

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0442
<b>Date:</b>	28/08/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot B DP 316404 , 231 Whale Beach Road WHALE BEACH NSW 2107

### Officer comments

Issues and Comments in accordance with the Pittwater 21 Development Control Plan (DCP)

### Access Driveway:

The Applicant proposes to retain the existing driveway on Surf Road (southern end of the site) for access to the basement level car park, and a new driveway at the northern end for access to the

ground level car park. The Applicant has indicated that the two access driveways are required as the site constraints do not allow for only one driveway to service the proposed development, and vehicular access from Whale Beach Road was not feasible due to the gradient of the slope of the site.

The site frontage is approximately 15m and only one access driveway is permitted under the DCP where the frontage to a local public road is less than 30m.

### Off-Street Parking:

Required parking spaces for residential dwellings, visitors, accessible (included as part of retail), motorcycle and bicycle storage have been provided.

Swept paths are provided to demonstrate access to parking spaces, however the proposed layout makes circulation within the car park and manoeuvring into designated parking spaces difficult or requiring multiple reversing manoeuvres. This is further complicated when vehicles are entering and exiting at the same time which requires one vehicle to backup to areas within the car park where two vehicles can pass.

There is a shortfall of 2 spaces for retail and no designated provisions for garbage collection, removalists/deliveries.

The Traffic and Parking report concludes that ample parking opportunities exist in the surrounding streets to cater for the additional parking demand.

Surveys were conducted on two separate Saturdays in September 2019 with at least 70 spaces vacant throughout the day (to a maximum of 120) within 150 m walking distance from the site.

The Traffic and Parking report specifies that no loading docks are proposed with loading/unloading occurring on Whale Beach Road, and the 2.2m height clearance to the car park would not enable access for a Small Rigid Vehicle.

The Statement of Environmental Effects further indicates that 'Loading and unloading and retail waste collection will occur from Whale Beach Road, and that the 'Ground level retail and all residential waste will be collected by a small rigid vehicle adjacent to the entrance into the car parking facilities from Surf Road.' Deliveries off Whale Beach Road impacts the availability of the existing 1 hour timed parking restrictions provided, and can lead to double parking and congestion and safety issues on Whale Beach Road when these spaces are occupied. These concerns were also raised in a DA submission from residents. Loading/unloading can also be problematic as the frontage access to Level 3 is below the street level where stairs lead to the main entrance, however a ramp access is provided at the northern end of the site.

On-site parking should be provided for service vehicles and access driveways should be separated from access used by the general public for access to public parking areas.

### **Traffic Impacts:**

The Traffic and Parking report concluded that the additional traffic from the proposed development will be minor and have no noticeable impact on the street network operation nor on safety risks.

The traffic generation was reported as 18 trips (7 in / 7 out) during the morning peak and 18 trips (11 in / 7 out) during the afternoon peak hour, with additional trip generation being 9 trips (4 in / 5 out) during the morning peak and 9 trips (5 in / 4 out) during the afternoon peak hour.

This calculation should be slightly higher as the projected future generation was based on the retail rate (4.6 trips per 100m<sup>2</sup> for the total GFA) for all three retail areas, when it is indicated in the SOEE that commercial uses include a café and plans and photo montages show seating for a café for Retail 1, where a rate of 5 trips per 100m<sup>2</sup> should be applied for restaurants/cafes.

The actual traffic impacts would be much greater since off-street parking for visitors and retail is on-site and traffic generation is now localised at the access driveways off Surf Road.

As the current site does not provide on-site parking for the existing café, the difference in traffic generation at the new access driveways could be up to an additional 17 trips during the morning and peak periods.

The proposal cannot be supported in its current form due to overall number of issues and non-

compliances considered together with the site constraints and location.

However, the impacts of the non-compliances can be minimised and an acceptable proposal could be supported on merit if these issues are addressed by providing the following modifications and provision of infrastructure in Public Road Reserve:

- Widening of access driveway to car parks

The proposed access driveway for the basement level is only 3.6m wide, and the curved alignment provides insufficient visibility between entering and exiting vehicles. This can not be improved by a convex mirror and traffic signals are not practical. A minimum combined entry/exit width of 5.5m should be provided from the public road to parking area to allow two way vehicle access.

Movements in the ground level are park are restricted, and similarly the access driveway widening to 5.5m should also be considered. The garbage storage area could be relocated if approved by Waste Services. As a minimum requirement the Applicant needs to demonstrate that the car park layout enables vehicles to pass and any required waiting areas are clearly marked so that vehicles entering the ground level car park are not forced to reverse back onto Surf Road. Speed humps should also be installed on the private property approaching the entry/exit to ensure that vehicles slow down prior to crossing Council's Public Road Reserve.

- Provision of Indented service/delivery bay in Surf Road

A 2.5m wide indented bay is required for waste and service vehicle access and designed to enable forward in and forward out access for a waste collection vehicle 9.7m in length, as a minimum requirement. The indented bay can be provided in the Council Public Road Reserve between the two access driveways to the basement and ground level car parks. The facility would remove the need for loading/unloading to occur on Whale Beach Road and impacting the existing timed parking spaces.

- Realignment of kerb between the access driveway to the basement car park and The Strand

The section of Surf Road between Whale Beach Road and The Strand is narrow and the road width varies from 5.5 from the northern end to 7m. Parking is restricted on both sides of the road except for the section located immediately east of the existing driveway where parallel parking is permitted for approximately 3 vehicles. The access driveway to the basement car park is located on the bend in Surf Road and existing parking narrows the road and obstructs sightlines for vehicles exiting the site. The kerb realignment should retain parking for 3 parallel vehicles and provide a 6m road width for two-way traffic.

- Provision of footpath

A minimum 1.5m wide footpath is required along the entire Surf Road frontage and extended to the intersection with The Strand. The existing footpath on the opposite side of the road should also be extended to The Strand with the addition of a handrail where required. This is to provide pedestrian

facilities and safety where there is high pedestrian activity between Whale Beach Road, access to the proposed café and Whale Beach.

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.