

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/1222
<b>Proposed Development:</b>	Alterations and additions and use of premises as a food and drinks premises and business identification signage
<b>Date:</b>	13/11/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 103 DP 1247294 , 145 Old Pittwater Road BROOKVALE NSW 2100

### Officer comments

**Proposal Description:** Proposed alterations and additions and use of premises as a food and drinks premises and business identification signage. The Traffic Team has reviewed the following documents:

- Statement of Environmental Effects, prepared by Romic Planning, dated 14 August 2024
- Architectural Plans (Mater Set), prepared by Zone Design, dated 12 August 2024
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### Comments

The proposed site is located roughly 75m south of the intersection of Cross Street and Dale Street on the western side. The site sits within the Warringah Mall area in proximity to various ground-level open carparks and multi-storey parking complex. The site is conveniently equipped with all relevant traffic facilities including:

- Public transport connections, with bus stops (on Pittwater Road and within the Mall) within 200m of walking distance
- Safe pedestrian movements, facilitated by separated footpaths, walkways, and marked pedestrian crossings
- Dedicated taxi zone within the carpark
- Various lighting around the carpark and walking paths

### Parking

- The nearest carpark, where the site frontage is located, is physically isolated from Dale Street by raised concrete median islands and controlled by directional traffic flows. The low-speed environment is considered suitable for the existing 90-degree angled parking layout and the proposed development of food and drink premises which attract patrons on foot traffic.
- There is a loading bay at the end of the carpark (in front of Supercheap Auto), opposite to the carpark exit onto Dale Street. However, due to the curved kerb build-out at the carpark exit and alignment of the loading bay, it can be expected that larger trucks may frequently mount the kerbs when accessing this bay.
- The parking bays are signposted and marked as "60 MINUTE EXPRESS", although the signs do not follow the standard style of NSW traffic signs.
- Almost all bays are protected by wheel stops and metal bollards. However, the second bay north of the pedestrian crossing (raised platform) directly outside the site does not have any wheel stop due to a pram ramp leading up the footpath. Considering this bay will likely be

facing the outdoor dining area, a bollard should be installed at the end of the bay to prevent collisions/encroachment while allowing pedestrian passage. Wheelchair access is already accommodated by the pram ramp on the raised platform.

### **Conclusion**

The traffic team raises no objection to the proposed development considering the nearby transport facilities, and the history of this site being utilised for similar businesses (i.e., cafes). The existing infrastructure is expected to satisfy traffic demands due for both customer transport and operational vehicle uses. The only recommended modification would be installation of a bollard at the second parking bay in front of the site to improve safety.

The proposal is therefore supported.

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

### **Recommended Traffic Engineer Conditions:**

## **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

### **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 the Principal Certifier.

Reason: To ensure pedestrian safety and continued efficient network operation.

## **CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE**

### **Parking space bollard**

A bollard is to be provided at the end of the parking bay two spaces to the north of the marked crossing which is currently without a wheel stop. The bollard shall comply with the dimensions specified in AS2890.6:2022. The bollard is to be installed in line with adjacent wheel stops ensuring the parking bay length still satisfies AS2890.1:2004 requirements, and that access is facilitated to/from the existing pram ramp.

Reason: To ensure public safety and reduce risks of vehicles encroaching onto the pedestrian walkway or potential outdoor seating area.