

## Traffic Engineer Referral Response

<b>Application Number:</b>	REV2022/0004
<b>Date:</b>	26/05/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 111 DP 11936 , 16 Bangaroo Street NORTH BALGOWLAH NSW 2093

### Officer comments

The proposal is for a childcare centre catering for 12 children and a maximum of 3 staff members operating between the hours of 8:30am and 4:00pm. The proposal is a revision of the previous proposal for a 20 space childcare centre which was refused under DA2021/0680 by the Northern Beaches Local Planning Panel

#### Parking

The revision proposes to provide 3 parking spaces which is sufficient to meet the parking requirements set out in the Warringah DCP at a rate of 1 space for every 4 children. It is noted that one of the parking spaces will be dedicated for staff use. This is the buried space in a stacked parking pair. The remaining two spaces will be available for pick up and drop off purposes.

The buried parking space in the stacked space pair scales to a width of 2.5m in width at the front end however the survey plans suggest that the space is only 2.27m in width which is below the width required even for a small car space. Similarly the scaled dimensions on the development plans suggest that there is a 5.4m distance between the balcony and the front boundary however the survey plans suggest that the distance is only 5.07m. The surveyed dimensions suggest that at least two of the parking spaces may not be compliant with the requirements of AS/NZS 2890.1. The developer will therefore need to review the submitted drawings and submit dimensioned plans of the carparking area to confirm the size of the parking bays and the clear dimensions available for parking. In addition a plan of the parking area with the parking bay design envelope from AS2890.1 Fig 5.2 for each space overlaid is required to verify that all 3 spaces are sufficiently sized to meet the minimum space requirements of the Australian Standard without overlapping adjacent parking spaces, fixed structures or encroaching on the nature strip area. Some adjustment to the balcony may be required.

#### Traffic Generation

Traffic generation has been estimated by the applicant's traffic consultant referencing rates in the RMS Guide to Traffic Generating Development and has been estimated at 8 vehicle trips per hour in the morning peak and 7 vehicle trips per hour in the afternoon peak. These rates have been estimated on the basis of the centre having places for only 10 children and operating as a long day care centre. It is noted that the centre is proposed to operate between the hours of 8:30am and 4pm Monday to Friday which would tend to concentrate traffic generation activity to the hours around opening and closing rather than being spread over a longer time frame. The traffic analysis should therefore be adjusted to reflect traffic which might be generated by a Pre-School rather than a Long-day Care and catering for 12 children rather than the 10 referenced in the traffic generation analysis.

#### Access

The proposed parking arrangements require vehicles to reverse to or from the site and while it would be ideal if the parking arrangements allowed for forwards entry and exit to and from the site, the provision of an on site turning bay would result in less off street parking and, on balance, the proposed arrangements are considered more appropriate. Given the small scale of the centre, which keeps the number of movements to and from the site low, the risk associated with the need for reversing movements to or from the site is minimised.

The presence of a bus stop opposite the development means that at most times the kerb space opposite the development's driveway is clear of parked vehicles and provides more road space for vehicles to turn to and from the site and for through traffic to pass a vehicle waiting to access the site.

### Summary

Amendments to the plans and Traffic and Parking Impact Assessment report are required to address the concerns outline above relating to parking bay dimensions and traffic generation prior to further assessment of the 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.