

Traffic Engineer Referral Response

Application Number:	DA2024/1079
Proposed Development:	Community title subdivision into five (5) lots and civil works
Date:	19/11/2024
Responsible Officer	
Land to be developed (Address):	Lot 3 DP 1115877 , 53 B Warriewood Road WARRIEWOOD NSW 2102 Lot 3 DP 942319 , 53 Warriewood Road WARRIEWOOD NSW 2102 Lot 2 DP 1115877 , 53 A Warriewood Road WARRIEWOOD NSW 2102

Officer comments

The Development Application is for a residential subdivision of 53A & 53B into 5 lots. Further subdivision is to occur at a later stage to create a total of 29 lots on the land.

Road Network.

The proposed road network to serve the subdivision is generally acceptable comprising roads consistent with the requirements for Access Streets for the internal roads and generally in compliance with requirements for a Local Street for the design of Lorikeet Grove as outlined in the Warriewood Valley Roads Masterplan (WVRM). The following points of concern are however raised:

- It is noted that roll kerb and gutter is proposed for use on internal roads Road 1 & Road 2. The use of roll kerb is not supported as it will inevitably result in vehicles parking with one wheel up on the footpath/nature strip which is illegal, will result in deterioration of landscaping, narrowing of usable footpath widths and minimising of space for presentation of bins. Vertical faced kerb and gutter is be used on all roads.
- footpaths of only 1.2m in width are proposed on roads 1 & 2 contrary to the WVRM requirement of 1.5m. The proposed 1.2m footpaths are considered inadequate as the WVRM requires 1.5m footpaths on an Access Street to allow sufficient width for a pram and wheel chair to pass consistent with AS1428.2
- the road reserve width of Lorikeet Grove does not match that approved on th3 adjacent site at 53C Warriewood Road which was approved at a 16m width under N0027/16. Road Reserve widths are to be consistent with those in existence on adjacent lots
- A 2.1m shared path is proposed along the site frontage to Warriewood Road, with a 1.5m footpath proposed on one side of Lorikeet Grove, consistent with WVRM requirements. A 2.5m shared path is also proposed to the south of Lorikeet Grove as required by the WVRM. The shared path is shown switching to the north side at Road No.1. The details for the 2.5m shared path are queried as it does not appear that there is a connecting shared path west of the subject site on the northern side of Lorikeet Grove. The Shared Path would therefore not provide a continuous connection to the shared path on Brands Lane. The proposed 2.5 metre wide shared path should remain to the south of Lorikeet Grove with further details required to demonstrate how it is proposed to connect this shared path to existing shared path segments constructed and/or planned on adjacent lots east and west of the site as approved under past development consents. Updated details are to be reflected on amended DA plans.

Property Access

It is noted that proposed lots 28 & 29 which front Warriewood Road and are located at the south eastern corner of the site do not have a property frontage to the internal road network so will have vehicle crossings to Warriewood. All other proposed lots, including lot 27, which is shown in the traffic report as having access to Warriewood Road, are to have property access to the internal private road network, to Pheasant Place or to Lorikeet Grove, this will be conditioned. In this way, the objective of the WVRM to limit the number of property access points to Warriewood Road will be achieved. This would also maximise on-street parking availability on Warriewood Road as the additional vehicle crossing to Warriewood Road would result in at least one additional lost parking space.

Intersection treatments

It is noted that it is proposed to construct threshold treatments in a stamped asphaltic concrete or porphyry paver treatment on Road 1 and at its junctions with Lorikeet Grove and Road 2. This is supported. Design details are to be provided for further review prior to release of the Construction Certificate. This will be conditioned

It is also noted that the applicant's traffic engineer has undertaken a sight distance assessment at the junction of Road 1 with Lorikeet Grove. This sight distance assessment has found that fences and landscaping for approximately the first 2m inside the front yards of lots 6,7,8 & 9 would need to be kept at less than 1m to allow adequate sight lines for motorists at a travel speed of 40km/h. This can be conditioned.

Indented Bus Bay & Parking Bay

It is noted that an indented bus bay of 3.0m in width and an indented parking bay of 2.1m in width have been proposed on the Warriewood Road frontage consistent with the requirements of the WVRM and the concept proposal previously approved by the Traffic Committee. It is noted that the Warriewood Valley Development Contributions Plan Amendment 16, Revision 3 envisages a bus shelter being provided on Warriewood Road between Manooka Place and Alameda Way (item 5.5). The indented bus stop proposed under this sub division would be an appropriate location for this bus shelter noting that there are no bus shelters currently in place on the northbound side of Warriewood Road within reasonable proximity of the development . Detailed designs for both indents including provision of a bus shelter and the related parking restriction signposting will require separate approval under a Roads Act approval application. It is noted that the concept plans for signposting of the subdivision have proposed that the bus stop indent be signposted as No Stopping. This is inappropriate, with Bus Zone signposting required. The above requirements for a separate Roads Act approval will be conditioned.

Streetlighting

No details for streetlighting have been provided on the subdivision plans. To ensure that consideration has been given to potential locations for streetlighting and to ensure that such facilities are not in conflict with other required infrastructure or landscaping, concept details for streetlighting must be indicated on the DA plans. Ausgrid approved streetlighting details will be required for review prior to release of a construction certificate with an appropriate condition to be drafted. Lighting will also be required for the shared path south of Lorikeet Grove on any sections which deviate from away from the Lorikeet Grove road alignment.

Conclusion

There are amended and/or additional details required before the proposed subdivision can be supported

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.