

Traffic Engineer Referral Response

Application Number:	Mod2019/0477
Responsible Officer	
Land to be developed (Address):	Lot 100 DP 1253448 , 9 - 15 Lawrence Street FRESHWATER NSW 2096

Officer comments

The proposed modification involves removal of the approved vehicle access point serving the development to Lawrence Street. A new vehicle access point is proposed from the Council carpark at the rear of the site accessed from Oliver Road. The removal of the driveway and vehicle access to Lawrence Street allows the developer to increase the retail floorspace component of the development from 179sqm to 236sqm. This in turn increases the retail carparking requirement from 10 spaces to 15 spaces. There is no change to the residential component of the development. The changes will also necessitate a relocation of the Loading Bay within the carpark.

The applicants traffic consultant argues that the shortfall in retail parking is acceptable as the removal of the driveway to Lawrence Street will result in two additional spaces being made available on Lawrence Street, he also argues that the convenience nature of potential retail tenancies will generate a lower parking demand than the DCP anticipates.

Referral Body Recommendation

Refusal comments

While removal of the vehicle crossing from the Lawrence Street frontage is supported, the deletion of this vehicle crossing would result in no more than 1 car space being returned to public use. In addition, it is unclear from the information submitted if the proposed access to the Council carpark will be sited where it will impact upon any of the existing spaces in the Council carpark. This should be clarified on additional plans.

The shortfall in retail parking is also a concern. There is a high demand for parking in the Freshwater Village and the shortfall in retail parking will increase pressure on the existing on-street parking and parking within the Council carpark. It is inappropriate to suggest that the shortfall can be absorbed by existing public parking. Any increase in retail floor area should be accompanied by an increase in parking provision on site consistent with DCP requirements. It is also noted that a roller shutter is proposed at the entry point to the retail parking area. The need for the roller shutter is questioned and if it remains it must remain open during retail trading hours to ensure the retail parking remains available for customers.

I note that the legality of providing access to the development through the Council carpark is currently under question and it would be inappropriate to approve a modification which would result in the removal the sole approved vehicular access point to the development from Lawrence Street until such time as that issue has been resolved.

Irrespective of the above it is noted that the vehicular crossing serving the carpark is currently offset

from the driveway to and from the carpark. This is due to the presence of a Telstra pit adjacent to the driveway. Approval of the modification would result in approximately 20 additional vehicles using the driveway in peak hours. The intensification of use of the access, if the modification is approved, will increase the chances of two vehicles meeting each other head on at the access point and widening of the vehicle crossing to improve the safety of ingress/egress to the carpark will be required. This may result in Telstra requiring strengthening and/or relocation of the Telstra pit and this work would need to be undertaken at full cost to the developer.

Concern is also raised with regard to the size and location of the loading bay. The loading bay for the approved development is 8.58m in length while the bay proposed in conjunction with the modification is only capable of accommodating a vehicle 7.2m in length. The clearance over the proposed loading bay will also be under the Australian Standard requirement of 3.5m. The loading bay is also sited at the rear of the site a considerable distance from the retail tenancies. The size of the loading bay significantly limits the range of vehicles capable of using it and will undoubtedly result in many delivery vehicles and removalist vans seeking to occupy on-street parking. A Loading Bay of similar size to the one already approved and preferably capable of accommodating a medium rigid vehicle should be provided.

Amended plans and accompanying information addressing the above is required prior to further assessment of the application.

Recommended Traffic Engineer Conditions:

Nil.