Traffic Engineer Referral Response

Application Number:	DA2021/1013

Date:	18/08/2021
Responsible Officer	
Land to be developed (Address):	Lot 22 DP 516006 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 101 DP 564655 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 7 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 8 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 21 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 25 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 26 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 23 DP 518721 , 176 - 180 Condamine Street BALGOWLAH NSW 2093

Officer comments

Proposal description: Harvey Norman store Balgowlah - Alterations and additions to existing retail premises and some refurbishment within the carpark

The proposal on each floor includes:

Ground Floor

- Ground floor lobby extension, reconfiguration of accessible parking spaces and provision of the pedestrian pathway;
- Conversion of ground floor mezzanine office area and warehouse floor space to retail floor space and associated construction works (provide for 274.5sqm of retail floorspace as per architectural drawings);
- Removal of redundant fan room and conversion to three (3) parking spaces;
- Renew the existing glazing on Condamine Street and retain existing shutter to be utilised when the store is closed only;
- Upgrade the current amenities; and
- Removal of fire swing doors on the ground floor and replacement with fire curtain.

First Floor

- Remove existing fire doors and concrete panels separating the retail areas and install fire shutter. Expand openings, install new window and drenchers;
- Provide full height glazing around escalator;
- Removal of existing plant room at level 1 and conversion to retail floorspace (additional

23.8sqm of retail floorspace); and
- Upgrades to the existing amenities.

According to the traffic report, the ground level car park contains four (4) accessible marked car spaces plus 114 marked car spaces plus four (4) informal car spaces under ramps. The first-floor car parking contains two (2) accessible marked car spaces plus 95 marked car spaces. The proposal would not change the overall quantity of car parking spaces, and it will be maintained as existing.

Vehicular access to the parking area is kept similar to the existing conditions. Vehicles enter from the northern driveway via left turns only off Condamine Street and via the southern driveway off Roseberry Street and circulate in a predominantly one-way system of aisles and ramps to the first-floor car parking level. Vehicles exit via the southern driveway via a left turn only to Condamine Street or via the northern driveway to Roseberry Street.

As surveyed by the consultant on two separate occasions in March 2020 (before the COVID 19 pandemic restrictions) and June 2021 (after most pandemic restrictions had been lifted), the observed entry and exit flow averaged 30 vehicles per hour during busy trading hours and the afternoon on-road peak. The car park was also observed to be a maximum of 80% occupied on the ground level and 10% occupied on the first floor.

Development Application No.2020/0081 was previously approved by Council on 16 March 2020. This approval provided for the relocation and expansion of an existing café, among other minor works at the Harvey Norman store. It is no longer proposed to relocate the café to the ground floor as approved; rather, this space will now be utilised as retail floor space and further expanded as part of this development application.

Manly DCP applies to the subject site. Under the DCP, one parking space for every 40sqm of gross floor area is required to be provided for retail premises. One parking space for every 100sqm of gross floor area is required for warehousing and storage of bulky goods.

Bicycle parking stands are also required at a minimum rate of one stand for every three car parking spaces, with a minimum provision of one stand for each premise.

The plans prepared by GILES TRIBE ARCHITECTS dated June 2021 have been reviewed by the Traffic team.

Parking requirements and design

- Two (2) accessible parking spaces have been noted on the ground level car park on the architectural drawings; however, the traffic report outlines four accessible parking spaces are available on the ground level. It is not clear where the other two (2) disabled parking spaces are located on this level and whether they will be converted to standard parking spaces or kept as accessible parking spaces on the proposed plans. This should be verified on the amended plans.
- The number of existing parking spaces on the ground floor in the traffic report is not matched with the number of parking spaces shown on the architectural plans. This should be confirmed and amended on the updated report. Further, if the four (4) informal parking spaces under ramps do not meet the requirements of Australian standards regarding

parking spaces dimensions and head height, they should be removed.

- All retail parking spaces have to be designed in accordance with a 'Class 3A' user (high turnover retail parking) and are to be provided with a minimum space length of 5.4m, minimum width of 2.6m, and a minimum aisle width of 6.6m. However, it is noted that the parking spaces width as constructed is approx. 2.5m in width, and the aisle width is slightly over 6.6m. One of the proposed parking spaces width (the middle one among the three (3) proposed spaces) is 2.4m which needs to be amended to at least 2.5m in width.
- The overall quantity of car parking spaces is maintained as existing; however, the parking rates for retail premises and Bulky store area are different under the DCP. As a result of the refurbishment and change of use of the bulky store area to retail premises, there will be a shortfall of parking spaces by four (4). This should be identified in the traffic report, and justifications should be made for the deficiency of parking spaces.
- A survey of parking utilisation is suggested to be undertaken throughout a month to determine how many spaces are occupied during peak demand periods.
- It is reported that Bike parking with locking rails will be increased to 10 bike parking spaces. However, this is not presented in the architectural plans. This should be confirmed on the amended plans.
- The design of the accessible parking spaces should be in accordance with the Australian Standard AS2890.6:2009 Parking Facilities-Off Street Parking for People with Disability. Spaces are to be provided with a clear width of 2.4m and located adjacent to a minimum shared area of 2.4m. The width of one of the shared areas is 2.250m which should be confirmed with the accessibility consultant. Alternatively, an adaptable car parking space can be designed in accordance with AS4299 being 3.8 metres wide and 5.4 metres long.
- All columns are required to be located outside of the parking space design envelope shown in Figure 5.2 of *AS 2890.1 (2004)*. The parking envelope needs to be shown around the proposed parking spaces to ensure compliance with *AS2890.1:2004 Off Street Car Parking*.
- Loading bays should be provided in sufficient number to meet anticipated additional demand resulting from the proposal. This demand is related to the additional amount of retail floor space, the intensity of use and the nature of the activity. Although the modest size of the proposal, there is no information in the traffic report on the nature of the activity and the intensity of use for the proposed alterations/additions. This should be included in the updated traffic report.

Traffic Impact

- The RMS guide provides a worst-case scenario assuming a generation rate of 5.6 trips per $100m^2$ for 'Specialty Shops and Secondary Retail' on a Friday PM peak. Retail trips in the AM peak are typically recorded as 20% of the PM peak, primarily associated with staff arrivals to open up the store.
- The application of these rates to the addition of 298.3 sqm of retail proposed (274.5sqm on the ground level + 23.8sqm on the first floor) results in 17 trips during the PM peak hour and three (3) vehicle trips during the AM peak hour. This should be included in the amended traffic report.

Conclusion

The plans and the traffic report in their current form are unacceptable for the following reasons:

- The number of accessible parking spaces on the ground level should be verified on the amended plans.
- The number of existing parking spaces on the ground floor in the traffic report should be

matched with the number of parking spaces shown on the architectural plans.

- If the four (4) informal parking spaces under ramps do not meet the requirements of Australian standards regarding parking spaces dimensions and head height, they should be removed.
- One of the proposed parking spaces width (the middle one among the three (3) proposed spaces) is 2.4m which needs to be amended to at least 2.5m in width.
- The deficiency of parking spaces resulting from the proposal should be identified in the traffic report, and justifications should be made for the overall quantity of car parking spaces which will be maintained as existing.
- A survey of parking utilisation is suggested to be undertaken throughout a month to determine how many spaces are occupied during peak demand periods.
- Compliant Bike parking spaces with locking rails are to be confirmed on the amended plans.
- The design of the shared area for one of the accessible parking spaces should be confirmed by the accessibility consultant.
- The parking envelope is to be shown around the proposed parking spaces to ensure compliance with *AS2890.1:2004 Off Street Car Parking*.
- In terms of the number of loading bays required for the proposal to meet anticipated additional demand, some information should be included in the traffic report on the nature of the activity and the intensity of use for the proposed alterations/additions.
- The traffic impact of the proposal on the surrounding road network should be included in the amended traffic report.

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.