

Traffic Engineer Referral Response

Application Number:	DA2025/0573
Proposed Development:	Demolition works and construction of a residential flat building
Date:	09/07/2025
Responsible Officer	
Land to be developed (Address):	Lot 13 DP 226681 , 4 Kunari Place MONA VALE NSW 2103 Lot 2 DP 222636 , 96 Park Street MONA VALE NSW 2103 Lot 42 DP 11108 , 94 Park Street MONA VALE NSW 2103

Officer comments

Proposed description: Proposed Residential Flat Building containing 27 apartments in 4 Kunari Place and 94-96 Park Street, Mona Vale

The traffic team has reviewed the following documents:

- Master Set, designed by Walsh Architects, revision 1, dated 16.05.2025
- Traffic Impact Assessment, prepared by Genesis Traffic, dated 15 May 2025
- Engineering Plans, designed by RTS Civil Consulting Engineers, revision A, dated 16.05.25.
- Statement of Environmental Effects, prepared by Boston Blyth Fleming Town Planners, dated May 2025
- Accessibility Assessment, prepared by EBS Consultants, dated 16 May 2025.

Comments

- It is noted that the proposed development is for a Residential Flat Building comprised of 27 apartments (2 x 1-bed, 13 x 2-bed and 12 x 3-bed) and a gym to be used by the residents.
- The Pittwater DCP applies to the proposed development. In accordance with the DCP, the development is required to provide a total of 61 car parking spaces, comprising:
 - 52 residential spaces, including 6 adaptable spaces,
 - 9 visitor spaces, and
 - 2 disabled parking spaces, which may be allocated to either residential or visitor use.

However, as the site is located within a Low and Mid-Rise Housing area in Zone R1 General Residential or R2 Low Density Residential, the car parking requirements under **Clause 179(2) (c) of the SEPP Housing 2021** take precedence. This clause requires a minimum of **0.5 spaces per dwelling**, equating to a total requirement of 14 car parking spaces for the proposed development.

The development makes provision for a total of 65 car parking spaces, comprised of:

- 56 residential spaces, and
- 9 visitor spaces.

This exceeds the minimum requirement under SEPP Housing 2021 but does not comply with the DCP requirement as there is no provision for any parking for the 6 adaptable units and no

disabled parking spaces, noting that 3% of DCP required parking spaces must be for disabled use. This would mean that 2 spaces must be for disabled use.

The traffic team does not raise a concern about the quantum of parking however, to ensure adequate provision for people with disabilities, a minimum of two car parking spaces should be provided for disabled use. These could readily be accommodated by reassignment of some of the existing residential parking oversupply. The spaces should be designed in accordance with AS2890.6:2022.

Additionally, given that parking is being proposed that is well in excess of SEPP requirements, all parking spaces must be shown in terms of their intended unit allocation to ensure all units have access to parking.

- The proposed development is also required to provide a total of 9 bicycle parking spaces. The plans show 9 bicycle parking spaces satisfying the DCP requirement. Although the number is satisfied, the proposed location of bicycle parking spaces is not satisfactory, firstly because the bicycle parking spaces are accessed through the driveway requiring cyclists to circulate through two levels of carpark to basement 1 using the one-way ramp. Due to the bike parking's location in the upper basement the spaces are not conveniently or safely located and the vehicle swept paths provided in traffic report also show some vehicle encroachment into the bicycle parking area, imposing further risks for bike riders. Therefore, consideration should be given to a more appropriate location for the bicycle parking.
- The proposed development shows 4 visitor parking spaces in basement 2, accessed directly from the driveway off Kunari Place with another 5 visitor spaces located on basement 1 accessed by using the one way signalised ramp. It is required that all the visitor spaces be located together on basement 2 close to the carpark access point for ease of access and convenience. It is also recommended that the visitor space next to the lift be shifted slightly to the north because the swept path analysis provided in the traffic report indicates that the egressing vehicle encroaches within the parking spaces while passing an ingressing vehicle.
- The traffic report indicates that a ramp length of 5 metres is provided from the property boundary instead of 6 metres as required by AS2890.1:2004 for the 5% ramp. While a justification is provided asserting the sufficiency of the 5-metre length, the civil longitudinal plan shows this 5m ramp is not 5%, instead it is approximately 10%. This results in a clear non-compliance with the standard. This inconsistency must be addressed. While the justification for a the non compliance is noted, the Australian Standard requirement should be complied with unless there are site conditions which would mean that a slight non-compliance was required. In this case there appears to be no reason why compliance with the standard cannot be achieved so the full 6m of gradient at no more than 5% should be provided behind the boundary alignment. It is further noted that Council's Development Engineers have also raised this issue in their referral comments, requesting that compliant grades be provided.
- Council will require that a footpath is provided along site's frontage on Kunari Place connecting to the existing footpath on Park Street in order to provide appropriate pedestrian links to shops and bus stops. This could be conditioned should the development be approved.
- It is noted that a car wash bay has been provided which satisfies the DCP requirement. A bunding and floor waste connected to the sewer must be provided in the proposed car wash bay.
- It is noted that the submitted traffic report indicates that waste collection will be undertaken by Council's waste truck as kerbside consistent with Council's requirements for residential waste collection. Council's waste services team will comment on the acceptability of the bin rooms and access arrangements for waste collection staff.
- It is noted that the submitted traffic report indicates that the loading and servicing requirements will be undertaken by utilising on-street parking spaces. Given the small scale of development and residential nature of the development, this arrangement is acceptable.

- It is noted that a swept path analysis has been provided for B99 entering and B85 exiting the proposed access driveway. However, the current analysis assumes a left-in entry manoeuvre, which does not reflect the actual conditions in Kunari Place, a dead end to the right of the proposed access. Accordingly, the swept path analysis must be revised to demonstrate a right-in entry movement, as this reflects the most realistic vehicle approach direction. In addition, the analysis must include the presence of on-street parking on both sides of Kunari Place, as this has a significant impact on the effective carriageway width and available manoeuvring space. The updated swept path assessment should demonstrate that vehicles can safely enter and exit the site without encroaching on parked vehicles or the path of opposing traffic.
- The submitted traffic report indicates that a sight distance of 45m is provided and is considered satisfactory.
- It is noted that the proposed development proposes a traffic signal with waiting bays to manage the safe use of the proposed one-way ramp connecting the lower and upper basement levels. Swept path analysis has also been provided to demonstrate the operation of this one-way ramp arrangement. While a two way ramp would be preferred. The one way arrangement under traffic signal control is acceptable and should the development be approved a condition will be imposed requiring further details of the proposed traffic signals together with signposting and marking of the waiting bays to ensure safe operation of the signals and ramp.
- It is noted that the traffic report indicates the proposed development is expected to generate 11 vehicle trips per hour, representing an increase of 8 vehicle trips per hour compared to the existing volume of 4 vehicle trips per hour. This level of traffic generation is considered to be low and is unlikely to result in any significant adverse impact on the surrounding road network.

Conclusion

The application remains unsupported at this time with further information as requested above to be provided for 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.