

Traffic Engineer Referral Response

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| Application Number: | DA2025/0151 |
| Proposed Development: | Use of a tenancy in approved mixed use and seniors housing development as a centre-based child care facility including internal fit-out and landscaping |
| Date: | 16/05/2025 |
| Responsible Officer | |
| Land to be developed (Address): | Lot 11 DP 1258355 , 5 Skyline Place FRENCHS FOREST NSW 2086 |

Officer comments

Officer Comments - 16/05/2025

Proposal description: The proposal is for the use of a tenancy at the approved mixed use and seniors housing development as a centre-based child care facility. The child care centre is planned to have a capacity of 69 children and 17 designated basement parking spaces within the new development. The child care centre is proposed to operate from 7:30am to 6pm on weekdays.

The traffic team has reviewed the following documents:

- Architectural Plans - Master Set (Amended) prepared by PA Studio dated 4 March 2025
- Statement of Environmental Effects prepared by Keylan Consulting dated 14 February 2025
- Traffic and Parking Assessment Report prepared by Varga Traffic Planning dated 16 December 2024
- Plan of Operational Management prepared by Headland Montessori dated 5 November 2024
- Access Assessment Report prepared by Jensen Hughes Inc. dated 8 October 2024

Parking

- The proposed development allocates 17 off-street parking spaces on the first basement level (upper level) to the child care centre. As the childcare centre will cater for 69 children, this satisfies the Warringah DCP requirement of 1 space for every 4 children, a requirement for 17.25 spaces.
- The car space designs are compliant with AS2890.1 requirements and were approved separately under DA2021/0212, including shared zone space next to a accessible parking spaces.
- It is however unclear how these spaces would be allocated to the staff and parents to pick up and drop off their children. There should be some clarification on how many of these spaces would be used by staff and demonstrating adequate capacity for pick up and drop of the children. Details of pavement marking and signage to avoid misuse of spaces and differentiate them from commercial spaces for other tenancies.
- The Parking Assessment Report also recommends signposting 6 on-street parking spaces along the western side of Skyline Place as 15-minute Timed Parking during the morning and afternoon peak hours between 7am to 9am and between 3pm to 5pm. These spaces are proposed to be 2-hour Timed Parking outside the drop off and pick up hours. This is not supported. The use of public parking for a private benefit is inappropriate when there is

offstreet parking to support the development. There is conflicting information in the Access Report and the traffic and parking assessment report. The access report suggests that the five angle parking spaces in the private road running east-west off Skyline place are to be used for drop off and pick up purposes by the child care centre. This is not referenced in the Traffic report. This must be clarified and if they are proposed to be used for drop off pick purposes details for an appropriate time restriction and signposting outlined.

Traffic Generation

- The Traffic and Parking Assessment Report estimates 56 trips per hour during the morning peak hours and 48 trips per hour during the afternoon peak, based on the Guide to Traffic Generating Developments. The analysis should be updated and refer to the Guide to Transport Impact Assessment published in 2024. The new guideline adopts rates of 0.81 and 0.8 vehicle trips per child place for long-day child care centres during morning and afternoon peak hours, resulting in 56 vph for both peak periods.
- After discounting the previously approved traffic generation estimations from commercial land uses, there still remain 46 additional vehicle trips per hour during the peak hours. This is a significant increase from the original approved use. Given the available queuing space on Skyline Place and within the basement carpark and the capacity at the unsignalised intersection with Frenchs Forest Road there is concern that queuing issues may eventuate at peak drop off and pick up periods, particularly once the seniors housing development is fully occupied.
- The Traffic Assessment Report provides a spurious argument advising that traffic generation is likely to be less as the child care centre will cater to those living or working nearby. As most of the residents in the Senior Housing development are unlikely to be users of the child care centre a more rigorous assessment of the likely traffic generation from the centre and its impacts upon the junction of Skyline Place and Frenchs Forest Road east is required.

Pedestrian Access and Safety

- The Access Report has evaluated the relevant conditions of accessibility requirements. Specifically, the 5 angled parking spaces at 7 Skyline Place are deemed satisfactory for ground level access via ramps and walkways.
- However, the Access Report does not include the proposed 17 basement parking spaces and their travel paths to the child care centre. It is assumed that pedestrians would walk along the parking aisle, cross to the other side of the basement ramp before using the lift for access. In that case, visibility conditions at the corner of the parking aisles must be checked for parents with prams. There should be a clearly defined pedestrian paths connecting the basement drop off/pick up parking spaces with the child care facility.

Property Access and Wayfinding

- The basement carpark entrance is shared with the existing building at 7 Skyline Place. Drivers would turn left at the bottom of the ramp to access 5 Skyline Place, circulate through the aisles and exit via the driveway located at the southern side of the premise. Appropriate wayfinding signs shall be installed to help guide the childcare carpark users.

Conclusion

The proposal cannot be supported at the current stage. There are concerns about the additional traffic volumes generated by the proposed development, especially during peak hours. Additional analysis is required to demonstrate that traffic generation will not result in adverse traffic impacts. Linemarking and signage plans are required to reflect the designated staff parking areas and pick-up/drop-off

spaces, both in the basement carpark and in the private road. Parking restriction changes on Skyline Place are not supported.

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.