

Traffic Engineer Referral Response

Application Number:	REV2022/0004
Date:	23/08/2022
Responsible Officer	
Land to be developed (Address):	Lot 111 DP 11936 , 16 Bangaroo Street NORTH BALGOWLAH NSW 2093

Officer comments

Referral comments 23/8/22

I have reviewed the amended plans and the applicants response to peer review of the traffic impact assessment

The amended plans do not appear to have been adjusted at all to address concerns or provide clarification with regard to issues raised in the previous traffic referral comments i.e

Parking

1. Although requested, the amended plans have no dimensions for the driveway and parking area and it is therefore not possible to confirm if the parking spaces and driveway are sized in accordance with Australian Standards. The applicant's traffic consultant has asserted that there is sufficient space to accommodate the owner's small car and a sedan however the Australian Standard for offstreet parking requires that even a small car space must be no less than 2.3m wide (plus 0.3m addition clearance on each obstructed side) and 5.0m in length while a standard parking space must be no less than 5.4m in length. The size of the vehicle currently driven by the owner is irrelevant. As noted in the previous traffic referral comments the surveyed dimensions suggest that there is only 2.27m width between the existing southern fence and the building's wall. This is inadequate to meet the Australian Standard even for a small car space and the amended plans and reporting have provided no information to refute the above. Fully dimensioned plans reflecting surveyed dimensions for the parking area to clarify available lengths and widths for each offstreet parking space are required.

2. The applicant's traffic consultant has also asserted that it is okay for a vehicle to park partly outside the property boundary provided it does not encroach on the footpath (pg 14). Any vehicles parking in such a manner would be illegally parked and could receive a parking infringement. There appears to be insufficient space for two B85 vehicles to park nose to tail along the southern boundary without either preventing access to/from the side gate and preventing access to the waste/recycling area and/or encroaching on the footpath area. Dimensioned plans consistent with surveyed dimensions are required to confirm the area available for offstreet parking. All parking spaces must be entirely contained within the property boundaries.

3. The surveyed dimensions suggest that there is 5.07m between the front boundary of the site and the patio. The front boundary of the site currently has a rendered wall running along it which further reduces the width. It is understood that a portion of the rendered wall is to be removed to allow parking however the patio level is well above the parking space level so overhang of a parked vehicle onto the patio will not be possible. The applicants response to the peer review of the traffic report asserts on page 15 that there is a 5.35m length available between the front boundary and the patio/balcony. This is inconsistent with the surveyed dimensions and there is concern that not enough space is available for a B85 vehicle to park without encroaching on the nature strip area. Dimensioned plans consistent with surveyed

dimensions are required. All parking spaces shown on the plans must be entirely contained within the property boundaries and spaces designated for drop off and pick up purposes must be sized in accordance with user class 3 in AS2890.1 Fig 2.2

Traffic Generation.

The previous traffic referral comments had requested that the site's traffic generation be revised to reflect traffic generation arising from the operation of a preschool (which most closely resembles the centre's proposed operating hours). The applicant's response to the peer review of the traffic report has acknowledged that they have underestimated the traffic generation from the site (pg 8). Using the rates for a Preschool the AM peak hour traffic generation rate would increase from 8 trips per hour to 17 trips per hour. The amended PM peak traffic would also have been revised up from 7 trips per hour to 10 trips per hour. The PM peak traffic would occur between 2:30pm and 4:00pm rather than coinciding with general traffic peak which occurs later in the evening. The PM peak traffic would however correspond with the after school period when children would be walking along the footpath

There is concern that this revised traffic generation coupled with the lack of any on-site turning area results in a greater frequency of vehicles reversing back across the footpath. This is in an area within close proximity to a bus stop and within 400m of Seaforth Public School and it is therefore likely that vehicles reversing from the site will regularly encounter pedestrians. Measures to ensure the safety of pedestrians are required.

Additional issues.

Pedestrian sight lines at boundary

AS2890.1 Fig 3.3 requires that sight line triangles 2.5m x 2.0m in size should be available at the point where the driveway meets the property boundary. There is an existing dividing wall along the southern boundary of the site which prevents a compliant sight line triangle from being created on the south side of the driveway. A compliant sight line triangle will however be required on the north side of the driveway particularly as vehicles will be reversing rather than exiting forwards from the site. The absence of pedestrian crash history (as outlined on page 10 of the applicant's response to the peer review of their traffic assessment) although noted is not significant justification to overcome the need for adequate sight lines to pedestrians. Measures to overcome the absence of a sight line triangle to the south should be proposed by the applicant.

Amended plans are required to address the concerns raised above and as detailed in the previous traffic referral comments.

Referral Comments 26/5/22

The proposal is for a childcare centre catering for 12 children and a maximum of 3 staff members operating between the hours of 8:30am and 4:00pm. The proposal is a revision of the previous proposal for a 20 space childcare centre which was refused under DA2021/0680 by the Northern Beaches Local Planning Panel

Parking

The revision proposes to provide 3 parking spaces which is sufficient to meet the parking requirements set out in the Warringah DCP at a rate of 1 space for every 4 children. It is noted that one of the parking spaces will be dedicated for staff use. This is the buried space in a stacked parking pair. The remaining two spaces will be available for pick up and drop off purposes.

The buried parking space in the stacked space pair scales to a width of 2.5m in width at the front end however the survey plans suggest that the space is only 2.27m in width which is below the width required even for a small car space. Similarly the scaled dimensions on the development plans suggest that there is a 5.4m distance between the balcony and the front boundary however the survey plans suggest that the distance is only 5.07m. The surveyed dimensions suggest that at least two of the parking spaces may not be compliant with the requirements of AS/NZS 2890.1. The developer will therefore need to review the submitted drawings and submit dimensioned plans of the carparking area to confirm the size of the parking bays and the clear dimensions available for parking. In addition a plan of the parking area with the parking bay design envelope from AS2890.1 Fig 5.2 for each space overlaid is required to verify that all 3 spaces are sufficiently sized to meet the minimum space requirements of the Australian Standard without overlapping adjacent parking spaces, fixed structures or encroaching on the nature strip area. Some adjustment to the balcony may be required.

Traffic Generation

Traffic generation has been estimated by the applicant's traffic consultant referencing rates in the RMS Guide to Traffic Generating Development and has been estimated at 8 vehicle trips per hour in the morning peak and 7 vehicle trips per hour in the afternoon peak. These rates have been estimated on the basis of the centre having places for only 10 children and operating as a long day care centre. It is noted that the centre is proposed to operate between the hours of 8:30am and 4pm Monday to Friday which would tend to concentrate traffic generation activity to the hours around opening and closing rather than being spread over a longer time frame. The traffic analysis should therefore be adjusted to reflect traffic which might be generated by a Pre-School rather than a Long-day Care and catering for 12 children rather than the 10 referenced in the traffic generation analysis.

Access

The proposed parking arrangements require vehicles to reverse to or from the site and while it would be ideal if the parking arrangements allowed for forwards entry and exit to and from the site, the provision of an on site turning bay would result in less off street parking and, on balance, the proposed arrangements are considered more appropriate. Given the small scale of the centre, which keeps the number of movements to and from the site low, the risk associated with the need for reversing movements to or from the site is minimised.

The presence of a bus stop opposite the development means that at most times the kerb space opposite the development's driveway is clear of parked vehicles and provides more road space for vehicles to turn to and from the site and for through traffic to pass a vehicle waiting to access the site.

Summary

Amendments to the plans and Traffic and Parking Impact Assessment report are required to address the concerns outline above relating to parking bay dimensions and traffic generation prior to further assessment of the DA

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.