

Traffic Engineer Referral Response

Application Number:	DA2019/0860
Responsible Officer	
Land to be developed (Address):	Lot 52 DP 881594 , 24 Darley Street East MONA VALE NSW 2103

Officer comments

Proposal is unacceptable due to amendments required to the existing design and/or insufficient details and information for the following issues:

Access

The access driveway has a combined entry/exit width of 5.5m which narrows to a single 3m lane approximately 6.0m into the site. The full 5.5m width must be maintained for the entire 6m length beyond the property boundary so that vehicles are not encroaching on the Council Public Road Reserve. The Development Engineering section has also indicated that the width for vehicle passing needs to be fully located within the development site.

Ambulance Bay

The ambulance bay provided outside the main entrance must not be used as a passing bay. Swept paths are required to demonstrate the turning manoeuvres required to access the bay.

Car Parking Standards

The dimensions of car parking bays and aisle widths in the car park, 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.

Detailed dimensions including inside radius, outside radius, lane width and clearances are required to assess the curved driveway access to the basement car park. It appears that the outside radius is less than the minimum 7.6m.

Traffic Signal System

The Traffic & Parking report specifies that a standard traffic light system will be used to control entering traffic and vehicles exiting the basement and ground level carpark serving the neighbouring retirement village. The Applicant must clearly provide details of each traffic light phase noting which directional

flow and traffic source is given priority.

Details of the system, including the system operation, components and placement within the development, must be specified by a practising Traffic Engineer.

The signal system must;

- be clearly visible from ramp entrances,
- is to clearly indicate to an approaching driver, by way of red light or wording, that an opposing vehicle has entered the ramp,
- Incorporate linemarking to delineate traffic flow and nominate waiting bay locations to allow vehicles to overtake another.

Referral Body Recommendation

Refusal comments

Recommended Traffic Engineer Conditions:

Nil.