

Traffic Engineer Referral Response

Application Number:	DA2018/0149
Responsible Officer	
Land to be developed (Address):	Lot 2211 DP 752038 , 60 Binalong Avenue ALLAMBIE HEIGHTS NSW 2100 Lot 2223 DP 752038 , 60 Binalong Avenue ALLAMBIE HEIGHTS NSW 2100

Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m² or
- Alterations to existing or new driveways or
- Where proposals affect or are adjacent to Council drainage infrastructure incl. watercourses and drainage channels or
- Torrens, Stratum and Community Title Subdivisions or
- All new Commercial and Industrial and RFB Development with the exception of signage or
- Works/uses in flood affected areas

And as such, Councils development engineers are required to consider the likely impacts on drainage regimes.

Officer comments

The proposed development is for 36 room boarding house including one to be occupied by a site manager, with vehicular access to a basement car park from Nargong Road.

The proposal includes the provision of parking for 9 cars including one space for the disabled, 7 motorbike spaces and 7 bicycle spaces. The parking provision complies with the SEPP requirements and is acceptable. The location of access driveway is acceptable.

The car park and driveway design complies with Australian Standards with the exception for the driveway grade at the first 6m from the property boundary which is not in accordance with Section 3.3 (a) requiring to be up to 5%. This grade is required to provide adequate visibility through pedestrians walking on verge at the site frontage for vehicles exiting the driveway. The design proposes a 2.5 metre long section that is compliant at 5%, then a 2 metre long transition at 12.5% to the main ramp grade of 25%.

The traffic report justifies that the verge is 5.8 metres wide and street trees immediately east of the driveway force any pedestrians to use the roadside edge of the verge. This would place the point of conflict between pedestrians and exiting vehicles at least 4 metres from the property boundary. This compares to typical urban footpaths, where verges of 3.6m width or similar typically have paved footpaths within 300mm to 600mm of a property boundary. It is concluded in the report that at this site the length from the start of the 5% grade inside the property to the point of conflict is at least 6.5 metres (2.5m inside the property, 4 metres outside) which is effectively the same as what the Standard seeks to achieve.

The justification above could be acceptable subject to provision of footpath at the site frontage commencing from the driveway of No.15A. The footpath is to connect the site to the bus stop at Allambie Road through Maneroo Road. The footpath is to comply with development engineering requirements.

Traffic generating from the proposal will not have significant adverse impact on the road network and is acceptable.

In view of the above, no objection is raised on the proposal on traffic grounds subject to the conditions.

Referral Body Recommendation

Refusal comments

Recommended Traffic Engineer Conditions:

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Condition for prior to construction certificate - Provision of footpath

Concrete footpath is to be constructed commencing from the driveway of No.15A Nargong Road connecting the site to the bus stop at Allambie Road through Maneroo Road. The footpath is to comply with development engineering requirements.

Reason: improve pedestrian safety and provide pedestrian access to bus stop (DACTRCPC1)