

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0505
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	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: 773.9m<sup>2</sup> (12 tenancies including storage areas)

A total of 139 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

Three bedroom apartments 1.5 spaces

Visitors 1 space per 5 apartments

Retail 1 space per 16.4m<sup>2</sup> GLFA

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

Residential Apartments Minimum

3 x Studio apartments - 3 spaces

40 x One-bedroom apartments - 40 spaces

32 x Two-bedroom apartments - 38.4 spaces

2 x Three bedroom apartments - 3 spaces

Visitors 77 apartments 15.4 spaces

Retail 773.9m<sup>2</sup> 47.2 spaces

Total: 147 spaces

The DCP also specifies the provision of 1 bicycle space per apartment, a total of 12 visitor bike rails and 1 bicycle space per 200m<sup>2</sup> retail GFA. Provision will be made for storage of bicycles in each apartment or within basement storage areas and there will be some 17 bicycle racks made available for visitors and retail users. This is considered satisfactory

The applicant has proposed 131 car parking spaces in the following composition:

Residents 75 spaces

Visitors 16 spaces

Commercial/Retail tenants 37 spaces

car share 3 spaces

In addition there will also be 4 motorcycle spaces.

Although the quantum of carparking is 16 spaces short of the DCP requirement given the provision of motorcycle parking and car share parking it is considered that the shortfall is satisfactorily offset. The car share spaces will address the under supply of residential spaces and visitors can utilise the retail spaces. There is however a need for the number of dedicated retail spaces to be increased and it is recommended that 10 of the visitor spaces be reallocated as retail spaces bringing the total retail component to 47 and reducing the visitor component to 6.

**Traffic:**

The applicant has provided an amended traffic generation assessment (as requested) which has revised the traffic generation arising from the retail component of the development in line with RMS Traffic Generation rates. Incorporating these revised rates into the SIDRA traffic modelling for the development indicates that the revised traffic generation rates are acceptable 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:**

**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 16.4m<sup>2</sup> 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 615.1m<sup>2</sup> 37.5 (38) spaces  
Total: 139 spaces

The DCP also specifies the provision of 1 bicycle space per apartment and 1 per 200m<sup>2</sup> 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

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 100m<sup>2</sup>. Subsequently, for a GFA of 615.1m<sup>2</sup>, 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 vehicles in 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 (DACTRAD2)

## 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](http://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 Council Traffic Engineer prior to the issue of any construction certificate.

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

**Reallocation of parking spaces**

<the number of parking spaces allocated for retail use shall be increased to 47 and the number visitor spaces decreased to 6. All residential and visitor spaces are to be positioned behind the security gate while all retail and car share spaces shall be positioned in front of the security gate. The installation of any security roller shutter for parking areas shall not restrict access to any designated visitor or residential car parking space. In the event that the approved visitor car parking spaces are located behind any proposed security roller shutter, an intercom system is required to be installed to enable visitor access into the basement car parking area. This requirement is to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Principal Certifying Authority prior to the release of the Construction Certificate.>

Reason: <to ensure spaces remain available for development parking demands> (DACTRCPC2)

**CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

**Implementation of Construction Traffic Management Plan**

<All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council's Traffic Engineer for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to the accredited certifier or Council staff on request.>

Reason: <to ensure the developer/builder adheres to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent > (DACTREDW1)