

Traffic Engineer Referral Response

Application Number:	Mod2020/0081
Date:	22/07/2020
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 710661 , 2 Delmar Parade DEE WHY NSW 2099

Officer comments

Traffic comments on the revised plans:

The following comments are provided on the amended plans and additional information provided by the applicant.

Car park design:

- The swept path analysis indicates that the access driveway will accommodate two-way flow between the largest vehicle, a SRV and a B99 car, which is satisfactory.
- The amended right of way has improved the two-way through flow within the right of way by flattening the curved sections between the loading bay and the ramp going down to the basement car park.
- It is proposed in the traffic consultant's response to the earlier Council's comments that to improve sight distance, traffic convex mirrors will be provided at the conflict points at the following locations:
 - between the site access and the loading bay
 - between the basement one ramp and loading bay
 - between the aisle and access into 814-816 Pittwater Road
- In addition to the above traffic measures the following are to be installed in the car park:
 - priority control (give way) at the intersection of the right of way and ramp going down to the basement car park to give priority to the vehicles on the right of way
 - signal system for the loading dock

Parking allocation:

The amended right of way has resulted in the removal a disable parking spaces and associated shared area allocated to retail use. In reallocation of the parking spaces, the parking allocation for all uses shall meet the minimum requirements in accordance with Warringah DCP which requires the following:

- 18 retail parking spaces
- 14 residential visitor spaces
- 57 resident spaces

In this regards two of the residential spaces are to be allocated to resident visitor spaces.

Installation of security gate:

The resident parking spaces are to be separated from the non-residential parking spaces by installation of a security gate. Given the constraints regarding the placements of the security gate, the resident visitor spaces can be located out of the secured car parking area, should the installation of the security gate is not possible otherwise.

Customer parking:

All retail parking spaces are to be available for the customers use during the retail business hours. The presence of customer parking spaces within the car parking is to clearly signposted at the entrance of the car park.

Conclusion:

The proposal can be supported by traffic team subject to conditions.

Earlier Traffic Comments:

The following comments are to be read in conjunction with the traffic comments and conditions provided on the original development application DA2017/1183.

Traffic generation:

The projected traffic generation is generally similar to the approved scheme and is acceptable.

Parking :

- The proposed total parking provision is considered satisfactory, however the allocation of parking spaces is to be accordance with the Warringh DCP. The DCP requires the provision of 1 space per 16.4sqm of retail use and 1 space per 40sqm of commercial use. This results in allocation of 22 parking spaces for non-residential component.
- In accordance with the DCP, in addition to the proposed bicycle spaces, one bicycle space shall be provided for the customers use.
- The retail parking spaces are to be separated from the residential component via a security facility. These spaces are to be free of permanent gates or security during work hours.

Car parking and driveway design:

The access driveway is to accommodate simultaneous ingress and egress of the largest vehicle accessing the site and B99 vehicle to avoid any waiting and queuing on the street.

Given that the right of way will accommodate the access to/from the subject site and also the future access to 814-816 Pittwater Road, it shall be designed to accommodate a two way vehicular access all along the right of way. It is to be demonstrated that the design of the right of way and any circulation roadways intersecting the right of way will allow for a two way vehicular access with no vehicular conflict. The two way access shall be designed for the largest vehicle accessing the subject sites and a B99 vehicle to pass each other. The swept path provided within the traffic report demonstrating the vehicular conflict at the sharp bend within the right of way as well as the intersection of the right of way with the ramp way leading to the basement car park is not acceptable. The circulation roadways and parking aisles are to provide adequate capacity to handle peak period movements and the conflict between the intersecting streams of circulating traffic is to be avoided within the car park.

The above shall be addressed by the applicant and a swept path analysis is to be accompanied to demonstrate the above requirements are satisfied.

Conclusion:

In view of the above, the proposal can not be not supported mainly in regards to the design of access driveway and internal circulation roadways.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Availability of retail parking spaces

All retail parking spaces are to be available and accessible for the customers use during the retail business hours. The presence of customer parking spaces within the car parking is to be clearly signposted at the entrance of the car park.

Reason: To ensure the retail spaces are available (DACTRBOC1)

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Parking allocation

The parking allocation shall meet the minimum requirements in accordance with Warringah DCP which requires the following:

- 18 retail parking spaces
- 14 residential visitor spaces
- 57 resident spaces

A plan demonstrating the above is to be submitted to and approved by the certifying authority prior to construction certification.

Reason: compliance with Warringah DCP (DACTRCPC1)

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Installation of traffic measures in the car park

The following traffic measures are to be installed in the car park:

- Traffic convex mirror between the site access and the loading bay
- Traffic convex mirror between the basement one ramp and loading bay
- Traffic convex mirror between the aisle and access into 814-816 Pittwater Road
- Priority control (give way) at the intersection of the right of way and ramp going down to the basement car park by installation of give way linemarking/ signposting on the ramp to give way to the vehicles on the right of way.
- signal system for the loading dock

Reason: To improve sight distance and prevent vehicular conflict within the car park (DACTRFPOC1)

Installation of security gate

The resident parking spaces are to be separated from the non-residential parking spaces by installation of a security gate. Given the constraints regarding the placements of the security gate, the resident visitor spaces can be located out of the secured car parking area, should the installation of the security gate is not possible otherwise.

Reason: provision of secure car parking area for residential component (DACTRFPOC2)