

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/1975
<b>Proposed Development:</b>	Construction of a dwelling house
<b>Date:</b>	02/01/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 34 DP 20097 , 231 - 233 McCarrs Creek Road CHURCH POINT NSW 2105 Lot 35 DP 20097 , 231 - 233 McCarrs Creek Road CHURCH POINT NSW 2105

### Officer comments

**Proposal description:** Construction of a three-storey residential dwelling house  
The traffic team has reviewed the following documents:

- Plans (Master Set) – Amended Job No. 17491, Revision S, designed by Imagine Design Build, dated 28/03/2023,
- Sight Line Analysis, prepared by Park Transit, dated 23/03/2022,
- The *Statement of Environmental Effects* prepared by Urban Consultants

### Parking requirement and design:

- The Pittwater DCP applies to the subject site. Under the DCP, a minimum of two (2) car parking spaces should be provided for the proposed dwelling house consisting of 2 or more bedrooms. As two (2) parking spaces (in the form of double garage) have been provided, the proposal comprising a residential dwelling provides adequately for the parking needs generated by the development.
- The double garage's layout is compliant with Australian Standards AS2890.1:2004 Off-Street parking requirements. The garage doorway width scales to a width of 4.8 metres which is acceptable however the internal dimensions of the garage and the door opening width have not been dimensioned on the architectural plans. The plans should be amended to provide this information.
- Swept paths demonstrating left and right turn access to and from McCarrs Creek Road by a B99 vehicle and into and out of the garage by a B85 vehicle must be provided.
- The plans show a curved ramp from McCarrs Creek Road to the garage. This curved ramp must be designed in accordance with AS 2890.1:2004. It is noted that Council's development engineer has requested that amended driveway longsection details shall be provided. These comments are supported

### Access Driveway

- The driveway is located on the southwest corner of the property on a bend with constrained sight lines.
- The driveway is measured to be approximately 3.5 metres wide at the property boundary. At the development's prelodgment meeting, it was noted that some trees may need to be removed to achieve compliant sight lines. It is unclear from the sight line analysis undertaken

how compliant sightlines will be achieved without removal of trees, cutting back of the embankment and/or introduction of retaining walls. The landscape plans show no tree removal on the nature strip area and have not adequately demonstrated that safe sightlines can be achieved.

- A sight line analysis has been provided. A revised Sight Line Analysis should be provided with the following amendments/additional information requested:

1) the second dot point on page 4 of the report contains an incomplete sentence at the end of the paragraph "...However, we recommend a ".

2) The Sight Line Analysis report recommends advanced warning signage and a convex mirror. The introduction of advance warning signage is not opposed but however, the introduction of a convex mirror would require Traffic Committee approval which is unlikely to be given in this location given the Regional Road status of McCarrs Creek Road and the fact that convex mirrors give a poor perception of the approach speed, position or direction of travel of oncoming traffic. They are rarely supported by the Traffic Committee for on road use and other means of addressing sight lines should therefore be explored.

3) the sight line analysis report advises that sight distance for motorists exiting the site is less than that required by the standard but proposes no tree or vegetation removal or cutting back of the embankment to improve sightlines. Further consideration should be given to such measures with details shown on the DA plans.

4) A photo montage should be provided showing the location of the proposed driveway with any retaining structures, tree removals or embankment works plotted on a recent image of the site's street frontage

#### **Traffic Impact**

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

#### **Conclusion**

The application is not supported at this stage with further information as outlined above required prior to further consideration of the proposal

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.