

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/2152
<b>Proposed Development:</b>	Demolition works and subdivision of land into 9 lots including tree removal and infrastructure work
<b>Date:</b>	15/08/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	<p>Lot 3 DP 210342 , 128 Crescent Road NEWPORT NSW 2106</p> <p>Lot 21 DP 545339 , 57 The Avenue NEWPORT NSW 2106</p> <p>Lot LIC 407538 , 57 The Avenue NEWPORT NSW 2106</p> <p>Lot LIC 460612 , 57 The Avenue NEWPORT NSW 2106</p> <p>Lot 1 DP 503390 , 126 Crescent Road NEWPORT NSW 2106</p> <p>Lot 2 DP 210342 , 55 The Avenue NEWPORT NSW 2106</p> <p>Lot 111 DP 556902 , 122 Crescent Road NEWPORT NSW 2106</p> <p>Lot 112 DP 556902 , 122 Crescent Road NEWPORT NSW 2106</p> <p>Lot LIC 188424 , 122 Crescent Road NEWPORT NSW 2106</p> <p>Lot 295 DP 820302 , 122 Crescent Road NEWPORT NSW 2106</p> <p>Lot 295 DP 820302 , 122 Crescent Road NEWPORT NSW 2106</p>

### Officer comments

### NOT SUPPORTED

### Referral comments 15/8/23

The amended plans have been reviewed along with the Response to Request for Information. The proposal does not address the access issues previously raised or infrastructure requirements in accordance with Council's Pittwater21 DCP.

C4.4 Subdivision - Public Roads, Footpath and Streetscape, requires the subdivision include the design and construction of the perimeter road for half width construction including road pavement, vertical kerb and gutter, footpaths or cycleways (minimum 1.5m width or minimum 2.1m width where a cycleway is required), street lighting and landscaping, for full width of the development site frontage to all public road reserves and shall include any intersection to provide access the subdivision all at the full cost to the applicant.

The Avenue is a no through road and access road which connects to Crescent Road. The sealed pavement width varies between 4-6m in width and there is no kerb and gutter or constructed footpath.

The design road for The Avenue should be 7m wide, and include the road pavement, vertical kerb and gutter, and a 1.5m wide footpath behind the kerb. Crescent Road has existing kerb and gutter and Council recently constructed a 1.5m wide footpath along the western side of the road fronting the development. No additional infrastructure is therefore required along Crescent Road.

C4.6 Service and delivery vehicle access in subdivisions, requires that roads and accessways within the subdivision are to be designed and constructed to accommodate access for waste, recycling, service, emergency and delivery vehicles. It is noted that Waste Services supports the proposal for kerbside collection and therefore waste vehicles are not required to access the subdivision. The shared access driveway must still be able to provide adequate access for emergency and delivery vehicles. Delivery vehicles for removalists can be considered to be Medium Rigid Vehicles (8.8m length and 2.5 width), however the shared access driveway should be designed for the largest vehicle type being a fire truck (10m length and 2.5 width). The shared access driveway should be designed to cater for emergency vehicle access with swept paths undertaken to demonstrate turning movements entering and exiting the site.

### **Access and Parking**

The shared access driveway off The Avenue is 3.25m wide and approximately 60m in length. A passing bay 2.5m wide and 6.5m in length is situated immediately south of the driveway to Lot 2, shown on the Subdivision Plan - Dwg No. AD-DA905. The internal driveway to Lot 2 must be 3.5m wide to provide an effective length of 10m for the required passing bay. The passing bay should be signposted 'No Parking' to prevent vehicles using the space for on-street parking.

Architectural Envelope Plan - Dwg No. AD-DA903, shows potential alternative driveway entries for Lot 1, 2 and 3 off Crescent Road. The driveway access for Lot 2 and 3 should be off the shared access driveway, and Lot 1 should be directly off The Avenue. These access arrangements are also supported in the Transport Statement prepared by JMT Consulting. The Transport Statement also indicates that the proposal makes provisions for pedestrian connections through the site. Shared Zone signage should be considered if there are no proposals for a footpath within the subdivision and pedestrians are required to walk on the road.

Waste Services has indicated that there are no provisions for waste collection vehicles to turn around at the end of the street. It is preferable that a turning facility for Heavy Rigid Vehicles be constructed at the western end of The Avenue as part of the required infrastructure works in the Public Road Reserve, however if this not possible due to site constraints then the provision of a wider vehicle crossing with splay to allow for easier turning could be used for larger vehicles to reverse into the shared access driveway to turn around. The alternative turning option would be subject to acceptance by Waste Services.

### **Referral comments 8/3/23**

The Statement of Environmental Effects specifies that the proposal is for a subdivision which includes the demolition of the existing commercial and residential structure. The subdivision plan proposes nine separate residential lots, however no residential dwelling designs are currently proposed at this stage. These will be subject to a future detailed Development Application, along with an appropriate

Development Application to Council (with Office of Crown Lands consent) to convert the existing commercial marina to a residential marina of 9 berths.

### **Access and Parking**

- A shared access driveway off The Avenue provides access to six of the lots within the proposed subdivision. There are two lots which have individual driveways off The Avenue, and one lot has a driveway off Crescent Road.
- The Applicant's Transport Statement indicates that car parking arrangements will be provided as part of the separate Development Applications for the individual lots, however the subdivision plan allows for two standard car parking spaces to be provided for each lot as required by the Pittwater DCP. The proposed shared access driveway is 3.25m wide, and approximately 60m in length with a passing bay provided mid-way between two individual driveways.
- A combined entry/exit width of 5.5m should be provided which extends for a minimum 6m length beyond the property boundary, to enable the provision of a waiting bay at the entry, so waiting vehicles are not encroaching on the Council Public Road Reserve. A passing bay should also be located approximately midway along the length of the shared access driveway. The location of the passing bay or individual driveways may need to be adjusted to ensure that the passing bay allows the entering and exiting vehicles to pass. Additional swept paths are required to demonstrate that the passing bay is designed to cater for the vehicle movements.
- The Applicant has completed a Waste Management Plan for the demolition works, however there is no information on how the subdivision will be serviced in the future with respect to weekly waste collection. Unless kerbside collection of waste bins is proposed, the internal road or access driveway will need to be designed to cater for a waste vehicle.

### **Infrastructure Works in the Public Road Reserve**

The proposed subdivision should include the design and half-width road construction of The Avenue.

The design road for The Avenue should be 7m wide, and include the road pavement, vertical kerb and gutter, and a 1.5m wide footpath. The western end of The Avenue should incorporate a hammer head type design to allow a 10.5m waste vehicle to turn around at the end of the road. A 1.5m wide footpath is also required along the frontage of the site in Crescent Road. The Transport Statement indicates that the proposal provides for pedestrian connections through the site to the boat ramp. Shared Zone signage should be considered if there are no proposals for a footpath within the subdivision and pedestrians are required to walk on the road. Additional details and works may be specified by Council's Development Engineering section as part of their assessment.

### **Traffic Generation**

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2013'. The transport statement estimates that development generates 9 trips during both the AM and PM peak hour periods. It also notes that the Sirsi Marina which previously occupied part of the development site (along with four separate dwellings), could accommodate over 20 car park spaces and would generate greater volumes of traffic when compared to the proposed development. Although it is acknowledged that the new development

would generate less overall traffic to the area than the previous combined sites, there would still be an additional increase of 5 vehicle trips in The Avenue, during both the AM and PM peak hour periods, as 5 additional dwellings have driveway accesses off The Avenue.

### **Additional considerations**

It is noted that Council's Landscape section has raised concerns regarding the location of the proposed driveway to Lot 9 and impact on trees No.56 and 59. It was suggested that the driveway be relocated to the west or internally off the shared access driveway. It may not be possible for the driveway to be relocated to the western end of Lot 9, if provisions are made to enable a waste vehicle to turn around at the end of The Avenue.

The Applicant should consider the above comments regarding access and required infrastructure. Updated plans and details should be provided so that the proposal can be reviewed for further consideration. It is also recommended that the proposal be referred to Council's Waste Services section for comment. Unless kerbside collection of waste bins is proposed in The Avenue, additional changes may be required to the shared access driveway/internal road to facilitate waste collection within the subdivision.

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.