

Traffic Engineer Referral Response

Application Number:	DA2021/2600
Date:	11/05/2022
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 349085 , 49 Warriewood Road WARRIEWOOD NSW 2102 Lot 2 DP 972209 , 43 Warriewood Road WARRIEWOOD NSW 2102 Lot 2 DP 349085 , 45 Warriewood Road WARRIEWOOD NSW 2102

Officer comments

Initial Review - The proposal has been reviewed against the requirements of the Warriewood Valley Roads Masterplan and whilst the access to the basement car park of the Residential Flat Building proposed from the Lorikeet Grove road corridor in the current form does not contravene the masterplan, it does increase the traffic flow along Lorikeet Grove and Bubalo Street impacting on overall capacity.

The applicant needs to demonstrate that the access to the basement carpark cannot be achieved from Warriewood Road - with this classified as an access driveway and not an internal road for clarification of the master plan requirements.

If the access is not feasible from the Warriewood Road frontage of the subject site then the applicant is to provide a suitable traffic management solution to reduce the traffic volumes on Bubalo Street. This could be achieved through the implementation of suitable traffic facilities at the intersection of Bubalo Street and Warriewood Road to limit turning movements.

Proposal - Subdivision of 3 lots into 13 lots to include 1 super lot, 11 Torrens Title residential lots, and 1 lot containing the creek line corridor, civil works, and the construction of two residential flat buildings containing 34 dwellings including 4 adaptable housing, basement parking, swimming pool. at 43, 45, 49 Warriewood Road, Warriewood NSW 2102

Traffic:

· Construction Traffic:

A CTMP will be submitted once DA has been approved and Builder has been chosen, this will be conditioned.

· Site surrounded by:

- Warriewood Rd – Local collector road
- Pheasant Place – Local road
- Bubalo Street – Local road
- Lorikeet Grove – Local road (future extension)

Speed limit: 50km/h

· Traffic generation:

Based on TfNSW Guide for traffic generating developments...

- Morning peak: 18 / hour (in & out combined)

- Morning peak: 11 / hour (in & out combined)

The resulting traffic impact due to development's traffic generation is considered negligible

External Referral -RMS

RMS has considered the proposed development and provided no objection.

Public transport

Bus stops are located 25 m away from the site along northern and southern sides of Warriewood Road. The Warriewood Valley Road Masterplan requires that bus bays are to be provided at all existing bus stops or in an alternate location however as no bus bays are located on the subject property frontage this requirement is not relevant to this DA

Parking:

The development consists of 34 dwellings including 4 Adaptable Housing

· Required parking:

As per the Pittwater DCP Parking Rate....

For: Multi-Dwelling Housing, Residential Flat Buildings, and Shop-Top Housing

o 2 spaces/dwelling....(two or more bedrooms dwelling)

Therefore $2 \times 30 = 60$ spaces

o 1 visitor parking / 3 dwelling (rounded up)

Therefore $34 / 3 \gg 12$ spaces

o Accessible parking

- 3% of the number of parking required (included).

Therefore 3 % of $(60 + 12) \gg 2$ Accessible parking

- For Adaptable Housing 1 accessible parking space/dwelling

Therefore 4 accessible parking spaces

o 1 wash bay / 10 or more dwellings

Therefore 1 wash bay

o 1 bicycle rack / 3 dwellings

Therefore $34 / 3 \gg 12$ spaces

· Provided:

o Residents spaces = 68 including 4 accessible parking.

o Visitors' parking spaces = 13 including 2 accessible parking

o Accessible parking spaces = 6

o Car wash bay = 1

o Bicycle parking = 12

Out of these parking 8 (<10%) are tandem parking.

Parking provisions are deemed to satisfy the requirements.

Access and circulation swept paths:

Access:

- Access driveway complies with Australian Standard AS 2890. However, there is no separate access for cars and service vehicles. Considering the limitation of space and the fact that this is a residential development, combined access is considered satisfactory.

- Exit/Entry is possible in a forward direction

Swept paths

- Swept path plots to/from the basement have been provided for B99 and Service Vehicle (Australian standards). The swept path for Service Vehicle (Australian Standard) has to be provided.

- Internal swept paths for critical parking spaces (like corners, blind aisles, etc) have to be provided. Ensure the turning paths should satisfy for all parking spaces.

Pedestrian and cyclist safety:

The Traffic and parking impact report and plans indicate that footpaths are proposed along the full frontage of the site on Warriewood Road and on the northern side of Lorikeet Grove with a 2.5m shared pathway along the southern side of Lorikeet Grove connected to the pathway at the rear of 53 Warriewood Road. Further details will need to be provided for Roads Act approval prior to completion.

Servicing:

Waste collection is on-site at the ground floor level and entry/exit in the forward direction.

Ongoing:

All facilities should be maintained throughout the lifetime of the project.

Conclusion

The applicant is not supported in the current form and the applicant needs to address the requested access from Warriewood Road matter and demonstrate this is not feasible.

The compliance of the basement parking with the AS2890 requirements for the turning path assessment needs to be confirmed as part of the traffic report provided.

If the primary access to the basement car park cannot be achieved from Warriewood Road, additional controls are required to limit the traffic volumes using Bubalo Street.

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.