

Proposed Mixed Use Development

**1112-1116 Barrenjoey Road,
Palm Beach**

TRAFFIC AND PARKING ASSESSMENT REPORT

29 August 2023

Ref 21327

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1. INTRODUCTION

This report has been prepared to accompany a development application to Northern Beaches Council for a mixed use development to be located at 1112-1116 Barrenjoey Road, Palm Beach (Figures 1 and 2).

In December 2010, the former Pittwater Council approved N0102/10 involving the demolition of the existing buildings on the site and the construction of a new five-storey mixed use building, comprising a retail (small kiosk) and commercial component on the ground floor level, with a total of 5 x 3 bedroom apartments on the levels above. Off-street parking was approved to be provided for 22 cars within a new single-level basement parking area. Vehicular access to the site was approved via a new entry/exit driveway located towards the northern end of the Barrenjoey Road site frontage.

The proposed development involves the construction of a similar new five-storey shop-top building, comprising two ground floor retail tenancies, with 7 x 3 bedroom apartments on the levels above. Off-street parking is proposed to be provided for 23 cars in a new single-level basement parking area.

Vehicular access to the basement parking area is to be provided via a new entry/exit driveway located towards the southern end of the Barrenjoey Road site frontage, which reduced to a single-lane internal circulation ramp system into the basement, consistent with the nearby development at 1102 Barrenjoey Road. A traffic light signal system is to be provided on the ramp to control vehicular movements between the basement and ground floor entry level, *prioritising* vehicles entering the site.

In this regard, it is noted that the existing bus seats/shelter is to be relocated in order to accommodate the proposed site access driveway which is to be held in consultation with Sydney buses.

The purpose of this report is to assess the traffic and parking implications of the development proposal and to that end this report:

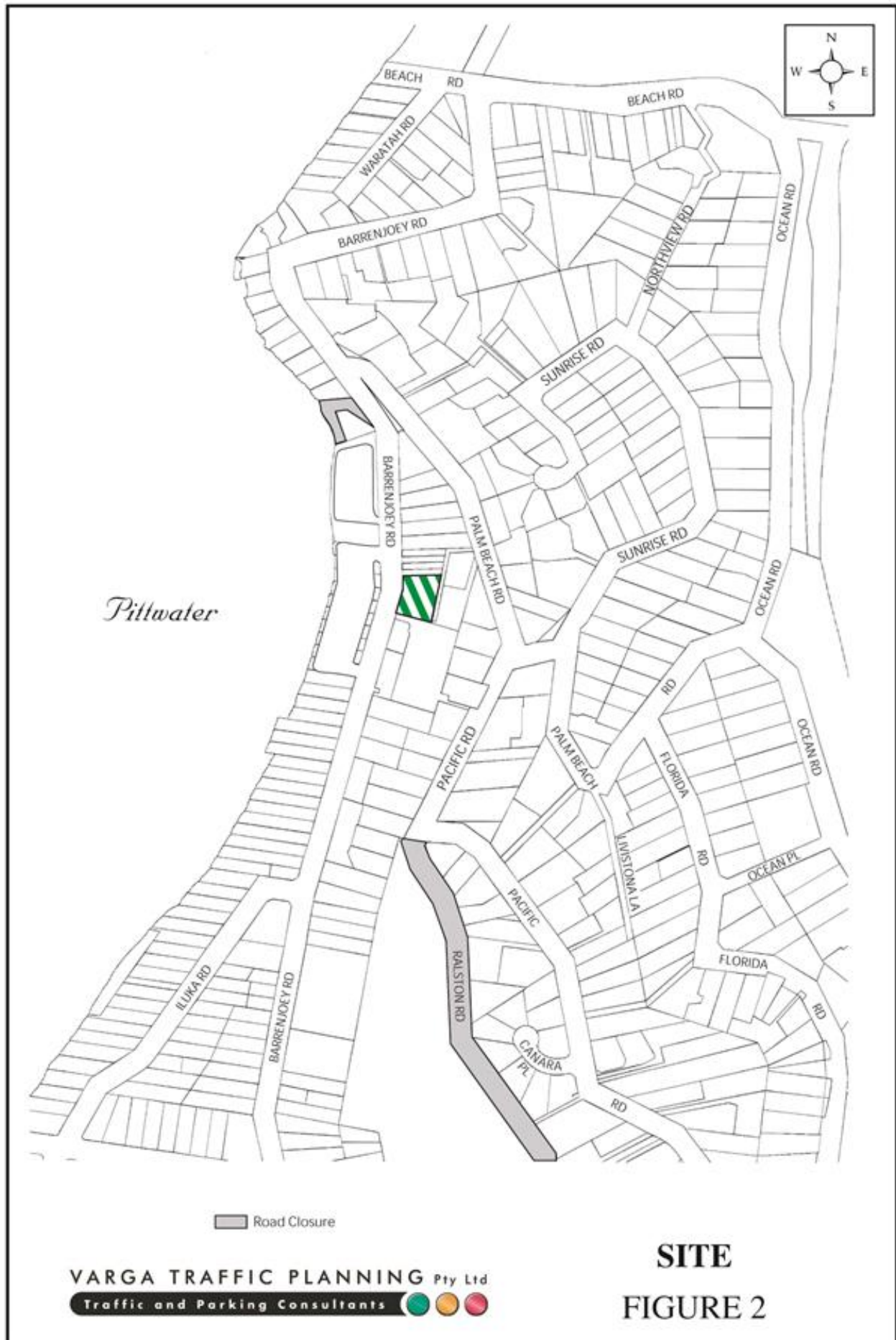
- describes the site and provides details of the development proposal

- reviews the road network in the vicinity of the site
- reviews the public transport services available in the vicinity of the site
- estimates the traffic generation potential of the development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street parking and loading provided on the site.



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LOCATION
FIGURE 1

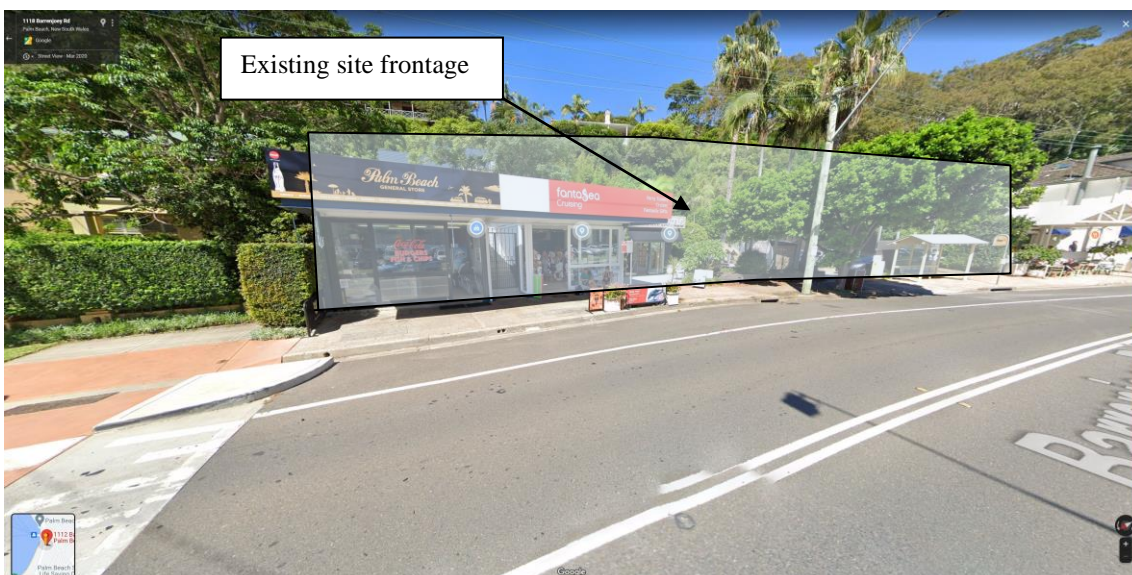


2. PROPOSED DEVELOPMENT

Site

The subject site is located on the eastern side of Barrenjoey Road, opposite the Pittwater Park South Car Parking area. The site has a street frontage approximately 36m in length to Barrenjoey Road and occupies an area of approximately 1,362m².

The subject site is currently occupied by a single weatherboard dwelling house which is located behind a small number of shops fronting Barrenjoey Road. The cumulative floor area of the shops is approximately 360m². An aerial image of the site and its surroundings, along with a *Streetview* image, is reproduced below.



Off-street carparking is currently provided for 6 cars in an open car parking area located in the south-western corner of the site. Vehicular access to the car parking facilities is currently provided via an entry/exit driveway located towards the southern end of the Barrenjoey Road frontage.

Previously Approved Development – N0102/10

In December 2010, the former Pittwater Council approved N0102/10 involving the demolition of the existing buildings on the site to facilitate the construction of a new five-storey mixed use building.

A total of 5 x 3-bedroom apartments were approved within the development, as well as a ground floor retail/commercial component fronting Barrenjoey Road, with a cumulative floor area of 347m².

Off-street parking was approved to be provided for 22 cars within a new single-level basement car parking area. Vehicular access to the site was approved via a new entry/exit driveway located towards the northern end of the Barrenjoey Road site frontage.

Plans of the previously approved development have been prepared by *Lesiuk Architects Pty Ltd* and are reproduced in **Appendix A**.

Proposed Development

The proposed development again involves the demolition of the existing building on the site, and the construction of a new shop-top building. A total of 7 x 3-bedroom apartments is proposed in the upper levels of the new building.

A retail component is proposed on the ground floor level of the new building, with a cumulative floor area of approximately 390m².

Off-street parking is proposed for a total of 23 cars in a new single-level basement parking area. Vehicular access to the off-street parking area is to be provided via a new entry/exit driveway located towards the southern end of the Barrenjoey Road site frontage.

In this regard, the proposed entry ramp has been designed to facilitate two-way traffic flows, with passing opportunities along the top and bottom of the driveway.

In addition, the proposed site access driveway has been relocated to the southern end of the Barrenjoey Road site frontage, as per Council's pre-DA recommendations.

Loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles such as vans, utilities and wagons, which are capable of fitting into the proposed loading/service bay located adjacent to the passenger lift in the basement level.

Garbage collection is expected to be undertaken by Council's waste contractor, with bins to be lined up along the kerbside area of the Barrenjoey Road site frontage on "bin night" for collection the following day. A bin holding area is provided within the ground floor level, within the southern corner of the site where it is easily accessible by Council's wheel-out/wheel-in service via the Barrenjoey Road site frontage.

Plans of the proposed development have been prepared by *Koichi Takada Architects* and are reproduced in **Appendix B**.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by Transport for NSW (TfNSW) is illustrated on Figure 3.

Barrenjoey Road is classified by TfNSW as a *State Road* which provides the key north-south road link in the far northern beaches area, linking Mona Vale to Palm Beach. It typically carries one traffic lane in each direction in the vicinity of the site, with kerbside parking permitted at selected locations, subject to signposted restrictions.

Whale Beach Road is a local, unclassified road which performs the function of a *collector route* along the eastern side of the peninsula. It typically carries one traffic lane in each direction in the vicinity of the site with kerbside parking also permitted at selected locations only.

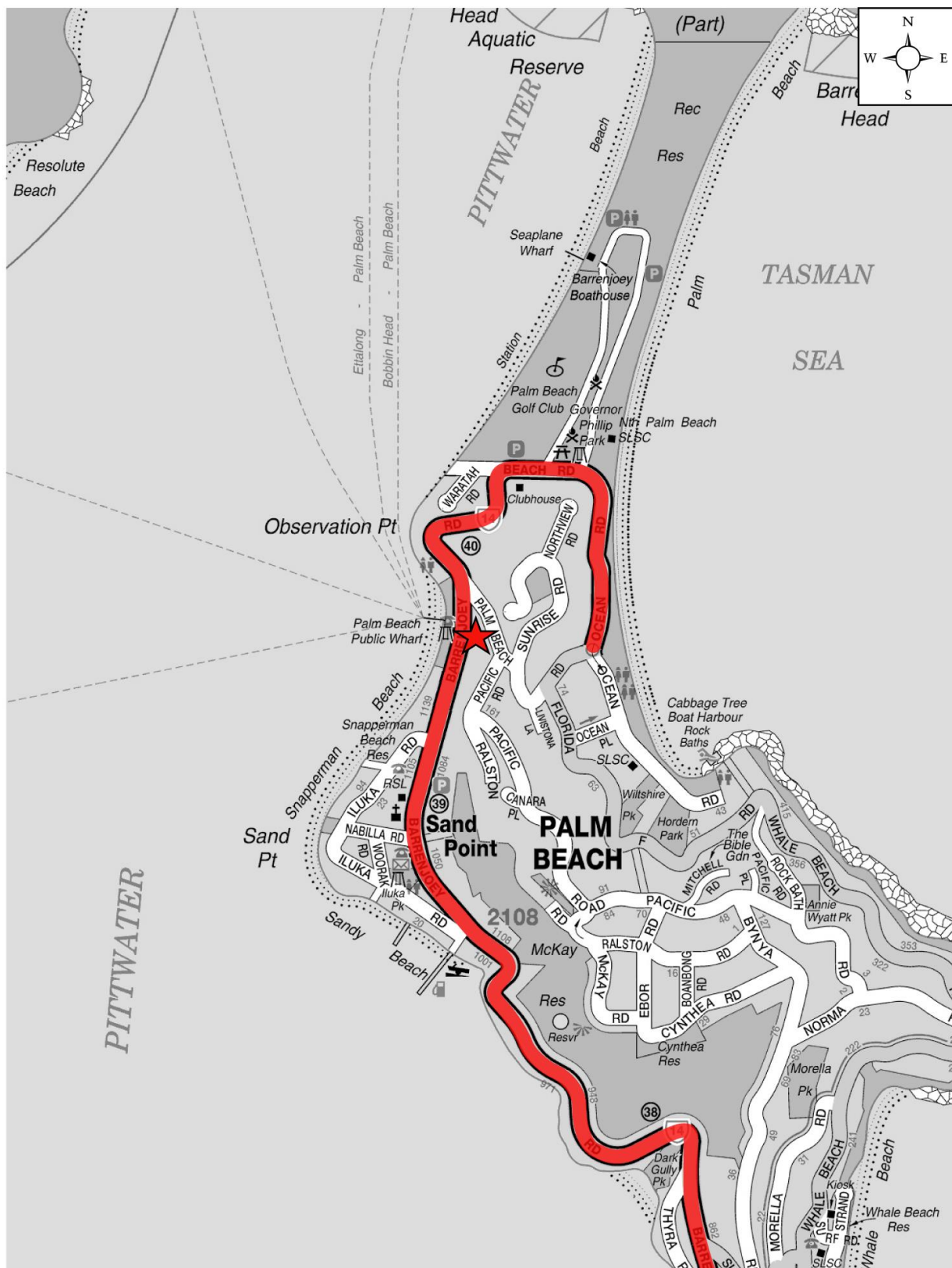
Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 50 km/h SPEED LIMIT which applies to Barrenjoey Road, south of the Pittwater Park (Car Park South)
- a 40 km/h SPEED LIMIT which applies to Barrenjoey Road in the vicinity of the Pittwater Beachfront Area, due to high pedestrian activity
- a RAISED PEDESTRIAN CROSSING in Barrenjoey Road just north of the subject site

Existing Alternate Transport & Essential Services

The 199 bus service currently traverses along the Barrenjoey Road site frontage, as indicated in the figure reproduced on the following page.



Key: — State Road

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ROAD HIERARCHY
FIGURE 3



The 199 service operates 7 days per week between Manly and Palm Beach via Mona Vale and Dee Why, with the closest bi-directional bus stops located directly outside the site. Services from these bus stops operate at least once per hour between 5am and 4am, Monday to Sunday (both days inclusive). The site is therefore considered to be accessible by public transport.

Projected Traffic Generation

An indication of the traffic generation potential of the development proposal is provided by reference to the former Roads and Maritime Services publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)*.

The RMS *Guidelines* are based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates which are applicable to the development proposal:

Medium Density Residential Flat Buildings

3 or more bedroom apartments: 0.5-0.65 peak hour vehicle trips per dwelling

Commercial Premises

2.0 peak hour vehicle trips per 100m² GFA

The RMS *Guidelines* do not nominate a traffic generation rate for small, local shops, referring only to major regional shopping centres incorporating supermarkets and department stores. For the purposes of this assessment therefore, the traffic generation rate of “2.0 peak hour vehicle trips/100m² GFA” nominated in the RMS *Guidelines* for “commercial premises” has been adopted in respect of the retail component of the development proposal.

Application of the above traffic generation rates to the residential and retail components of the development proposal yields a traffic generation potential of approximately 12 vehicle trips per hour during the weekday peak periods, as set out below:

Projected Future Traffic Generation Potential

Residential apartments (7 x 3-bedrooms):	4.6 peak hour vehicle trips
Retail (390m ²):	7.8 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	12.4 peak hour vehicle trips

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the previously approved uses of the site, in order to determine the *nett change* in traffic generation potential expected to occur as a consequence of the current development proposal.

Application of the above traffic generation rates to the 5 x 3-bedroom residential apartments and ground floor retail/commercial (347m²) approved as part of N0102/10, yields a traffic generation potential of approximately 10 vph, as set out below:

Previously Approved Development Traffic Generation Potential

Residential apartments (5 x 3-bedrooms):	3.3 peak hour vehicle trips
Kiosk/commercial (347m ²):	6.9 peak hour vehicle trips
TOTAL TRAFFIC GENERATION POTENTIAL:	10.2 peak hour vehicle trips

Accordingly, it is likely that the proposed development will result in a *negligible increase* in the traffic generation potential of the site, as set out on the following page:

**Projected Nett Change in Peak Hour Traffic Generation Potential
of the Site as a consequence of the Development Proposal**

Projected Future Traffic Generation Potential:	12.4 peak hour vehicle trips
Less Previously Approved Traffic Generation Potential:	10.2 peak hour vehicle trips
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	2.2 peak hour vehicle trips

Further, it is readily acknowledged that the retail/commercial components of the existing (360m²), previously approved (347m²) and proposed (390m²) developments on the site are all similar in size, such that the *nett increase* in traffic is primarily due to the addition of the residential apartments.

In any event, that projected *nett increase* in the traffic generation potential of the site as a consequence of the development proposal is *minimal* and will clearly not have any unacceptable traffic implications in terms of road network capacity.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 5 and comprise:

- NO STOPPING / NO PARKING restrictions in Barrenjoey Road north of Palm Beach Road, north of the northern ticketed parking area
- NO STOPPING restrictions in the vicinity of the raised pedestrian crossing in Barrenjoey Road, including the northern portion of the site frontage
- 1 HOUR PARKING along both sides of Barrenjoey Road in the vicinity of the site
- TICKETED PARKING in both of the Palm Beach Wharf car parking areas
- BUS ZONES located at regular intervals along both sides of Barrenjoey Road, including directly outside the site frontage.

Off-Street Parking Provisions

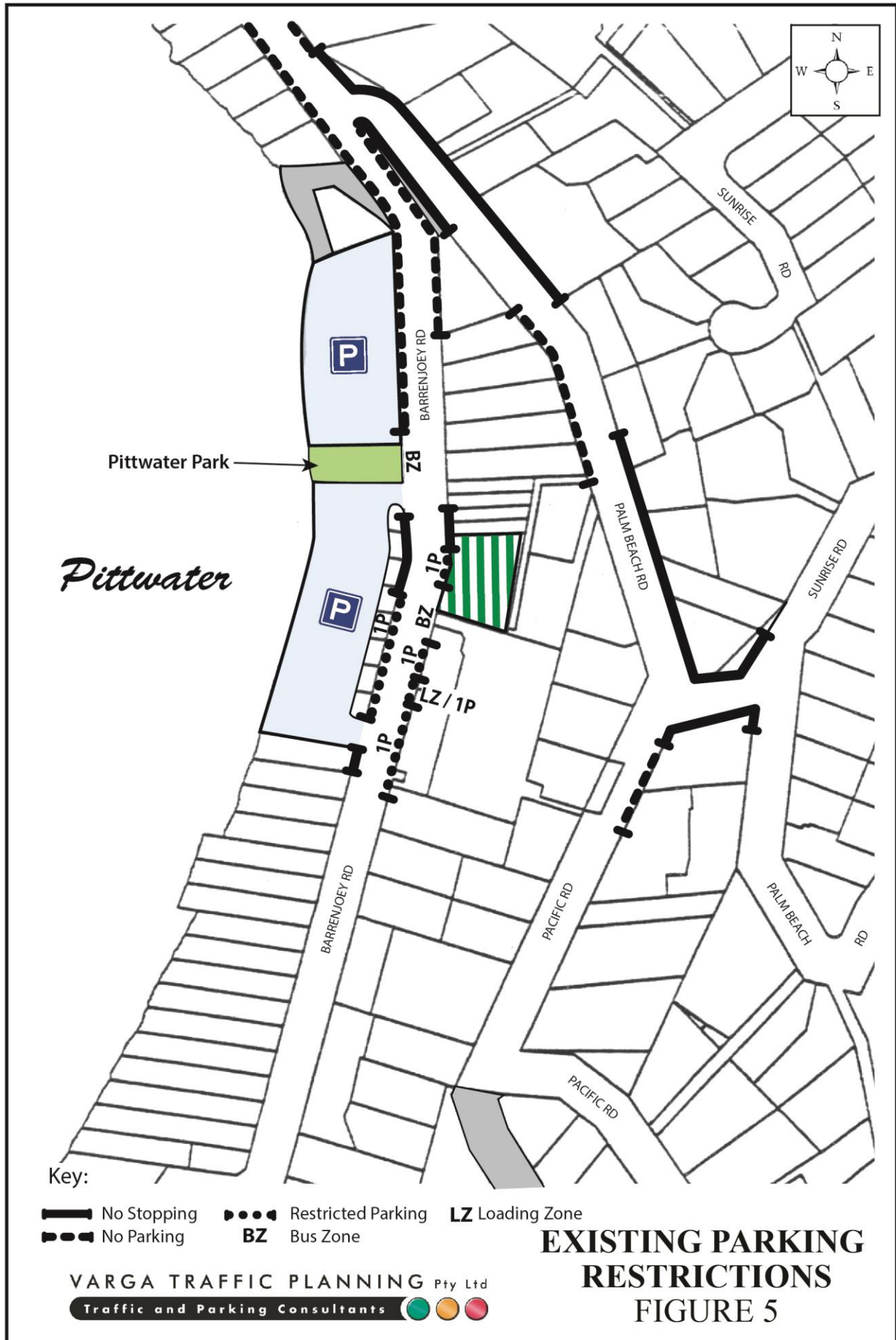
The off-street parking rates applicable to the development proposal are specified in Council's *Pittwater 21 Development Control Plan 2011, Section B6 – Access and Parking* document in the following terms:

Multi-Unit Housing/Residential Flat Buildings/Shop Top Housing

1 bedroom dwellings:	1 space per dwelling
2 or more bedroom dwellings:	2 spaces per dwelling
Visitors:	1 space per 3 dwellings

Retail

1 space per 30m² of GLA



Application of the above *DCP* parking rates to the various components of the development proposal yields an off-street parking requirement of 29 parking spaces, as set out below:

Off-Street Car Parking Requirements

Residential (7 x 3-bedrooms):	14.0 spaces
Visitor parking:	2.3 spaces
Retail (390m ²):	13.0 spaces (including a shared service vehicle space)
TOTAL PARKING REQUIRED:	29.3 spaces

The proposed development makes provision for a total of 23 car parking spaces, comprising 14 residential parking spaces, 2 visitor parking spaces and 7 retail spaces (including a shared service bay and a disabled space), thereby resulting in a ‘shortfall’ of 6 retail spaces when assessed under Council’s *DCP 2011* parking requirements. In this regard, it is noted that the proposed “shortfall” is considered to be acceptable in this instance because:

- the proposed residential component satisfies Council’s minimum parking code requirements
- the existing 199 bus service traverses directly along Barrenjoey Road, which will allow easy access to public transport and facilitate reduced car usage rates by staff and visitors/customers of the development proposal
- many Councils are favouring/encouraging “constraining” parking in private developments in accessible town centre areas such as the subject site
- the proposed development is expected to draw many of its customers from “linked trips” or “passing trade”, noting that the site is located in direct walking vicinity of the popular beaches within Palm Beach. Linked trips occur when a person visits the site but also visits another premises nearby on the same trip whilst not moving their car, thereby not requiring an additional parking space
- location of Council public car park “Pittwater Park (Carpark South)”, is located directly opposite the road
- Council have supported a recent parking shortfall at 1102 Barrenjoey Road. Refer to attached Traffic Engineer Referral Response reproduced in **Appendix C**

- the parking shortfall is a result of the heritage preservation area which creates a constraint for the available basement footprint. The proposed single-level basement is to *minimise* the cut & fill on site, consistent with Clause 4.3 for the LEP building height control
- even if the proposed development provided the required number of parking spaces it is likely that customers to the retail premises as well as visitors to the residential apartments would likely park in the Council public car park “Pittwater Park (Carpark South)” and not on site.

In reality, given the site’s location and the direct frontage to the Pittwater Park located opposite the road, the vast majority of retail customers will walk to the shops or park within the Council car park opposite the site *prior* to visiting the proposed development.

Loading/servicing for the proposed retail component is expected to be undertaken by a variety of light commercial vehicles such as courier vans, utilities and the like, which are capable of using a conventional parking space. A shared service vehicle bay/retail space has been provided within the basement parking area, in accordance with Council’s pre-DA recommendations.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 - Off-Street Car Parking AS2890.1* in respect of parking bay dimensions, overhead clearances, visibility splays and aisle widths.

A passing area with a waiting bay is provided on each level to give priority to entering traffic on the single lane ramp. Convex mirrors and a signal system is also provided on each parking level in order to manage entering and exiting traffic for the proposed development.

The signalling system would indicate “green” at all times for all vehicles entering from Barrenjoey Road, except for when vehicles are detected exiting the site which would indicate “red”, thereby minimising any potential delays for vehicles along Barrenjoey Road, consistent with the arrangement *approved* at 1102 Barrenjoey Road (DA2022/0469).

The vehicular access arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in *AS2890.1*, allowing them to circulate through the car park without difficulty and to enter and exit the site in a forward direction at all times.

It is also noted in this regard that Clause 3.2.2 of *AS2890.1:2004* states that as a guide, *30 or more movements in a peak hour (in and out combined) would usually require the provision for two vehicles to pass on the driveway – i.e. a minimum width of 5.5m.*

As mentioned in the foregoing, the proposed development is expected to generate just 12 peak hour vehicle trips (*less* at other times), which is *significantly less* than the 30 vehicles per hour threshold for two-lane ramps. The likelihood therefore of two cars entering and exiting the site at the same moment in time is *minimal* in any event.

The proposed single lane ramp is therefore considered acceptable, particularly given passing areas are provided within the basement parking level and on the ground floor entry level *for at least the first 6m inside the property boundary*, in accordance with Council's pre-DA recommendations.

Off-Street Bicycle Parking Provisions

The off-street bicycle parking rates applicable to the development proposal are specified in Council's *Pittwater 21 Development Control Plan 2011, Section B6 – Access and Parking* document in the following terms:

Residential Development

1 space per 3 dwellings

Business / Industrial Developments

1 space per 1,000m² GFA *or* a minimum of 4 bicycle racks (whichever is greater)

Application of the above bicycle parking rates to the various components outlined in the development proposal yields an off-street bicycle parking requirement of 6 spaces, as set out below:

Residential (7 apartments):	2.3 spaces
Business (390m ²):	4.0 spaces
TOTAL:	6.3 spaces

The proposed development makes provision for a total of 6 off-street bicycle parking spaces located within a ‘Class B’ room on the lower ground floor level, thereby satisfying Council’s bicycle parking requirements.

Conclusion

The foregoing has found that the development proposal will generate minimal traffic during the weekday peak periods, particularly when compared to the existing and previously approved uses on the site.

In the circumstances, it is considered that the proposed provision of 23 car parking spaces and 6 bicycle parking spaces will satisfy the *actual* parking demands likely to be generated by the development proposal and it is therefore concluded that the proposed development will not have any unacceptable parking or loading implications.

3m REAR SETBACK

3m REAR SETBACK

5m x 3m CLEARANCE FOR SWITCH & COMMS. ROOM SHOWN IN BLUE DASHED
MECH. SERVICE SWITCHBOARD

SEWER LINE

3m SIDE SETBACK

BOUNDARY LINE

PROPOSED 4.4m FRONT SETBACK

BOUNDARY LINE

BOUNDARY LINE

3m SIDE SETBACK

PROPOSED 4.4m FRONT SETBACK

HERITAGE PRESERVATION ZONE

DRIVEWAY RAMP ABOVE SHOWN IN GREY DASHED



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PO Box 1988
Neutral Bay, NSW 2089
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Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
B99 VEHICLE TURNING PATH - BASEMENTIN
B85 & B99 Passing

ADDRESS
1112-1116 Barrenjoey Road,
Palm Beach

PROJECT NO.
21327
REVIEWED
DONALD LEE

1:200 @ A4

DATE DRAWN
2023-8-29
PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



3m REAR SETBACK

3m REAR SETBACK

5m x 3m CLEARANCE FOR SWITCH & COMMS. ROOM SHOWN IN BLUE DASHED
MECH. SERVICE SWITCHBOARD

SEWER LINE

3m SIDE SETBACK

BOUNDARY LINE

PROPOSED 4.4m FRONT SETBACK

BOUNDARY LINE

BOUNDARY LINE

3m SIDE SETBACK

PROPOSED 4.4m FRONT SETBACK

HERITAGE PRESERVATION ZONE

DRIVEWAY RAMP ABOVE SHOWN IN GREY DASHED

RL -1220

RL -1490

RL -2400

1000

5822 WIDTH

5800 WIDTH

1:20

1:20

1:8

RESI 1

RESI 2

RESI 3

RESI 4

RETAIL SERVICE 5

RESI. STORAGE

STO 1

STO 2

STO 3

STO 4

STO 5

STO 8

STO 7

STO 6

RETAIL 14

RETAIL 15

RETAIL 16

RESI 6

RESI 7

RESI 8

RESI 9

RESI 10

RESI 11

RESI 12

RESI 13

RETAIL 17

RETAIL 18

RETAIL 19

20 VISITOR SM

21 VISITOR SM

22 RESI

23 RESI

B85 Vehicle (5.8m radius)

B85 Vehicle (5.8m radius)

B85 Vehicle (5.8m radius)

B85 Vehicle (5.8m radius)

B99 Vehicle (6.3m radius)

B99 Vehicle (6.3m radius)

B99 Vehicle (6.3m radius)

1 A0204

1 A0201

1 A0203

1 A0200

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PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
B99 VEHICLE TURNING PATH - BASEMENT OUT
B85 & B99 Passing

ADDRESS
1112-1116 Barrenjoey Road,
Palm Beach

PROJECT NO.
21327
REVIEWED
DONALD LEE

1:200 @ A4

DATE DRAWN
2023-8-29
PREPARED
ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



APPENDIX A

PREVIOUSLY APPROVED ARCHITECTURAL PLANS

N0102/10

notes

To be read in conjunction with hydraulic engineer drawings.

Legend

Roof:
rs corrugated copper sheeting, cappings, etc
g copper gutters
dp round copper down pipes
Softt:
fc set fibre cement
sl plywood soffit lining

Solar Panels:

Type A:
ta solar hot water panels with remote storage
Type B:
tb Photovoltaic cells

Walls:

External:
fcr(c) Fine cement render to concrete.
(Colour: Porters "mineral" or similar)
t Coarse sandstone
Internal:
m Rendered masonry
tm Tiles on masonry

Floors:

st Stone tiling
sp Stone paving
hd Hardwood decking

Ceilings:

pb Set plaster board

Windows:

stw Sliding timber windows
fg fixed glass

Doors:

stu Sliding timber framed doors
gd panel lift garage door

Louvers/ Screens:

htss Hardwood timber slatted screen
fmi Fixed metal louvers



Thermal Specifications	
Make cost	RT 3 window transfer
Roof colour	Dark Grey 415 - 0.75
External cavity door walls	RT 3 transfer
External wall colour	Dark Grey 415 - 0.75
Final Microclimate System value to all windows	Low 1.50 845000 1.74
MFRC values	
Weatherstripping to doors and windows	Yes

OCT 09 A DEVELOPMENT APP
date issue

amendments

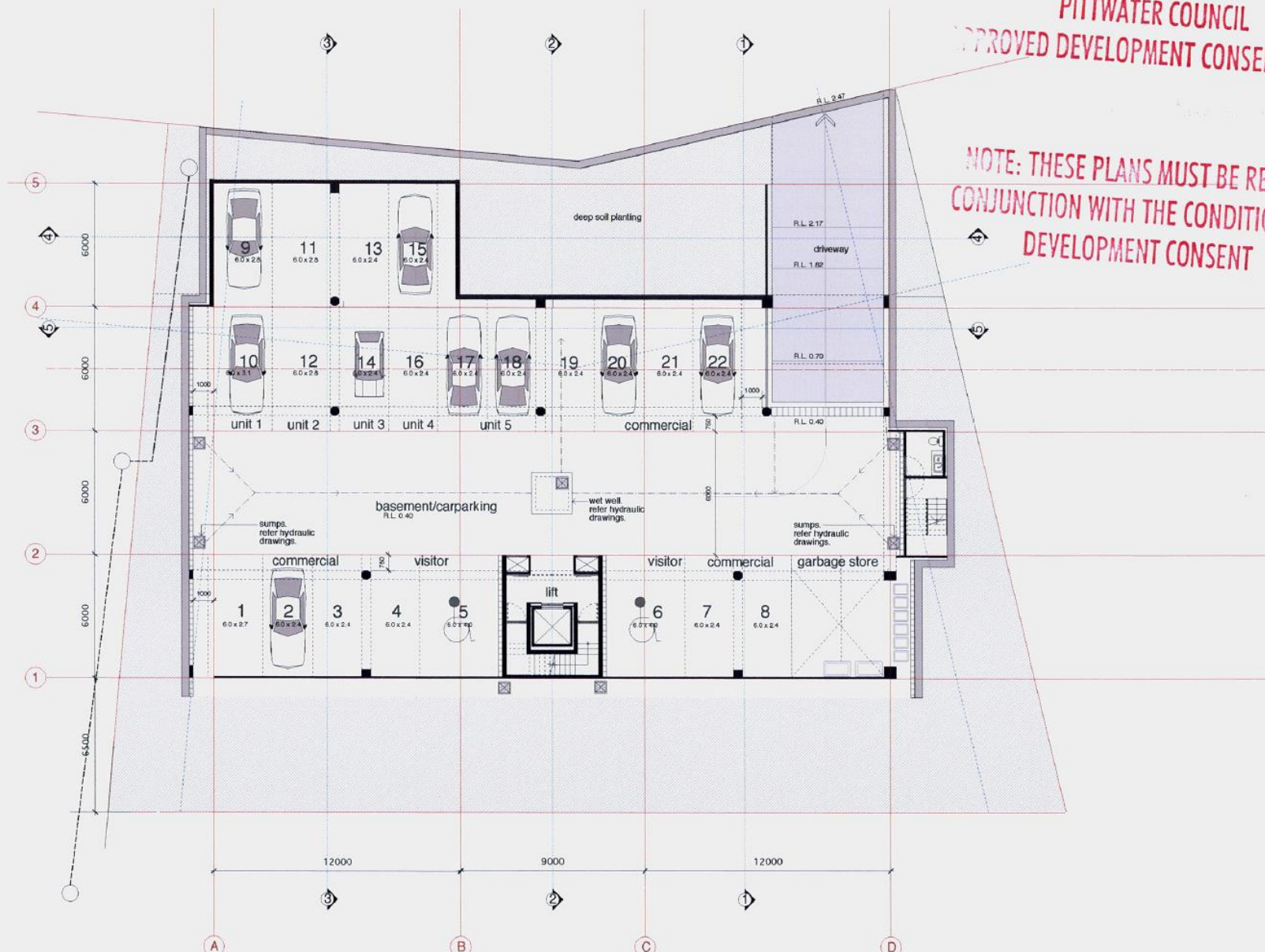
drawing basement floor plan
dwg. no. DA 04
scale 1:100 @ A1 / 1:200 @ A3
date OCT 09
drawn
checked

1112-1118 Barronjoey Road
Palm Beach

LESLIUK ARCHITECTS PTY LTD
the studio, 1118 barronjoey road palm beach nsw
po box 20 palm beach nsw 2108
telephone 012 9974 1010 faxsimile 012 9974 6502
email leslukarchitects@bigpond.com

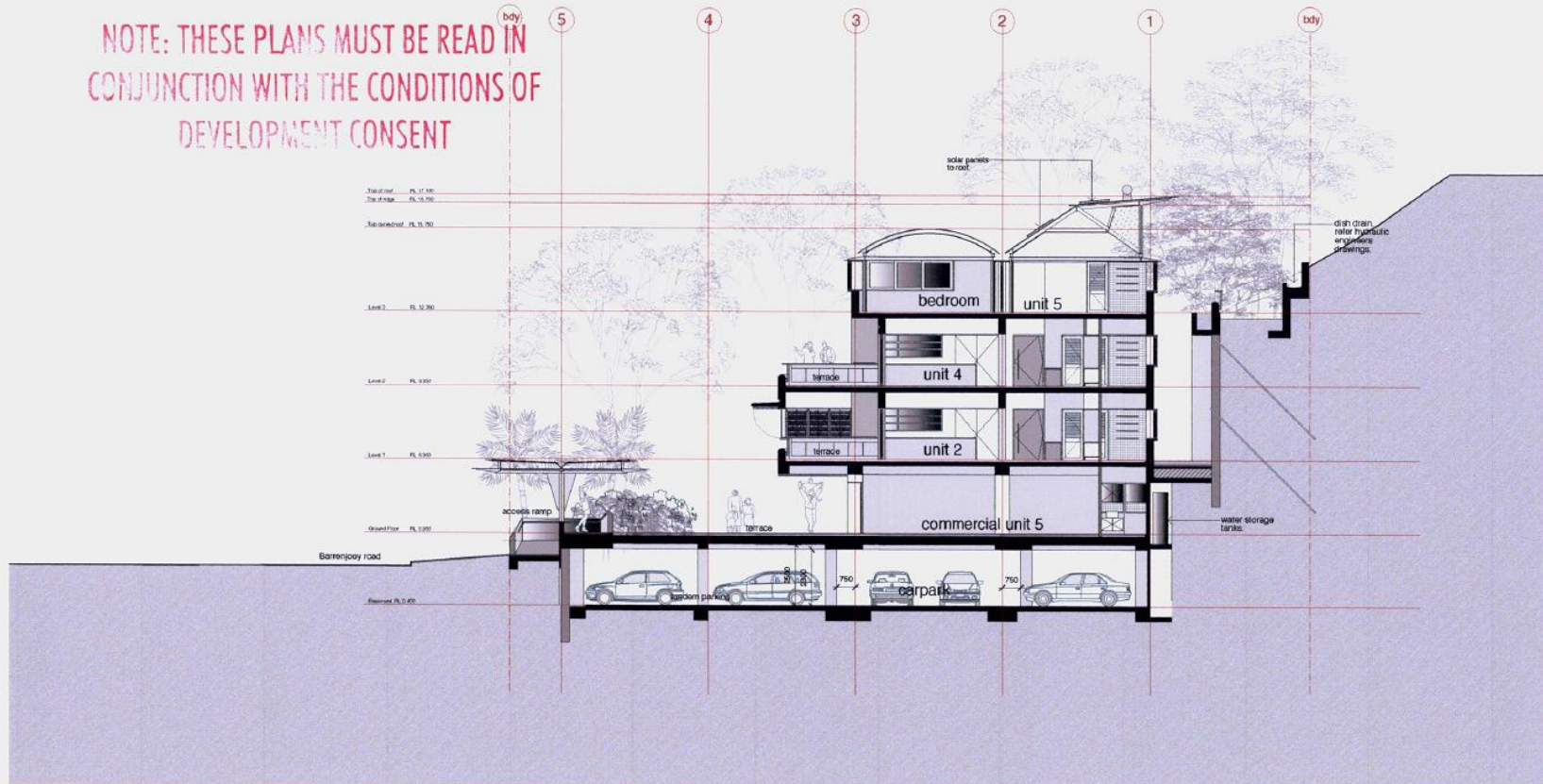
PITTSWATER COUNCIL
APPROVED DEVELOPMENT CONSENT PLANS

NOTE: THESE PLANS MUST BE READ IN
CONJUNCTION WITH THE CONDITIONS OF
DEVELOPMENT CONSENT



PITTWATER COUNCIL APPROVED DEVELOPMENT CONSENT PLANS

NOTE: THESE PLANS MUST BE READ IN
CONJUNCTION WITH THE CONDITIONS OF
DEVELOPMENT CONSENT



section 3

notes

Legend

Roof:
rn corrugated copper sheeting, cappings, etc
g copper gutters
dp round copper down pipes
Soffit:
fc set fibre cement
sl plywood soffit lining

Solar Panels:

Type A: Solar hot water panels with remote storage
Type B:
tb Photovoltaic cells

Walls:

External:

for(c) Fine cement render to concrete.
(Colour: Porters "mineral" or similar)
s Coursed sandstone

Internal:

rm Rendered masonry
tm Tiles on masonry

Floors:

st Stone tiling
sp Stone paving
hd Hardwood decking

Ceilings:

pb Set plaster board

Windows:

stw Sliding timber windows
fg fixed glass

Doors:

ssd Sliding timber framed doors
gd panel lift garage door

Louvers/Screens:

lntss Hardwood timber slatted screen
fml Fixed metal louvers

Thermal Specifications	
Roof roof	R1.5 insulation
Roof ceiling	Med SA = 0.25 x 0.75
External cavity brick walls	R1.5 insulation
External wall colour	Light SA = 0.75
Total R-value of system value to all units	U=0.50, SHGC=0.74
U-value of system	U=0.50
Shading/Screening to doors and windows	Yes

OCT 09 A DEVELOPMENT APP

date issue

amendments

drawing : section 3

dwg. no. : DA 18

scale : 1:100@A1 / 1:200@A3

date : OCT 09

drawn :

checked :



1112-1118 Burrenjoey Road
Palm Beach

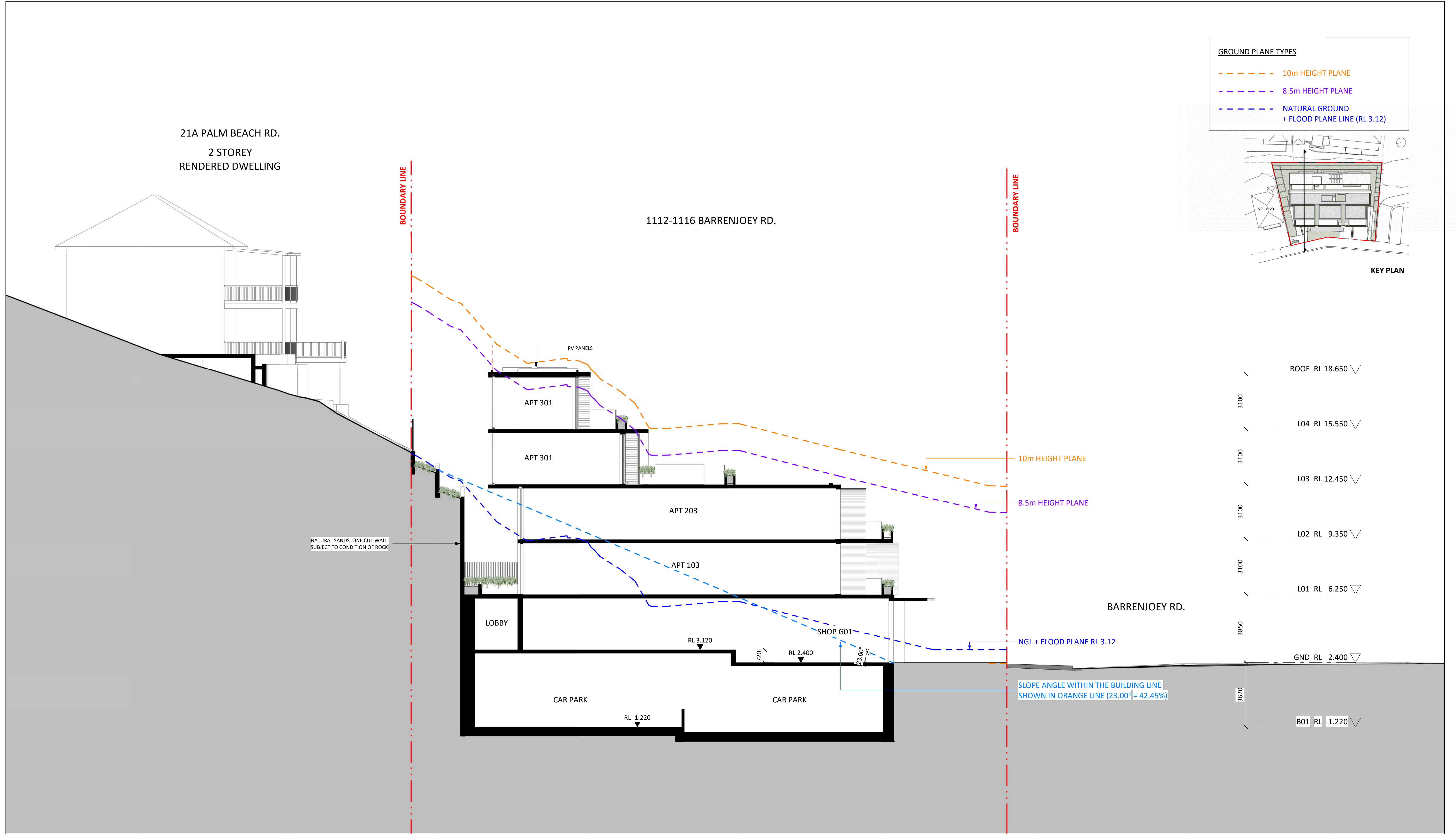
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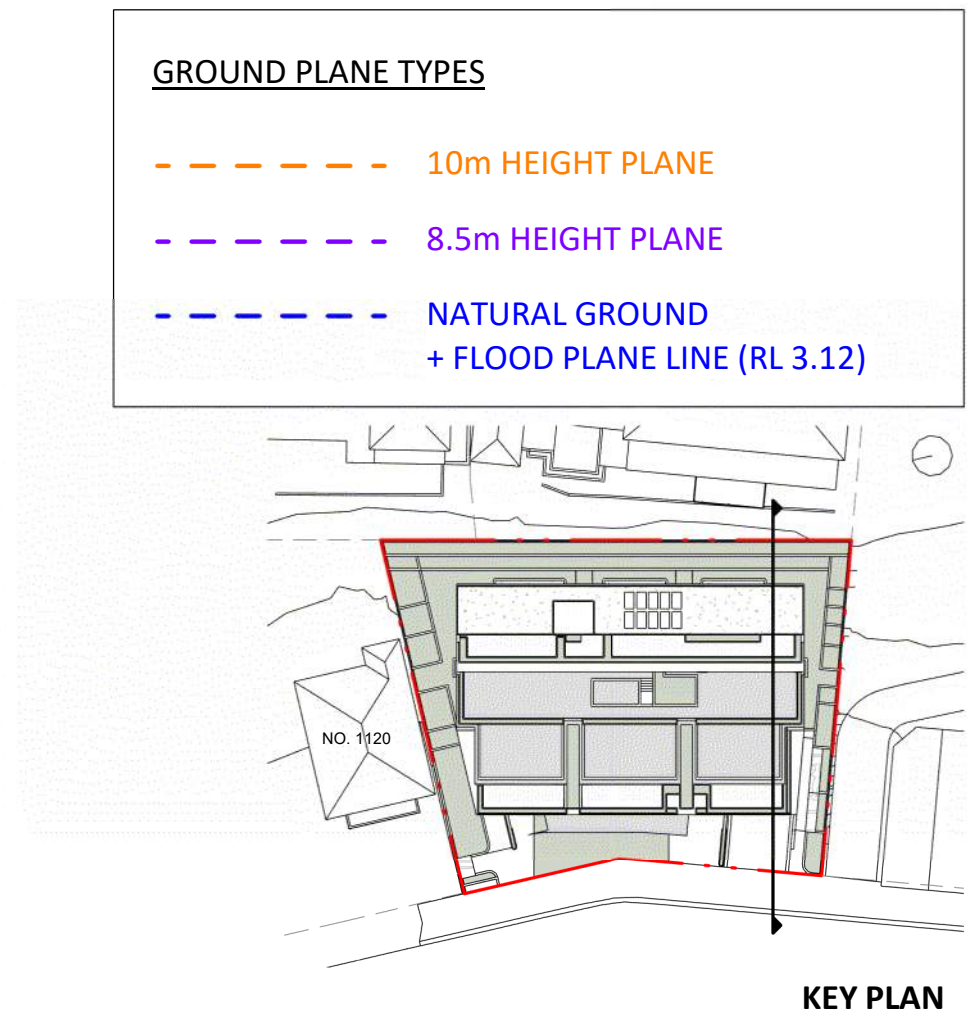
APPENDIX B

PROPOSED ARCHITECTURAL PLANS

NO. FOR DA SUBMISSION		BY	CHK	DATE	REVISION NOTES:	KEY PLAN	ARCHITECT	CLIENT	PROJECT	DWG TITLE	DWG NO.	REVISION
A	FOR DA SUBMISSION	DK	GW	18.02.21				PALMDEV PTY LTD	SUITE 41 & 42, LEVEL 4 61 MARLBOROUGH ST SURRY HILLS, NSW 2010 T 02 9686 8510 ASN 63 131 365 896 NOMINATED ARCHITECT: KOICHI TAKADA NSW ARCHITECTS 6901 VIC ARCHITECTS 16179 QLD ARCHITECTS 5590 KOICHI.TAKADA.COM	1112-1116 BARRENJOEY RD 1112 - 1116 BARRENJOEY ROAD, PALM BEACH	A0099	C
B	FOR AMENDED DA SUBMISSION	DK	RPW	25.07.23				LEVEL 1, 600 DARLING STREET ROZELLE NSW 2039				
C	FOR AMENDED DA SUBMISSION	DK	SL	24.08.23								
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<p>CLOUD LEGEND</p> <p> REVISION</p> <p> ON HOLD</p>						<p>SCALE</p> <p>1:100@A1, 1:200@A3</p>						



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APPENDIX C

TRAFFIC ENGINEER REFERRAL RESPONSE

Traffic Engineer Referral Response

Application Number:	DA2022/0469
Date:	25/11/2022
Responsible Officer	
Land to be developed (Address):	Lot 11 DP 1207743 , 1102 Barrenjoey Road PALM BEACH NSW 2108

Officer comments

Referral comments 25/11/22

The developers planner has proposed that the shortfall in retail parking be addressed by allocating parking spaces on site for car share use. The dedication of car share spaces to offset a shortfall in retail parking is not supported with the car share space(s) considered likely to be underutilised in this locality where there is a low car share membership base and a low demand for car share use. Car share parking has previously been accepted in lieu of parking only in locations where there is a high demand for car share use, only for residential parking spaces (usually associated with boarding house use) and only on sites where there were significant space constraint issues. In this location the use of car share spaces is not supported.

Upon reconsideration the retail parking provisions are considered acceptable. The parking proposal for this DA is considered an improved outcome with better layout and design and more functional than the previously approved N0119/14 for shop top housing development.

It is also understood that all other development referral issues have been resolved either through design review of conditions for approval. Subject to conversion of parking space C7 to an accessible parking space and relocation of the vertical bicycle parking (both of which can be conditioned) the development is now considered acceptable from a traffic and parking perspective.

Referral comments 2/11/22

The amended plans do not include any changes to address the shortfall of retail parking spaces. The current proposal provides 9 retail parking spaces which is 3 less than the required 12 retail spaces. A minimum of 1 accessible retail space is also required under the DCP. Council's previous comments suggested that it may be possible to provide 1 accessible retail space if the existing vertical bicycle parking situated at the southern end of the site was relocated. The supplementary Statement of Environmental Effects (SOEE) does mention that there would be no objection should there be a suitably worded condition requiring the conversion of the commercial space C7 to an accessible commercial space.

The supplementary SOEE maintains that users of the commercial car parking space will be persons already parked in the public car park near the site when they visit the area, and can offset the shortfall

in parking. The Pittwater Park Carpark (north) is for Western Foreshore Permit holders only, which provides a parking facility for residents of Great Mackerel Beach and Coasters Retreat. The Pittwater Park Carpark (south) provides sections of 4hour parking and 8hour parking which is shared by commuters travelling between Central Coast and Palm Beach, local residents, recreational users and visitors to the area.

The proposed development contains two retail premises compared to the previous single takeaway business which operated from this location. Due to the existing high demand for parking in the vicinity of the Palm Beach ferry wharf, it is required that the necessary retail parking spaces be provided on-site which caters for both the staff and visitor parking needs of the retail premises. Alternatively an overall decrease in parking spaces could be considered for the development if there is a reduction in proposed dwellings. The current proposal is therefore not supported.

Referral comments 31/5/22

The proposed shop-top housing development contains two commercial premises (total 371m²) and five residential units (1 x 2 bedroom unit and 4 x 3 bedroom units), with basement parking for a total of 21 vehicles (9 retail, 10 residential including 2 adaptable spaces; 2 residential visitor including a disabled space). Vehicular access is via a 3.6m ramp under signal control, prioritising vehicles entering the site with marked waiting bays on the basement level and at the entry ramp within the property.

Residential and Retail Parking

Council's Pittwater 21 DCP requires the provision 24 car parking spaces, with 10 for residential use, 2 for residential visitor use and 12 for retail use. A total of 21 parking spaces is proposed, consisting of 9 retail, 10 residential including 2 adaptable spaces, and 2 residential visitor including a disabled space. In comparison the previously approved development (Consent No: N0119/14) also provides parking for 21 vehicles (11 retail including 1 disabled space, 8 residential, and 2 residential visitor spaces). The approved development however consists of three restaurant premises but with a lower GFA (total 324m²) and one less dwelling with four residential units (with 3 or more bedrooms).

The 12 residential parking spaces provided in the new proposal meets Council's DCP requirements for residential use, however is deficient in terms of retail parking with only 9 spaces proposed, a shortfall of 3 spaces. The DCP also requires that retail premises provide accessible parking spaces for people with disabilities at the rate of 3% of the required spaces, with a minimum of 1 space. The current proposal does not provide any retail accessible parking space, and under the current parking layout, conversion of an existing space to accommodate a compliant accessible parking space would result in the loss of an additional parking (given the need for an unload bay) and a net shortfall of 4 retail spaces. However, it may be possible to provide the required accessible retail parking space if the vertical bicycle parking was relocated and the parking along the southern side of the development was reconfigured to include the accessible parking.

The Traffic and Parking Impact Assessment tries to justify the shortfall in retail parking by suggesting that visitors associated with the retail component of the development will use the on-street parking. It further adds that for safety reasons the basement car park will be restricted to retail staff car parking and residential uses only (visitor and residential parking). The DCP requires that parking spaces for retail premises be accessible to the public and restricting retail spaces to use by staff only is therefore inappropriate and contrary to the DCP. The car parking needs for the development must be provided

off-street, as visitors cannot rely on the availability of on-street parking due to the high demand for parking in the vicinity of the Palm Beach ferry wharf.

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002'. The Traffic and Parking Impact Assessment estimates that 14 trips occur during the PM peak hour period for the existing development, 19 trips for the approved development and 24 trips (21 retail trips not 20 as reported, 3 residential trips). The new development will result in an increase of 23 trips from the existing, and 4 trips from the approved development.

The existing fish and chip restaurant has a gravel parking area for two vehicles. The parking seems to be used entirely for staff as the access is chained and signposted as No Parking. Vehicle trips during the PM peak hour period could therefore be considered as 2 trips. No morning traffic is associated with the existing development as the premises are closed prior to 11:30am. As a result, Council believes that a more representative figure for traffic generation due to the new development will be an increase of 24 trips from the existing, and 5 trips from the approved during the AM peak hour period.

Construction Traffic Management

TfNSW has reviewed the application and will not permit a construction zone on Barrenjoey Road. The frontage of the development has an existing Loading Zone and 1 hour timed parking. TfNSW requires that all demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

Further information or a Construction Traffic Management Plan (CTMP) must therefore be provided to demonstrate that the development can be constructed without impacting the Main Road, and existing on-street loading and parking facilities.

Summary

The proposal is not acceptable as it does not satisfy the parking requirements of the Pittwater 21 DCP. The development has a shortfall in parking (up to 4 retail spaces), and proposes to restrict parking for retail visitors.

Due to the high demand for parking in the area, additional parking spaces need to be provided on site. A review of the parking layout and/or reduced dwellings or bedrooms, should be considered in order to meet the parking requirements for the development.

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

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement,

security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Car Parking Standards

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004, noting that the shared area adjacent to the accessible parking space (space 19 -C7) will be slightly below standard.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to traffic congestion issues in peak period truck movements should be limited during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic Engineer prior to submission of the CTMP.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken
- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site
- Make provision for parking onsite. All Staff and Contractors are to use the basement parking

once available

- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent
- Proposed protection for Council and adjoining properties
- The location and operation of any on site crane

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Removal of Redundant Driveways

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to for an approval under and approved by Council prior to the issue of the Construction Certificate. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken;

- parking space C7 (space 19) shall be converted to an accessible retail parking space with a hatched shared area adjacent that is slightly substandard at 2.19m in width
- the vertical bicycle parking situated at the southern end of the site shall be relocated to another suitable area within the basement car park level so as not to impede access to/from the shared area by persons with a disability.

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the Certifying Authority prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed correctly.

Road Occupancy Licence

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows.

Reason: Requirement of TMC for any works that impact on traffic flow.

Demolition Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) shall be prepared by an suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

Due to traffic congestion throughout the area, truck movements should be limited during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – "Manual of Uniform Traffic Control Devices", RMS' Manual – "Traffic Control at Work Sites".

All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Demolition Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP 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 DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic

Management Plan where it is deemed unsuitable during the course of the project.

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 for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

Allocation of parking spaces (strata title)

All carparking spaces are to be assigned to individual units. All residential units must be assigned two parking spaces. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure adequate parking availability for residents.

Allocated Parking Spaces (retail/commercial)

commercial parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability.

Disabled Parking Spaces

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Shared Zone Bollard

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1.1m

Reason: To maintain unobstructed sight distance for motorists.

Sight lines within carparks

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.