

Traffic Engineer Referral Response

Application Number:	DA2020/1397
Date:	30/12/2020
Responsible Officer	
Land to be developed (Address):	Lot 111 DP 11936 , 16 Bangaroo Street NORTH BALGOWLAH NSW 2093

Officer comments

The development proposes to create a child care centre serving up to 24 children and with a staffing level of 3. To cater for this use it is proposed to construct a second vehicle crossing and to widen the existing vehicle crossing to provide access to 5 off-street parking spaces including one stacked space.

Traffic:

In terms of traffic generation the development will generate 0.8 trips per child in the am peak and 0.7 trips per child in the pm peak. i.e 20 am peak trips and 17 pm peak trips. The traffic impact assessment report advises that pm peak traffic generation will be 2 as the child care centre peak will not coincide with the broader general traffic peak. While that may be true the centre will still generate volumes of 17 vehicles in the afternoon pick up period.

Despite the above, the traffic generation from the developed site is however acceptable and considered unlikely to significantly impact on conditions in the surrounding road network.

Parking:

The DCP parking rate is one space for each staff member plus off-street drop off and pick up facilities. The size of the required drop off and pick up area is not specified in the DCP however the RMS guide to traffic generating development requires that parking be supplied at a rate of one space for every four children i.e 6 spaces

The development proposes to provide 5 offstreet spaces including one stacked space. These spaces are provided by widening the existing driveway (which provides access to two existing off-street stacked spaces) and constructing an additional driveway. The driveway works will result in the loss of two on-street spaces therefore yielding a net gain of only 1 space. i.e while five off-street spaces will be provided this is achieved by losing two on-street spaces.

The provision of a second vehicle crossing would also be contrary to Council's normal practice whereby only a single vehicle crossing is permitted at each property. Council's development engineers will need to determine if this is acceptable in this instance.

The Traffic Report also suggests that there is ample on-street parking to cater for any overflow parking. It is inappropriate to rely on on-street parking for the parking needs generated by a development and these should be accommodated on site.

The level of parking provision is considered unacceptable and the DCP parking requirement of 5 off-street spaces (as a minimum) should be provided without the reliance on a second vehicle crossing or loss of on-street parking.

Pedestrian:

The development relies on the provision of two vehicle crossings accessing 5 offstreet parking spaces and will generate a number of reversing manoeuvres across the footpath during drop off and pick up times. The development is also sited near bus stops (generating pedestrian activity) and there will be movement of children along the footpath accessing the centre. Vehicles will also be reversing onto the road in close proximity to a busy intersection. These arrangements are not considered ideal and would be improved if one rather than two driveways were provided.

Servicing:

The addition of the second vehicle crossing will leave very little kerb space upon which to site bins which may lead to the centre siting their garbage in front of adjacent homes. This is not ideal and would be improved if one rather than two driveways were provided.

The development is considered unsuitable as the development provides a net increase of only 1 parking space when compared to the existing situation. This is considered insufficient to cater for the parking needs of the development. The provision of a second vehicle crossing also results in issues in terms of pedestrian safety and servicing of the site.

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.