

Traffic Engineer Referral Response

Application Number:	DA2024/1219
Proposed Development:	Demolition and construction of mixed use development with residential and senior living housing, shops and basement
Date:	15/10/2024
Responsible Officer	
Land to be developed (Address):	Lot 28 DP 394337 , 142 - 146 Pitt Road NORTH CURL CURL NSW 2099 Lot 29 DP 394337 , 142 - 146 Pitt Road NORTH CURL CURL NSW 2099 Lot 30 DP 394337 , 142 - 146 Pitt Road NORTH CURL CURL NSW 2099 Lot 262 DP 1028346 , 142 - 146 Pitt Road NORTH CURL CURL NSW 2099

Officer comments

Proposal description: Demolition and construction of mixed use development with residential and senior living housing, shops and basement

The proposed development is for the demolition of the existing structures and construction of a shop-top housing comprising 11 residential apartments (2 x two-bedroom and 9 x three & four-bedroom apartments), 333m² retail premises (5 shops) and a basement carpark for 23 vehicles (21 residential, 2 visitor and 0 commercial/retail spaces). Vehicle access to the site is provided via an existing Right of Way (ROW) which enters the site from Playfair Road and provides access to the rear of the property.

The traffic team has reviewed the following documents:

- Plans (Master Set) – Job No. 10146, Revision A, designed by Warren and Mahoney Architect, dated 12/08/2024,
- Transport and Parking Assessment, Job Ref: 23082, Issue F, prepared by ttpa dated August 2024,
- Statement of Environmental Effects prepared by Minto Planning Services Town Planning Consultants, dated 06 December 2024, and
- Pre-Lodgement Advice (PLM2023/0108) dated 31 August 2023.

It is noted from the PLM report that:

- given the narrow width of the right of way it is infeasible to widen the driveway along the rear of the adjacent block.
- the use of traffic signals to manage movements into and out of the driveway is supported with the signals to display green for entering traffic as a default unless a vehicle is in the process of exiting the property.
- to ensure the safety of pedestrians on the footpath and any persons dining at kerbside it will be required that any development activity be completed in conjunction with widening of the footpath and installation of kerbside bollards to prevent vehicle intrusion on the footpath area and provide adequate width for kerbside dining and pedestrians.

- Council's bike plan proposes a shared path for the Pitt Road property frontage. An approximate width of 3.5m of paved footpath area is therefore considered appropriate and achievable.

Parking requirement and design:

- The land is zoned E1 Local Centre under the Warringah Local Environmental Plan 2011 (LEP).
- Warringah DCP applies to the subject site. When calculating required parking for development, car parking rates are to be rounded up to the nearest whole number. The parking requirements for the development comprising 11 units (2 x two-bedroom and 9 x three & four-bedroom apartments) and 333m² retail/commercial premises are 15.9 resident spaces, 2.2 visitor spaces, 20.3 retail/commercial users = 38.4 spaces (round up to 39 spaces). In response, 23 parking spaces have been proposed (21 residential parking spaces, 2 visitor parking spaces and 0 retail parking spaces). There is therefore a shortfall of 16 parking spaces.
- The traffic report notes that *"there is no formal parking provision on the existing site, and there are 13 on-street frontage spaces. Accordingly, there is an existing parking shortfall of 32 spaces (or 19 spaces if the on-street parking is counted)."* Although the existing site does not have a formal parking provision, from the Nearmap imagery of different months/years, some 7 – 12 vehicles were parked onsite (on the at-grade dirt surface) for the existing site.
- For the proposed development, residential parking in excess of the DCP requirement is proposed (21 residential spaces and 2 visitor spaces exceeding the residential spaces required by 4-5 spaces). No commercial/retail parking spaces have been proposed, which is under DCP requirements by some 21 retail/commercial spaces. Reallocating some of the excess resident parking on site can address part of the commercial/retail parking shortfall of 21 spaces.
- the shortfall of retail parking spaces is not considered acceptable given that:
 - o while some relaxation of DCP requirements in this location could be considered to reduce traffic levels and given the proximity of the site to good public transport, shops and recreational uses and some level of walking and cycling activity in the vicinity, such arguments would be more appropriately applied to the residential parking component and is not accepted as a justification for a reduced commercial/retail parking supply when there is an excess of residential parking being provided.
 - o consideration to the approval of a lower level of parking than DCP rates would be given, in view of the site constraints, however any increased parking demand on-street as a result of parking shortfall for this development will exacerbate existing high levels of parking congestion in the area.
 - o the off-street parking shortfall and relying upon on-street parking opportunities is not considered appropriate given that there is a very high parking demand on the street nearby. Pitt Road currently suffers from high levels of traffic congestion, particularly in peak periods.
- The plans show two (2) accessible parking spaces which is acceptable. The design of the accessible parking space are in accordance with the Australian Standard AS2890.6:2022 Parking Facilities-Off Street Parking for People with Disability. Space are provided with a clear width of 2.4m and located adjacent to a minimum shared area of 2.4m.

- Bollards are provided for the disabled shared area as shown in Figure 2.2 of the Australian Standard AS2890.6:2022 Parking Facilities-Off Street Parking for People with Disability.
- The plans show two (2) visitor parking spaces. The length of the visitor parking spaces is 6.4m, which is in excess of the required 5.4m and is capable of accommodating trucks up to the size of Small Rigid Vehicles (SRVs). The traffic report mentions that no vehicles will be permitted access to the basement that exceed the 99th percentile class with the restricted driveway width not able to accommodate that additional length and width of these vehicles. It is not feasible to have a visitor parking bay serve as a loading bay since it would hinder access for visitors when occupied by service or delivery vehicles. Additionally, the loading/waste bay cannot be designated as a visitor parking space as it will be regularly used for waste collection and deliveries. It should be either a Loading Bay or a visitor parking bay.
- The basement carpark layout and car spaces are compliant with Australian Standards AS2890.1:2004 Off-Street Parking requirements. Dimensioned plans are submitted and confirm that all bays are appropriately sized.
- The B85 vehicle turning plots accessing each critical car parking space are shown in Appendix B of the traffic report. Some of these movements would require the driver to stop and turn on spot and some movements require the driver to undertake 4 and 5-point turns and while it demonstrates that access is constrained and a degree of inconvenience for drivers will exist, this is acceptable under Appendix B4.8 of AS/NZS 2890.1.
- The WDCP requires the provision of one (1) bicycle parking space per dwelling plus 1 visitor bicycle parking space per 12 dwellings. Further, the DCP requires the provision of retail bicycle parking space at the rate of 1 per 200m² GFA high-medium security level for staff and 1 per 600m² GFA high-low security level for visitors. Bicycle parking for 26 bikes has been shown on the plan. This provision is satisfying Council's DCP requirements and catering for alternate travel mode options.
- The ramp is single-width and there will be no capacity for vehicles to pass on it. To overcome this, a waiting bay inside the carpark and a signal system has been included in the plans, with the signals to display green for entering traffic as a default unless a vehicle is in the process of exiting the property.
- The driveway and ramp gradients appear satisfactory however a vertical clearance assessment on the driveway ramp should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to demonstrate that there is adequate overhead clearance and that show any scraping and bottoming does not occur.

Loading/servicing

- It is noted that one (1) loading bay is proposed at the front of the building in place of one of the existing on-street parking spaces. This loading bay will be able to accommodate service vehicles up to and including 8.2m in size. The proposed loading bay will result in losing one (1) parking space on the site frontage. Council opposes the resultant loss of on-street parking space given that Pitt Road currently suffers from high levels of traffic congestion and high levels of parking demand, particularly in peak periods.
- The plans should make allowance for an off-street loading dock and not rely on deliveries and servicing occurring from on-street parking space.
- For retail premises, deliveries are anticipated to be undertaken regularly by Medium Rigid Vehicles (MRVs) 8.8m in length. A loading dock (3.5m wide and 4.5m high), separated from visitor parking and allowing for forward entry and exit by MRVs, should be provided.
- It is reported in the traffic report that *"Refuse will be collected from the street by Council's service (residential) and private contractor (retail), while other small infrequent servicing vehicles such as vans and utility vehicles will utilise the available on-street parking. It should*

be noted that no vehicles will be permitted access to the basement that exceed the 99th percentile class with the restricted driveway width not able to accommodate that additional length and width

- *of these vehicles.*” Council requires clarification on the intended loading/unloading arrangements that will apply. The following issue must be considered and discussed:
 - o Some information regarding future deliveries/loading arrangements, removalists/waste collection of the apartments together with details of the delivery arrangements for the proposed development. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries.

On-street Disabled parking space

- The proposal suggests relocating the disabled parking space to the leftmost side of the on-street frontage parking spaces. This will require providing DDA-compliant hardstand areas and pram ramps to enable wheelchair access to and from the disabled space.
- the detailed design plans of the proposed works (the pram ramp construction, stormwater connection and associated works) were to be submitted to Council for approval prior to the issue of a construction certificate.

Traffic generation

- The proposal will generate minimal traffic during peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

The plans and the traffic report in their current form are unacceptable due to the inadequacy of the provided information as outlined above.

The proposal is therefore unsupported.

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Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.