Traffic Engineer Referral Response

Application Number:	Mod2024/0051
Proposed Development:	Modification of Development Consent N0440/15 for the subdivision of land and the construction of a residential development incorporating 81 dwellings and associated civil works and landscaping
Date:	22/07/2024
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 5055 , 8 Forest Road WARRIEWOOD NSW 2102

Officer comments

Additional comments - 22/7/24

The amended landscaping plans show details for removable bollards at the top and bottom ends of the 4m central private access road to ensure that only emergency vehicle access is available to that road. This addresses previous concerns about the reduced width of the central private access road. It also addresses concerns about safety for pedestrians using this road and the potential for parking activity on the footpath segments or landscaped areas beside it.

Given that vehicular access along the central private access road will be rare and confined only to emergency vehicles, the paving of it in "Surepave" is not opposed.

The firetrail is now shown as being paved which addresses concerns previously raised about the use of a gravel surface, the turning of trucks on such a surface and the potential for gravel to wash into stormwater pits.

Given the above there are no traffic engineering concerns with approval of the modification and no new conditions to add

Original comments 1/7/24

The Statement of modification submitted by Boston Blyth Fleming dated 7th February 2024 advises that the following changes which relate to traffic and parking management are proposed:

- " Upgrade of the perimeter fire access road into a sealed road and retain the approved 4 metre width.
- Modify the alignment of the central private access road by removing the road curvature with a generally straighter alignment and reduce the width to 4 metre to permit traffic flow in one direction from east to west only,
- The introduce 4 kerbside car parking spaces on the western side of the approved 8 metre wide access road for use as short term parking for deliveries and ride share/taxi drop off"

In terms of the above the following comments are made:

The approved internal road is 5.5m in width and decreasing its width to 4m will mean that it provides

no capacity for any kerbside parking activity to occur along the length of the road. The 5.5m width would have allowed for some parking activity to occur on one side of the road without impacting upon the ability for traffic to pass along the road. This ability would be lost with the proposed reduction in width. Parking space for visitors, deliveries, overflow parking etc is therefore lost and the 5.5m width proposed under the approved internal road network should be retained.

The modification advises that 4 kerbside spaces are to be introduced on the western side of the access road. These spaces are not new. Vehicles could have parked in this location under the approved road network. The modification should more correctly state that no new parking spaces are created while a number of potential parking spaces are lost along the length of the internal road. While no objection is raised to the signposting of the 4 spaces on the 8m access road for 15min parking or other suitable time limited parking restriction the spaces cannot be considered "new".

In conjunction with the proposal for narrowing of the internal road it is noted that continuous footpath connections are lost from both sides of the internal road linking with the pedestrian access ramps into apartment blocks A,B C & D. The modified internal road provides only for footpath segments that do not form a continuous footpath connection to and from each of the apartments and the footpath on the west side of the main 8m wide access road. This amended proposal is less safe and less convenient for pedestrians. The approved design for the internal road at a width of 5.5m with footpaths on both sides should be retained.

It is unclear what the internal road cross section is. While road cross sections have been provided for the 8m access road and the fire trail no cross sections have been provided for the 4m internal road. There is concern that the narrow width of the 4m road may lead to parking occurring on the adjacent footpath segments particularly if no kerb is provided. Sectional views for the internal road are required for review.

The internal access road is now largely finished in Surepave. This treatment allows for grass to grow through the paved surface however this treatment is considered inappropriate for a surface that will, in part need to be negotiated by pedestrians. It is also considered to be a less durable treatment than the granite cobble finish that was proposed under the approved plans. It is also noted that the proposed granite cobble finish on the section of fire trail between the internal road and the turning head has also been replaced with a gravel treatment. Given the use of this section of the fire trail by heavy vehicles turning a gravel treatment is considered unsuitable. The granite cobble treatment should be retained on both of these road sections.

The statement of modification advises that the fire trail is to be upgraded to sealed road however the landscape plans suggest that the fire trail is to remain a gravel road. This is concerning as it is also noted that stormwater pits are proposed along the length of the fire trail and if it is to be a gravel road the pits will inevitably fill with gravel in rain events. It is also concerning as the internal road is now proposed to be One Way meaning increased traffic use of the section of the fire trail north of the internal road. Upgrading all of this section of the fire trail to sealed road is considered necessary.

The plans in their current form are unacceptable with further information and amended details required to address the above.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.