

Traffic Engineer Referral Response

Application Number:	DA2023/0669
Proposed Development:	Demolition work and the construction of 28 dwellings, infrastructure, roadworks, tree removal, landscaping, community title subdivision and the dedication of the creekline corridor to Council.
Date:	25/08/2023
Responsible Officer	
Land to be developed (Address):	Lot 4 DP 553816 , 16 Macpherson Street WARRIEWOOD NSW 2102

Officer comments

The development application is for demolition of the existing nursery and dwelling on the site and construction of a development comprised of a 28 lot community title subdivision including construction of 28 3 bedroom residences each with 2 offstreet parking spaces.

The following traffic comments are submitted.

- The location of the road 2 which is the primary access point to the development intersects with Brands Lane at the site of the existing mini roundabout and directly opposite the access road into the existing seniors housing development at 14 MacPherson street. The roundabout will be reconstructed and slightly relocated and facilitates turning into and out of both this development and the existing seniors housing development.
- Two way traffic flow is proposed along each of the roads in the subdivision which is supported
- Each lot has offstreet parking for two vehicles consistent with DCP requirements
- No parking is proposed along either side of any of the roads within the subdivision. Given the narrow widths of the roads and the turning path requirements for delivery/service and garbage collection vehicles parking is not feasible. This does then leave nowhere on the subdivision for visitors to park or for delivery vehicle parking. The outcome will be that such vehicles will be forced to park on MacPherson Street which already suffers from high levels of parking activity. The Pittwater DCP outlines in section C6.8 that details of the “proposed arrangements for maintenance and access (temporary or otherwise) of infrastructure associated with the development including roads, visitor parking spaces and water management facilities.” are to be provided. The absence of any provision for visitor parking is concerning.
- It is noted that it is proposed to formalise the indented parking along the MacPherson Street frontage of the site. This will provide for visitor parking along the site frontage. To maximise visitor parking on the property frontage the proposed kerb nib between the indented bay in front of No.18 and that bay in front of No.16 shall be deleted. In addition a signposting plan for the parking in front of No.16 that restricts it to a 4P time restriction shall be prepared. This will maximise parking for visitors along the property frontage and prevent monopolisation of the bay by boats, trailers and caravans or by residents owning multiple vehicles. In addition, it appears that there is scope to provide a 2.5m wide indented parking bay on the east side of Brands Lane between MacPherson Street and the roundabout within the proposed 4.4m verge. This would yield at least 4 additional visitor parking spaces. If the above is agreed, there will be

adequate provision made for visitor parking to serve the needs of the development. This detail should be provided on the DA and Civil plans.

- No streetlighting details are shown on the DA plans. Streetlighting will be required on all roads consistent with AS/NZS 1158 and Ausgrid requirements, probably to subcategory PR5. Streetlighting design plans signed off by Ausgrid will be required prior to the release of the construction certificate however concept details should be provided on the DA plans to confirm that streetlight poles will be appropriately located. Any streetlights must be located clear of any shared paths or footpaths and located clear of street trees to ensure that the streetlight spill is sufficient to illuminate the road and footpath areas and not prevented from doing so by tree foliage when the trees are mature.
- Landscaping plans show street trees located where they will restrict the available width of the shared path along Brands Lane. The shared path is already at the minimum acceptable width of 2.1m and further narrowing around street trees or other kerbside plantings or infrastructure is not acceptable. The trees and any streetlighting infrastructure should be located clear of the shared path to maintain a consistent clear width of 2.1m of shared path.
- Swept path plots for travel along the internal roads and also along Brands Lane have been provided and demonstrate satisfactory access for waste collection vehicles shown.
- The Warriewood Valley Roads Masterplan specifies that access streets should be a minimum of 7.5m in width between kerbs with 2.5m verges on either side (i.e 12.5m road reserve) and a 1.5m footpath on one side. The plans and cross section view of the community title Road 1 which should be constructed as an access street (as it will be in excess of 80m in length) is proposed as a 6m wide carriageway with a footpath of only 1m in width rather than the required 1.5m width. While the narrower road width and absence of kerbside parking is acceptable IF visitor parking is provided elsewhere (such as along Brands Lane) the footpath is of insufficient to meet council standards and must be widened to 1.5m. The footpath also does not connect to any other footpaths. There must be a footpath connection at both the north end of road 1 and along the south side of Road 2 to connect with the shared path on the west side of Brands Lane.
- It is noted that the typical cross section of Road 1 shows the use of edge strip rather than kerb and gutter. This is not supported. The use of edge strips will inevitably lead to vehicles parking on the verge. This will lead to erosion and obstruction of the carriageway. Any edge strip shall be replaced with kerb and gutter.
- The use of edge strip on Road 3 is not opposed as it is laneway however this road shall be signposted as 10km/h Shared Zone and of paved construction to highlight that pedestrians will share the carriageway with motor vehicles.
- The parking restriction details shown on appendix D of the traffic and parking impact assessment report are noted and supported in principle however the details for Brands Road will need to be referred to the Local Traffic Committee for adoption prior to implementation. This would be best undertaken prior to construction certificate.
- The use of a 15km/h speed restriction on the private roads is not supported. Road 1 should be signposted for a 20km/h speed limit which would be consistent with TfNSW speed zoning for a "neighbourhood street" while Road 3 should be signposted as 10km/h Shared Traffic Zone. Amended details to be provided prior to release of the construction certificate.
- The Warriewood Valley Roads Masterplan specifies construction of a roundabout on MacPherson at Brands Lane. While Council has prepared a design for the roundabout it is currently under review to take account of stormwater issues and construction of the roundabout is unlikely to occur within the next 12 months with it noted that construction may not take place until as late as 2028/29. Consideration could be given to this roundabout being constructed by the developer as part of the proposed voluntary planning agreement

Given concerns outlined above the development cannot be supported in its current form with

additional information and amended details required to allow the plans to be supported by the 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.