

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0505
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 9900 , 876 Pittwater Road DEE WHY NSW 2099 Lot 3 DP 9900 , 876 Pittwater Road DEE WHY NSW 2099 Lot 4 DP 9900 , 876 Pittwater Road DEE WHY NSW 2099 Lot 1 DP 9900 , 874 Pittwater Road DEE WHY NSW 2099

### Officer comments

It is proposed to demolish the existing building and excavate the site to construct a new seven-level building with retail tenancies on the ground level and residential apartments on the upper levels. The proposed revised development comprises:

Apartments

4 x Studio

39 x One bedroom

32 x Two bedroom

2 x Three-bedroom

Total: 77 apartments

Retail: 615.1m<sup>2</sup> (12 tenancies)

A total of 147 parking spaces will be provided in basement levels with vehicle access on the Oaks Avenue frontage.

### Referral Body Recommendation

### Refusal comments

#### Parking:

The DCP indicates the following requirements in respect of the development elements:

Residential

Studio & One-Bedroom apartments 1.0 space

Two-bedroom apartments 1.2 spaces

Visitors 1 space per 5 apartments

Retail 1 space per 16.4m<sup>2</sup> GLFA

Application of these guidelines to the proposed development would indicate the following minimum provision:

Residential Apartments Minimum

4 x Studio apartments 4 spaces

39 x One-bedroom apartments 39 spaces

32 x Two-bedroom apartments 38.4 spaces

2 x Two-bedroom apartments 3 spaces

Visitors 77 apartments 15.4 (16) spaces

Retail 615.1m<sup>2</sup> 37.5 (38) spaces

Total: 139 spaces

The DCP also specifies the provision of 1 bicycle space per apartment and 1 per 200m<sup>2</sup> retail GFA. Accordingly, provision will be made for storage of bicycles in each apartment while there will be 3 bicycle racks made available for retail users.

The applicant has proposed 147 car parking spaces in the following composition:

Residents 92 spaces

Visitors 16 spaces

Commercial/Retail tenants 39 spaces

However, no provision of bicycle parking in the car park has been proposed, The applicant must provide the bicycle parking facilities within the car park. Therefore Council Traffic Staff cannot support the application in its current form.

**Traffic:**

The applicant has adopted a rate of 0.24 vtp/h for the residential component. This is deemed satisfactory for the type of development and location.

The projected peak generation for 77 units is 19 vtp/h.

The retail component has been assessed based on number of spaces rather than the RMS guidelines.

Actual assessment of the vtp/h for the retail component would identify 16.3 vehicles per 100m<sup>2</sup>. Subsequently, for a GFA of 615.1m<sup>2</sup>, this would equate to 98 vtp/h. Understanding that there are 39 spaces allocated to the retail component, a peak of 39 vehicles has been adopted as the vtp/h. It is also assumed that a number of customers will attend via linked trips from the overall shopping precinct, hence the onus is not strictly on the development to provide the parking needs.

As such, a total of 58 vehicles in the peak hour should be assessed with an 80:20 in/out split. The assessment should be therefore be revised to demonstrate the impact of 47-in and 11-out.

Based on the above, Council's Traffic Team cannot support the application in its current form.

**Servicing:**

The servicing of the site is proposed from a loading bay within the basement. No swept paths have been provided to demonstrate how large vehicles will enter and exit the site in a forward direction. Further, the applicant must demonstrate that Council's refuse vehicle can enter and exit the site in a forward direction.

**Car Parking Layout:**

The accessible spaces are not compliant with regard to the shared zone. The shared zone must be 2.4m wide and can be positioned between up to 2 accessible parking spaces.

**Recommended Traffic Engineer Conditions:**

Nil.