

Traffic Engineer Referral Response

Application Number:	DA2021/2362
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Date:	25/01/2022
Responsible Officer	
Land to be developed (Address):	<p>LOT 1 S/P 87024 , 1 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 1 S/P 87024 , 1 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 2 S/P 87024 , 2 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 2 S/P 87024 , 2 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 3 S/P 87024 , 3 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 3 S/P 87024 , 3 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 4 S/P 87024 , 4 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 4 S/P 87024 , 4 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 5 S/P 87024 , 5 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>LOT 5 S/P 87024 , 5 / 1105 Barrenjoey Road PALM BEACH NSW 2108</p> <p>Lot CP SP 87022 , 43 Iluka Road PALM BEACH NSW 2108</p> <p>LOT 1 S/P 87022 , 1 / 43 Iluka Road PALM BEACH NSW 2108</p> <p>LOT 1 S/P 87022 , 1 / 43 Iluka Road PALM BEACH NSW 2108</p> <p>LOT 2 S/P 87022 , 2 / 43 Iluka Road PALM BEACH NSW 2108</p> <p>LOT 2 S/P 87022 , 2 / 43 Iluka Road PALM BEACH NSW 2108</p> <p>LOT 3 S/P 87022 , 3 / 43 Iluka Road PALM BEACH NSW 2108</p> <p>LOT 3 S/P 87022 , 3 / 43 Iluka Road PALM BEACH NSW 2108</p> <p>Lot CP SP 87024 , 1105 Barrenjoey Road PALM BEACH NSW 2108</p>

Officer comments

The proposal is not acceptable in its current form due to concerns regarding access to parking and issues associated with the operation of the traffic signal system. However, the issues outlined may be addressed with changes and improvements to the car parking layout. It is therefore requested that the Applicant consider the comments below and provide an updated plan so that it can be reviewed for further consideration.

Access and Parking

The basement car park provides the required 19 residential (16 dwelling with 3 visitor spaces), 3 service apartment, and 9 retail spaces in accordance with the Pittwater21 DCP. The total includes 3 accessible parking spaces (1 dwelling, 1 visitor, and 1 retail), which exceeds the requirements. Adequate bicycle racks have also been provided for bicycle parking.

There are a total of 8 residential dwellings and 5 of these dwellings have been provided with tandem spaces. Although the tandem spaces are allocated to the same dwelling, the proportion of tandem parking is 31% and exceeds the DCP maximum of 10% of the total residential parking for two or more bedroom units. However, due to the location and constrained site, the provision of adequate on-site parking is considered preferable to impacting the existing on-street parking and the parking arrangement would be accepted in this case.

There are concerns with access to the retail parking space (R1) which is located in the south-eastern corner of the building. R1 is situated directly off the driveway at the bottom of the ramp and enclosed between the walls of the building and the stairwell access. Access to R1 would be improved by relocating the stairwell to the southern wall of the building, similar to the stairwell access off Iluka Road. This would also allow all Retail parking spaces to be aligned in a continuous row along the eastern wall.

The basement car park caters for all of the parking needs of the various development uses which include dwellings, serviced apartments and retail. The swept path analysis indicates that movements within the car park are quite constrained with a number of waiting bays required to allow vehicles to pass and safely enter and exit the car park. Unless there are clear reasons for the current parking layout, it would be beneficial to arrange the parking to defined areas serving the particular use (residential, retail etc) where possible. This would assist all users, especially visitors, and avoid any unnecessary movements or circulation to find an available parking space.

- Resident accessible parking space (01) should be swapped with the Visitor accessible parking space (V3) so that all three visitor parking spaces are located together. The Visitor accessible parking space (V3) could also be located closer to the lift for convenient and safe access.
- Retail parking R7, R8 and R9, should be switched over with the new section of Accessible Parking (R6, Shared Zone and 01) so that all the Retail parking is consolidated and located side by side. All Retail spaces can then be renumbered in ascending order.

Traffic Signal System

The Traffic Impact Assessment specifies that a traffic signal system will be provided with on-site waiting bays, to ensure the safe operation of the 3.4m wide ramp. The traffic signals and timing will be designed by a traffic signal consultant prior to issue of Construction Certificate. The traffic signal system will operate with a passive green light for all vehicles entering with vehicles required to stop within the allocated waiting bay at the top of the ramp in the event of an exiting vehicle within the basement. Waiting bays are also provided within the basement level with all exiting vehicles be required to position themselves at a waiting bay until the system provides a green light.

The waiting bay located at the top of the ramp is not as clearly marked as those located in the basement car park, and additional pavement markings and/or separation lines are required to ensure that the waiting vehicle does not encroach on the travel path of exiting vehicles.

It is noted that traffic signal is located on the opposite side of the Retail parking area, and vehicles are required to wait within the parking spaces for a green light before exiting. It is therefore recommended that wheel stops be provided at the rear of the spaces and vehicles parked with the rear to the wall, so that they can easily see the green light and exit the space in a forward direction.

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002'. The site currently accommodates ground floor retail use and there is expected to be no net change in traffic generation in relation to retail uses. The combined traffic generation of the residential and serviced apartments is projected at 4 vehicles per hour during the peak periods, which is an increase of approximately 3 vehicles compared to the existing situation. The driveway is located at the south-western corner of the site off Iluka Road and does not direct traffic directly onto Barrenjoey Road (Main Road). The traffic generation and impact on the road network capacity is therefore considered to be minor.

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.