

Traffic Engineer Referral Response

Application Number:	REV2022/0004
Date:	24/05/2022
Responsible Officer	
Land to be developed (Address):	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 which was refused 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 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 is 2.5m in width at the front end which is not completely compliant with the design envelope for an 85th percentile vehicle as detailed in Australian Standards (being narrower at the front end of the space) however, as the space is to be used for staff/residents (i.e low turnover use by drivers familiar with its dimensions), the departure is considered acceptable. Accepting a parking space which is slightly under standard requirements is preferable to deleting the space from the plans.

The dimensions of the other two spaces are in excess of standards requirements i.e the parking area is approx. 6.2m and 5.4m deep, well in excess of the 5.8m x 5.4m that would be required under the standard.

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. If the rates are adjusted to those which might be generated by a centre catering for 12 children there would be 9.6 trips generated in the am peak hour and 8.4 trips in the pm peak hour. These trip rates are insufficient to make any appreciable difference to the operation of the surrounding road network.

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.

The development is not opposed on traffic grounds

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Stacked Parking Spaces (Residential)

The buried parking space in the stacked parking space pair is to be dedicated for staff/resident use.

Reason: To minimize conflicts regarding use of parking spaces.

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Pedestrian sight distance at property boundary

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones are monitored and installed correctly.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Allocated Parking Spaces

Parking allocated to this development must be clearly signposted and linemarked as being for the use of "staff parking" (buried stacked parking space) or "parent parking". Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability for staff and parents.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Sight lines within carpark

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.