Traffic Engineer Referral Response

Application Number:	DA2022/0193

Date:	24/06/2022
Responsible Officer	
Land to be developed (Address):	Lot B DP 382992 , 199 - 205 Pittwater Road MANLY NSW 2095

Officer comments

Revised comments on amended plans - 24 June 2022

The revised plans have removed the proposed Loading Bay from inside the carpark and propose to site it on street. A revised offstreet carparking arrangement which caters for 7 offstreet parking spaces has been submitted with an additional tandem parking space. A turning bay has also been added to allow for vehicles to turn around on site and enable forwards entry and egress to/from the site. The amended plans have also slightly reduced the retail area from the original proposal down to 296m2.

Parking

The above changes have not impacted the total parking requirement which remains at 17 spaces as detailed below:

7 x units at 1.0 space per dwelling = 7 spaces
7 x 0.16 visitor spaces per dwelling = 1.12 spaces (round up to 2)
296 sqm x retail @ 1 space per 40m2 = 7.4 spaces (round up to 8)

This represents a deficiency of 10 offstreet parking spaces, an improvement in the magnitude of the parking deficiency of 1 space.

The amended plans have 2 pairs of tandem spaces. As there are 7 units and 6 proposed retail tenancies and as each pair of tandem spaces will need to be allocated to the same unit or retail tenancy, the offstreet parking provision will only provide access to parking for 5 of the tenancies/units i.e 8 of the units/tenancies will have no access to any offstreet parking.

The carparking arrangements are still considered to be inadequate and must cater more adequately for DCP requirements

Council had suggested that mechanical stackers could be considered to increase the offstreet parking supply. Pit style stackers could potentially increase the number of offstreet spaces will also allowing both spaces in the stacked pair to be accessible at all times.

On site manoeuvring

Although an on-site turning bay has been provided swept paths plots to demonstrate that it can be used effectively to turn around have not been provided. These are required to demonstrate that the B85 vehicle can enter and exit the carpark in a forward direction utilising this bay, particularly from spaces P1-P4 .

Loading bay

The offstreet loading bay in the last version of plan was removed and it has been suggested that a kerbside Loading Zone should instead be considered. This alternative is not favoured as it removes on-street parking in a location which suffers from high parking demand. The Manly DCP states in clause 4.2.4.3 d) that "Off street Loading facilities are to be provided to service the entire development in the LEP Business Zones considering the uses proposed on the site ... where the use requires regular servicing by commercial vehicles". As there are to be size retail tenancies on the site the site will require regular servicing by commercial vehicles and an offstreet loading bay should provided. For the above reasons the proposed kerbside Loading Zone is unsupported.

Parking survey

teh on-street parking survey provided by the applicants traffic consultant is noted with the traffic consultant suggesting that the on Thursday, 16 December 2021, up to 37 (34% of total) parking spaces were available for parking. This does not equate with Council's own observations of parking demand in the vicinity of the development however the undersupply of parking to service the development will result in an increased demand for on-street parking in the surrounding streets. Parking which meets DCP requirements should be provided on site.

The additional material and amended plans have not addressed the traffic concerns relating to this development and the revised proposal remains unsupported.

Original comments - 29/3/22

The existing development at 199-205 Pittwater Road is within a B1 zone and incorporates 9 residential units and 299m2 of retail/commercial development. The proposal is for alterations and additions to convert the existing mixed use development into 7 residential units on the first floor with 7 retail units with a total GFA of 313m2 on the ground floor. It is proposed to have 6 parking spaces serving this development and a loading bay capable of accommodating a medium rigid vehicle.

Parking

The parking required under the DCP for the existing development on the site is:

9 x units @ 1.0 space per dwelling = 9 spaces
9x 0.16 visitor spaces per dwelling = 1.44 spaces (rounded up to 2)
299 sqm x 1 space per 40 sqm = 7.45 spaces (rounded up to 8)
total parking required = 19 spaces

The parking required under the DCP for the proposed development are as follows:
7 X 1 bedroom units/studios @ 1.0 space per dwelling = 7 spaces
7 X 0.16 visitor space per dwelling = 1.12 spaces (rounded to 2)
313 sqm X 1 space per 40 sqm = 7.83 spaces (rounded to 8)
The total number of the spaces required for the proposed development is 17. This is two less than the requirement for the existing development on site.

The redeveloped site proposes to provide only 6 parking spaces. This represents a shortfall of 11 spaces

The applicant's traffic consultant has justified the parking shortfall on the basis that the redeveloped site has a lower parking requirement (by two spaces) that the existing development on the site. The Traffic

consultant also asserts that there is adequate spare capacity on street to accommodate the shortfall. To support the above the traffic consultant references parking surveys undertaken on a single day over a range of streets within approx. 130m of the site. The traffic consultant advises that there are some 108 parking spaces available for parking in the surveyed street sections. Council's estimate of the legal parking spaces in these street sections is only 85 available spaces. The surveys suggest that over 80 spaces were occupied in this area at most of the surveyed times suggesting little if any available on-street parking. The actual raw data has not been provided to confirm the above.

It is noted that two of the proposed parking spaces are in a tandem arrangement this would mean that the buried space would be inaccessible if the front space were occupied. In order to ensure that access to parking is not prevented the two spaces in the tandem arrangement would need to be allocated to the same unit or tenancy.

It is considered that there is potential to provide additional parking on the site by incorporating mechanical car stackers over some of the spaces eg spaces P5 & P6. This would reduce the shortfall in parking and minimise the parking impact of the development on surrounding on-street parking.

It is also noted that the parking area has not been dimensioned and swept path plots have not been provided to demonstrate that access to and from parking spaces is possible. The compliance of the proposed parking spaces was not therefore able to be checked. This material should be provided.

Property Access

Access to the property is constrained. Access can only be obtained from Golf Parade as there is a One Way traffic flow restriction on Collingwood Street. Golf Parade can only be accessed via a left turn from Balgowlah Road as there is a median on Balgowlah Road preventing right turn ingress and Golf Parade is closed at Pittwater Road. Egress from the site is only available by turning left from Golf Parade onto Balgowlah Road or by proceeding south on Collingwood Street (in alignment with the One Way traffic flow) to reach Pittwater Road via Rolfe Street.

The development is not however expected to generate a significantly different volume of traffic to the existing development on the site and concerns are not raised in terms of the traffic generation from the site.

Loading

The proposed loading bay is sited where it will block access to and from all parking spaces on the site when it is in use. This is inappropriate and likely to result in conflict between residents/tenants and delivery drivers. Access from the loading bay to the retail units is also poor with access from the loading bay impeded by parked vehicles in bays P3 and P4. Deliveries are unable to be completed other than from the footpath. Given the above it is likely that deliveries will tend to be undertaken by trucks double parking on-street or across drivers neither option is acceptable.

Delivery trucks will also need to egress the site via Collingwood Street and turn left into Rolfe St to reach Pittwater Road. Given the narrow width of Rolfe St it is unclear if this turn can be achieved by a medium Rigid Vehicle. A swept path shall be provided to demonstrate that this turn is achievable for a MRV noting existing parking arrangements.

Summary

In summary, further information is required in order to determine if this proposal can be supported:

- raw parking data to confirm adequacy of parking survey undertaken in support of the

application.
- All related dimensions for parking spaces and parking aisles with swept path access to and from spaces
- Additional stacked parking spaces.
- Additional details to address the poor siting of the loading bay and poor access from it to the retail units.
- A swept path for a MRV exiting the site via Collingwood Street and performing a left turn onto Rolfe Street.

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.