

Traffic Engineer Referral Response

Application Number:	DA2022/0469
Date:	02/11/2022
Responsible Officer	
Land to be developed (Address):	Lot 11 DP 1207743 , 1102 Barrenjoey Road PALM BEACH NSW 2108

Officer comments

Referral comments 2/11/22

The amended plans do not include any changes to address the shortfall of retail parking spaces. The current proposal provides 9 retail parking spaces which is 3 less than the required 12 retail spaces. A minimum of 1 accessible retail space is also required under the DCP. Council's previous comments suggested that it may be possible to provide 1 accessible retail space if the existing vertical bicycle parking situated at the southern end of the site was relocated. The supplementary Statement of Environmental Effects (SOEE) does mention that there would be no objection should there be a suitably worded condition requiring the conversion of the commercial space C7 to an accessible commercial space.

The supplementary SOEE maintains that users of the commercial car parking space will be persons already parked in the public car park near the site when they visit the area, and can offset the shortfall in parking. The Pittwater Park Carpark (north) is for Western Foreshore Permit holders only, which provides a parking facility for residents of Great Mackerel Beach and Coasters Retreat. The Pittwater Park Carpark (south) provides sections of 4hour parking and 8hour parking which is shared by commuters travelling between Central Coast and Palm Beach, local residents, recreational users and visitors to the area.

The proposed development contains two retail premises compared to the previous takeaway business which operated from this location. Due to the existing high demand for parking in the vicinity of the Palm Beach ferry wharf, it is required that the necessary retail parking spaces be provided on-site which caters for both the staff and visitor parking needs of the retail premises. Alternatively an overall decrease in parking spaces could be considered for the development if there is a reduction in proposed dwellings. The current proposal is therefore not supported.

Referral comments 31/5/22

The proposed shop-top housing development contains two commercial premises (total 371m²) and five residential units (1 x 2 bedroom unit and 4 x 3 bedroom units), with basement parking for a total of 21 vehicles (9 retail, 10 residential including 2 adaptable spaces; 2 residential visitor including a disabled space). Vehicular access is via a 3.6m ramp under signal control, prioritising vehicles entering the site with marked waiting bays on the basement level and at the entry ramp within the property.

Residential and Retail Parking

Council's Pittwater 21 DCP requires the provision 24 car parking spaces, with 10 for residential use, 2 for residential visitor use and 12 for retail use. A total of 21 parking spaces is proposed, consisting of 9 retail, 10 residential including 2 adaptable spaces, and 2 residential visitor including a disabled space. In comparison the previously approved development (Consent No: N0119/14) also provides parking for 21 vehicles (11 retail including 1 disabled space, 8 residential, and 2 residential visitor spaces). The approved development however consists of three restaurant premises but with a lower GFA (total 324m²) and one less dwelling with four residential units (with 3 or more bedrooms).

The 12 residential parking spaces provided in the new proposal meets Council's DCP requirements for residential use, however is deficient in terms of retail parking with only 9 spaces proposed, a shortfall of 3 spaces. The DCP also requires that retail premises provide accessible parking spaces for people with disabilities at the rate of 3% of the required spaces, with a minimum of 1 space. The current proposal does not provide any retail accessible parking space, and under the current parking layout, conversion of an existing space to accommodate a compliant accessible parking space would result in the loss of an additional parking (given the need for an unload bay) and a net shortfall of 4 retail spaces. However, it may be possible to provide the required accessible retail parking space if the vertical bicycle parking was relocated and the parking along the southern side of the development was reconfigured to include the accessible parking.

The Traffic and Parking Impact Assessment tries to justify the shortfall in retail parking by suggesting that visitors associated with the retail component of the development will use the on-street parking. It further adds that for safety reasons the basement car park will be restricted to retail staff car parking and residential uses only (visitor and residential parking). The DCP requires that parking spaces for retail premises be accessible to the public and restricting retail spaces to use by staff only is therefore inappropriate and contrary to the DCP. The car parking needs for the development must be provided off-street, as visitors cannot rely on the availability of on-street parking due to the high demand for parking in the vicinity of the Palm Beach ferry wharf.

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002'. The Traffic and Parking Impact Assessment estimates that 14 trips occur during the PM peak hour period for the existing development, 19 trips for the approved development and 24 trips (21 retail trips not 20 as reported, 3 residential trips). The new development will result in an increase of 23 trips from the existing, and 4 trips from the approved development.

The existing fish and chip restaurant has a gravel parking area for two vehicles. The parking seems to be used entirely for staff as the access is chained and signposted as No Parking. Vehicle trips during the PM peak hour period could therefore be considered as 2 trips. No morning traffic is associated with the existing development as the premises are closed prior to 11:30am. As a result, Council believes that a more representative figure for traffic generation due to the new development will be an increase

of 24 trips from the existing, and 5 trips from the approved during the AM peak hour period.

Construction Traffic Management

TfNSW has reviewed the application and will not permit a construction zone on Barrenjoey Road. The frontage of the development has an existing Loading Zone and 1 hour timed parking. TfNSW requires that all demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

Further information or a Construction Traffic Management Plan (CTMP) must therefore be provided to demonstrate that the development can be constructed without impacting the Main Road, and existing on-street loading and parking facilities.

Summary

The proposal is not acceptable as it does not satisfy the parking requirements of the Pittwater 21 DCP. The development has a shortfall in parking (up to 4 retail spaces), and proposes to restrict parking for retail visitors.

Due to the high demand for parking in the area, additional parking spaces need to be provided on site. A review of the parking layout and/or reduced dwellings or bedrooms, should be considered in order to meet the parking requirements for the 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.