

Traffic Engineer Referral Response

Application Number:	DA2020/0393
Date:	10/08/2020
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 1199795 , 28 Lockwood Avenue BELROSE NSW 2085

Officer comments

Proposal:

The proposal is for mixed-use development with the following scale relevant to traffic and parking:

- Residential component consisting of:
 - o 3 x one-bedroom apartments;
 - o 27 x two-bedroom apartments;
 - o 21 x three-bedroom apartments;
- Retail with a total of 3,767m² Gross Floor Area (GFA) consisting of:
 - o 1,756m² GFA Slow Trade;
 - o 346m² GFA Fast Trade;
 - o 1,665m² GFA Specialty Shops;
- Gymnasium with a total of 997m² GFA;

Car parking

The site layout includes a basement car park with a total of 208 car parking spaces with the breakdown as follows:

- 77 residential spaces for the total 51 apartments (including 5 disabled and 10 visitor).
- 116 retail/gymnasium spaces (including 4 disabled)
- 15 carwash spaces in shopping centres operating as dual use spaces for uses within the development.

The residential parking spaces is provided in compliance with the DCP. The non-residential parking

provision has been calculated applying the shopping centre parking rate in accordance with the RMS requirements for the retail use and applying the Warringah DCP parking rate for the Gymnasium use, resulting in the total requirements of 143 parking spaces for non-residential component.

The proposal includes the provision of the total of 131 parking spaces (including the car wash spaces). The applicant, in accordance with Council's DCP, has provided a shortfall of approximately 100 parking spaces. The gym component is expected to rely on 45 spaces, however Council accepts the comment that the gym peak use will occur outside the retail operating hours. Therefore the spaces can be discounted against the total. Therefore the shortfall equates to 55 spaces. Council cannot accept this significant shortfall. The applicant has identified that the RMS rates would suggest that there is only a shortfall of 27 spaces. However, the rates adopted by RMS are only general in nature. the rates adopted by Council are specific to the area. Therefore some reduction can be accepted, however not the 75 spaces that the applicant is proposing.

It should be noted that any future proposal for change of use will be subject to submission of a modification to the existing use and taking into consideration the proposed shared use of parking spaces within the non-residential component.

Bicycle parking

The proposal includes the provision of 90 bicycle spaces provided within the car park. The bicycle spaces are not in compliance with Warringah DCP with regards to the security level and the design of the spaces, therefore is not considered satisfactory.

Vehicular access:

Vehicular access to the car park is proposed via separated one-way driveways from Glenrose Place. This would be considered acceptable subject to the provision of detail design of the roundabout proposed at the cul-de-sac as well as the provision of separated vehicular access for service vehicles as explained later in the assessment comments.

Loading/unloading area

The proposal includes the provision of a loading area which can facilitate up to a 12.5m length Heavy Rigid Vehicle under a forward entry / forward out manoeuvre. The loading facility driveway is proposed to be shared with the passenger vehicle exit driveway, and to be operated under traffic signal control. The loading facility is proposed to be managed amongst the tenancies under a Loading Dock Management Plan with the proposal for the loading times to be prohibited after 3pm on weekdays, after 10am on Saturdays and all day on Sundays. A turntable has been proposed within the site to enable the service vehicles to enter and exit in forward direction.

Given the size of the mixed development including over 200 parking spaces and a considerable level of traffic generation, the size of the retail use being approx. 4000 m² and the presence of an ample site frontage allowing for provision of separate loading vehicular access, the proposed shared exit driveway and service vehicle access is not considered acceptable. This also raises concerns regarding restricted

pedestrian sight line for vehicle exiting the driveway when a service vehicle is waiting in the designated waiting area, as well as the conflict between the truck turning into the waiting area and the vehicle exiting the driveway.

The proposal has not addressed the provision of service vehicle area for the residential use. The commercial loading area could be used by the residential area service vehicles such as removalists subject to the provision of access to the residential area from the proposed loading area and inclusion in the Loading Doc Management Plan.

Traffic Assessment:

The peak traffic generation of the proposed development has been estimated to be 132 (62 in; 70 out) trips during the AM peak period, 214 (111 in; 103 out) trips in the PM peak period and 291 (145 in, 146 out) in the Saturday midday period. The traffic assessment undertaken in the traffic report indicates that the additional traffic generation will not have any noticeable impact on the surrounding network in terms of level of service or delays.

Whilst the traffic implication of the proposed development on the road network would be considered acceptable in regards with the delays, the proposed traffic intensification is considered a significant increase to the existing traffic volume resulting in adverse impact on the pedestrian safety. This is due to the absence of safe pedestrian crossing facilities within the surrounding area and pedestrians having to negotiate with an increased level of traffic volume to cross the road. It should be noted the traffic engineers observation indicates a higher level of pedestrian activities within the area in compare to the pedestrian survey (dated 25/07/2019) provided in the traffic report.

The following should be implemented to improve the pedestrian safety around the site:

- Provision of Pedestrian Refuge Island on Glenrose PI at its intersection with Glen St.

Note: The existing zebra crossing location on Glenrose PI is away from the intersection and not within the pedestrian desire line.

- Construction of formal footpath, kerb and guttering between Glenrose PI and the adjoining driveway to reduce the crossing distance.
- Provision of a Pedestrian Refuge Island on Glen St at its intersection with Lockwood Ave.
- Replacement of the existing zebra crossing located on Lockwood Ave outside the subject site with a raised pedestrian crossing lit in compliance with Australian Standards.

Car park design:

The car parking area and driveways are to be designed in compliance with Australian Standards

AS2890. In this regards, there are a number of substandard aisle widths within the car park to be amended. The disable parking spaces within the non-residential car parking area are to be located in a location that enables the people with disabilities to conveniently access the lifts. At the entry point, sufficient queuing area is to be provided between the vehicular control pint and the property boundary in compliance with Australian Standards.

Conclusion

In view of the above the proposal cannot be supported on traffic grounds.

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.