

Traffic Engineer Referral Response

Application Number:	DA2021/1039
Date:	19/10/2021
Responsible Officer	
Land to be developed (Address):	Lot 2566 DP 752038 , 16 Wyatt Avenue BELROSE NSW 2085 Lot 2597 DP 752038 , 16 Wyatt Avenue BELROSE NSW 2085

Officer comments

The proposed development is for demotion of an existing dwelling and construction of a 61 room boarding house plus a managers room.

Parking:

As the proposed boarding house is sited on land zoned "deferred matter" under the Warringah LEP 2011 it is not covered by the LEP. The Warringah LEP 2000 applies to such land however does not nominate a parking rate for boarding house development. The most similar types of development include backpackers accommodation for which the LEP advises that a parking rate should be determined by comparison with developments for a similar purpose or hostel development where a rate of 0.5 spaces per bedroom is nominated for a development by a person other than a community housing provider. Given the above, it is noted that the development approved by the Land and Environment Court on the adjacent block at 14 Wyatt Ave which provides 25 rooms (including a managers room), 13 car parking spaces, 8 motorcycle spaces and bicycle storage. i.e a rate of approximately 0.5 car parking spaces per room had been applied, with motorcycle parking at a rate of approximately 0.3 spaces per room

If these same rates are applied to the proposed 62 bed boarding house 31 carparking spaces would be required together with 18 motorcycle spaces plus bicycle storage.

The development provides 31 carparking spaces and is acceptable.

In terms of motorcycle parking the development proposes only 10 motorcycle spaces which is considered inadequate. Most boarding house development would provide motorcycle parking at a rate of 0.2 spaces per bedroom which would equate to 13 spaces and it is considered that the number of motorcycle spaces should be increased to at least this level.

Finally, the proposed boarding house provides 14 bicycle spaces which is considered acceptable and comparable to rates approved for most other boarding house developments.

Access

Parking spaces and aisle widths have not been dimensioned and the traffic report submitted with the DA has not provided any swept path plots to confirm that ingress and egress from all parking spaces is

possible in a forwards direction. Swept path plots to confirm that ingress and egress to and from the carpark in a forwards direction from parking spaces 01, 02, 11, 12 & 13 is possible by a B85 vehicle via no more than 3 point shall be provided.

It is noted that the access road to the development needs to cater for access by a fire truck. The Fire & Rescue NSW – Fire Safety Guideline specify that a minimum width of carriageway of 4.5m is required for access by General Fire appliance vehicles. The proposed access road, although not dimensioned, is understood from reference to the Carpark, Ramp and Driveway Certification document to be 4.4m in width, this is less than the Fire & Rescue requirements. The driveway should be widened to a minimum of 4.5m to ensure safe access for fire vehicles. It is also noted that a fire truck turning bay has been provided at the northern end of the driveway to ensure that a fire truck can enter and exit the development in a forwards direction. A swept path plot for a medium rigid vehicle shall be provided to confirm that satisfactory turning for fire appliance vehicles is possible.

The driveway ramps to both the upper and lower carparks are curved and less than 5.5m in width and therefore of insufficient width to allow for two vehicles to pass. As vehicles exiting the carpark will not be able to see vehicles entering the carpark traffic light control requiring exiting vehicles to wait for an entering to vehicle to pass must be provided for both carparks. Details to be included on the DA plans including markings to denote the location of the waiting bay.

Access to Public transport:

As the development provides a reduced level of carparking when compared to other types of residential development residents at the development will rely upon access to public transport. It is noted that Bus Stops are sited on Wyatt Ave and Cotentin Rd within 200m of the development and these are served by a number of buses which operate on a frequent basis to a range of destinations. To ensure that residents with mobility issues are able to access these buses it is considered that a footpath connection should be established along the sites Wyatt Ave frontage linking with the footpath proposed along the frontages of No.s 12 & 14 Wyatt Ave .

Pedestrian access

Pedestrian access from the street to the both buildings and to the rear building in particular is poor being steep and lengthy. Given that boarding house developments have a lower parking requirement than other residential accommodation most tenants rely upon use of public transport, walking and cycling for their travel and the absence of good pedestrian access to and from the street is not conducive to travel by these means. The layout of the development should be reconsidered to improve pedestrian access and reduce the potential for tenants to instead become reliant on private motor vehicle travel with resultant on-street overflow parking issues.

Sight lines at boundary

The pedestrian and vehicle sight lines at the development's Wyatt Ave boundary are adequate

Traffic Generation:

Traffic Generation has been calculated in the applicant's traffic report as estimated that the development will generate 25 trips in the am and pm peak hour. These volumes are unlikely to have significant impacts on the surround road network and SIDRA modelling has found no change to LOS for

the intersection of Wyatt Ave and Forest Way. Traffic generation impacts are acceptable.

Summary:

The development provides insufficient motorcycle parking and has not provided sufficient information to determine the adequacy of the carparking levels. There are also concerns about access to the site by fire service vehicles and for pedestrians. Further information and amended plans are required for assessment

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.