

Traffic Engineer Referral Response

Application Number:	DA2018/1610
Responsible Officer	
Land to be developed (Address):	Lot 18 DP 35184 , 43 Old Pittwater Road BROOKVALE NSW 2100

Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m2 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

The proposal involves the demolition of an existing dwelling house and the construction of four, two storey (plus attic) multi-dwelling housing development.

The applicant has proposed a traffic signal system to address potential conflicts of vehicles ingressing/egressing the site simultaneously. This is deemed acceptable, however the default setting of the signals should be 'Red Light' not green to ensure vehicles come to a stop prior to manoeuvring along the ramp.

All parking provisions are in accordance with the DCP.

Sight lines are maintained in accordance with AS2890.1:2004 to maximize pedestrian safety.

The traffic generation of the site is deemed negligible on the local road network.

Ramp grades are deemed adequate.

Referral Body Recommendation

Refusal comments

Revised Comments:

The submitted 'Revised plans' do not address the previous concerns raised as stated below.

The Traffic Team cannot support the application in its current form as the below comments still remain.

Previous Comments:

The following concerns are raised regarding the proposal:

1. With the implementation of the Traffic Signal System, a waiting bay at the entry to the site is required for when the signals are operating. All queuing/waiting should be accommodated wholly within the site to avoid cars obstructing pedestrian access along footpaths. Based on the proposed layout, there is no ability for a car to wait on site when entering the driveway. It would appear that any and all queuing is to occur in Council's roadway. This is unacceptable.
2. Further detail regarding the signal operation within the basement, particularly with regard to access to spaces closest to the ramp, is required. Swept paths showing vehicles manoeuvring past one another nearest the ramp is required to ensure adequate space is available for drivers to negotiate around each other.

Based on the above, further information is required. As such, the Traffic Team cannot support the proposal in its current form.

Recommended Traffic Engineer Conditions:

Nil.