

Traffic Engineer Referral Response

Application Number:	DA2018/1826
Responsible Officer	
Land to be developed (Address):	Lot 29 DP 5464 , 27 Warriewood Road WARRIEWOOD NSW 2102 Lot 28 DP 5464 , 25 Warriewood Road WARRIEWOOD NSW 2102

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 proposed residential development contains:

- Lot 21
 - One dwelling house
- Lot 22
 - 11 residential townhouses (including 3 adaptable units).
 - 32 residential units (including 8 adaptable units):
 - 4 x one bedroom units
 - 22 x two bedrooms units
 - 6 x three bedrooms units
 - Two levels basement car parks.

The proposed basement car park has a total of 83 car parking spaces including 2 accessible bays, 8 adaptable spaces, 11 visitor spaces and 1 car wash bay.

36 bicycle parking spaces are proposed in addition to the car parking spaces.

Each townhouse and the dwelling house will be allocated with two car spaces within a garage as part of each lot. Three visitor parking spaces and one accessible spaces will be provided on Lorikeet Grove.

Traffic:

The applicant's Traffic Consultant has addressed the townhouses and dwelling house with the same traffic generation rate as the medium density units. This is deemed incorrect. The residential house and townhouses should be assessed as dwelling houses.

As such, application of the correct rates, in accordance with RMS Guide to Traffic Generating Developments, would reveal a site generation of 28 vehicles. This level of traffic is still not anticipated to have unacceptable traffic implications.

Waste:

The waste service arrangements are deemed adequate.

Parking:

The parking rates are in compliance with the RMS Guide to Traffic Generating Developments and the Pittwater DCP.

Car Park Layout:

The layout is generally in compliance with AS2890.1:2004. Concern is raised regarding safety associated with pedestrians exiting the door on basement one (1) near the bottom of the ramp. The door currently faces the travelling lanes within the basement. The door should be re-positioned in the same direction as the access to the elevator. This can be conditioned.

Pedestrians:

Bollards should be positioned around the areas facing vehicle travel lanes, particularly near the elevators. This will be conditioned. No other concerns are raised.

Referral Body Recommendation

Refusal comments

Servicing:

There appears to be no accommodation for a removalist vehicle both within the site or on-street. On-street is deemed potentially inadequate due to the narrow nature of the road and the length of time it would take to undertake the home moving process. No details have been provided as to how tenants will move in to/out of the units.

Due to the lack of detail, Council Traffic Staff are unable to support the application in its current form.

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Bollards

Bollards shall be installed near all standing areas around elevators and stairs, particularly where pedestrians are exposed to vehicular movements. Plans shall be amended to reflect the location of the bollards. These plans shall be submitted to and approved by the Certifying Authority prior to the release of any Construction Certificate.

Reason: To ensure pedestrian safety by protecting standing areas near elevators (DACTRBOC1)

Plan Amendments - Door Access

The applicant shall amend their drawings to reflect the relocation of the doors at the bottom of the

access ramps. The door should be facing the same direction as that of the elevator access, away from the travelling lanes. These amended plans shall be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate.

Reason: To ensure pedestrians are not walking directly into trafficable areas (DACTRBOC2)