

## Traffic Engineer Referral Response

<b>Application Number:</b>	Mod2020/0081
<b>Date:</b>	25/05/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 710661 , 2 Delmar Parade DEE WHY NSW 2099

### Officer comments

The following comments are to be read in conjunction with the traffic comments and conditions provided on the original development application DA2017/1183.

#### Traffic generation:

The projected traffic generation is generally similar to the approved scheme and is acceptable.

#### Parking :

- The proposed total parking provision is considered satisfactory, however the allocation of parking spaces is to be accordance with the Warringh DCP. The DCP requires the provision of 1 space per 16.4sqm of retail use and 1 space per 40sqm of commercial use. This results in allocation of 22 parking spaces for non-residential component.
- In accordance with the DCP, in addition to the proposed bicycle spaces, one bicycle space shall be provided for the customers use.
- The retail parking spaces are to be separated from the residential component via a security facility. These spaces are to be free of permanent gates or security during work hours.

#### Car parking and driveway design:

The access driveway is to accommodate simultaneous ingress and egress of the largest vehicle accessing the site and B99 vehicle to avoid any waiting and queuing on the street.

Given that the right of way will accommodate the access to/from the subject site and also the future access to 814-816 Pittwater Road, it shall be designed to accommodate a two way vehicular access all along the right of way. It is to be demonstrated that the design of the right of way and any circulation roadways intersecting the right of way will allow for a two way vehicular access with no vehicular conflict. The two way access shall be designed for the largest vehicle accessing the subject sites and a B99 vehicle to pass each other. The swept path provided within the traffic report demonstrating the vehicular conflict at the sharp bend within the right of way as well as the intersection of the right of way with the ramp way leading to the basement car park is not acceptable. The circulation roadways and parking aisles are to provide adequate capacity to handle peak period movements and the conflict between the intersecting streams of circulating traffic is to be avoided within the car park.

The above shall be addressed by the applicant and a swept path analysis is to be accompanied to demonstrate the above requirements are satisfied.

#### Conclusion:

In view of the above, the proposal can not be not supported mainly in regards to the design of access driveway and internal circulation roadways.

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.