

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/2480
<b>Date:</b>	09/03/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 5749 , 2 Wattle Road BROOKVALE NSW 2100

### Officer comments

#### Revised comments on amended plans - 9/3/22

The amended plans and amended traffic report have been reviewed. It is noted that the number of clients on site at any one time has been reduced down from 17 to 9 with staff numbers remaining stable at 2. The floor area of the gym has also been reduced from 275.5 m<sup>2</sup> down to 200 m<sup>2</sup>. This means that the parking requirement for the gym has now dropped from 13 to 9 spaces. The reduced patron numbers would however tend to result in a parking demand so the 9 required spaces would be more than is likely to be generated by 9 patrons and 2 staff.

The amended proposal now provides 2 stacked parking spaces that are dimensioned in compliance with AS2890.1. This is an improvement on the original proposal which provided no details of the offstreet parking provisions but would have relied upon parking which could not be fully accommodated on site and would require drivers to park illegally over the footpath. the proposed parking spaces will provide for one client space and another (the buried space) for the manager. The amended proposal results in a parking shortfall of 7 spaces as per DCP requirements which could be absorbed within surrounding un-utilised on-street parking. The likely use of public transport by some staff and clients plus the provision of bicycle and motorcycle parking on-site will also reduce the incidence of on-street carparking activity and on this basis the 2 parking spaces provided are considered adequate

Given the changes to the development it can now be supported from a traffic perspective subject to conditions.

#### Original referral comments - 23/12/21

The proposal is for change of use of an existing warehouse to a gymnasium. The proposal has a gross floor area of 275.5 sqm and is proposed to employ a maximum of two staff and 17 patrons for each session.

#### Parking:

Under the Warringah DCP a gymnasium is required to supply parking at a rate of 4.5 spaces per 100sqm of GFA. This would equate to 12.4 spaces (rounded up to 13). The Traffic and parking Assessment report advises that the development will provide 4 off-street parking spaces with the remaining parking demands to be absorbed on-street. No Plans have been provided which identify the location or dimensions of the off-street parking. Plans shall be provided which indicate the location and size of all parking spaces which will be available for the exclusive use of the development.

There is also concern with regard to the limited availability of parking on-street within close proximity to the development. The traffic and parking report advises that parking availability has been surveyed within 100m of the site and advises that there is ample parking availability however the parking surveys

undertaken have surveyed spaces up to 400m away which gives an inflated view of the numbers of parking spaces available on-street within close proximity. The data never-the-less still reveals that parking availability is limited during the morning peak operational hours with parking occupancy rates over 80% between 6am and 9am. At these levels cars will be circulating the streets looking for vacant spaces and the parking shortfall of at least 9 spaces will not be easily absorbed and will exacerbate existing high on-street parking demand issues in the location. A reduction in numbers attending morning class sizes and/or negotiation of agreements to utilise parking in other nearby sites to minimise reliance on on-street parking is recommended to offset the parking shortfall.

#### Traffic Generation

The development has been estimated to generate up to 11 cars per hour during peak operation periods. This level of traffic able to be absorbed within the surrounding road network and is acceptable.

Given the issues outlined above the need for additional information, the development application cannot be supported in its current form

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:**

### **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

#### **Parking Enclosure**

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

#### **Stacked Parking Spaces (Residential)**

Stacked parking spaces are to be assigned so that the blocked space is a staff space and the other space available for customer /client parking.

Reason: To minimize conflicts regarding parking areas.

### **CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

#### **Work Zones and Permits**

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane

Reason: To ensure Work zones are monitored and installed correctly.

### **ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES**

**Sight lines within carparks**

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.