

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/0744
<b>Date:</b>	14/09/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 571975 , 50 Lawrence Street FRESHWATER NSW 2096

### Officer comments

#### Comments on amended plans - 14/09/21

The amended plans have widened the driveway to Dowling Street to 5.5m however this has resulted in the loss of one offstreet parking space. There are now 8 parking spaces accessed off Dowling Street and 9 spaces accessed off Oliver Street, a total of 17 spaces. This is one less than the DCP requirement however is considered acceptable on this occasion given the proximity of the development to the Freshwater town centre, to bus services and to proposed bicycle routes along Dowling St all of which would act to reduce the demand for parking generated by the development.

The amended plans have also proposed relocation of the bus stop to the south of the Dowling Street driveway which eases potential congestion issues at the driveway and the intersection with Lawrence Street.

No adjustment has been made to incorporate a median island to prevent right turns to and from the Oliver Street driveway. This is considered necessary for safety and traffic efficiency reasons but can be addressed by conditions of consent.

It is also noted that outward opening screens are still proposed for the Lawrence Street footpath level which will impact upon available footpath widths. Screens should slide parallel to the property alignment or open inwards to maximise useable footpath width. This can be conditioned.

AS2890.1 section 3.2(b) requires that a pedestrian sight line triangle 2.5m x 2.0m be provided at the point where the driveway meets the property boundary. The current plans do not allow for clear sight lines to pedestrians at either driveway and given that the development is in a high pedestrian activity area it is considered essential that clear sight lines be available for pedestrians. This requires amendment to the plans

IT is still considered that further amendment to the plans are required to address the pedestrian sight line issues outlined above after which conditions of consent can be drafted to address the other outstanding matters.

#### Original comments

The proposed development is for a shop top housing development comprising 11 units, 35 sqm allocated for business uses and 43 sqm for retail uses.

The apartment mix is 6 x 1 bedroom or studio apartments 3 x 2 bedroom units and 2 x 2 bedroom adaptable units.

### Traffic Generation

Traffic generation from the site will not be excessive with the traffic report indicating that the development will generate 10 trips in both the am and pm peak periods however given that existing uses on the site would generate traffic the overall increase in traffic flow would be less. These volumes are unlikely to impact to a significant extent upon traffic conditions in the surrounding road network.

## **Car Parking**

The Warringah DCP requires parking at a rate of 1 space per dwelling for 1 bedroom apartments, 1.2 spaces for 2 bedroom apartments and 1 space per 5 dwellings for visitors. For retail uses 1 space per 16.4 sqm is required and 1 space per 40 sqm for business uses. This equates to a parking requirement of 17.8 spaces.

The developer proposes to provide 18 car parking spaces. 9 will be accessed from Dowling Street, and 9 will be accessed from Oliver St. This meets the DCP requirement.

## **Bicycle Parking**

The Warringah DCP bicycle parking requirement is for 1 bicycle space per dwelling and 1 per 12 dwellings for visitors. For retail and business uses a space per 200 sqm is required. This would equate to approximately 13 bicycle parking spaces. The developer proposes secure bicycle parking areas for 13 bicycles spread over the two carparking levels. This is adequate

## **Servicing**

Section C3 of the DCP requires that adequate provision for staff, customer and courier parking should be provided. Given the retail uses on the site it is considered appropriate to provide a parking bay for courier and service vehicles. This would be in addition to the carparking requirements of the development. The developer has provided a single service vehicle bay capable of accommodating a small rigid vehicle. This bay could also be used for removalist vans and the like to meet the needs of residential premises. It appears that the level 1 carpark may have a clearance of 3.5m which would be sufficient for access by Small Rigid Vehicles however this should be confirmed on the plans

## **Vehicular access**

### **1. Dowling St vehicular crossing**

The proposed Dowling Street vehicle crossing is only 3.5m in width. The proximity of this driveway to Lawrence Street is likely to result in it being blocked by vehicles queuing on Dowling Street. In peak periods Dowling Street carries volumes of traffic of around 200 vehicles per hour and Lawrence Street carries volumes of around 700-800 vehicles per hour. At these times vehicles often queue back on Dowling Street beyond the location of the proposed driveway. This may result in vehicles being prevented from entering and exiting the driveway until traffic clears or a driver leaves a gap. As the Dowling Street driveway is proposed to be single width a vehicle waiting to enter would need to wait for an exiting vehicle to depart. This will further contribute to the likelihood of congested conditions. The above concerns would be eased if a driveway of 5.5m in width were proposed for the Dowling Street vehicle access point to allow concurrent entry and exit of vehicles and plans should be amended to incorporate a wider vehicle crossing.

The Dowling Street driveway will also be blocked by buses stopping at the bus stop. The plans show relocation of the bus stop from the south to the north side of the crossing which will exacerbate the issue as buses pull up with the nose of the bus in line with the bus stop post. The bus stop post should be relocated to the south of the crossing to address this issue. It is also noted that an outdoor dining area is proposed for the Dowling Street frontage within close proximity to the bus stop. This is undesirable as it will result in congested conditions at the head of the bus stop where waiting bus

passengers and seated diners will result in obstructed footpath conditions. Relocating the bus stop sign to the south of the proposed driveway will separate the bus and outdoor dining uses.

## 2. Oliver Street – vehicular crossing

Oliver Street is a Regional Road carrying high volumes of traffic and in peak periods traffic conditions at its signalised intersection with Lawrence Street can be congested. The proposed vehicle crossing from the site onto Oliver Street is sited approximately 30m south of the traffic signals where queued traffic will regularly extend beyond the crossing. Vehicles waiting to turn right into the proposed crossing would be exposed to rear end collisions from vehicles approaching from the south who would have limited approach sight distance. Vehicles waiting to turn right out of the crossing would have to wait for gaps in high volume streams of traffic in both directions. Given the above issues I have safety concerns about right turn movements to and from the driveway and consider that a median island should be constructed on Oliver Street to physically prevent right turn movements into and out of the driveway.

### **Other issues**

The outward opening screens onto footpath areas are likely to result in the proposed footpath dining areas pushing further out into the footpath area and restricting the available footpath width for pedestrians. Any screens should be sliding or inward opening to minimise impact on the footpath areas.

### **Summary**

The development in its current form is not supported and the plans should be amended to incorporate and/or address the concerns raised above

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.