

Traffic Engineer Referral Response

Application Number:	DA2021/1426
Date:	24/11/2021
Responsible Officer	
Land to be developed (Address):	Lot 2 DP 528120 , 51 Kalang Road ELANORA HEIGHTS NSW 2101

Officer comments

The development application is for demolition of the existing residence and construction of a mixed use development on the site comprised of 5 residential units, 80 sqm of café and 58sqm of commercial space. 13 offstreet carparking spaces are proposed within a basement carpark with one car space also proposed off a separate driveway along the sites northern boundary.

Traffic Generation

The Traffic & Parking Impact Assessment report provided with the application estimates the traffic generation from rates in the RMS Guide to Traffic Generating Developments. The developed site has been estimated to generate 3 vehicle trips per hour in the am peak and 7 vehicle trips per hour in the pm peak. When traffic generated from the existing site is subtracted this reduces the nett traffic generation from the proposed development to 2.2 trips in the am peak and 6 trips in the pm peak.

These volumes of traffic will not have an appreciable impact upon traffic conditions in the surrounding road network.

Parking

The DCP parking requirements applicable to this development are:

- 1 space per dwelling for 1 bedroom units,
- 2 spaces per dwelling for 2 or more bedroom dwellings
- plus 1 visitor space for each 3 dwellings (rounded up)
- 2.5 spaces for each 100sqm of GLA for business/office
- 1 space for each 30sqm of GLA for cafes/restaurants

Using these rates there is a parking requirement of 13.2 spaces, including 7 residential spaces, 2 residential visitor spaces and 4.2 spaces for café and commercial uses (4 spaces). 2 of the parking spaces are for disabled use.

The developer proposes to provide 14 car parking spaces. It is noted that the parking space accessed off a separate driveway along the northern boundary of the site is sited largely on the nature strip area.

This is not permissible. The provision of a second point of vehicle access to the site is also not supported and particularly not at this location on a bend with limited sightlines. This parking space and the associated vehicle crossing shall be deleted from the plans.

It is also noted that 6 of the parking spaces are proposed to be located in car stacker units. The Pittwater DCP states that the proportion of tandem parking spaces (which would, by function, also include vehicles in car stacker units) does not exceed 10% of the total residential parking for two (2) or more bedroom units. The number of spaces in car stackers is considered excessive and vehicles in each car stacker pair would need to be allocated to the same unit. The use of car stackers to meet parking requirements for single bed units, visitor spaces or for office and retail uses is not permissible under the DCP. While 2 car stacker units would be accepted to cater for the parking requirements of the 3 bed and 2 bed apartments, a third stacker unit is not supported. The parking requirements for other uses must be provided within individual spaces. Although the quantum of parking is acceptable the parking arrangements as proposed have an over reliance on the use of car stackers and are unacceptable. An amended car parking layout is required which notes on the plans which spaces will be allocated to which use. The shared space between the two disabled spaces must also be shown hatched and incorporate a bollard to prevent it being used as a parking space. Visitor parking spaces and those allocated for cafe use must be publicly accessible at all times (i.e not located behind a secure roller shutter).

Vehicular Access

As outlined above, the 2nd vehicle crossing at the northern boundary of the site is not supported and should be deleted from the plans

Loading/ deliveries

No loading or delivery space has been provided. The Pittwater DCP only requires the provision of a designated space for deliveries or couriers where the business or office use exceeds 400 sqm. For cafe use "adequate" space for delivery vehicles is required. The traffic and parking report only states that deliveries for the commercial and café uses are expected to be undertaken by B99 light commercial vehicles. While it is accepted that most deliveries are likely to be undertaken by such vehicles, no discussion of where delivery vehicles will park has been provided. It is noted that parking on the street frontage of the site is not permitted. An additional space to cater for deliveries is considered necessary.

Summary

Given the concerns outlined above additional information and amendment to the plans are required prior to further consideration of this development

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.