

Traffic Engineer Referral Response

Application Number:	DA2018/1667
Responsible Officer	
Land to be developed (Address):	Lot 2615 DP 752038 , 181 Allambie Road ALLAMBIE HEIGHTS NSW 2100

Officer comments

The proposed development (as depicted in Annexure A for reference), includes the construction of infrastructure and other works required to facilitate the proposed senior living development consisting of 24 dwellings. The proposed development has the following features relevant to this Traffic and Parking Impact Assessment:

- 24 x two-bedroom seniors living units distributed across two apartment buildings;
- Construction of an ancillary Pool building;
- Construction of an ancillary putting golf course;
- 30 x resident parking spaces located in a basement / lower ground level carpark and one (1) car wash bay on the ground floor;
- 16 x visitor parking spaces with 2 provided within the basement / lower ground level carpark and the remaining 14 provided on ground level;
- Construction of an emergency egress road to the north of the site.

All vehicular access to the site will be from the proposed two-way driveway off Martin Luther Place with the exception of waste collection and loading by vehicles up to a Small Rigid Vehicle (SRV) which will utilise the driveway of the adjacent William Charlton Village site which is located at the intersection of Allambie Road / Mortain Avenue

Traffic:

The general peak generation period of a Seniors Living does not coincide with the Network Commuter Peak Period. As such, the impact of the traffic volumes is deemed negligible on the local traffic network.

Parking:

The parking number are in surplus of the SEPP and DCP requirements. As such, no objections are raised.

Referral Body Recommendation

Refusal comments

Servicing:

The applicant states 'Historical Waste Collection' without providing detail as to what the current 'Historical' collection method involves. More detail is required to ensure the ongoing management of the site can be catered for based on Truck size requirements and frequency.

Pedestrian:

There is no clear delineation in any plan as to how safe pedestrian access will be provided from the

proposed development to the local bus stop on Allambie Road. This link will need to rely on pedestrian access being separated from vehicular traffic. i.e no link through car parks, either existing or proposed. Further, the bus stop shall require upgrade to be DDA compliant, where applicable. No detail as been provided to determine the compliance of the Bus Stop in its current configuration.

Note:

The following will be required at the applicable stages. This will be conditioned, or where possible, the applicant shall amend the plans and incorporate the comments;

A signage and line marking plan is required detailing the intersection control of Martin Luther Lane and Martin Luther Place. The plan shall demonstrate a 'stop' intersection with appropriate signage and line marking. The plan is to be submitted to the Local Traffic for approval. The applicant will be required to upgrade the intersection as per the approved plan, at no cost to Council. The works shall be completed prior to the issue of any Occupation Certificate.

The proposed disabled accessible spaces and the adjacent shared spaces are to be sufficiently line-marked in accordance with AS2890.6:2009. A plan detailing the line marking is to be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate. The line marking is to be implemented by the applicant prior to the issue of any Occupation Certificate.

Bollards within the shared spaces located adjacent to disabled accessible spaces are to be set back a complaint distance of 800±50mm from the back of the shared space. Alternatively, the variation in bollard distance from the standards could be approved by an Accessibility Consultant.

Each disabled accessible parking space and associated shared spaces are required to be changed to have a maximum grade of 1:40 (or 1:33 if the surface is bituminous seal and the space is out of doors), or alternatively be approved for disabled access by an Accessibility Consultant.

Confirmation from a Fire Consultant is required regarding the emergency egress of fire brigade vehicles outlined in Section 3.4. This is to be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate.

Visitor spaces on the ground floor are to be widened to a minimum width of 2.5m. A plan shall be prepared detailing this requirement. The plan shall be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate.

Confirmation of a minimum headroom of 2.2m within typical parking spaces and light vehicle circulation areas and 2.5m above disabled accessible spaces and adjacent shared spaces. A plan shall be prepared detailing this requirement. The plan shall be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate.

Recommended Traffic Engineer Conditions:

Nil.