

Traffic Engineer Referral Response

Application Number:	DA2021/1508
Date:	06/12/2021
Responsible Officer	
Land to be developed (Address):	Lot B DP 389449 , 882 A Pittwater Road DEE WHY NSW 2099

Officer comments

The development proposal is for demolition of existing structures on the site and construction of a nine storey mixed use development comprises of 20 boarding rooms, 3 x commercial premises (total 167sqm GFA) and a retail premises (coffee shop) of 23sqm in size. The site is a remnant site with a street frontage to Pittwater Road of only 8.4m in width. The Dee Why B-Line Bus Stop is located immediately in front of the site.

Parking:

The Warringah DCP does not set a rate for boarding house development instead requiring that parking rates be determined by comparison with similar developments. The parking rate for the commercial component is 1 space per 40sqm (office or business premises) while in the Dee Why Town Centre retail uses are required to provide 1 space per 23.8 sqm.

Most boarding house developments provide parking in accordance with SEPP (Affordable Housing) requirements i.e 0.5 spaces per bed and 1 space for an on site manager. In addition the SEPP also has a mandatory provision that both bicycle and motorcycle parking be provided at a rate of 1 space for each five boarding rooms.

Utilising the above rates the development would be require 16 spaces (5 for commercial/retail, 10 resident spaces and 1 managers spaces). 4 bicycle spaces and 4 motorcycle parking are also required.

The developer proposes no offstreet car or motor cycle parking but does propose to provide space for 17 wall mounted bicycles. The bicycle parking requirement is exceeded however the lack of any motorcycle parking which, under the SEPP is a mandatory requirement has not been satisfactorily addressed.

The narrow frontage of the site and the lack of alternate rear lane or side access makes it impractical to construct a vehicle crossing to the site. In addition the fact that it fronts a State Road with the frontage being sited within the B-Line Bus Zone, makes it unlikely that Transport for NSW would approve a new driveway in this location. Finally, the proximity of the site to services and shops in the Dee Why Town Centre and to the B-Line Bus stop make this location appropriate for a reduced level of parking provision below SEPP and DCP requirements.

At the PLM meeting the applicant was requested to explore options for basement parking to be accessed via the basements serving the adjacent sites and to provide evidence that reasonable attempts to explore this option had been made. No documentation to establish that such liaison has taken place and confirming that such an option is unable to be achieved has been provided.

The applicant was also requested to provide a green travel plan which has been provided and is discussed further below

Traffic Generation

Boarding houses generally generate low levels of traffic as will the small retail and commercial development proposed for this site which will be served primarily by traffic on foot. The absence of parking on the site and proximity to high frequency public will also tend to result in lower levels of traffic generation. The proposed development is not opposed in terms of its traffic generation impacts.

Green Travel Plan

The green travel plan provides information on available public transport, bicycle route and car share facilities within the area but other than encouraging participation in Walk to Work and Ride to Work Days and providing secure bicycle parking, there are no incentives to encourage travel by these means. Options such as reduced tenancy fees for tenants owning a bicycle, provision of a pool of E-Bikes, corporate Go-Get membership available to tenants and commercial clients, Opal cards for tenant use etc would all encourage greater use of these transport modes and genuinely offset the absence of any car or motorcycle parking on the site.

Loading/Deliveries

There is no provision for Loading or Deliveries to the development to be accommodated offstreet and no ability for deliveries or loading to be accommodated on-street in front of the site given the presence of the highly utilised B-Line bus stop and No Stopping restrictions covering all nearby kerb space within close proximity to the site.

It is however impractical to provide on-site loading facilities given the constrained nature of the site however it is unclear if any attempt has been made to explore alternate loading/delivery options via the basement parking in adjoining developments.

Disabled Parking

The development provides no disabled parking and no disabled parking options are available on-street within close proximity to the site. The nearest publicly accessible disabled parking is located in Council's Library carpark approx. 135m away and requiring the crossing of two roads under traffic signal control. Given the above the site is not well served in terms of its access for persons with mobility issues or a disability.

Constructability

The referral comments from TfNSW advise that a construction zone (Works Zone) will not be permitted on Pittwater Road.

The construction traffic management plan (CTMP) which accompanies the DA outlines that a Works Zone will be required on the Pittwater Road frontage of the site. This is contrary to the TfNSW advice. The developer needs to resolve this matter with TfNSW and provide written confirmation from TfNSW

that they will permit a Works Zone and/or Standing of construction vehicles on the sites Pittwater Road frontage. If this is not possible it is unclear how the development can be completed and revision of the CTMP to outline alternatives would be required.

Summary

There is insufficient information providing addressing a number of areas of concern relating to shortfall in parking, lack of provision for loading/servicing. Lack of provision for disabled parking, and absence of motorcycle parking. The adequacy of the green travel plan which outlines little incentive to utilise sustainable transport alternatives is also queried. There is also conflicting information between TfNSW and CTMP advice regarding the potential for standing of construction vehicles on the sites Pittwater Road frontage. Additional information addressing these matters is required prior to further consideration of this DA

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.