

Traffic Engineer Referral Response

Application Number:	DA2020/0739
Date:	06/10/2020
Responsible Officer	
Land to be developed (Address):	<p>Lot 13 DP 801798 , 62 May Road NARRAWEENA NSW 2099</p> <p>Lot 14 DP 801798 , 60 May Road NARRAWEENA NSW 2099</p> <p>Lot 15 DP 801798 , 58 May Road NARRAWEENA NSW 2099</p> <p>Lot 16 DP 801798 , 56 - 56 May Road NARRAWEENA NSW 2099</p> <p>Lot 17 DP 801798 , 54 - 54 May Road NARRAWEENA NSW 2099</p>

Officer comments

proposed development:

The proposed development involves the demolition of the existing strip retail development and the construction of a mixed use development comprising the following:

- Six retail tenancies providing a total floor area of 425.5m²;
- Three commercial tenancies providing a total floor area of 182.1m²;
- 16 residential apartments, containing:
 - 4 one bedroom dwellings;
 - 10 two bedroom dwellings;
 - 2 three bedroom dwellings.

The retail tenancies are proposed to be provided adjacent to the southern boundary at ground floor level, providing direct pedestrian access to the existing footpath separating the site and the adjoining Council car park to the south.

The commercial tenancies are proposed to be provided adjacent to the northern boundary at ground floor level, providing direct pedestrian access to the southern Poplar Lane footway. The residential apartments are proposed to be provided at first and second floor levels.

Off-street parking provision:

The development is proposed to be serviced by a single basement level of parking, containing the total of 34 parking spaces with the following break-down:

- 9 retail / commercial parking spaces;
- 4 residential visitor parking spaces; and
- 21 resident parking spaces.

In compliance with the DCP, the provision of the total of 53 parking spaces will be required. This comprises 22 spaces for the residential and 31 spaces for the non-residential component (including 26 spaces for the retail and 5 spaces for the commercial use). This is whilst the provision of only 9 non-residential parking spaces of which 4 spaces are retail spaces has been proposed. The shortfall of 22 parking spaces for the non-residential component is proposed with reliance on surrounding public parking infrastructure.

Given the availability of 90 degree parking spaces at the site's frontage, some parking offset would be considered acceptable, however, it should be noted that these spaces are currently servicing the entire retail strip at 54 - 72 May Road not only the subject development site, so that a parking offset of not

more than half of the total angle parking spaces (rounded up to 14 spaces) can be supported. Taking into account the discount in parking provision against the available on-street parking spaces, the development will still have 8 parking shortfall. Also, it should be taken into consideration that the Council car park in front of the site has time restriction parking providing higher parking turnover for the use of customers, so that adequate parking spaces shall be provided for the staff both for the retail and commercial component.

Therefore, the proposed parking shortfall is not supported.

A total of 18 bicycle parking spaces are provided within the south-eastern corner of the basement parking level. Further 5 publicly accessible bicycle parking spaces are proposed to be provided within the central portion of the ground floor level courtyard. The total development bicycle parking provision is therefore 23 spaces, which is in compliance with the DCP and supported.

Traffic Generation:

The proposed traffic generation is not considered to impact the road network, and therefore will be supported taking into consideration the comments provided below.

Assessment of the proposed development:

The proposed vehicular and pedestrian access is as follow:

- Vehicular access is proposed via a 6.1m wide combined ingress / egress driveway connecting with Poplar Lane in the north-western corner of the site.
- Direct pedestrian access is proposed between the retail tenancies and the existing footpath separating the site and the adjoining Council car park to the south;
- Direct pedestrian access is proposed between the commercial tenancies and the southern Poplar Lane footway;
- Pedestrian access between both the footpath adjoining the southern boundary and the southern Poplar Lane footway and the residential component of the development is proposed via paths connecting with a central courtyard, containing a lift servicing the upper development level; and
- A pedestrian stair is also proposed to provide connectivity between the abovementioned central courtyard and the adjoining children's play area to the east.

The development is proposing the provision of vehicular access and pedestrian access on Poplar Lane, as well as waste collection to be undertaken via the lane way. This is whilst Poplar Lane is a narrow two-way lane (5.5m wide) with unrestricted parking at some sections including along the subject site's frontage which restricts the vehicular flow to a one-way flow. There is no footpath on neither sides of the lane way at the site's frontage.

Taking into consideration the pedestrian and vehicular intensification proposed on Poplar Lane, the applicant is to give consideration to the following:

- Provision of minimum 1.5m concrete footpath along full frontage of the site on Poplar Lane and the Council's reserve to provide a connected footpath to the existing pedestrian access of the Council's reserve. The applicant shall undertake any works associated with the footpath provision as required including relocation of the playground fencing and etc. subject to Parks and Recreation and/or Property requirements and approval.
- As the width of the existing foot verge along the lane way is insufficient to meet Council's standard footpath width requirements (1.5m), the provision of public access way will rely on private property, so that an right of carriageway/right of footway will be required in Council's benefit for the ongoing preservation of pedestrian access.
- Parking to be restricted along both sides of Poplar Lane along the development site's frontage to allow for simultaneous manoeuvre in and out the proposed driveway, as well as accommodating waste collection on the lane way. This would be subject to local Traffic Committee approval.
- The access driveway and driveway shall be designed taking into consideration the provision of the triangle sight distance clear of any obstruction in compliance with Australian Standards. Reliance on the sight line through the adjacent site is not acceptable. The provision of convex mirror on the road

reserve as proposed in the traffic report is not supported by Council.

- A dedicated loading area shall be provided for servicing the shops. This can be done by allocating one of the existing angle parking spaces at the Council car park. This would be subject to local Traffic Committee approval.

- In line with the Roads and Assets referral response, the applicant is to give consideration to upgrading paving on the Warringah Road/May Road Frontage as this infrastructure is over 20 years old. The installation of wheel stops shall be taking into consideration as part of the upgrade.

Conclusion:

In view of the above, the proposal is not supported by the traffic team.

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.