

## Traffic Engineer Referral Response

<b>Application Number:</b>	Mod2015/0152
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 12 DP 1197725 , 80 Evans Street FRESHWATER NSW 2096

### Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m<sup>2</sup> or
- Alterations to existing or new driveways or
- Where proposals affect or are adjacent to Council drainage infrastructure incl. watercourses and drainage channels or
- Torrens, Stratum and Community Title Subdivisions or
- All new Commercial and Industrial and RFB Development with the exception of signage or
- Works/uses in flood affected areas

And as such, Councils development engineers are required to consider the likely impacts on drainage regimes.

### Officer comments

We do not concur with the findings of the traffic report prepared by Arup on behalf of the applicant in support of the Mod2015/0152. The proposed modification to narrow the exit driveway, the relocation of the refuge island, reducing parking provision for the club as well as the drop off area in Evans Street will have detrimental impact on traffic and road safety and could not be supported.

### Narrowed Exit Driveway

In accordance with AS2890.1:2004 and the comments provided at the Pre-lodgment Meeting the proposed car parking requires the provision of minimum 6 to 8m wide exit driveway. The proposed narrowing down the driveway to one lane to service about 700 car spaces is not appropriate or acceptable.

**Reason:** Congestion and queuing at the exit driveway and noncompliance with the Australian Standards

### Relocation of Refuge Island

The location of the refuge island on Evans Street outside the at-grade car park is not supported due to its position alongside with the existing bus zone. Refer back to the traffic report provided by Arup on 5 November 2014 indicting the implementation of the refuge island further west along the existing pathway is feasible and the RMS Guideline requirements, the proposed location of refuge island as proposed on the modification is not acceptable.

**Reason:** Pedestrian safety and non-compliance with RMS Technical Direction for Pedestrian Refuges

### **Parking Provision**

Whilst the proposal is to reduce the overall number of parking space by two, the reduction of 32 parking spaces for the club is significant, has not been substantiated and therefore is not supported on traffic ground. The information provided by the applicant does not indicate which areas of the development are to be reduced and will be affected by the reduction of parking provision.

The assessment of parking provision in the previous DA was based on the peak parking accumulation for the different uses. On this basis a proposed reduction of 50 parking spaces was accepted, and it was concurred that the provision of 705 parking spaces would meet the expected parking demand for the development.

**Reason:** Significant club parking reduction and impact of the reduced parking provision on the club and ancillary uses

### **Drop-off area in Evans Street**

The layby area proposed in Evans Street adjacent to the entry driveway is not supported due to its conflict with the vehicles exiting the driveway. It is noted that if a layby area was installed the width of the nature strip and the footpath area would be very narrow and not meet requirements.

**Reason:** Vehicular and pedestrian conflict and safety issue

### **Referral Body Recommendation**

#### **Refusal comments**

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

Nil.