

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/1042
<b>Date:</b>	26/10/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 63 DP 6248 , 349 Barrenjoey Road NEWPORT NSW 2106

### Officer comments

The development is for a shop top housing comprising the following components:

- 2 x one-bedroom dwellings;
- 3 x two-bedroom dwellings; and
- 1 x three-bedroom dwellings.
- 230m<sup>2</sup> of retail space.
- A basement level providing the provision of 20 car parking spaces.
- Provision of a new vehicular access onto Robertson Road at the north eastern corner of the site.

#### Car Parking:

Requirements:

- Shop Top Dwellings: Two 1 Bedroom Dwelling@1 space per dwelling = 2  
Four 2+ Bedroom Dwelling@2 spaces per dwelling = 8
- Visitors : Six Dwellings @1 space per 3 dwellings = 2  
Sub-Total = 12
- Retail: 230m<sup>2</sup> Retail @1 space per 30m<sup>2</sup> GLA= 8  
Sub-Total = 8
- Total: 12 residential and residential visitor spaces + 8 retail spaces = 20

Provision:

The proposal includes the provision of the total of 20 parking spaces satisfying the above requirements.

#### Bicycle parking:

The provision of a total of eight (8) bicycle spaces within the basement level of the carpark satisfies the DCP requirements and is acceptable.

#### Traffic Impact:

In accordance with the RMS Guide to Traffic Generating Development, taking into consideration the existing retail use of the site, the proposal will result in the following net traffic generation:

- 1 vehicle per hour during the morning peak period (-1 in, 2 out); and
- -12 vehicles per hour during the evening peak period (-5 in, -7 out).

Therefore, there is a net decrease in traffic generation in the evening peak period and an increase of one (1) vehicle per hour in the morning peak period. This increase is considered minor and would not adversely affect the local and surrounding road network.

#### Car Park and Access Design:

- The design of the driveway access shall be reviewed in order to provide improved protection to the movement of parked vehicles in the adjoining on-street parking space to the west. To achieve this, the island on the west shall be extended for the full length of parking spaces on the west of the driveway and the layback to be provided about 7m from building façade on the alignment of the existing kerb to

the east.

- The proposed driveway access results in the loss of 3 on-street parking spaces, including accessible parking. Given the provision of some customer parking spaces within the site, the parking loss is considered acceptable, however, the design will need to accommodate the relocation of a compliant accessible parking space, including access to the footpath.
- The provision of a signal system to manage the vehicular conflict can be acceptable subject to provision of details. It is to be addressed that how the vehicular conflict between the service vehicle maneuverers and entering vehicles will be managed taking into consideration that the swept path analysis provided, shows the designated area for waiting bay will not be clear of the service vehicle manoeuvres.
- A loading bay operation management plan is to be submitted. This can be conditioned.
- The stairway exit door from the basement carpark must be amended to prevent it protruding from the building facade into the footway.

#### Refuse Collection

Clarification is required on the proposed waste collection method. The traffic report indicates that the development will use a private waste contractor for waste collection for both retail and residential uses using the service bay provided within the ground floor, accommodating a maximum 6.4m long small rigid vehicle. While this will address the adverse traffic implication of the waste collection on the laneway, it is in contradiction with the information provided in the waste management plan - ongoing waste management - indicating proposed Council Collection.

#### Conclusion:

in view of the above, the applicant is to provide the above information for the transport team consideration and assessment. The proposal cannot be supported in the current form.

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.