



## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0154
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 373531 , 1955 Pittwater Road BAYVIEW NSW 2104

### Officer comments

#### Access

The access driveway must be designed in accordance with AS 2890.1- 2004 (Parking Facilities, Part 1: Off-street car parking).

Due to both horizontal and vertical sight distances restrictions from the curved alignment and retaining wall, a minimum 5.5m wide driveway is required to reduce vehicular conflict.

The development proposes a minimum 3.5m driveway width and traffic signal system, with detailed design undertaken prior to the release of the Construction Certificate.

Due to the topography of the site and car park layout it does not appear possible for a signal system to safely manage and provide adequate advanced warning for drivers entering the driveway from both directions off Pittwater Road without significant visual impact to the area or provision of a passing bay.

A driveway width which does not allow for two vehicles to pass on the driveway, could result in reversing movements onto Pittwater Road is considered to be an arterial road, with only one traffic lane in each direction.

It is noted that the access concerns have also been raised by the Roads & Maritime Services (RMS), as Pittwater Road is a classified Regional Road.

#### Pedestrian

The plans show a pedestrian path to the entry of the property but does not provide any provision of a footpath across the full frontage and access to the existing bus stops, as required by the SEPP.

Kerb and gutter must also be provided on Pittwater Road.

#### Parking

The proposal will provide 7 car spaces which is a shortfall of 1 under the DCP, however it is noted that it meets the parking rates required under the SEPP, and therefore the parking requirements cannot be grounds for refusal.

Council's DCP requires visitor parking at a rate of 1 space per 3 dwellings, which would require 2 visitor spaces. The development does not provide any visitor car space, and the Applicant has indicated that there is available on-street parking in the area. The proposal should therefore incorporate indented parking on the frontage to the development as part of the required pedestrian infrastructure and kerb and gutter.

Transport Network cannot support the proposed application in its current form due to the issues raised and insufficient information provided.

### **Referral Body Recommendation**

### **Refusal comments**

### **Recommended Traffic Engineer Conditions:**

Nil.