

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2023/0172
<b>Proposed Development:</b>	Demolition works and construction of a multi-dwelling housing development comprising of 30 townhouses and basement car parking
<b>Date:</b>	03/05/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 16 DP 25713 , 7 Gladys Avenue FRENCHS FOREST NSW 2086 Lot 171 DP 849591 , 5 Gladys Avenue FRENCHS FOREST NSW 2086 Lot 172 DP 849591 , 5 A Gladys Avenue FRENCHS FOREST NSW 2086 Lot 19 DP 25713 , 1 Gladys Avenue FRENCHS FOREST NSW 2086

### Officer comments

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The proposed application is for the demolition of four single residential dwellings which currently occupy the site and the construction of a 30-townhouse complex with a basement car park accommodating 45 car spaces.

### Parking

The parking rates provided have been assessed in terms of Council's DCP as it applies to development in the Frenchs Forest Town Centre. The number of residential spaces (41) is consistent with maximum allowable under the DCP. The DCP also specifies a maximum rate visitor parking of 0.1 spaces per dwelling i.e for the proposed 30 townhouse complex a maximum of 3 visitor spaces would be required. The applicant has proposed no visitor parking which, while consistent with the DCP, then leaves nowhere for visitors/couriers/delivery drivers etc to park. As on street parking availability is poor within close proximity to the development it is considered that at least 2 of the offstreet spaces should be allocated for visitor use. An intercom system would be required to facilitate access to visitor parking behind the security screen. While the above can be conditioned amended plans addressing the above would be preferred.

It is noted that no accessible parking spaces have been provided. The Building Code of Australia does not specifically require disabled parking for purely residential developments however Council's DCP Part G9 Clause 6 point 7 requires that 3% of the parking must be provided for people with disabilities. For a development providing 45 car spaces this would mean that 1.35 spaces (rounded up to 2 ) would need to be accessible. The development is however providing 3 adaptable parking spaces for the 3 adaptable units and the disabled parking requirements are therefore considered satisfied.

It is noted that 4 parking spaces have been allocated for "share" parking. The DCP requires that these spaces be located where they are publicly accessible at all times. As the spaces are located behind a roller door they will not be accessible by the general public and are therefore inappropriately located. The applicant's traffic consultant has added a note advising that it is not desirable for the spaces to be

located within the basement carpark for security reasons and has suggested that the spaces would be better located on-street. An alternative would be to relocate the roller door and redesign the parking area so that the car share and visitor parking spaces were located forward of the roller door ensuring security of the residential parking area. Amended plans addressing the above are required.

### **Traffic Generation**

Currently, on this site, four single residential properties occupy the site. As per traffic generation rates, the existing traffic generation rate is calculated as 4 vph. Under the development proposal, the predicted traffic generation rate is 20 vph, an increase of 16 vehicles trips per hour.

As the intersection of Gladys Avenue and Frenchs Forest Road West is signalised, it will allow unrestricted vehicular access to and from Gladys Avenue at Frenchs Forest Road West. The residential nature of the development means that the majority of traffic in the am peak will be outbound with the majority in the pm peak inbound. The applicant's traffic consultant has adopted an 80/20 split for both peak periods which is considered appropriate meaning an extra 13 vehicles per hour outbound and 3 vehicles inbound (in the am peak) would result with the reverse situation occurring in the pm peak. SIDRA analysis of the intersection of Gladys Avenue and Frenchs Forest Road West has not been undertaken, while this level of additional traffic is not considered likely to unduly impact upon the operation of the intersection there is concern that the additional traffic will result in increased queuing of vehicles exiting Gladys Avenue which at times may then block access into Gladys Avenue from Frenchs Forest Road West. Extension of the No Stopping on the west side of Gladys Avenue will more than likely be required to ensure safety issues do not eventuate as a result of vehicles being unable to enter Gladys Avenue. SIDRA analysis shall be undertaken to confirm if the 95th percentile queue length will extend beyond the limits of the existing No Stopping on the western side in which case an extension of the No Stopping zone will be required.

### **Vehicular Access**

A new vehicle access is proposed along with the application on Gladys Avenue, Frenchs Forest, near the site's eastern boundary. The applicant has demonstrated that adequate site lines can be achieved provided planting is kept below 750mm to the north east of the driveway. An appropriate condition can be drafted to require that these site lines are maintained.

For delivery and service vehicles, the applicant's traffic consultant suggests that there is "ample on-street parking" no data has been provided to verify that this is the case however Council's experience and a review of aerial photo and Google Streetview imagery suggests that there is generally little in the way of on-street parking available in Gladys Avenue or elsewhere within close proximity to the development. While an offstreet loading/servicing bay may not be required the provision of 2 visitor parking spaces as outlined above to cater for visitors and also for deliveries by minivans and other small delivery vehicles is considered essential.

### **Summary**

As outlined above there are matters which require additional information and/or amendments to the plans before the development could be supported.

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.