

Traffic Engineer Referral Response

Application Number:	Mod2024/0705
Proposed Development:	Modification of Development Consent REV2021/0034 granted for Review of Determination of Application DA2020/0442 for demolition works and construction of a Mixed Use Development comprising Shop Top Housing and retail premises, with associated carparking, landscaping and strata subdivision
Date:	27/03/2025
Responsible Officer	
Land to be developed (Address):	Lot B DP 316404 , 231 Whale Beach Road WHALE BEACH NSW 2107

Officer comments

additional comments - 26/3/2025:

The applicant's response (dated 25 March 2025) to Council's request for further information and the accompanying revised plans has been reviewed. The response to the request for further information has highlighted that the consent granted for Rev2021/0034 has required the provision of the loading bay and indented parking bays and that the changes requested in the initial traffic referral comments (dated 5 March 2025) do not relate to the works proposed under the modification. On this basis the traffic team no longer wishes to press the request for a change to the location of the loading bay and for the additional indented parking bays on the west side of The Strand. It is noted that condition 21 of the consent for Rev2021/0034 requires the submission of plans for a Roads Act approval for works including the indented service bay and parking bays on Surf Road. Any sightline and road safety issues associated with the works on the road reserve would be considered in conjunction with the required Local Traffic Committee approvals for these changes when the Roads Act approval plans are under review.

It is noted that revised details for the bicycle parking have been made on the amended plans.

On the basis of the above comments there are no traffic engineering issues with approval of the modification subject to existing condition No.15 being amended as outlined below with all other traffic engineering conditions relating to Rev2021/0034 remaining in place. An additional condition relating to pedestrian sightlines is also recommended

Original comments 5/3/2025:

Proposal Description: Modification of Development Consent REV2021/0034 granted for Review of Determination of Application DA2020/0442 for demolition works and construction of a Mixed Use Development comprising Shop Top Housing and retail premises, with associated carparking, landscaping and strata subdivision

The traffic team has reviewed the following documents:

- Plans - Master set, prepared by Richard Cole Architecture, dated May 2024
- Traffic Letter prepared by TEF Consulting, dated 28 September 2024.

- Statement of Environmental Effects (SEE) report, prepared by SJB Planning, dated 10 December 2024 (Ref: 0066).
- Schedule of Amendments Report, prepared by Richard Cole Architecture, dated 6 December 2024

Comments

- The proposal is for a modification to the approved consent including but not limited to minor increase in floor area, revised landscape design etc. The SEE report mentions that there are 58 amendments in the proposal, of which 16 are design amendments and the rest are design changes as required by the conditions of consent in REV2021/0034.
- It is understood that the area of Retail 1 is increased to 197 sqm from 188 sqm and area of retail 2 is decreased to 62 sqm from 78 sqm. The area of Retail 3 remains the same as 33 sqm. As per the new area, the total number of car parking spaces required for retail 1 is 7 spaces (previously required 6 spaces) and total spaces required for Retail 2 is 2 spaces (previously required 3 spaces). Therefore, the proposed changes in the area of Retail shops do not affect in the car parking requirements.
- It is noted that there is a wall proposed next to the bicycle parking spaces, as the bicycle bay rails have not been shown on the plans and the area is not dimensioned it is unclear how the wall will impact the parking of bicycles. The previously approved 3 bicycle parking spaces must be shown in the plans and demonstrated to have been designed in accordance with AS2890.3:2015.
- It is noted that a traffic letter has been provided. The traffic letter states that the amended plans and amended design of the car parking areas meet the requirements of AS 2890.1, AS2890.6. The traffic letter contains swept path analysis demonstrating satisfactory access to/from critically located offstreet parking spaces for a B85 vehicle with swept path analysis also provided for egress from the driveway by a B99 vehicle. It is noted that the B99 vehicle egressing the driveway encroaches on the wrong side of the Surf Road and concern is raised regarding the safety of this manoeuvre particularly if the proposed service bay is occupied by a delivery truck. Drivers proceeding down Surf Road would, under such circumstances be unable to see the egressing vehicle and a collision may occur. The service bay should therefore be deleted from its current location and shifted to the east of the driveway where the sightline impacts will be less significant. The footpath should be extended to the west throughout the length of the current service bay, terminating at the western end of the current service bay. The indented parking bay should therefore be reconfigured to provide for a service bay catering for an 8.8m MRV and two car parking spaces. In conjunction with this redesign the 90 degree dog leg in the footpath east of the driveway should be smoothed to provide a 45 degree angled transition for enhanced pedestrian access and to facilitate ease of access to/from the service bay. Finally, formalisation of parallel parking on the west side of The Strand south of Surf Road to provide for 3 x indented parking bays is also required to offset the loss of the two parallel parking bays from Surf Road. These spaces should be paved and kerb and guttered. Dimensions for all of the proposed indented parking bays including the service bay will be required to confirm that all spaces are sized in consistency with AS2890.5:2020 and AS2890.2. In addition, swept path plots will also be required to confirm independent ingress and egress from the service bay by a MRV with the adjacent parking bay occupied.
- A ground clearance/headroom clearance check has also been provided confirming by the applicant's traffic consultant confirming that access is feasible for a B99 vehicle to the offstreet parking area.
- A swept path clearance check for a Medium Rigid Vehicle and a B99 vehicle turning around the proposed indented parking bays on Surf Road has been provided. However, concern is raised about the close proximity of the indent to The Strand, The changes outlined above should shift the eastern end of the indent slightly further to the west which would be a more satisfactory outcome.

Conclusion

While the proposed modifications to the approved DA (REV2021/0034) are not opposed as outlined above additional details are required to enable the modified plans to be supported by the traffic team

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:**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE****Parking Standards**

The driveway/access ramp grades, access and, bicycle and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking and AS/NZS 2890.3:2015 - Parking Facilities - Bicycle Parking Facilities. The dimensions of car and bicycle parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004 and AS/NZS 2890.3:2015 - Parking Facilities - Bicycle Parking Facilities.

Details demonstrating compliance with this condition are to be submitted to the Principal Certifier prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of bicycles and vehicles.

Pedestrian sight distance at property boundary

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.