

Traffic Engineer Referral Response

Application Number:	DA2023/0894
Proposed Development:	Demolition works and construction of a dwelling house including swimming pool
Date:	19/09/2023
Responsible Officer	
Land to be developed (Address):	Lot 292 DP 16362 , 18 Rock Bath Road PALM BEACH NSW 2108

Officer comments

This application is for the demolition of the existing structures on the site and construction of a new 2-storey dwelling with swimming pool. A new access driveway is also proposed with a double garage and turntable providing off-street parking on the First Floor of the site. The Transport Network section has reviewed the proposal with respect to access, parking, and traffic generation impacting the road network. Council's Development Engineering will review and provide specific comments regarding the driveway profile and design. Council's Road Assets will review the impact of the proposed shared driveway and infrastructure within Council's Public Road Reserve.

Access and Parking Design

Properties No.16 and 18 Rock Bath Road are accessed from an unsealed section of the Rock Bath Road public road reserve located north of the curve. Property No.12-14 Rock Bath Road has a separate constructed driveway access directly off Whale Beach Road. The application proposes the construction of a new shared driveway servicing 16 and 18 Rock Bath Road, including a hard stand parking area associated with 16 Rock Bath Road, Council's DCP requires a minimum of 2 off-street vehicle parking spaces for dwelling houses with 2 bedrooms or more. The double garage provides the required number of parking spaces with a parking area which meets the minimum dimensions 5.7 metre x 6.0 metre for 2 adjacent vehicles. The Traffic and Parking Statement prepared by TEF Consulting provides swept paths for a B85 design vehicle to access the off-street parking. A vehicle turntable is included within the garage to facilitate entry and exit in a forward direction. A minimum passing bay width of 5.5m is provided outside No.16 Rock Bath Road, approximately midway along the internal driveway. It should be noted that the proposed driveway design exceeds the maximum gradient of 1 in 4 (25%). However, considering the site constraints the driveway design could be acceptable subject to approval by the Development Engineering team.

The proposed access driveway and associated works will also impact the existing parking usage of the area in front of No.16 and the proposal tries to retain the informal parking area by providing a constructed hard stand area within the Public Road Reserve. Vehicles parked in this location should also exit and enter the driveway in a forward direction due to access onto the curve where Rock Bath Road intersects Florida Road. A swept path analysis is therefore required to demonstrate that a B85 design vehicle can enter and exit the area in a forward direction.

Construction Traffic Management

Whale Beach Road and Florida Road are collector roads which provide the primary access route for the eastern side of the peninsula. The two roads connect on a curve and crest in the road. A reduced 40km/h speed limit approved under a previous RMS Local Traffic Scheme applies to the area. The sealed road width varies from 5.5m up to 7.5m on the curve. There is no constructed footpath or kerb and gutter. Dividing barrier lines are installed along the centre of the road, between No.413 Whale Beach Road and No.4 Florida Road.

A detailed Construction Traffic Management Plan (CTMP) has been prepared by Lawson & Lovell Pty Ltd. Council is also currently assessing a separate Development Application for property No.12-14 Rock Bath Road. Council's Standard Conditions for the submission of a Construction Traffic Management Plan (CTMP) must take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site. The CTMP is to be approved prior to issue of the Construction Certificate.

The proposal is not acceptable in its current form due to the access and parking concerns. The Applicant should consider the above comments and provide updated plans and additional swept path analysis so that the proposal can be reviewed for further consideration.

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.