

## Traffic Engineer Referral Response

Application Number:	DA2019/0571
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 407210 , 34 Orlando Road CROMER NSW 2099

### Officer comments

#### Traffic comments in review of revised traffic plans:

The following comments are provided on the revised traffic plans provided by the applicant with the TRIM reference number of 2019/519014.

There are 10 parking spaces provided including 8 car space in the basement car park, one accessible car space and one loading bay for trucks with the maximum size of Small Rigid Vehicles (SRVs) on the ground level. The parking provision satisfies the parking requirements in accordance with the Warringah DCP. The swept path analysis indicates that all vehicles are able to make the manoeuvres within the site and are able to enter and exit the driveway in forward direction with no need to use the turntable.

The expecting traffic generating from the site is considered to have minimal impact on the road network and is acceptable.

The driveway gradient at the first 6m from the property boundary is 1 in 8, which exceeds the the maximum of 1 in 20 as required by Australian Standard AS2890.1:2004. Also in the driveway longitudinal section plan, there is a section that the body of the vehicle has conflict with the building structure, however it is unclear which section of the building it refers to. The has to demonstrate that minimum headroom clearance of 2.2m is provided in all car parking area and driveways. These non-compliance with Australian Standards are to be addressed prior to Construction Certificate.

In view of the above, the proposal can be supported subject to the following conditions:

#### Traffic comments:

The application proposes the construction of 523m<sup>2</sup> warehouse and a 2 bedroom flat caretaker. It is proposed to provide a basement car park for 12 parking spaces and a loading bay on the ground level.

In accordance with Warringah DCP, the provision of 8 on-site parking spaces is required for the proposed development. The proposal includes the provision of 12 parking spaces within the basement car park, which satisfies the requirements.

Given the intensified use of the premises and the location of the driveway on the bend in a narrow busy street, the provision of a passing bay will be necessary. This is for entering vehicles to be able to wait off the street, should a vehicle exit the driveway simultaneously. The passing bay shall be clear of any turning movements. Any reversing onto or queuing on the frontage street is considered unsafe at this location.

Proposed turntable provided for the service vehicles is considered unacceptable. Adequate provision of maneuvering area and convenient access to the loading bay shall be provided and designed in accordance with Australian Standards. all vehicles are to enter and exit in forward direction.

The driveway grades and design as well as car park design shall be in compliance with Australian Standard AS2890.

The design must incorporate a 2.5x2m clear sight line splay at the property boundary in accordance

with AS2890.1:2004 to improve the visibility of pedestrians for vehicles exiting the driveway.

The expecting traffic generating from the site is considered to have minimal impact on the road network and is acceptable.

In view of the above, the proposal is not acceptable on parking and access grounds.

### **Referral Body Recommendation**

### **Refusal comments**

### **Recommended Traffic Engineer Conditions:**

## **CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE**

### **Enter and exit in forward direction**

All vehicles are to be able to enter and exit the driveway in forward direction.

Reason: Compliance with Warringah DCP(DACTRCPCC1)

### **Driveway Design**

The driveway longitudinal section plan indicates that the driveway gradient at the first 6m from the property boundary is 1 in 8, which exceeds the maximum of 1 in 20 as required by Australian Standard AS2890.1:2004. The driveway gradients are to be modified in compliance with AS2890.1:2004 and the gradient of the first 6m of the driveway from the property boundary is to be maximum of 1 in 20.

In the driveway longitudinal section plan, there is a section that the body of vehicle has conflict with building structure. The minimum headroom clearance of 2.2m is to be provided all along the driveway and car parking area with no obstructions.

A plan reflecting the abovementioned shall be reviewed and approved by the private certifier prior to issue of the construction certificate.

Reason: Compliance with Australian Standards (DACTRCPCC2)