

Traffic Engineer Referral Response

Application Number:	DA2024/0597
Proposed Development:	Demolition works and construction of Shop top Housing
Date:	03/01/2025
Responsible Officer	
Land to be developed (Address):	Lot 10 DP 8172 , 21 Oaks Avenue DEE WHY NSW 2099

Officer comments

Referral Comments 3/1/25

This development application involves the demolition of the existing structures to facilitate the construction of a shop-top housing development, comprising 1 retail tenancy, 2 commercial office and 22 residential apartments (10 x 1-bedroom units, 10 x 2-bedroom units and 2 x 3-bedroom unit) across seven building levels.

An amended Traffic and Parking Assessment (TPA) has been prepared by Terraflow Pty Ltd (dated 20th November 2024), with respect to access, parking, and traffic generation impacting the road network. There are minor changes to the new proposal with respect to traffic and parking. Access to the site is unchanged and the traffic generation for the amended proposal remains the same. The development retains the same three adaptable units, however the number of Silver Level Liveable (SLL) dwellings has reduced from five to two.

Council raised a number of concerns regarding the previous proposals design, car park layout and allocation of spaces. It appears that the Applicant has not read the referral comments or chosen to ignore any of the suggestions as the new proposal provides essentially the same number of parking spaces and car park layout. The TPA also does not address any of the issues raised providing only minor updates to the calculations due to the new mix of apartments and retail/commercial areas. Furthermore, the swept path analysis included in the TPA is based on the old Architectural Plans, Revision A; and not the latest amended plans Revision B.

Parking

The TPA states that the development will be served by a 3-level basement carpark containing a total of 28 off-street car parking spaces, comprising 18 resident spaces, 4 visitor spaces, 2 retail tenant spaces and 4 commercial tenant spaces. A total of 29 bicycle parking spaces is proposed, comprising 21 spaces within the residents storage rooms, 6 bicycle racks on Basement 2, and 2 on the Ground Level. There is a shortfall of one commercial parking space however the overall number of parking spaces provided is considered acceptable due to the site constraints.

The Architectural Plans show that Units 9 and 13 are Silver Level Liveable (SLL) dwellings, and Units 4, 7 and 8 are Adaptable dwellings. The Basements 02 + 01 plan, Drawing No.A 03, Revision B; shows that four spaces (Resident 1, Resident 2, Resident 12 and Resident 13) marked for SLL. It appears that the number of spaces provided were based on the previous proposal as the amended

development only provides three SLL dwellings. SLL parking spaces must be at least 3.2m wide. The Resident 2 space would not be suitable for SLL due to the adjacent access ramp.

Council previously indicated that residents with parking spaces allocated on the southern end of Basement Level 1 did not have safe and convenient access to the lift on the same floor level, as the current location of the parking space and plant/pump room prevents a central connected path. It was suggested that the area containing the stairway and plant/pump room be reconfigured with the hatched area provided between the existing parking spaces to provide access to the lift. The amended plans does not show any changes to the Basement Level 1 layout. It is unacceptable that residents assigned a designated SLL space be required to walk up along the ramp to connect to the other side of the lift as there is no safe pedestrian path. It would also be unreasonable that a SLL resident use the stairway as the only safe access from Basement Level 1 to the Ground Floor to access the lift. In this instance it is preferable that all the SLL and adaptable parking spaces be located on Basement Level 2, where safer access can be provided for parking spaces from both sides due to the central connecting path to the lift. The Resident 18 space can be reallocated as the required third SLL parking space, as the 1m blind aisle extension provides the minimum 3.2m width. The Resident 14 space has an overall width of 3.6m between the column and the eastern wall. In order to provide the necessary third adaptable parking space, the column will need to be relocated 0.2m westwards to provide the required minimum 3.8m width. The hatched area between Resident 12 and 13 spaces will need to be reduced to 1.33m wide to accommodate the changes. Both Resident 12 and 13 spaces could still be acceptable width for the SLL requirements.

With respect to the above issues and previous concerns raised, the following revisions should be undertaken to the allocation and parking facilities:

GROUND

- RETAIL 2 changed to VISITOR
- COMM. 1 changed to VISITOR
- COMM. 2 changed to VISITOR
- COMM. 3 changed to VISITOR/DELIVERIES
- Two electric vehicle charging points to be provided within the Visitor parking spaces.
- Installation of traffic signal system at the access driveway entry to allow safe movement and passing of vehicles between the Ground Level and Basement Levels.
- The roller door and Exit door shown on the Ground Floor Plan is situated too close to the marked Waiting Bay and should be relocated further south into the building to facilitate better entry access for vehicles using the Waiting Bay.
- Parking on the Ground Floor level should be rear to wall so that Visitors exiting the spaces can sight other vehicles entering/exiting the car park.

BASEMENT 01

- VISITOR 4 changed to RETAIL 2
- VISITOR 3 changed to COMM. 1
- VISITOR 2 changed to COMM. 2
- VISITOR 1 changed to COMM. 3
- PASSING BAY changed to COMM. 4
- PASSING BAY changed to COMM. 4
- Installation of roller door or boom gate to separate resident parking
- COMM. 4 changed to PASSING BAY
- RESIDENT 1 (SILVER) changed to RESIDENT 1
- RESIDENT 2 (SILVER) changed to RESIDENT 2

BASEMENT 02

- RESIDENT 18 changed to RESIDENT 7
- RESIDENT 17 changed to RESIDENT 8
- RESIDENT 16 changed to RESIDENT 9 (ADAPTABLE)
- RESIDENT 15 changed to RESIDENT 10 (ADAPTABLE)
- RESIDENT 7 changed to RESIDENT 11
- RESIDENT 8 changed to RESIDENT 12
- RESIDENT 9 changed to RESIDENT 13
- RESIDENT 10 changed to RESIDENT 14
- RESIDENT 11 changed to RESIDENT 15
- RESIDENT 12 (SILVER) changed to RESIDENT 16 (SILVER).
- RESIDENT 13 (SILVER) changed to RESIDENT 17 (SILVER).
- RESIDENT 14 (SILVER) changed to RESIDENT 18 (ADAPTABLE). Provide a 3.8m wide adaptable space by reducing hatched area between parking spaces to 1.33m, and relocating column and parking westwards.

All parking spaces suitable for Adaptable dwellings and SLL must be designated to the corresponding dwelling type. The Adaptable Parking spaces must be allocated to the Adaptable Units 4, 7 and 8. Similarly, the SLL parking spaces must be allocated to the SLL Units 9 and 13.

A Carpark Management Plan (CMP) would be required to detail the access requirements which would need to be communicated to all residents as well as both retail and commercial tenants.

The Applicant has not demonstrated how the demolition and construction works for the development can be undertaken wholly within the site without adversely impacting the road network. A Construction Traffic Management Plan is required to provide details indicating how the development will be constructed.

The proposal is not acceptable in its current form and could only be supported subject to the above changes and provision of the additional information.

Referral Comments 1/8/24

This development application involves the demolition of the existing structures to facilitate the construction of a shop-top housing development, comprising 1 retail tenancy, 2 office suites and 22 apartments (2 x studios, 5 x 1-bedroom units, 14 x 2-bedroom units and 1 x 3-bedroom unit) across seven building levels.

A Traffic and Parking Assessment (TPA) has been prepared by Terraffic Pty Ltd (dated 12th March 2024), with respect to access, parking, and traffic generation impacting the road network. There are a few numerical discrepancies between the TPA, Statement of Environmental (SoEE) and Architectural Plans. The Transport Network section has reviewed and provided comments on the TPA, with any calculations based on the actual details shown on the Architectural Plans (Revision A) when there are inconsistencies, excluding the Carparking Calculation table shown on Drawing No.A04 Revision A, which carries over the numerical errors and calculations from the TPA.

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 12 vehicle trips during the weekday peak hours. The existing retail/commercial site generates 29 vehicle trips during the weekday peak hours. The proposed development would generate 17 vehicles less compared to the existing site, and it is considered to not have any unacceptable traffic implications.

Access

Vehicular access to the proposed development is provided via a 5.5m wide two-way driveway located off Oaks Avenue adjacent to the western site boundary. A Waiting Bay is provided at the entrance of the access driveway (within 8m of the property boundary), with a corresponding Waiting Area located in the basement at the bottom of the ramp. The accessway narrows to a single lane into the site with the basement levels accessed by single lane ramps (minimum 3.6m with 2 x 300mm wide kerbs).

Designated passing bays have been provided on the Ground Level and Basement Level 1 to enable vehicles to pass within the car park, with convex mirrors installed to facilitate sight lines to oncoming vehicles. The TPA states that passing bays are not required on the lower levels as these will be reserved for resident parking only, however a traffic signal arrangement could be provided in the resident carpark if deemed necessary by Council. Transport Network would require the addition of a traffic signal system to allow safe movement and passing of vehicles between the Basement Level 1 and Basement Level 2 due to the site constraints.

The swept path analysis demonstrates that there is insufficient space within the parking aisles for vehicles to pass, and the provision of passing bays is required to allow vehicles to enter and exit the car park. The vehicle turning paths provided appear to prioritise vehicles entering the car park and requires the exiting vehicle to pull into the passing bay to allow the entering vehicle to pass. A Carpark Management Plan (CMP) would be required to detail the access requirements which would need to be communicated to all residents as well as both retail and commercial tenants. Visitors are unlikely to be familiar with the required protocol and therefore the 4 visitor spaces should be located for convenient access at the bottom of the access ramp (currently allocated to 1 retail space and 3 commercial spaces).

Part G1 of the WDCP encourages site amalgamation for the Dee Why Town Centre to enable integrated carparking and service provision using shared driveways. New developments should also provide for service deliveries. The Statement of Environmental Effects mentions that attempts to acquire and consolidate with the adjoining properties at No's 17-19 and 23 Oaks Avenue have been formally rejected. The development has however shown on plan A24(A), provisions for a shared driveway and basement access arrangement to facilitate access to the basement level of any future development on these adjoining properties. The TPA states that delivery vehicles will temporarily park on-street in the vicinity of the site, as per the current arrangement. The provision of an on-site delivery bay for use of light vans and utes would better serve the requirements for the development, however in this instance where the site constraints does not allow for a designated loading/delivery bay to be provided, a suitable multi-purpose visitor/delivery space would be considered. The parking space (currently marked 'COMM. 3') adjacent to the passing bay on the Ground Floor plan, could be reassigned 'Visitor/Deliveries'.

The Architectural Plans shows a roller door located at entrance of the access driveway, however all visitor, retail, and commercial spaces must be publicly accessible. The WDCP also requires that security arrangements must be in place to ensure residential car parking areas cannot be accessed by the public, and therefore additional provisions would be required within the basement car park.

The WDCP provides design requirements for the Streetscape and Public Domain for developments in the Dee Why Town Centre, with considerations for retail activation and pedestrian connections. The development is setback in excess of 8m from Oaks Avenue, and there are concerns regarding pedestrian and vehicle conflict due to the provision of the new driveway access to the site. The TPA proposes to install a 2.5m long fence on the footpath to satisfy the intent of the pedestrian sight line requirements in the Australian Standard AS/NZS2890.1:2004. The Development Engineering team has however recommended the use of low planter boxes along both sides of the driveway (between the building and the property boundary) to improve pedestrian safety. These measures would be supported by Transport Network, to provide a clearer separation between the driveway and adjacent areas which could be used for future outdoor dining, however any proposed landscaping must not exceed a height of 1m and is subject to approval from Council's landscape officer.

Parking

The development site is located in the Dee Why Town Centre, which has special area controls to provide adequate on-site parking for a mix of development and vehicle types, and to encourage the use of sustainable transport. The Warringah Development Control Plan (WDCP) 2011 specifies parking rates for residents, visitor, retail and commercial parking, as well as bicycle parking. The TPA states that the development will be served by a 3-level basement carpark containing a total of 28 off-street car parking spaces, comprising 18 resident spaces, 4 visitor spaces, 2 retail tenant spaces and 4 commercial tenant spaces. Resident bicycle parking is proposed within the individual resident storage rooms and an additional 9 bicycle racks are to be provided across the basement levels.

The number of required parking spaces have been provided in accordance with the WDCP, however the dimensions of some spaces do not meet the relevant guidelines. The Architectural Plans show that Units 4, 18 and 19 are Silver Level Liveable (SLL) dwellings, and Units 2, 16 and 20 are Adaptable dwellings. The width requirements for SLL spaces are 3.2m and Adaptable spaces 3.8m. There are some design issues with the proposed car park layout and allocation of spaces. The parking spaces should be reallocated to provide for the necessary dimensional requirements and to facilitate better access for users. A total of 18 resident spaces are proposed for the 22 units, with all 1-bedroom units proposed as SLL or Adaptable dwellings. To ensure the necessary space requirements are provided for the SLL and Adaptable spaces, 2 studios (Unit 01 and 03) and 2 of the 2-bedroom units (Unit 06 and 07) will not have assigned parking spaces. The residents with parking spaces allocated on Basement Level 1 do not have convenient access to the lift on the same floor level, as the current location of the parking space and plant/pump room prevents a central connected path. These residents must use the stairway from Basement Level 1 to the Ground Floor to access the lift, as there is no safe pedestrian path along the ramps connecting the two levels. If possible the area containing the stairway and plant/pump room should be reconfigured with the hatched area provided between the existing parking spaces to provide access to the lift.

With respect to the above issues, the following revisions should be undertaken to the allocation and parking facilities:

GROUND

- RETAIL 3 changed to VISITOR
- COMM. 1 changed to VISITOR
- COMM. 2 changed to VISITOR
- COMM. 3 changed to VISITOR/DELIVERIES

BASEMENT 01

- VISITOR 4 changed to RETAIL 2
- VISITOR 3 changed to COMM. 1
- VISITOR 2 changed to COMM. 2
- VISITOR 1 changed to COMM. 3
- PASSING BAY changed to COMM. 4
- RESIDENT 1 (SILVER) changed to UNIT 02 (ADAPTABLE)
- RESIDENT 2 (SILVER) changed to UNIT 05
- COMM. 4 changed to PASSING BAY
- RESIDENT 3 changed to UNIT 08
- RESIDENT 4 changed to UNIT 09
- RESIDENT 5 changed to UNIT 10
- RESIDENT 6 changed to UNIT 11
- Installation of roller door or similar security arrangement at the bottom of ramp to separate resident parking
- Installation of Waiting Area located in the resident parking aisle at the bottom of the ramp

BASEMENT 02

- RESIDENT 18 changed to UNIT 12
- RESIDENT 17 changed to UNIT 13
- RESIDENT 16 changed to UNIT 16 (ADAPTABLE)
- RESIDENT 15 changed to UNIT 20 (ADAPTABLE)
- RESIDENT 12 (SILVER) changed to UNIT 18 (SILVER)
- RESIDENT 13 (SILVER) changed to UNIT 19 (SILVER)
- RESIDENT 14 (SILVER) changed to UNIT 04 (SILVER)
- RESIDENT 7 changed to UNIT 14
- RESIDENT 8 changed to UNIT 15
- RESIDENT 9 changed to UNIT 17

- RESIDENT 10 changed to UNIT 21
- RESIDENT 11 changed to UNIT 22
- Installation of traffic signal system to allow safe movement and passing of vehicles between the Basement Level 1 and Basement Level 2

The WDCP also requires that new mixed-use developments should be designed with a minimum of 2 electric vehicle charging points.

The proposal is not acceptable due to concerns regarding the provisions for access and parking. Amended plans are required to address the above issues including any additional swept path plans to demonstrate access within the car park. A Construction Traffic Management Plan has not been provided and there are no details indicating how the development will be constructed. The site is located within a designated High Pedestrian Activity Area in the Dee Why Town Centre with associated traffic volumes. All construction vehicles must enter and exit the site in a forward direction. The Applicant must demonstrate how the demolition and construction works for the development can be undertaken wholly within the site without adversely impacting the road network. The proposal is not acceptable in its current form and it is requested that the additional information be 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.