

Traffic Engineer Referral Response

Application Number:	DA2023/1869
Proposed Development:	Demolition works and construction of a Residential Flat Building including the consolidation of 3 lots into 1
Date:	09/04/2024
Responsible Officer	
Land to be developed (Address):	Lot 5B DP 158658 , 58 Beaconsfield Street NEWPORT NSW 2106 Lot 6 DP 1096088 , 56 Beaconsfield Street NEWPORT NSW 2106 Lot 7B DP 162021 , 54 Beaconsfield Street NEWPORT NSW 2106

Officer comments

Proposal description: Proposed Residential Flat Building at 54-58 Beaconsfield Street, Newport

The traffic team has reviewed the following documents:

- Plans (Master set) – Revision A, designed by PBD Architects, dated 28/11/2023.
- Traffic Impact Assessment, prepared by Genesis Traffic, dated 13 November 2023 (Reference No. GT23082)
- The *Statement of Environmental Effects* prepared by Boston Blyth Fleming Town Planners, dated November 2023

Parking requirements and design

- The Pittwater DCP applies to the subject site. According to the DCP, car parking spaces should be provided at a rate of 2 spaces for each 3-bedroom units, visitor parking at a rate of 1 for each 3 dwellings, a wash bay and min 3% accessible parking spaces.
- The proposed development provides a total of 32 car parking spaces consisting of 27 residential spaces and 5 visitors spaces, including 1 wash bay and 1 accessible parking spaces. The provided number of car parking spaces meet the minimum requirements of the DCP.
- However, the submitted traffic report shows 4 disabled parking spaces on pages 26, 28, 29, 30 and 31. The total number of disabled spaces must be clarified, and consistent reports and plans must be provided. In addition, bollard should be placed in the shared zone as per AS2890.6 to ensure the shared zone remains available for loading/unloading of persons in a wheelchair. Furthermore, a height clearance of minimum 2.5m must be provided over the disabled space as required by AS2890.6 clause 2.4 This must be confirmed on the plans.
- The intercom is provided along the wall on the eastern side of the driveway. This means the entering vehicles would be driving on the right to access the intercom. The intercom must be moved to the middle where it can be accessed from the drivers side without impeding egress from the carpark . The driveway width shall be increased to accommodate a median with intercom.

- It is noted that 5 bicycle parking spaces are provided. This number satisfies the DCP requirement. However, the location of bicycle parking next to the accessway without any line of sight for the drivers would be considered as unsafe location. Hence, the bicycle parking spaces should be relocated in a safer place. All the bicycle parking spaces should be in accordance with AS2890.3:2015.
- It is understood that cyclists will use the 1:20 ramp at the lobby entry and lift B to access bicycle parking spaces, because the 1:4 ramp to basement is too steep for cyclists. The hinged door providing access to lobby B must be widened to minimum 1.5 metres to accommodate cyclists access into the lift while accessing the bicycle parking spaces. Consideration should be given to a sliding door instead of hinged door for ease of access for cyclists.
- It is noted that sight triangles are shown on the architectural plans. The dimensions of these sight triangles must be annotated. In addition, the sight triangles must be clear of any obstruction and in accordance with AS 2890.1: 2004.
- It is noted that there are four tandem parking spaces provided. These tandem spaces should be allocated to the same unit. This can be conditioned.
- It is noted that there is a car wash bay provided which complies with the DCP requirement. This car wash bay should be provided with bunding and a floor waste. This should be shown on the plans.
- It is noted that the Traffic Report mentions loading and deliveries activities to be carried out on on-street using the kerbside parking. Given the small size of proposed development and the development being only residential development, this provision is acceptable.
- In page 28 of the Traffic Report, swept path for B85 passing B99 at the bottom of the ramp are overlapping each other. This means there is no passing achieved. Passing should either be achieved or if not possible, a stop holding line must be provided for vehicles exiting the basement, giving way to the entering vehicles. Swept paths must be amended and provided to Council's satisfaction.
- In page 29 of the Traffic Report, a simultaneous passing of B85 and B99 is shown. However, the bodies of two vehicles are overlapping each other. This means there is no simultaneous passing achieved. This page should be amended for compliance with AS2890.1.
- It is noted that there is a long section showing ground clearance provided on page 32 of the Traffic Report. An updated long section with ground clearance using B85 starting from the centre of the road and extending into the basement must be provided to demonstrate suitable access without scraping.
- It is noted that the first ramp from the property boundary with a maximum of 5% slope is provided for 4m length instead of the required 6m. The required 6m should be available in accordance with AS 2890.1:2004, given the high pedestrian activity in the area and to allow a margin for driver error. Also, grade changes across a footpath and within the property, designed in accordance with AS2890.1 must be shown on the plans.
- It is noted that table 5-1 on page 12 of the traffic report mentions that there is adequate sight distance, but no diagram of the sight distance has been provided with the report. Although the sight distance is expected to be compliant, Council requires a diagram of the sight distance assessment to demonstrate compliance.

Conclusion

Given the concerns outlined above, the development cannot be supported at this time.

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.