

Traffic Engineer Referral Response

Application Number:	DA2021/1341
Date:	03/09/2021
Responsible Officer	
Land to be developed (Address):	Lot 17 DP 6040 , 3 Brookvale Avenue BROOKVALE NSW 2100

Officer comments

The development proposes the demolition of the existing dwelling on the site and construction of a 4 x 3 bedroom residential unit development with 9 offstreet spaces accessed via a single car width driveway.

Parking:

The offstreet parking supply of 9 spaces is excess of the DCP requirement of 7 spaces (6 residential spaces and a visitor space). The development therefore satisfies the DCP requirement. All spaces are sized in accordance with the minimum dimensions outlined in AS2890.1

Traffic Generation:

The traffic generation from the site has been estimated from the RMS Guide to Traffic Generating Development using rates for medium density development and for larger units. This is appropriate. Using these rates it is estimated that the development will generate up to 26 daily vehicle trips and around 3 trips in the peak hours. Given that the existing dwelling on the site would also generate up to 9 daily trips and 1 peak hour trip the increase in traffic generated from the site will be insignificant.

Vehicular Access:

The development proposed access via a driveway of capable of 3.8m in width. This width is insufficient to cater for passing of two vehicles. The driveway is around 32m in length between the kerb alignment and the entry point to the basement carpark. AS2890.1 section 3.2.2 suggests that where the driveway is more than 30m in length or sight distance from one end to the other is restricted that it be widened to 5.5m for at least the first 6m inside the property boundary. As the driveway gradient over most of its length is on a steep 1 in 4 gradient and as the vehicle crossing is located on a bend with poor sight lines it is considered that the widening to 5.5m is appropriate in this instance.

It is noted that the applicants traffic report suggests that the lack of any provision for passing can be overcome by the use of convex mirror and waiting bay within the basement carpark however this is considered an inadequate solution as the waiting bay is sited where it:

- a) blocks access to/from 3 basement car spaces
- b) would be difficult to access and
- c) requires a very tight manoeuvre from an entering vehicle to pass a vehicle stopped in the waiting bay.

It is also noted that the intersection between the ramp and the carpark circulation aisle has been designed to cater for access by the B85 vehicle. AS2890.1 section 2.5.2 c) requires that these type of

locations should be designed for access by a B99 vehicle. Given that access for a B85 vehicle past a waiting vehicle is tight it is anticipated that safe access for a B99 vehicle would not be possible.

Given the above concerns, the current arrangements for vehicular access are considered unsatisfactory and require review and resubmission of amended plans

Pedestrian sight line triangle:

It is noted that the point where the driveway meets the property boundary does not make provision for a compliant pedestrian sight line triangle as per AS2890.1 section 3.2.4(b). This issue would be addressed if the driveway were widened to 5.5m at the boundary as noted above.

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.