total capacity of 1,035 car parking spaces, of which 453 spaces have been allocated for resident use and 35 spaces for residential visitor use.

Proposal

A full description of the proposed development can be found in the Statement of Environmental Effects prepared separately. In summary, a Development Application seeks approval for the following alterations and additions on Level 2 of the West Tower at the approved Dee Why Town Centre development:

- Reduction of residential gym floor space;
- Addition of a single one bedroom apartment containing 52m² gross floor area; and
- Allocation of a single car parking space within the basement level car park.

The parking requirements and traffic impacts associated with the additional 39 placements are discussed below.

Parking Requirements

Car Parking

The *Warringah Development Control Plan (DCP) 2011* requires parking for residential flat buildings to be provided at the rates shown listed in **Table 1**. The assessment takes into account a previous concession approved for the Dee Why Town Centre.



Table 1: Council Parking Rates and Provision

Type	Approved No.	Proposed No.	Parking Rate	Spaces Required
Residential Flat Building				
One Bedroom	78	1	1 space per dwelling	79
Two Bedroom	160	0	1.2 spaces per dwelling	192
Three Bedroom	112	0	1.5 spaces per dwelling	168
Total				439
Visitor	350	0	50% of DCP rate*: 1 space per 5 dwellings	35 [#]
Total				35

* Concession specific to Dee Why Town Centre as applied from earlier approval.

Parking spaces rounded to the nearest whole number.

It can be seen that under the DCP, the proposed addition of a single one-bedroom dwelling will result in an overall requirement for 439 resident spaces and 35 visitor spaces. In response, the proposal to allocate a single resident parking space can easily be accommodated within the approved allocation of 453 parking spaces, while the approved provision of 35 residential visitor spaces is considered to remain suitable.

Accessible Parking

The proposed residential apartment has not been designed for adaptable use and as such, allocation of a regular parking space is considered appropriate.

Bicycle Parking

The basement level plans show provision for 140 resident bicycle parking spaces. This equates to a ratio of 0.4 bicycle spaces per dwelling for the approved provision of 350 residential apartments. The addition of a single residential apartment does not alter this ratio and accordingly, no additional bicycle parking spaces are considered warranted.

Service Vehicle Parking

It is anticipated that the additional servicing and waste demands arising from the proposed residential apartment will be negligible in contrast to the overall demands generated by the Dee Why Town Centre. The approved service vehicle facilities for the development are therefore considered satisfactory.



Traffic Impacts

For high density residential developments in metropolitan Sydney, the Roads and Maritime Services *Guide to Traffic Generating Developments* stipulates an average trip generation rate of 0.19 vehicle trips per dwelling during the AM peak hour and 0.15 vehicle trips per dwelling during the PM peak hour.

These rates indicate that residents of the proposed apartment are more likely to utilise public transport during peak periods, however a resident using their private vehicle would reasonably generate a maximum of:

- 1 vehicle trip per hour during the AM peak period; and
- 1 vehicle trip per hour during the PM peak period.

The addition of a single vehicle trip per hour will have negligible impacts on the performance of nearby intersections and the site accesses for the Dee Why Town Centre. Indeed, this would be well within the fluctuations of traffic volumes experienced daily.

Summary

The proposed addition of a single residential apartment is supported on transport planning grounds and is expected to have negligible impacts.

We trust the above is of assistance and please contact the undersigned should you have any queries or require any further information.

Yours faithfully,

traffic

Kedar Ballurkar
Senior Engineer