

## Traffic Engineer Referral Response

Application Number:	DA2019/0845
Responsible Officer	
Land to be developed (Address):	Lot A DP 961049 , 68 A Queenscliff Road QUEENSCLIFF NSW 2096

### Officer comments

#### Proposal

The proposal is for demolition of the existing structure and construction of a multi-dwelling mixed-use development comprising 2 retails at ground floor with a total GFA of 112m<sup>2</sup>, and 5 dwellings. The proposal provides six (6) car parking spaces within the basement level with the breakdown of 5 residential parking spaces; and one commercial parking space with driveway access on Queenscliff Road.

#### Parking

In compliance with Warringah DCP, the provision of 14 parking spaces is required for the proposed development, this is whilst there are 6 spaces provided within the car parking area. Given that the proposal is for construction of a new development, the compliance with the DCP will be required.

#### Access and internal design

The proposal includes a signal system to control the traffic movement on the driveway. Whilst this will improve the sightline issue on the proposed driveway, given the proposed driveway being a long and curved single lane driveway, to prevent any reversing and adverse impact on the frontage road, the provision of a passing bay is considered necessary. The passing bay is to be minimum 5.5m wide for at least first 6m from the property boundary.

The driveway gradients shall be designed in compliance with Australian Standards AS2890.1:2004. In this regard, the gradient of the first 6m of the driveway shall be maximum 1:20.

The car space No.2 is proposed to be a small car space. The proposed small space is not supported particularly given the significant shortfall in parking provision. All parking spaces are to be designed for a standard vehicle in accordance with AS2890.1:2004. It should be noted that the swept path analysis indicates that this space will not be accessible without intruding on the adjacent car space when turning in / out of the spaces, which is not acceptable.

#### Traffic generation

The proposed development is expected to generate 7.5 veh/hr during the AM and PM peak period. The anticipated traffic generation is not considered to have adverse impact on the road network, and is acceptable.

#### Conclusion

In view of the above, the proposal cannot be supported on traffic grounds.

**Referral Body Recommendation**

**Refusal comments**

**Recommended Traffic Engineer Conditions:**

Nil.