

Traffic Engineer Referral Response

Application Number:	DA2023/1395
Proposed Development:	Demolition works and construction of Shop Top housing
Date:	17/01/2024
Responsible Officer	
Land to be developed (Address):	Lot 3 DP 6777 , 1012 Pittwater Road COLLAROY NSW 2097 Lot 2 DP 314645 , 1014 Pittwater Road COLLAROY NSW 2097 Lot 4 DP 6777 , 1010 Pittwater Road COLLAROY NSW 2097

Officer comments

The development proposal is for a 3 storey shop top housing development comprising 22 units and three small retail tenancies with a combined GFA of 241.83m². Car parking on the ground floor and in a basement level is proposed 51 cars including; 17 retail spaces 7 for staff and 10 for shoppers (1 disabled space), 29 residential spaces and 5 visitor spaces. 3 of the residential spaces are accessible parking as well as 2 of the retail spaces. 27 bicycle parking spaces are also proposed with access to the development from Pittwater Road via a new driveway of approximately 5.9m in width.

A traffic and parking impact report should be submitted to support the development application.

Traffic Generation - Traffic generation impacts have been discussed in the traffic and parking impact and the proposed development is likely to generate less traffic than the existing retail development on the site. The traffic from this development will however be concentrated at the new vehicle crossing however the driveway has been designed to provide acceptable sightlines to pedestrians and the traffic to and from the driveway is unlikely to result in any appreciable impact to the function of the State Road it egresses to. Transport for NSW who own the road have not raised concerns about the new point of vehicle access.

Off-street parking – the Warringah DCP requires the development to provide 28.5 (29) residential spaces, 4.4 (5) visitor spaces, and 14.8 (15) retail spaces i.e a total of 49. It is proposed to provide 51 spaces which exceeds requirements and is acceptable.

Accessible parking – The building code of Australia requires disabled parking at a rate of 1 for every 50 spaces or part thereof for retail and the development proposes 2 accessible retail spaces to support retail uses which is acceptable. 10% of dwellings are required to be adaptable under the DCP and to suit the adaptable dwellings 3 of the residential spaces are designed as accessible spaces. Accessible parking space provision is satisfactory.

Bicycle parking – The DCP requires 1 bicycle parking space per dwelling for residents and 1 per 12 dwellings for visitors plus 1 per 200sqm for retail and 1 per 600sqm for retail visitors. This would equate to approximately 27 spaces. The development proposes 22 residential bicycle parking racks all located in the secure basement carpark. The visitor and retail parking (5 spaces) is located on the ground level for convenient access. These arrangements are acceptable..

Loading/Serviceing - The comments from Transport for NSW advise that the use of kerbside parking zones should not be relied upon to accommodate the development's service vehicle demands, as the continued provision of on-street parking zones in any location cannot be guaranteed long term and are subject to change. In the recent past TfNSW considered the introduction of Clearway restrictions along Pittwater Road and although electing not to proceed at that time may well do so again in the interests of improving public transport travel times and reducing congestion.

Given the above, provision for the offstreet loading of the largest anticipated delivery and service vehicles is considered essential. The DCP requires that facilities for loading and unloading of service, delivery and emergency vehicles be provided. The developer currently proposes a service bay that can only cater for deliveries by courier vans similar in size to the B99 vehicle with deliveries by trucks to be accommodated on-street. This is considered unsuitable as the continued availability of parking on-street in this location cannot be relied upon and the currently proposed on-site bay bay is inadequate to cater for the delivery needs of 3 retail tenancies and for the servicing needs of the retail and residential components of the development. A loading/servicing bay for at least a Small Rigid Vehicle (SRV) is required.

A loading bay is proposed on the ground floor. This bay appears to be sized in terms length to cater for deliveries by small rigid vehicles, however it is unclear if vertical clearance between the street and the loading bay by a small rigid vehicle is feasible. This will need to be demonstrated by a long section clearance and swept path plots demonstrating that forwards entry and exit by a small rigid vehicle with 3.5m of overhead clearance is available. Amended details addressing the above are required.

Vehicle Access As Pittwater Road is a State Road, Transport for NSW concurrence is required for a the new point of vehicular access. It is noted that TfNSW in their referral comments have not opposed the new vehicle crossing but have requested that detailed design plans be lodged with them by the developer for their approval prior to a construction certificate.

Pedestrian sight lines A pedestrian sight line triangle consistent with the requirements of AS2890.1 section 3.2.4(b) and Fig 3.3 has been shown on the DA plans ensuring adequate visibility to pedestrians using the Pittwater Road footpath.

Parking Space Allocation All parking spaces have been annotated to identify the use to which they apply. Residential spaces also indicate which unit they are allocated to. The parking space allocation is acceptable

Summary

The development is acceptable in all respects from a traffic perspective other than the provisions for loading/servicing. The loading/servicing bay must be increased in size to accommodate at least a small rigid vehicle and access to and from that bay by a small rigid vehicle demonstrated with swept path and overhead clearance longsection plots.

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.