

Traffic Engineer Referral Response

Application Number:	DA2025/0143
Proposed Development:	Demolition works and construction of a shop top housing development including basement car parking
Date:	07/05/2025
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 715158 , 1753 Pittwater Road MONA VALE NSW 2103 Lot 2 DP 230780 , 4 Bungan Lane MONA VALE NSW 2103 Lot 2 DP 715158 , 4 Bungan Lane MONA VALE NSW 2103 Lot 102 DP 788439 , 4 Bungan Lane MONA VALE NSW 2103 Lot 2 DP 1136849 , 4 Bungan Lane MONA VALE NSW 2103 Lot 2 DP 412869 , 1749 Pittwater Road MONA VALE NSW 2103

Officer comments

Proposal description: Proposed Shop top housing on 1749 - 1753 Pittwater Road, Mona Vale
 The traffic team has reviewed the following documents:

- Plans (Master Set), prepared by Gartner Trovato Architects, dated November 2024, revision A.
- Traffic and Parking Assessment report, prepared by Terrafic Pty Ltd, dated 17th December 2024, reference 24064
- The Statement of Environmental Effects, prepared by Boston Blyth Flaming Town planners, dated February 2025

Comments

Parking requirements

- The proposal is for a shop top housing development, comprising 4 retail shops with a total GFA of 450 sqm and 36 apartments (12 x 1 bed, 13 x 2 bed and 11 x 3 bed units). Of the 36 units, 4 units (named 10, 13, 20 & 23) are proposed to be adaptable units. The Pittwater DCP applies to the subject site. The car parking requirements for the proposed development as per Pittwater DCP is as follows:

Land use	Residential use	Commercial use (Retail shops)
Car parking	60 spaces (rate: 1 space per 1-bed & 2 spaces per 2-bed or more)	15 spaces (rate 1 space per 30 sqm GLA)
Adaptable units	8 units (20% of total units should be adaptable & Silver level of the liveable housing)	-

Adaptable parking	8 spaces (1 space per adaptable unit)	-
Disabled parking	2 spaces	1 space
visitor parking	12 spaces	No separate requirement but all visitor parking spaces should be publicly accessible
Wash bay/ loading bay	1 vehicle wash bay	Adequate space for delivery vehicles
Bicycle parking	12 spaces (1 bicycle rack per 3 dwellings)	4 spaces
Motorcycle parking	-	1 space (1 space per 100 motor vehicles if GFA exceeds 200 sqm)

- The provision of total 61 residential car parking spaces including 8 accessible parking spaces and 12 resident visitor parking spaces meets the parking requirements for resident visitor parking, total resident parking, disabled parking and the 8 disabled parking spaces can be deemed to meet the adaptable parking requirement. The quantum of residential parking is acceptable however while it is acceptable for residential spaces to be located behind a security shutter all visitor parking spaces should be publicly accessible not located in a secured area.
- A vehicle wash bay is not provided for residential component of the proposed development in accordance with the Pittwater DCP. A vehicle wash bay with appropriate bunding and floor waste connected to the sewer must be provided.
- The provision of 15 retail spaces including 1 accessible parking for retail uses and 1 loading bay able to accommodate a B99 vehicle meet the car parking requirements for retail uses subject to the provision of a kerbside Loading Zone. However, the retail spaces and loading bay should be publicly accessible and not located behind a security gate which would render them unable to be accessed by the public. It is stated in the traffic report that there is a security door at the entry to the site restricting access for retail shoppers from parking on-site. According to the Pittwater DCP, "location of patron parking for Retail and/or Commercial land use should not be restricted or obstructed (for example behind roller doors)." The proposed retail parking spaces are required primarily for customers and must be made publicly available for compliance with the Pittwater DCP.
- The provision of 29 bicycle parking spaces exceeds the requirement of minimum 16 bicycle parking spaces (12 resident spaces and 4 retail spaces). The bicycle parking spaces are not separated for retail uses and residential uses with all bicycle parking located behind security shutters rendering them unavailable for visitors or shoppers. Council recommends that at least 6 of the spaces be located forward of any security shutters to allow them to be utilised by the public. Also, dimensions and aisle widths around the bicycle parking should be shown to confirm compliance of the bicycle parking spaces with AS2890.3:2015.
- The provision of 8 motorcycle parking spaces exceeds the requirement of 1 motorcycle parking space required for retail use only. There is no motorcycle parking required for residential uses.

Vehicle access and ramp

- It is noted that vehicular access to the proposed development is provided through the existing Council carpark with modifications proposed to the existing access. It was recommended during Pre-lodgement meeting that the existing access be widened to cater for two-way access (B99 passing B85) because the existing access was very narrow and had a width of approximately 4.3m only.
- The submitted architectural plan shows the access point widened to 6.3m wide by removing part of an existing wall. It is also shown that the existing pedestrian ramp has been extended towards an existing storage area. It is unclear how the pedestrian ramp adjustments will impact upon the storage area and how pedestrians will access the ramp if the storage area remains. This needs to be clarified on the plans.
- It should also be noted that the proposed development requires owner's consent from Council to remove part of existing wall to adjust the access ramp and to encroach within the storage area.
- At the junction point between the council carpark and the site carpark it is unclear if there is adequate turning area. A swept path plot showing a B99 vehicle entering the site from the ground floor ramp with a B85 exiting from the site simultaneously must be shown to demonstrate two-way circulation and entry into the site.
- It should also be noted that there are some sightline issues with the pedestrian ramp and carpark ramp due to the presence of the storage area. The development carpark currently does not have any formalised pedestrian access from Bungan Lane with the existing pedestrian ramp from Bungan Lane terminating at the security gate adjacent to the site access point. Concerns are therefore raised for pedestrian safety as pedestrians have unclear access into the carpark are confronted with security gate and even if the roller shutter is removed will be exposed to higher volumes of traffic at a point where two ramps meet with no clear pedestrian guidance or protection from traffic.
- There is concern that the additional traffic using the new carpark access point will lead to congested conditions at the junction point. A queuing analysis must be provided to demonstrate that there will be no queuing in the access ramp of the council carpark due to the connection to new proposed development. Removal of the security gate at the carpark access point will assist in this respect.
- It is noted that a ramp able to accommodate two-way traffic is provided for all the ramps leading to basement. However, kerbs and ramp widths are not shown in the plans and no swept path plots demonstrating passing of B85 & B99 vehicles have been provided. These details are required with a minimum of 300mm kerb on both sides of all the ramps to be provided consistent with AS2890.1 clause 2.5.2
- A section plan showing height clearance, ramp lengths and grades along the ramp designed in accordance with AS2890.1:2004 must be provided.

Headroom Clearance

- A minimum of 2.5 metre headroom clearance must be provided over all the disabled parking spaces in accordance with AS 2890.6:2022, clause 2.7. This must be confirmed in the traffic report
- A minimum of 2.2 metre headroom clearance must be provided in the path of vehicular travel from the car park entrance to all parking spaces in accordance with AS 2890.1:2004 and AS2890.6:2022. This must be confirmed by a headroom clearance plot

Ground Clearance check

- A ground clearance plot should be provided along with a long section to demonstrate that scraping/ bottoming will not occur at the driveway/ road junction or at any point along the

driveway and car park ramp with a B99 vehicle.

Loading/ deliveries, removalists and waste collection

- The traffic report does not provide any information about waste collection for retail/commercial units and residential dwellings, no information about the number or size of anticipated delivery vehicles and no details regarding how removalist trucks will be accommodated.
- It is noted that as per the referral comments from Council's waste team, the waste collection for both the residential and retail/commercial will be undertaken as kerbside collection and on-street loading zone must be provided for this purpose. A loading zone, which is able to accommodate Council's 10.5m waste collection must be provided along the site frontage on Bungan Lane. This should be shown indicatively on the plans with swept path plots provided showing ingress and egress to/from the proposed Loading Zone by a 10.5m truck
- It is noted that a loading bay which is able to accommodate a van and utes is provided on level 1. Although the traffic report states that the deliveries associated with the proposed retail will be undertaken using this loading bay, this loading bay is located behind a security shutter which will render it unlikely to be accessed by most delivery drivers. It should be located forward of any security shutter to ensure it is used for its intended purpose. Council does not believe that the range of delivery vehicles accessing the retail premises will be accommodated by the loading bay with no provision for any deliveries by trucks. The Loading Zone on-street will also need to double as a deliver bay for larger vehicles and delivery vans unable to access the offstreet loading bay. Details for a full time Loading Zone will be required for submission for separate Traffic Committee approval
- The traffic report does not provide any information about the arrangements for removalist trucks to serve the 36 residential apartments. It is therefore assumed that kerbside parking would be anticipated which, in a busy retail area is considered a significant oversight with the proposed on-street Loading Zone which would have a time restriction of 30 minutes considered inadequate for use by removalist trucks which may need to park for significantly longer periods of time. The traffic report should address the arrangements for removalist trucks associated with the residential units.

Traffic Generation Impact

- The traffic report has estimated the traffic generation for proposed residential component using the rate '0.29 trips per dwelling' from the Roads and Maritime Services (RMS) "Guide to Traffic Generating Developments" October 2002 for high density residential flat buildings. The traffic report has also estimated the traffic generation for the proposed retail component using the rate '2 trips per 100 sqm' from the Roads and Maritime Services (RMS) "Guide to Traffic Generating Developments" October 2002 for Commercial/ office use. The traffic report states that the commercial traffic generation rate has been used instead of specialty shops rate which is '5.6 trips per 100 sqm' as the proposed retail parking spaces are for tenants only and public cannot access them. This traffic generation analysis is not acceptable to council because the proposed retail spaces must be accessible to public. The higher specialty shops rate should therefore be applied. It should also be noted that the RMS Guide to Traffic Generating Developments October 2002 is superseded by Guide to Traffic Impact Assessment 2024. Therefore, the new traffic generation impact analysis should reference the updated guidelines. It should be noted that the new guideline does not have any rate for retail only. Therefore, indicative analysis of the anticipated retail should be incorporated.
- The traffic report estimates the traffic generation of the existing scenario use by using the rate of 2 vehicle trips per hour per 100 sqm from RTA Guide to Traffic Generating Developments 2002 for a combined total floor area of 1200 sqm. Given that the existing use is comprised of different uses such as gymnasium, medical centre etc, Council believes that the traffic

generation from the existing uses should also be broken down with into their individual components to provide a more accurate estimate.

- It is noted that a traffic survey has been undertaken on Tuesday 26th November for the period of 7am to 10am and 3pm to 6pm. The traffic survey shows that the council carpark has an AM peak at 8:30am to 9:30 am with 150 entering vehicles and 36 exiting vehicles and PM peak at 4:30pm to 5:30pm with 43 entering vehicles and 155 exiting vehicles. The traffic survey also showed that Bungan Lane had different peak periods to the council carpark. The laneway had an AM peak at 8am to 9am with 282 vehicles per hour and PM peak at 3:45pm to 4:45pm with 117 vehicles per hour. Council believes that another survey should be undertaken on a weekend (preferably a Saturday morning) given that the development is located in a primarily commercial/retail centre with traffic conditions likely to be most constrained on late morning/early afternoon on a Saturday .

Conclusion

Given the number of concerns raised above, the development is not supported until the further information as requested above is provided.

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.