

Traffic Engineer Referral Response

Application Number:	DA2023/0976
Proposed Development:	Demolition works, civil and infrastructure works, subdivision into 53 lots and one community title road, the construction of 53 dwellings and associated works.
Date:	24/10/2023
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 592091 , 20 - 22 Macpherson Street WARRIEWOOD NSW 2102

Officer comments

The development Application is for demolition of the existing Flower Power development on the land and redevelopment of the site to provide 55 residential dwellings each served by two offstreet parking spaces. A One Way circulation system is proposed with some 27 on-street visitor parking spaces proposed.

The following issues are raised with regard to the development proposal:

Road widths

The road widths are beneath the minimums required under the Warriewood Valley Roads Masterplan (WVRM) which specifies a minimum width of 7.5m kerb to kerb for an Access Street with a verge width of 2.5m required on both sides including a 1.5m footpath on one side of the carriageway. None of the internal roads meet these requirements. While consideration could be given to accepting a 5.5m road width for Roads 04 & 05 given their short length and the absence of any parking on those roads, the other roads must be designed to be consistent with the requirements of the WVRM.

Truck circulation

As outlined in the comments from Councils' Waste Services team provision must be made for the circulation of Council's 10.5m waste collection vehicles and not an 8.8m medium rigid vehicle as has been plotted in the applicant's traffic report.

One Way Traffic Flow

a One Way traffic flow arrangement has been proposed by the applicant. The Warriewood Valley Roads Masterplan requires two way traffic flow which maximises the residential amenity and provides for convenient access to all residential premises within the sub division as well as maximising the potential for on-street parking for visitors. The proposed One Way circulation will result in inconvenient access to home situated at the ends of roads which is likely to result in drivers travelling contrary to the intended One Way circulation. The One Way circulation also limits the amount of on-street parking able to be provided within the subdivision with no on-street parking on Road 3. The One Way traffic flow and narrow road widths also require that parking be banned on waste collection days to allow for circulation of the waste collection vehicle. This is not appropriate for a new subdivision and is unenforceable on a private road. It is inevitable that vehicles will park inappropriately preventing collection of waste. A two way circulation arrangement with a 7.5m road width would allow parking to

be provided on one side of all streets and still maintain two way access. This will need to be confirmed with swept path plots for a 10.5m Heavy Rigid Vehicle. Finally, as outlined by Council's Waste Services team, the One Way circulation arrangement does not allow for collection of waste from both sides of the road which is inconvenient and undesirable. A Two Way circulation arrangement should be provided on the internal road network

Vehicle Access

The internal road network proposed by the applicant envisages a 6m carriageway width on road 2 with parking on one side. Driveways are then accessed with parking access to/from driveway opposite parked vehicles. The applicant's traffic report has not verified that B99 vehicles are able to enter and exit residential driveways with vehicles parked at kerb side. swept path plots must be provided to confirm that access to driveways is feasible by the B99 vehicles as required by AS/NZS 2890.1 when the parking bays are occupied

Road Cross Sections

It is noted that the cross sections for Roads 1 & 2 show that roll kerbs are proposed. This is unacceptable with the WVRM requiring standard vertical faced kerb and gutter. The use of roll kerbs will encourage vehicles to park with one wheel up on the nature strip/footpath which is illegal, will result in erosion of landscaped areas and will reduce footpath widths for pedestrians.

The cross sections for Roads 4 & 5 show the use of flush kerb which is acceptable for a laneway consistent with the intent of the WVRM that laneways be designated as 10km/h Shared Zones with pedestrians sharing the road with motor vehicles. Road 4 & 5 should be designed with a contrasting paved surface to clearly define that they are Shared Zones.

Lighting

There have been no details provided for the streetlighting of the internal road and footpath areas. Indicative locations for streetlight poles should be plotted on the DA plans with poles to be sited clear of any trees to maximise light spill. Streetlight poles should also be located clear of footpaths to ensure that footpath widths are not restricted.

Summary

There are a number of areas where the submitted plans and reporting are inadequate or unacceptable. Additional material and amended plans are required prior to further consideration of the development

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.