

Traffic Engineer Referral Response

Application Number:	DA2020/0432
Date:	25/08/2020
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 847020 , 9 - 11 Birdwood Avenue COLLAROY NSW 2097

Officer comments

The proposal is for demolishing the existing structure and building 4 Independent Living Units (ILU) includes one 2 bedroom unit and three 3 bedroom units.

Traffic:

- Demolition and Construction Traffic Management Plans are required.
- Traffic generation:

Negligible and no concern.

Public transport available

It is available on Pittwater Road. The applicant is to upgrade both bus stops to be DDA compliant.

Parking:

- Required

Vehicles....

- As per SEPP 0.5 space / bed room OR 1 space / each 5 dwellings.
- 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces

Accordingly....

- One 2 bed-room require 1 space
- Three 3 bedroom 4.5 space.

- Provided:

The site is proposing 8 spaces (2spaces / unit) on the basement level including

1 accessible space (capable for 4 accessible space).

Parking requirements satisfied subject to 'shared area' of disable parking should be marked and bollard need to be installed.

Access and circulation swept paths:

- Access:
 - Existing vehicular crossing will be replaced with kerb & gutter.
 - New combined (entry/exit) driveway width 6m.
 - Exit/Entry in a forward direction
- Swept paths
 - Not provided. However, aisle width of 7.2m looks OK for turnings.

The applicant is to construct a footpath, minimum 1.5m clear width, along the entire site frontage and for the length required linking to the existing footpath on Pittwater Road. The grades must be compliant with those required under the SEPP Section 3 'Quality of Access'. Evidence of this compliance must be provided to Council prior to the consent becoming active.

Pedestrian safety:
No concerns.

Servicing:

On-street waste collection is deemed acceptable.

Ongoing

All facilities should be maintained throughout the lifetime of project.

Conclusion

In view of the above, the development proposal can be approved with conditions.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

DEFERRED COMMENCEMENT CONDITIONS

Footpath Design

The applicant is to prepare civil drawings demonstrating construction of a footpath for the full length of the frontage site and linking up to the existing footpath on Pittwater Road. The design must demonstrate compliance with the gradients required under the SEPP being:

- Slopes up to 1:12 for a maximum of 15m at a time
- a gradient can only be up to 1:10 for a maximum of 5m at a time
- Steeper section up to 1:8 are acceptable for no more than 1.5m

The plans are to be submitted to and approved by Council prior to the consent becoming active.

Reason: To ensure the Quality of Access for the residents of the proposed development is provided in accordance with relevant standards (DACTRADC1)

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Resident Parking Permits

Any residents and/or tenants of the subject site are not eligible for resident parking permits. This condition is to be provided on the property Title.

Reason: To ensure the tenants are aware that they are not entitled to a permit regardless if they are within a Resident Parking Scheme (RPS). (DACTRBOC1)

Fencing Height / Vegetation

No fencing and/or vegetation along the road frontage shall impede pedestrian or driver visibility.

Reason: To ensure maximum vehicular and pedestrian visibility. (DACTRBOC2)

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

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'***
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities**
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking**
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities**

(k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**

(l) AS 1428.1 – 2009* Design for access and mobility - General requirements for access – New building work**

(m) AS 1428.2 – 1992*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities**

*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20/buildings/good.htm>

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards. (DACPLC02)

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards). Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009

With respect to this, the following revision(s) must be undertaken;

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base.

Plans prepared by a suitably qualified Engineer shall be submitted to the accredited certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles. (DACTRCPC1)

Visitor parking spaces located behind roller door

The installation of any security roller shutter for parking areas shall not restrict access to any designated visitor car parking space. In the event that the approved visitor car parking spaces are located behind any proposed security roller shutter, an intercom system is required to be installed to enable visitor access into the basement car parking area. This requirement is to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure visitor car parking is accessible to visitors. (DACTRCPC2)

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Demolition and Construction Traffic Management Plan

Because of limited vehicle access, high pedestrian activity and parking demand, a Demolition Traffic Management Plan (DTMP) and Construction Traffic Management Plan (CTMP) shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commence any work.

The report must address following:-

- The proposed phases of demolition and construction works on the site, and the expected duration of each phase;
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken;
- Make provision for all construction materials to be stored on site, at all times;
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period;
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed;
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site;
- Make provision for parking onsite for all Staff and Contractors.
- Temporary truck standing/ queuing locations in a public roadway / domain near the site are not permitted unless approved by Council prior.
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian traffic.
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP and CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site;
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent;
- Proposed protection for Council and adjoining properties;
- The location and operation of any on site crane; and

The DTMP & CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Demolition and Construction Traffic Management Plan are submitted.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The DTMP and CTMP are intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site. (DACTRDPC1)

Work Zones and Permits

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site. Separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones and Permits are managed and monitored. (DACTRDPC2)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project. (DACTREDW1)

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent. (DACTREDW2)

CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Removal of Redundant Driveways

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to for an approval under and approved by Council. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on-street car parking by removing driveways that are no longer needed in accordance with Council policy. (DACTRFPOC1)

Public Domain Infrastructure

The applicant is to construct the footpath in accordance with the submitted civil drawings, to Council's satisfaction, prior to the release of any Occupation Certificate.

All necessary permits must be approved prior to the associated works commencing.

Additionally, the identified bus stops must be re-constructed to be DDA complaint. The applicant is to prepare drawings to demonstrate compliance. These drawings are to be submitted to and approved by Council prior to the works being undertaken. The works are to then be undertaken by the applicant, at no cost to Council, to the satisfaction of Council, prior to the release of any Occupation Certificate.

Further, any damages to road reserve shall be reinstated to Council standard. Suitably prepared plans shall be submitted to and approved by Council. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To provide the necessary infrastructure and maintain road reserve to the standards, prior to the tenants occupying the building so as to make safe. (DACTRFPOC2)

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES

Accessibility of parking facilities

The parking facilities including visitor parking are to be accessible and identifiable at all times. Necessary signs and markings have to be maintained throughout the lifetime of the development.

Reason: To ensure residents, retailers and visitors are not forced to park on public streets when parking has been provided within the development. (DACTRGOG1)

Parking Enclosure

No parking spaces or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained. (DACTRGOG2)