

Traffic Engineer Referral Response

Application Number:	DA2023/1395
Proposed Development:	Demolition works and construction of Shop Top housing
Date:	26/08/2024
Responsible Officer	
Land to be developed (Address):	<p>Lot 3 DP 6777 , 1012 Pittwater Road COLLAROY NSW 2097</p> <p>Lot 2 DP 314645 , 1014 Pittwater Road COLLAROY NSW 2097</p> <p>Lot 4 DP 6777 , 1010 Pittwater Road COLLAROY NSW 2097</p>

Officer comments

Additional comments on further amended plans - 26/8/24

The amended plans revision F dated 5/8/24 have been reviewed.

Parking.

It is noted that these plans have maintained the residential parking at 26 spaces all located in the basement level, and compliant with DCP requirements, this is acceptable. There are 5 visitor parking spaces required and five have been provided all located in the basement levels. This is acceptable.

The amended plans have however reduced the number of retail spaces from 19 to 17 with the loading bay, which was previously provided in addition to the 19 retail spaces now designated as one of the retail spaces. The loading/courier bay must be provided in addition to the 17 retail parking spaces and clearly marked for courier/deliveries or else it is likely to be occupied when needed for delivery purposes. As outlined in earlier comments on this DA, the long term availability of kerbside parking on the Pittwater Road frontage of the development cannot be guaranteed and it is therefore essential that compliant retail parking levels and some ability for offstreet loading/unloading activities to be undertaken is available. The retail parking is therefore unacceptable.

It has also been noted that the parking bays for unit 13 are substandard. i.e the parking bays are too narrow. The combined internal width of the garage must be at least 5.4m for compliance with AS2890.1. The garage for unit 13 is only 5.3m in width. This issue can be easily rectified by swapping the garages for units 14 & 13, with the garage for unit 14 having an internal width of 5.4m but only accommodating a single parking space.

Bicycle Parking.

It is noted that there are now 11 resident bike parking spaces in the basement level and 6 retail bike parking spaces on the ground level coupled with significant areas of storage which could accommodate extra bikes if required. This is acceptable.

Traffic Circulation

There is concern that there may not be adequate space for passing and circulation of a B85 & B99 vehicle at the point where the basement carpark ramp meets the ground level parking level. Swept

path plots to demonstrate passing of B85 & B99 vehicles at this point as required by AS/NZS2890.1 clause 2.5.2 (c)

Summary

The parking and circulation issues outlined above should be investigated and amended plans and information provided addressing the concerns.

Additional comments on amended plans - 14/06/24

Amended plans have been received dated 29 Apr 24. The amended plans have increased to total retail GFA from 241.83m² to 270.6m² spread over 3 tenancies. There are now 21 residential units instead of 22. The 21 units are comprised of 5 x 1 bed, 10 x 2 bed and 6 x 3 bed units. The quantum of parking has been reduced from 51 spaces to 50 spaces comprised of 26 parking spaces for residents, 5 visitor spaces and 19 retail spaces.

The residential parking includes 3 adaptable parking spaces each 3.8m wide x 6m deep and 2.5m overhead clearance. Another 5 of the residential spaces are silver level adaptable spaces each 3.2m wide x 5.4m deep with 2.2m head clearance. The DCP requires 26 residential spaces and 4.2 visitor spaces (round up to 5). In addition a minimum of 10% of units must be adaptable including suitable parking for those units. All the above requirements have been met.

The retail parking (19 spaces) includes 7 staff spaces including 1 x disabled parking space and 12 shopper spaces including 1 x disabled shopper space. This exceeds the DCP requirement of 17 spaces and is acceptable.

Loading/Courier parking

As outlined in the original referral comments there is concern that development does not provide an offstreet loading bay parking space capable of accommodating a delivery truck. The Warringah DCP requires that facilities for the loading and unloading of service, delivery and emergency vehicles, appropriate to the size of the development. The loading/courier bay that has been provided in the ground level parking area is of dimensions 7.44m x 2.62m and is capable of accommodating delivery vans but not trucks. The developer's traffic consultant advises that larger delivery vehicles will park in the 1P parking on the Pittwater Road frontage of the development. Given the small size of the retail tenancies it is not anticipated that there will be a high demand for truck deliveries to the these premises and these deliveries could adequately be accommodated within the 1P parking zone. As outlined in the TfNSW referral comments the use of kerbside parking zones should not be relied upon to accommodate the development's service vehicle demands, as the continued provision of on-street parking zones in any location cannot be guaranteed long term. This is particularly relevant on Pittwater Road a State Road frontage subject to bus lane restrictions. Should parking at some stage be removed from Pittwater Road, delivery trucks would then need to find parking on Ocean Grove. This is not insurmountable and the lack of an offstreet loading bay for trucks is considered acceptable in this case.

Bicycle Parking

A total of 15 bike racks are now provided. Five bicycle parking spaces are provided on the ground floor including 2 for visitors, 2 for staff and 1 for shoppers with an additional 10 bike racks also provided for residents in the basement. It is noted that there are also sizeable storage areas adjacent to many of the residential parking spaces which could be used for additional bike storage. The bicycle parking provision remain acceptable

Pedestrian sight lines

The amended plans have relocated the driveway but have retained a pedestrian sight line triangle consistent with the requirements of AS2890.1 section 3.2.4(b) and Fig 3.3 which has been shown on the amended DA plans ensuring adequate visibility to pedestrians using the Pittwater Road footpath. It is also noted that driveway gradients on approach to the footpath are compliant with AS/NZS 2890.1 clause 3.3 which also ensures acceptable sightlines for traffic exiting the development

The development can be supported subject to conditions from a traffic perspective.

Original comments - 17/1/24

The development proposal is for a 3 storey shop top housing development comprising 22 units and three small retail tenancies with a combined GFA of 241.83m². Car parking on the ground floor and in a basement level is proposed for 51 cars including; 17 retail spaces 7 for staff and 10 for shoppers (1 disabled space), 29 residential spaces and 5 visitor spaces. 3 of the residential spaces are accessible parking as well as 2 of the retail spaces. 27 bicycle parking spaces are also proposed with access to the development from Pittwater Road via a new driveway of approximately 5.9m in width.

A traffic and parking impact report should be submitted to support the development application.

Traffic Generation - Traffic generation impacts have been discussed in the traffic and parking impact and the proposed development is likely to generate less traffic than the existing retail development on the site. The traffic from this development will however be concentrated at the new vehicle crossing however the driveway has been designed to provide acceptable sightlines to pedestrians and the traffic to and from the driveway is unlikely to result in any appreciable impact to the function of the State Road it egresses to. Transport for NSW who own the road have not raised concerns about the new point of vehicle access.

Off-street parking – the Warringah DCP requires the development to provide 28.5 (29) residential spaces, 4.4 (5) visitor spaces, and 14.8 (15) retail spaces i.e a total of 49. It is proposed to provide 51 spaces which exceeds requirements and is acceptable.

Accessible parking – The building code of Australia requires disabled parking at a rate of 1 for every 50 spaces or part thereof for retail and the development proposes 2 accessible retail spaces to support retail uses which is acceptable. 10% of dwellings are required to be adaptable under the DCP and to suit the adaptable dwellings 3 of the residential spaces are designed as accessible spaces. Accessible parking space provision is satisfactory.

Bicycle parking – The DCP requires 1 bicycle parking space per dwelling for residents and 1 per 12 dwellings for visitors plus 1 per 200sqm for retail and 1 per 600sqm for retail visitors. This would equate to approximately 27 spaces. The development proposes 22 residential bicycle parking racks all located in the secure basement carpark. The visitor and retail parking (5 spaces) is located on the ground level for convenient access. These arrangements are acceptable.

Loading/Serviceing - The comments from Transport for NSW advise that the use of kerbside parking zones should not be relied upon to accommodate the development's service vehicle demands, as the continued provision of on-street parking zones in any location cannot be guaranteed long term and are

subject to change. In the recent past TfNSW considered the introduction of Clearway restrictions along Pittwater Road and although electing not to proceed at that time may well do so again in the interests of improving public transport travel times and reducing congestion.

Given the above, provision for the offstreet loading of the largest anticipated delivery and service vehicles is considered essential. The DCP requires that facilities for loading and unloading of service, delivery and emergency vehicles be provided. The developer currently proposes a service bay that can only cater for deliveries by courier vans similar in size to the B99 vehicle with deliveries by trucks to be accommodated on-street. This is considered unsuitable as the continued availability of parking on-street in this location cannot be relied upon and the currently proposed on-site bay is inadequate to cater for the delivery needs of 3 retail tenancies and for the servicing needs of the retail and residential components of the development. A loading/servicing bay for at least a Small Rigid Vehicle (SRV) is required.

A loading bay is proposed on the ground floor. This bay appears to be sized in terms length to cater for deliveries by small rigid vehicles, however it is unclear if vertical clearance between the street and the loading bay by a small rigid vehicle is feasible. This will need to be demonstrated by a long section clearance and swept path plots demonstrating that forwards entry and exit by a small rigid vehicle with 3.5m of overhead clearance is available. Amended details addressing the above are required.

Vehicle Access As Pittwater Road is a State Road, Transport for NSW concurrence is required for a new point of vehicular access. It is noted that TfNSW in their referral comments have not opposed the new vehicle crossing but have requested that detailed design plans be lodged with them by the developer for their approval prior to a construction certificate.

Pedestrian sight lines A pedestrian sight line triangle consistent with the requirements of AS2890.1 section 3.2.4(b) and Fig 3.3 has been shown on the DA plans ensuring adequate visibility to pedestrians using the Pittwater Road footpath.

Parking Space Allocation All parking spaces have been annotated to identify the use to which they apply. Residential spaces also indicate which unit they are allocated to. The parking space allocation is acceptable

Summary

The development is acceptable in all respects from a traffic perspective other than the provisions for loading/servicing. The loading/servicing bay must be increased in size to accommodate at least a small rigid vehicle and access to and from that bay by a small rigid vehicle demonstrated with swept path and overhead clearance long section plots.

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.