# Traffic Engineer Referral Response

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| **Application Number:** | DA2023/1841 |
| **Proposed Development:** | Use of Premises as a hardware and building supplies facility and associated internal alterations |
| **Date:** | 03/01/2024 |
| **Responsible Officer** | |
| **Land to be developed (Address):** | Lot 1 DP 88028 , 77 Bassett Street MONA VALE NSW 2103<br>Lot 4 DP 707291 , 77 Bassett Street MONA VALE NSW 2103 |

**Officer comments**

**Proposal description**: Alterations & additions for proposed change of use at Units 1 & 2/ 77-79 Basett Street, Mona Vale
The traffic team has reviewed the following documents:

- Plans (Master Set) – Job No. 1182/23, Revision E, designed by JJ Drafting, dated 31/10/2023,
- Transport Impact Assessment, prepared by Traffic and Transport Planning Solutions (TTPS), dated 12/12/2023,
- The *Statement of Environmental Effects* prepared by Vaughan Miligan Development Consulting Pty Ltd, dated December 2023

**Parking requirement and design:**

- The Pittwater DCP applies to the subject site. The DCP does not provide a parking rate for this type of land use, requiring developers to provide parking based upon RMS guidelines or by comparison with developments of a similar nature
- The traffic report suggests the car parking is provided that exceeds rates calculated from parking surveys of similar sites conducted for TfNSW an as referenced in their technical direction TDT 2013/04a. A closer review of this data suggest that the quantum of parking available to this development will be inadequate. The development proposes only 11 customer spaces. Sites surveys by TfNSW included a number of sites of a similar size to his one and averaging the data from those sites would seem the most appropriate means of selecting an appropriate level of parking.
- Mitre 10 Windsor with GFA of 1800m2 has 44 customer spaces & no staff spaces, Mitre 10 Picton has a GFA of 1600m2 and has 75 customer and no staff spaces, Mitre 10 Orange has a GFA of 1800m2 and 28 staff spaces, 2 disabled and 10 staff spaces. Mitre 10 Morisset has a GFA of 2000m2, 29 customer spaces, 1 disabled and no staff spaces. Averaging these parking rates yields a parking requirement of 1 space per 38m2 of GFA i.e 33 spaces for this site.
- If we look at the peak parking demands of the 4 sites, parking demands range from 0.78/100m2 for the Mitre 10 at Windsor on weekdays up to 2.81/100m2 for the Mitre 10 at Picton weekends. As this type of use attracts highest usage levels on weekends, parking rates derived from weekend data are the most relevant. An average of the weekend peak parking demands at all 4 sites reveals a peak parking demand of 1.86spaces/100m2 or 23 spaces for this site. Based upon this analysis the development should be providing parking for no less than 23 cars. The bulk of this parking should be allocated for customer parking with it noted that clause c5.5 of the Pittwater DCP requires that carparking be provided for people with

disabilities so at least one parking spaces should be designed and located appropriately for disabled use. The developer must review their proposal and seek additional parking for customers, to support their development. The additional parking should be buried in a tandem arrangement.

- It is noted that the traffic report shows 2 car parking spaces along the western boundary of the bigger site (figure 4.1 on page 9). These spaces are not shown on the architectural plans. The two documents should be consistent with the location and dimensions of all parking spaces shown on the plans.
- The traffic report mentions that a maximum of 5 staff will be present at any given time however 7 staff parking spaces are proposed. This is both unnecessary and reduces the level of parking available for customers. It is suspected that the reason that 7 spaces have been allocated for staff use is there are seven spaces buried in tandem parking arrangements. Such spaces would therefore be inappropriate for use by customers however simply reallocating those spaces for unecessary staff parking is not acceptable. If anything, the quantum of staff parking could be reduced below 5 which would encourage staff to use public transport, walk or cycle or motorcycle to work and increase the level of customer parking .
- No motorcycle of bicycle parking has been provided. The Pittwater DCP requires at least one motorcycle space and 4 bicycle parking spaces. These could be sited at the front end of parking spaces 77 & 78 which are of extended length without impacting on the ability of vehicles to park in or access these spaces. The provision of such spaces would encourage travel by alternate means, particularly by staff.

**Loading/Servicing**

- The traffic report mentions that some customer spaces will be closed off while MRVs ingress/egress the loading bay. The traffic report advises that swept paths showing this are attached in Appendix E. The traffic report is missing Appendix E containing the swept path, these should be provided. Furthermore, a Loading Dock Management Plan will be required to ensure that deliveries are appropriately scheduled and timed so as not to result in congestion either within the loading dock or in the carparking area. Ideally physical separation of loading/unloading activity from customer areas should be achieved but if that is not feasible time of day separation will be considered to ensure that loading activities occur outside hours when customers will be accessing the site.

**Traffic Generation Impact**

- The traffic generation section of the traffic report should show a comparison of existing and proposed traffic generation in order to support the proposed change of use in terms of traffic generation and its impact in the surrounding road network and confirm that it will not have unacceptable implications in terms of road network performance.

**Conclusion**

Given the concerns outlined above the development can not at this time be supported

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.