

Traffic Engineer Referral Response

Application Number:	Mod2023/0001
Proposed Development:	Modification of Development Consent DA2019/0081 granted for certain demolition works and construction of residential accommodation
Date:	07/02/2023
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 115705 , 12 Boyle Street BALGOWLAH NSW 2093 Lot D DP 335027 , 307 Sydney Road BALGOWLAH NSW 2093

Officer comments

Proposal description: Modification of Development Consent DA2019/0081 granted for demolition works and construction of residential accommodation.

The traffic team has reviewed the following documents:

- Plans (Master Set) – issue for Preliminary pre-DA, Revision P8, designed by Architectural Projects, dated 22/06/2022,
- Traffic and Parking Impact Assessment report, S4.55 Application, Issue D, Ref 17212, prepared by ttpa dated June 2022,
- Statement of Environmental Effects prepared by Boston Blyth Fleming Town Planner dated 17 August 2022, and
- Pre-Lodgement Advice (PLM2022/0081) dated 26 May 2022.

There were a number of traffic concerns raised in the Pre-Lodgement meeting (PLM) traffic referral comments dated 26 May 2022 which have been addressed in the Traffic and Parking Assessment Report (S4.55). Some minor items are included as follows:

- The plans propose a total of 10 car parking spaces, including one (1) disabled parking space, which meets the DCP parking requirements for the development.
- as outlined in S4.55 Modification Application, vehicle access is provided via a new 5.5m wide combined ingress/egress driveway on the Boyle Street frontage.
- The driveway is measured to be approximately 6.8 meters wide, reducing to about 3.7 meters at the property line and inside the property. The plan is conditioned to include dimensions for the driveway.
- Swept path plots are provided with the Modification Application demonstrating that forward entry and egress from the access driveway to the street is possible.
- In the traffic and parking report and the swept path analysis provided in Appendix C of the report, the B85 vehicle entry/exit movements are shown for travel between the parking aisle and critical parking spaces No. 1 and 8. The swept path plots show that access to space 8

requires the driver of a B85 vehicle to undertake a 4 point turn, and while this is acceptable under Appendix B4.8 of AS/NZS 2890.1 it does demonstrate that access is constrained and a degree of inconvenience for drivers of larger vehicles will exist.

- Space No. 8 appears to be undersized in terms of AS2890.1 requirements, it is adjacent to a blind aisle and the aisle should extend 1m beyond the western edge of this space to ensure that vehicles can enter and exit without excessive manoeuvring. The aisle extension would however impact upon other structures and as the space is for resident parking, the applicant has demonstrated that 4 point turn access can be achieved and given that the space will be accessed by a driver familiar with the site conditions, it is deemed acceptable in this instance.
- The ramp is single-width and there will be no capacity for vehicles to pass on it. To overcome this, a waiting bay has been provided inside the carpark and a traffic signal system proposed. It is noted that the existing consent includes a condition relating to the operation of the traffic signals and this condition should remain active.
- The proposed driveway has a compliant pedestrian sight line triangle consistent with section 3.2.4(b) of AS2890.1. Given the use of the property frontage by pedestrians, it is noted that the plans have been amended and compliant sightlines to pedestrians are provided.
- Bicycle parking stands are also required at a minimum rate of one (1) stand for every three car parking spaces, with a minimum provision of one (1) stand for each premise, i.e. one (1) bicycle stand for the proposed development. This will be conditioned.
- A vertical clearance assessment on the driveway ramps should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to show any scraping and bottoming. This will be conditioned.

Traffic Impact

- The proposal will generate minimal traffic during the peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

The traffic report and plans require minor amendments which will be conditioned however the amendments required are not sufficient to prevent the application from being supported.

The proposal is therefore supported.

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

Recommended Traffic Engineer Conditions:**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE****Car Parking Finishes**

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Certifier prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**Vehicle Access & Parking**

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Offstreet Parking standards).

With respect to this, the following revision(s) must be undertaken;

- dimensioned plans must be provided showing dimensions for the vehicular access driveway. All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.