

Traffic Engineer Referral Response

Application Number:	DA2024/0460
Proposed Development:	Demolition works and construction of shoptop housing
Date:	09/08/2024
Responsible Officer	
Land to be developed (Address):	Lot 188 DP 16719 , 3 Gondola Road NORTH NARRABEEN NSW 2101 Lot 187 DP 16719 , 1 Gondola Road NORTH NARRABEEN NSW 2101

Officer comments

Proposal description: Proposed Shop top housing development

The traffic team has reviewed the following documents:

- Plans (Master Set) - Issue A, designed by Mackenzie Architects International, dated 03/04/2024.
- Traffic Impact Assessment, prepared by Terrafic Pty Ltd, dated 8/04/2024 (reference no. 22016)
- The *Statement of Environmental Effects* prepared by Boston Blyth Fleming Town Planners, dated April 2024

Comments

- It is noted that the proposed development is for a Shop top housing consisting of 14 residential units (6 x 2 bed units and 8 x 3 bed units) and 2 commercial suites with a combined GFA of 396.4 sqm.
- Vehicle access is provided off Minarto Lane via a double width driveway of 5.5 metres width between 300mm kerb on both sides. Currently these kerbs end at the wall. These kerbs must be extended up to the property boundary.
- The Pittwater DCP applies to the subject site. According to the DCP, the required number of car parking are 28 resident spaces, 5 visitor spaces and 10 commercial spaces, resulting in a total of 43 car parking spaces. However, the proposed development provides only 25 resident spaces, 3 visitor spaces and 10 commercial spaces. Although the parking number for commercial units are compliant, there is a shortfall of 3 resident spaces and 2 visitor spaces. While Council will consider a slight shortfall in the residential parking component noting the proximity to transport and services this must be adequately justified in a traffic report. The provided traffic report, while noting the the location of bus services, provides no other information to support a shortfall in offstreet parking. The traffic report must be updated to provide details on available parking opportunities on street on Gondola Road, Rickard Road, Minarto Lane, Verona Street supported by occupancy surveys to demonstrate that any excess residential or visitor parking activity could be accommodated on-street. Information relating to the destinations and frequency of bus services and access to Keoride should also be provided. The parking shortfall is not accepted at this stage
- it is noted that two motorcycle spaces are provided in the basement. While the number satisfies statutory requirement, these spaces must be appropriately dimensioned and designed in accordance with AS 2890.1:2004. Additional details on the plans are required

- It is noted that a total of 10 bicycle spaces are provided; 4 on ground floor and 6 in basement level. All the bicycle spaces are provided as vertical parking. While the number satisfies the DCP requirement, a minimum of 20% spaces should be provided as horizontal parking in accordance with AS 2890.3:2015 clause 2.1 (e). Furthermore, the bicycle spaces on the ground floor must be relocated or a wider pedestrian path provided around the spaces as the existing arrangements are considered unsafe as bicycles will be partially within the circulation area of cars. All the bicycle spaces must be designed as per AS 2890.3:2015 and dimensions must be shown on the plans.
- It is noted that a total of five accessible car parking spaces are provided, including three for residents, one for commercial and one for visitors. While the number satisfies the statutory requirement, these spaces must be designed in accordance with AS 2890.6:2022. The column in shared zones must be placed in accordance with AS 2890.6:2022 and the minimum width of shared zones must be 2400mm. A minimum height clearance of 2500mm must be provided over each accessible parking space and adjacent shared zone as required by AS2890.6.
- It is noted that a combined loading and car wash bay, which is able to sized to accommodate a B99 vehicle such as a van has been provided on the ground floor. The Pittwater DCP requires that the development provide a car wash bay for the residential units together with provision for garbage collection, removalists and emergency vehicles. Since, the GFA of commercial units is less than 400 sqm, the development is not required to provide an on-site loading bay for the commercial units. The combined loading/car wash bay is therefore acceptable, however, since it can only accommodate vans, the maximum size of a delivery or removalist vehicles able to access the site will be limited to B99 vehicles. Larger vehicles will therefore need to park on street and a height clearance must be signposted at the carpark entry. Moreover, the car wash bay which is also used as loading bay must have a minimum of 100mm bunding around it and a floor waste connected to sewer.
- The traffic report does not include commentary on the intended arrangements for removalist trucks, loading/servicing activities and garbage collection for commercial units noting that such activities will clearly not always be undertaken by vans or other small passenger vehicles. This information is required.
- It is noted that a series of swept path plots have been provided to demonstrate how vehicle to vehicle conflict will be managed when entering and exiting the basement as the basement can only accommodate one vehicle at a time. The arrangement requires the exiting vehicle to pulls over into the adjacent ground floor aisle while the entering vehicle passes into the basement. After the vehicle enters the basement, the waiting vehicle reverses and exits the property in a forward direction. It is understood that the vehicles used are B99. Council does not support this arrangement in its current form because this arrangement does not solve the issues of conflict on the one-way basement ramp. Council is also not in favor of vehicle reversing in order to the exit the property. Hence, provision should be made for traffic light control of vehicle movements between the two levels. In addition, the location of waiting bays at the top and bottom of the ramp to allow passing must be provided. Furthermore, a probability analysis and queuing analysis must be carried out in order to see the probability of two vehicles meeting at the ground floor single ramp and queue length of vehicles waiting to enter the property and the basement.
- The provided swept path shows an entering vehicle waiting within the property boundary on ground floor. This swept path must be extended in order to show the movement of entering vehicle from the Minarto Lane. Furthermore, a swept path for B99 vehicles turning into and out of the driveway with vehicles parked opposite the driveway must be provided.
- A swept path analysis must be provided for all the critical parking spaces such as C06, 09, 13 and 14.
- A typical dimension of a car parking space must be provided and all the car parking spaces must be sized in accordance with AS 2890.1:2004. The location of columns must be checked in accordance with the design envelope as shown in clause 5.2 of AS 2890.1:2004.

- It is noted that there is storage provided next to car parking space 08. This parking space must be provided with a door clearance of minimum 300mm from the storage in accordance with AS 2890.1:2004 and this must be shown on the plans.
- The first 6m ramp from the boundary has a grade of 10%. According to AS 2890.3:2004 clause 2.6.2, this grade must be a maximum of 5%. Council will accept this grade given the narrow road reserve and existing flood issues. However, the applicant must provide a ground clearance check on a long section to demonstrate that scraping will not occur at the driveway/road junction or at any point along the driveway and carpark ramps for travel by a B99 vehicle.
- A roller shutter door has been shown on the architectural plans. An intercom security card point has been provided on the driver side but on the 25% ramp and in a location which will be difficult to access given that it is on immediate departure from a tight 90 degree turn and on steep grade. Hence, this access card point must be relocated to a more appropriate location with a flatter grade.

Traffic Generation Impact

The traffic report estimates the proposed development will generate around 5 vehicles per hour based upon the rates in the RTA Guide to Traffic Generating Developments. The traffic report calculates the projected traffic generation from the proposed development by getting a total traffic generation and subtracting it from the traffic generated by the existing development. While this approach is acceptable, it should be noted that the commercial units will have entering traffic during morning peak when residential units will have exiting traffic. Similarly, during afternoon peak, commercial units will have vehicles departing whereas residential development will have entering traffic. The above must be discussed and the traffic generation impact must be amended to show the total number of incoming and outgoing traffic during peak hours. In addition, the generated traffic will ingress and egress to/from a laneway. The laneway has less traffic holding capacity compared to a road, and carries traffic in one direction only with parking occurring opposite the development's driveway. Commentary addressing these issues should be provided to demonstrate that Minarto Lane can accommodate the increased traffic from the proposed development.

Conclusion

Given the concerns outlined above with regard to insufficient swept paths, insufficient detail regarding garbage collection, commercial loading activities, traffic generation impact, car parking space dimensions etc the development cannot be supported at this time.

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.