

Traffic Engineer Referral Response

Application Number:	DA2019/0505
Responsible Officer	
Land to be developed (Address):	Lot 2 DP 9900 , 876 Pittwater Road DEE WHY NSW 2099 Lot 3 DP 9900 , 876 Pittwater Road DEE WHY NSW 2099 Lot 4 DP 9900 , 876 Pittwater Road DEE WHY NSW 2099 Lot 1 DP 9900 , 874 Pittwater Road DEE WHY NSW 2099

Officer comments

It is proposed to demolish the existing building and excavate the site to construct a new seven-level building with retail tenancies on the ground level and residential apartments on the upper levels. The proposed revised development comprises:

Apartments

4 x Studio

39 x One bedroom

32 x Two bedroom

2 x Three-bedroom

Total: 77 apartments

Retail: 615.1m² (12 tenancies)

A total of 147 parking spaces will be provided in basement levels with vehicle access on the Oaks Avenue frontage.

Parking:

The DCP indicates the following requirements in respect of the development elements:

Residential

Studio & One-Bedroom apartments 1.0 space

Two-bedroom apartments 1.2 spaces

Visitors 1 space per 5 apartments

Retail 1 space per 16.4m² GLFA

Application of these guidelines to the proposed development would indicate the following minimum provision:

Residential Apartments Minimum

4 x Studio apartments 4 spaces

39 x One-bedroom apartments 39 spaces

32 x Two-bedroom apartments 38.4 spaces

2 x Two-bedroom apartments 3 spaces

Visitors 77 apartments 15.4 (16) spaces

Retail 615.1m² 37.5 (38) spaces

Total: 139 spaces

The DCP also specifies the provision of 1 bicycle space per apartment and 1 per 200m² retail GFA. Accordingly, provision will be made for storage of bicycles in each apartment while there will be 3 bicycle racks made available for retail users.

The applicant has proposed 147 car parking spaces in the following composition:

Residents 92 spaces
Visitors 16 spaces
Commercial/Retail tenants 39 spaces

The applicant is to provide the necessary parking provisions which are to be separated into the residential and commercial use per Council's DCP requirements.

Traffic:

The adopted rates are deemed adequate and are unlikely to produce significant impacts on the local road network.

Servicing:

Servicing of the site internally by contracted waste providers for the commercial component is deemed adequate. Swept paths are also considered appropriate.

Car Parking Layout:

All parking spaces are to be compliant with AS2890.1 (most current revision) including the accessible spaces and shared zones.

Referral Body Recommendation

Refusal comments

Previous Comments:

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The applicant has proposed 147 car parking spaces in the following composition:

Residents 92 spaces

Visitors 16 spaces

Commercial/Retail tenants 39 spaces

However, no provision of bicycle parking in the car park has been proposed, The applicant must provide the bicycle parking facilities within the car park. Therefore Council Traffic Staff cannot support the application in its current form.

Traffic:

The applicant has adopted a rate of 0.24 vtp/h for the residential component. This is deemed satisfactory for the type of development and location.

The projected peak generation for 77 units is 19 vtp/h.

The retail component has been assessed based on number of spaces rather than the RMS guidelines.

Actual assessment of the vtp/h for the retail component would identify 16.3 vehicles per 100m². Subsequently, for a GFA of 615.1m², this would equate to 98 vtp/h. Understanding that there are 39 spaces allocated to the retail component, a peak of 39 vehicles has been adopted as the vtp/h. It is also assumed that a number of customers will attend via linked trips from the overall shopping precinct, hence the onus is not strictly on the development to provide the parking needs.

As such, a total of 58 vehicle sin the peak hour should be assessed with an 80:20 in/out split. The assessment should be therefore be revised to demonstrate the impact of 47-in and 11-out.

Based on the above, Council's Traffic Team cannot support the application in its current form.

Servicing:

The servicing of the site is proposed from a loading bay within the basement. No swept paths have been provided to demonstrate how large vehicles will enter and exit the site in a forward direction. Further, the applicant must demonstrate that Council's refuse vehicle can enter and exit the site in a forward direction.

Car Parking Layout:

The accessible spaces are not compliant with regard to the shared zone. The shared zone must be 2.4m wide and can be positioned between up to 2 accessible parking spaces.

Recommended Traffic Engineer Conditions:

DEFERRED COMMENCEMENT CONDITIONS

Bicycle Parking

The applicant shall prepare amended plans demonstrating compliance with the bicycle parking requirements of Northern Beaches Council applicable DCP. The plan is to be submitted to and approved by Council's Traffic Engineer prior to any Construction Certificate.

Reason: To ensure suitable availability of bicycle parking (DACTRADC2)

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

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'**
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities**
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking**
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities**
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**
- (l) AS 1428.1 – 2009* Design for access and mobility - General requirements for access – New building work**
- (m) AS 1428.2 – 1992*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities**

*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20/buildings/good.htm>

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards. (DACPLC02)

Traffic Management.

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by Northern Beaches Traffic Engineer prior to the issue of any construction certificate.

Reason: To ensure pedestrian safety and continued efficient network operation. (DACTRCPC1)