

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0008
<b>Date:</b>	14/04/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 27 DP 9151 , 3 Central Road AVALON BEACH NSW 2107

### Officer comments

The proposal is for demolition of an existing residence and the construction of a seniors living self-contained development comprising 8 two bedroom dwellings in accordance with the Seniors Living SEPP.

#### Parking

The proposal includes the provision of 16 parking spaces which satisfies the parking requirements of 8 spaces. However, the proposed car spaces are not in compliance with the SEPP requirement regarding provision of accessible parking spaces and the compliance may reduce the parking provision.

#### Traffic generation

The proposal anticipates the total traffic generation of 4 vehicle trips in traffic peak hours. This is considered to have minimal impact on the road network and is acceptable.

#### Access

The proposal comprises two separate car parking accessing from two single width driveways off Patterson Lane.

considering the location of the site within close proximity to a school and considerable pedestrian activity in Patterson Lane including school's children, local residents and other road users, the applicant shall consider the pedestrian safety and is to minimise the conflict between vehicular movement and pedestrians within the lane. Given the above, the proposed short length of driveways resulting in reversing movement within the road reserve to enable vehicles to enter and exit in forward direction is considered unsafe. All reversing movement are to be conveniently occurred within the site, and the design and width of driveway is to allow for convenient access in and out of the site in forward direction. Also, given the size of the development requiring only 8 parking spaces, the number of driveways shall be limited to one driveway with adequate width to provide a passing bay within the site. In this relation, the proposed car parking arrangement proposed at the pre-lodgement stage is considered to be a better option.

#### Pedestrian access

The proposal requires the provision of access to the nearest bus stops with suitable grades in accordance with clause 26 of the SEPP. The applicant's access consultant has provided a report addressing this requirement which is satisfactory. The proposal also includes the construction of footpath along the northern frontage on Central Road to achieve the connectivity to the nearest bus stop. The applicant is to provide a plan detailing the proposed pedestrian connection to the nearest bus stop is designed in accordance with the SEPP and Council's requirements as indicates in the Engineering Referral Response.

The plans provided by the applicant comprises the provision of 1m wide footpath along the site frontage on Patterson Lane. The statement of Environmental Effects (SoEE) report however indicated that the proposal will dedicate 1.0m wide strip of land along the Patterson Lane site frontage to provide for a widening of the current road verge to improve the pedestrian footpath which is currently only 600mm wide. The plan and the SoEE include inconsistent information requiring clarification.

Given the lane way has considerable pedestrian activities, the proposed provision of footpath along Patterson Lane will improve safety for pedestrians and is considered to be vital, however, the applicant shall provide the minimum width requirements of 1.5m and address the requirements indicated in the Engineering Referral Response.

#### Conclusion

In view of the above, the proposal cannot be supported by Traffic Team.

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.