



**STANBURY**  
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

15 October, 2020

The General Manager  
Northern Beaches Council  
PO Box 1336  
Dee Why  
NSW 2099

Attention: Lashta Haidari, Principal Planner

Your reference: DA2020/0739

Dear Madam,

**PROPOSED MIXED USE DEVELOPMENT**  
**52 – 62 MAY ROAD, NARRAWEENA**

Reference is made to your correspondence dated 6 October 2020 to JV Urban containing Council's Traffic Engineer Referral Response in relation to the abovementioned mixed use development at 52 – 62 May Road, Narrabeena.

Stanbury Traffic Planning prepared a Parking & Traffic Impact Assessment dated March 2020 in support of the subject development application.

Following receipt of your correspondence, this Practice has liaised with the project architects, Benson McCormack Architecture, during which it has been agreed that a number of alterations will be made to the development scheme, to be detailed within amended plans, copies of which are submitted under separate cover. These alterations include, but are not limited to, the following:

- A reallocation of the originally proposed basement car parking provision as follows:
  - A reduction in the number of resident spaces from 21 to 19 spaces;
  - A reduction in the number of residential visitor spaces from 4 to 3 spaces; and
  - An increase in the number of retail / commercial parking spaces from 9 to 12 spaces.
- The redesign of the vehicular access driveway connecting with Poplar Lane to achieve compliance with pedestrian sight distance provisions of the Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004); and
- The provision of a 1.5m wide footpath along the southern side of Poplar Lane adjacent to the subject development.

This Practice has been retained by the applicant to address the relevant items requiring comment contained within the Traffic Engineer Referral Response having regard to the abovementioned altered development scheme, as follows:

**Off-Street Parking Provision**

*The development is proposed to be serviced by a single basement level of parking, containing the total of 34 parking spaces with the following break-down:*

- 9 retail / commercial parking spaces;
- 4 residential visitor parking spaces; and
- 21 residential parking spaces.

*In compliance with the DCP, the provision of the total of 53 spaces will be required. This comprises 22 spaces for the residential and 31 spaces for the non-residential component (including 26 spaces for the retail and 5 spaces for the commercial use). This is whilst the provision of only 9 non-residential parking spaces of which 4 spaces are retail spaces has been proposed. The shortfall of 22 parking spaces for the non-residential component is proposed with reliance on surrounding public parking infrastructure.*

*Given the availability of 90 degree parking spaces at the site's frontage, some parking off-set would be considered acceptable, however, it should be noted that these spaces are currently servicing the entire retail strip at 54 – 72 May Road, not only the subject development site, so that a parking off-set of not more than half of the total angle parking spaces (rounded up to 14 spaces) can be supported. Taking into account the discount in parking provision against the available on-street parking spaces, the Council car park in front of the site has time restriction parking providing higher parking turnover for the use of customers, so that adequate parking spaces shall be provided for the staff both for the retail and commercial component.*

*Therefore, the proposed parking shortfall is not supported.*

**Comment**

The architectural plans are to be amended to provide 19 resident and 3 visitor parking spaces, thereby totalling 22 spaces according with the above Council Traffic Engineer's calculation.

The above reallocation of parking spaces results in a total on-site non-residential parking provision of 12 spaces.

The Council Traffic Engineer's assertion that the non-residential component of the development generates 31 spaces in accordance with the DCP is agreed with. It is therefore acknowledged that the proposed non-residential parking provision of 12 spaces will result in a reliance on the surrounding public parking infrastructure. However, the above Council Traffic Engineer's discussion with respect to non-residential parking demand ignores the current situation. The subject site currently accommodates a series of retail tenancies, which do not provide any formalised off-street parking, thereby resulting in an existing reliance on the surrounding public parking infrastructure.

In regard to the above, this Practice has been advised that the existing site contains approximately 480m<sup>2</sup> of retail floor space. Application of the DCP retail parking rate of 1 space per 16.4m<sup>2</sup> to the existing development floor space indicates that the subject site currently generates a demand of 29.3 (adopt 29) spaces on surrounding public parking infrastructure.

The amended development scheme provides for 12 off-street parking spaces allocated to the non-residential components. On the basis of the non-residential development components requiring 31 spaces, the proposed development therefore generates a reliance on the surrounding public parking

infrastructure of 19 spaces in accordance with the DCP. The proposed amended development is therefore expected to result in a reduced reliance on surrounding public parking infrastructure, compared with the current development, of some 10 spaces, thereby improving the surrounding parking amenity. On this basis alone, it is considered that the proposed parking provision is supportable.

Notwithstanding the above, the following further assessment is provided in accordance with the methodology employed by Council's Traffic Engineer. Council's Engineer acknowledges that given the site's frontage to the Council parking area some level of parking off-set would be considered acceptable. Council's Engineer specifies that half of the parking contained within the Council car park could be allocated to the subject site. This is based upon the fact that the Council car park has historically serviced customer parking associated within the entire retail strip.

A simple inspection of survey plans however indicates that the subject site comprises approximately 65% of the non-residential floor area contained within the entire retail strip. On this basis, 18 of the 27 spaces contained within the Council car parking area should reasonably be allocated to the subject site. The total non-residential car parking quantum allocated to the subject development is therefore 30 spaces, comprising 12 spaces situated on-site and 18 spaces contained within the adjoining Council car park.

Adopting the abovementioned methodology, the subject development results in a non-residential parking shortfall of 1 space with respect to the DCP. In this regard, if considered necessary, there may be scope to investigate modifications to the adjoining Council car parking area to provide an additional parking space within the north-eastern corner.

With respect to the specific allocation of non-residential parking provision, it is intended that the on-site parking spaces be specifically allocated to staff of the retail and commercial tenancies. This will ensure that long stay staff do not unreasonably occupy the time limited parking spaces within the Council car parking area, appropriately availing those spaces for retail customers and office visitors.

### ***Assessment of Proposed Development***

*Taking into consideration the pedestrian and vehicular intensification proposed on Poplar Lane, the applicant is to give consideration to the following:*

- *Provision of minimum 1.5m concrete footpath along full frontage of the site on Poplar Lane and the Council's reserve to provide a connected footpath to the existing pedestrian access of Council's reserve. The applicant shall undertake any works associated with the footpath provision as required including relocation of the playground fencing etc. subject to Parks and Recreation and / or Property requirements and approval.*
- *As the width of the existing foot verge along the lane way is insufficient to meet Council's standard footpath width requirements (1.5m), the provision of public access way will rely on private property, so that a right of carriageway / right of footway will be required in Council's benefit for the ongoing preservation of pedestrian access.*

### **Comment**

The above requirement for a footpath and associated right of way in Council's favour is noted and could reasonably be imposed as a condition of consent.

- *Parking to be restricted along both sides of Poplar Lane along the development site's frontage to allow for simultaneous manoeuvre in and out of the proposed driveway, as*

*well as accommodating waste collection on the lane way. This would be subject to local Traffic Committee approval.*

#### Comment

Parking along the southern alignment of Poplar Lane is currently prohibited by virtue of the provision of gutter crossings servicing the subject and adjoining sites. The above requirement for the implementation of parking restrictions along the northern kerb alignment is however supported. The requirement for an application to Council's Traffic Committee for the formalisation of existing restrictions along the southern side and the implementation of restrictions along the northern side of Poplar Lane could reasonably be imposed as a condition of consent.

- *The access driveway shall be designed taking into consideration the provision of the triangle sight distance clear of any obstruction in compliance with Australian Standards. Reliance on the sight line through the adjacent site is not acceptable. The provision of convex mirror on the road reserve as proposed in the traffic report is not supported by Council.*

#### Comment

The development plans are to be amended to appropriate achieve compliance with Figure 3.3 of AS2890.1:2004, whereby a triangle measuring 2.5m into the site and 2.0m along the boundary will adjoin the western side of the driveway clear of obstructions to visibility.

- *A dedicated loading area shall be provided for servicing the shops. This can be done by allocating one of the existing angle parking spaces at the Council car park. This would be subject to local Traffic Committee approval.*

#### Comment

The previously presented minor modifications to the Council car parking area could reasonably also include the specific provision of a dedicated loading space to ensure that the provision of such a bay does not impact on the passenger vehicle parking yield. The requirement for a submission to Council's Traffic Committee with respect to the required minor modification to the Council car parking area could reasonably be imposed by Council as a condition of consent.

- *In line with the Roads and Assets referral response, the applicant is to give consideration to upgrading paving on the Warringah Road / May Road frontage as this infrastructure is over 20 years old. The installation of wheel stops shall be taken into consideration as part of the upgrade.*

#### Comment

Inspections of the prevailing footpaths along the Warringah Road / May Road frontages indicate that the existing infrastructure is in good condition. Notwithstanding this, if Council has a desire to upgrade the public domain as per an approved policy, then this should be subject of discussions with the applicant but not preclude approval as there appears to be no nexus in the circumstances.

It would be appreciated if Council could consider the additional information contained within and attached to this correspondence to assist in its ongoing assessment of the subject development application.

Submitted for your consideration.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'M Stanbury', with a stylized flourish at the end.

Morgan Stanbury  
**Director**  
**Traffic Engineer**