

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/1758
<b>Date:</b>	24/02/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot B DP 369977 , 11 Lewis Street BALGOWLAH HEIGHTS NSW 2093

### Officer comments

The development proposal (DA2020/1758) located at 11 Lewis Street, Balgowlah is for the demolition of the existing dwelling and associated structures; and construction of a purpose built childcare centre designed to accommodate 57 children and 11 staff (9 Educators and 2 administrative cooking staff), including basement parking for 16 vehicles.

#### Traffic Generation:

The proposed childcare centre is anticipated to generate the following trips in accordance with (3.11.3 Child Care Centres) TfNSW Guide to Traffic Generating Developments (2002) and recent supplements. Due to close proximity to Balgowlah Heights Public School, it has been considered by the applicants traffic consultant that 10% of the enrolled children will have a sibling attending the school and therefore some trips will be for a common purpose. Therefore, the peak trip rate will be reduced by 10%. The resultant children will be reduced to 52 (  $57 - 5.7 = 51.3$  )

AM Peak @ 0.8 per child for 52 children = 42 (41.6) trips (23 in and 23 out)

PM Peak @ 0.7 per child for 52 children = 37 (36.4)

trips (19 in and 19 out)

The estimates of traffic generated by the development are considered valid however given the proximity of the site to Balgowlah Heights Public School and the intense drop off and pick up and pedestrian activity generated by the school at times when the childcare centre will also be experiencing heavy arrivals and departures there is concern with regard to the level of impact on pedestrian and vehicle safety at those times. It is noted that traffic data provided with the DA was collected at a time when traffic and pedestrian volumes were impacted by Covid-19 however the data still reveals an am peak volume of 217 vehicles per hour and shows pedestrian volumes using the west side of Lewis Street of 100 or more per hour in peak periods (many of them children given the proximity of the school). Under such conditions the additional vehicular and pedestrian traffic generated by the childcare centre is likely to adversely impact upon safety in the street.

#### Parking:

With regard to the Manly DCP parking rates the proposed development requires a parking provision of 11 on site parking spaces for staff plus the provision of convenient on-site drop off and pick up facilities. The applicant intends to provide a total of 16 spaces including 1 Accessible Parking space. Ten (10) spaces dedicated for staff usage and only 5 spaces for parents & visitors. The RMS Guide to Traffic Generating Developments advises that parking must be provided a rate of 1 space for every 4 children. This would equate to 15 spaces. The RMS Guide also outlines that because of the short length of stay any parking must be conveniently located.

While the number of parking spaces provided for the childcare centre is acceptable the parking area

has an over reliance on the use of mechanical car stackers. While the use of a small percentage of space in a car stacker may be acceptable for all day staff parking, it is not considered acceptable for use for high turnover drop off pick up parking which must be easily accessible. Car stackers have poles and platforms and constrained headroom which would need to be negotiated even if on the lower level of a stacker. This would not be convenient for mothers seeking to load/unload prams, bags and children, ranging in age from newborns through to 5 years of age. It would also not be convenient for staff employed on a part time or casual basis which is often the case in a childcare centres. Further the number of drop off and pick spaces is considered unlikely to meet demand at peak times and that congested conditions within the carpark are likely to develop at peak times. A greater number of offstreet drop off and pick up spaces is considered necessary. If the developer considers that existing numbers of drop off and pick up spaces are adequate this should be demonstrated by occupancy surveys at other similarly located and sized childcare centres.

It appears that additional at grade parking parking spaces cannot be accommodated on the site and it is therefore recommended that the number of children accommodated at the centre and staffing levels should be revised to reduce the parking requirement and the quantum of stacked parking reduced. The design of all car parking bays for use by parents and guests should allow for full opening of all doors and follow the dimensions set out in Table 1.1 of AS 2890.1:2004 with drop off/pick up spaces being no less than 2.6m in width.

It should be noted that council does not encourage the use of mechanical stacked parking facilities. If due to site constraint, mechanical stacked parking is provided, The number of mechanical stacked parking spaces should be minimised and allocated for long term (all day) staff parking only.

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

#### Bicycle Parking:

The Manly DCP requires bicycle parking to be provided at a rate of one every three car parking spaces. It has been mentioned in the Traffic Report (prepared by McLaren Traffic Engineering & Road Safety Consultants) that bicycle parking will be provided prior to construction certificate. However, the location of bicycle parking should be indicated on the drawings.

#### Servicing:

Servicing and loading will be undertaken within the proposed car parking area outside peak drop off and pick up times. A standard B99 design vehicle or similar will be used for delivery and use the visitor parking spaces. This is considered acceptable.

Waste Collection will occur from the Lewis Street frontage of the site which is acceptable.

#### Driveway:

The driveway width of 6.1m is considered satisfactory to cater for concurrent ingress and egress of cars and is graded acceptably.

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) should not to be obstructed by landscaping or signage and a pedestrian sightline triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 has been provided at the point where the driveway meets the footpath. The sight line triangle has been indicated on the plans and is acceptable.

Given the above, the proposal in its current form is unsupported given the absence of bicycle parking, the over reliance on parking spaces in a mechanical stacker and the level of impact on pedestrian and vehicular safety in the street. It is considered that the development in its current form is an over development of the site in this location.

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.