

Reference: 18.190r02v01

29 August 2022

Macarthur Projects  
PO Box 266  
MONA VALE NSW 1660

Attention: Mr Greg Walker

**Re:** 1105 – 1107 Barrenjoey Road, Palm Beach  
L&E Court Appeal – Case number 2022/00089442

Dear Greg,

I refer to the subject development application and note that the application was the subject of an appeal, at which time the Council's Contentions in this matter were considered. The Traffic Impact Assessment (TIA) report has been updated to address Council's contentions (Ref: 18.190r01v02, dated 29 August 2022).

## Response to Contentions

### Vehicle Access and Parking

*5. The development application should be refused as the proposed vehicular access arrangements and parking provision is unacceptable.*

*Particulars:*

- (a) All internal driveways, ramps, vehicle turning areas, and parking spaces must be designed in accordance with AS 2890.1 (2004), AS 2890.6 (2009). The basement car park provides the minimum 19 residential (16 dwelling with 3 visitor spaces), 3 service apartment, and 9 retail car parking spaces required under the P21DCP. The total number of spaces include 3 accessible parking spaces (1 dwelling, 1 visitor, and 1 retail).*
- (b) It should be noted that the number of required parking spaces for the service apartments is assessed based on the number of bedrooms, which does currently meet the P21DCP requirements. However, each serviced apartment also includes a media room which is readily usable as a second bedroom, and therefore one additional parking space would be required for each apartment.*
- (c) It is good design to arrange the parking layout to defined areas according to the development use where possible. This would assist all users, especially visitors, and avoid any unnecessary movements or circulation to find an available parking space. There are concerns with access to the retail parking space (R1) which is in the south-eastern corner of the building. R1 is situated directly off the driveway at the bottom of the ramp and enclosed between the walls of the building and the stairwell access. Access to R1 would be improved by relocating the stairwell to the southern wall of the building, similar to the stairwell access off Iluka Road. This would also allow all Retail parking spaces to be aligned in a continuous row along the eastern wall.*

- (d) The P21DCP permits the use of tandem parking spaces where there are dwellings with two or more bedrooms in a development if all of the required criteria are met. The development includes a total of 8 three-bedroom apartments with 5 of these dwellings provided with tandem spaces. Although the tandem spaces are allocated to the same dwelling, the overall proportion of tandem parking is 31% and exceeds the P21DCP maximum of 10% of the total residential parking for two or more-bedroom units. The high proportion of tandem parking impedes the parking, manoeuvring and access of other vehicles. These issues add to the concerns with the current layout, which is also reliant on traffic signals, mirrors and waiting bays to provide safe access and movement within the car park.
- (e) The traffic signal system will operate with a passive green light for all vehicles entering with vehicles required to stop within the allocated waiting bay at the top of the ramp in the event of an exiting vehicle within the basement. Waiting bays are also provided within the basement level with all exiting vehicles be required to position themselves at a waiting bay until the system provides a green light. The waiting bay located at the top of the ramp is not as clearly marked as those located in the basement car park, and additional pavement markings are required to ensure that the waiting vehicle does not encroach on the travel path of exiting vehicles. It is also noted that traffic signal in the basement is located on the opposite side of the Retail parking area, and vehicles are required to wait within the parking spaces for a green light before exiting. The Retail parking spaces R1, R2, R3, R4 and R5, located in front of the Waiting Bay and Stop line, should be signposted as rear to wall parking, so that they can easily see the green light and exit the space in a forward direction.
- (f) Taking into account the high demand for parking in the area and impacts to existing off-street parking, consideration for the proposed tandem parking could be supported subject to the required changes to the configuration of the car park layout. The changes improve manoeuvrability in the area opposite the tandem parking spaces and facilitates safe and efficient access from the public road to the basement car park and designated parking spaces.
- (g) The following amendments to the proposal may resolve some vehicle access and parking concerns:
  - i) Resident accessible parking space (01) should be changed with the Visitor accessible parking space (V3) so that all Visitor parking are located together. The Visitor accessible parking space (V3) and 'Shared Zone' should also be swapped with Visitor parking V1 and V2, to be closer to the lift for convenient and safer access.
  - ii) Retail parking R7, R8 and R9, should be swapped over with the new section of Accessible Parking (R6, Shared Zone and 01) so that all the Retail parking is consolidated and located side by side. All Retail spaces are to be renumbered in ascending order.
  - iii) Relocate stairwell situated between Retail parking R1 and R2 to the south-east corner of the building, so that all Retail parking spaces are aligned in a continuous row.
  - iv) Waiting bay with stop line and markings to be clearly marked within the property boundary for vehicle waiting at the top of the access driveway off Iluka Road.
  - v) Retail parking spaces R1, R2, R3, R4 and R5, should be signposted as rear to wall parking so that they can easily see the green light and exit the space in a forward direction.

#### TRAFFIX Response

- (a) This condition refers to serviced apartments and is now superseded by the updated yields which consists of residential, commercial, and retail uses. The updated parking complies with Council's DCP requirement for the updated yields, refer to Section 6 of the updated TIA for the parking requirements of the current development scheme.
- (b) This condition is now superseded by the updated yields. No serviced apartments are proposed within the recent set of yields.
- (c) All retail parking is located in a continuous row along the eastern wall to avoid unnecessary movements for circulation. Parking space R1 is no longer enclosed between the southern wall and stairwell access.

- (d) All tandem parking spaces will be allocated to the same unit and therefore this will have minimal impact on general access. Refer to response for Contention 5 (g) which states the amendments that are requested for consideration of the proposed tandem parking spaces.
- (e) The waiting bay at the top of the ramp is now clearly marked. Retail spaces R1-R6 are to be signposted (as indicated on the plans) as rear to wall parking only and will be required to wait within their parking spaces for a green signal before exiting.
- (f) Refer to Contention 5 (g) response which addresses the specific changes requested from Council.
- (g)
  - i) All visitor parking is now located together within the basement and within close proximity of the lift.
  - ii) Retail parking is now arranged in such a way that all 11 spaces are located in a continuous row along the eastern wall.
  - iii) The stairwell has been relocated to better allow for retail parking to be aligned in a continuous row.
  - iv) Waiting bay at top of access driveway is now indicated on plans.
  - i) Retail parking spaces R1-R6 are indicated on the plans as being signposted 'Rear to wall parking only'

I trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information.

Yours faithfully,

**Traffix**



Vince Doan  
**Director**