

Traffic Engineer Referral Response

Application Number:	DA2022/2181
Proposed Development:	Demolition works and construction of a seniors housing development
Date:	12/05/2023
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 208183 , 69 Melwood Avenue FORESTVILLE NSW 2087

Officer comments

The development is a Seniors Housing development at 69 Melwood Avenue, Forestville comprised of 7 units (5 x 3 bed and 2 x 2 bed) with offstreet parking for 13 vehicles including 1 visitor parking space and 2 accessible parking spaces.

Parking

Parking rates for seniors housing developments are derived from SEPP Housing clause 108 which has a non-discretionary requirement that at least 0.5 parking spaces are provided per bedroom. As this development includes 19 bedrooms no less than 9.5 (10) parking spaces are required. Although not a SEPP Housing requirements the Warringah DCP also requires visitor parking at a rate of 1 space for each 5 units i.e 1.4 (2) spaces. The developer is proposing 13 parking spaces including 1 visitor parking which exceeds the SEPP requirements and is considered acceptable.

Schedule 4 of SEPP Housing requires that 10% of the parking spaces or at least one space be able to be widened to 3.8m. In response to this requirement the applicant has provided 2 accessible parking spaces which is acceptable.

There is no SEPP Housing requirement for motorcycle or bicycle parking and none has been provided. It is however noted that each unit has a large storage area within which bicycles could be stored if required by the residents.

All parking spaces are adequately sized in terms of the requirements of AS/NZS 2890.1 and can be accessed in and out by a B85 vehicle

Access to Public Transport

SEPP Housing Clause 93 requires that seniors housing developments be located within 400m of transport services accessible by a suitable pathway for travel both to and from necessary facilities and services. Two loop bus services (routes 273 & 278) operate through Forestville and Killarney Heights linking to the Sydney CBD and Chatswood. Bus stops for these services are located on the west side of Melwood Avenue within 200m of the development. A footpath is present on the west side of Melwood Avenue at a flat or near flat gradient however the SEPP requires that the path of travel be suitable for travel by an electric wheelchair, motorised cart or the like. In order to allow a safe and adequate level of access to and from the nearest bus stop (near Lanford Avenue) it will be necessary to a) construct pram ramps on either side of Melwood Avenue in front of the development with a footpath connect from the developments pedestrian access point to the pram ramp b) remove the existing length of layback gutter crossing along the western side of Melwood Ave opposite No.s 71 to 75 Melwood Ave and replace it with kerb and gutter and reconstruct the footpath through this length of Melwood Avenue

at a width of no less than 1.5m. The applicant will be requested to design and construct the above as conditions of consent.

Property Access

The development will be accessed by a driveway which is 5.5m in width at the property boundary and for the first 6m inside the property which is sufficient to allow for passing of vehicles at the boundary. The driveway narrows to 3m from this point and does not allow for passing at any other point and, as the driveway slopes steeply into the basement carpark on a tight bend, vehicle to vehicle encounters on the driveway ramps have a high likelihood of occurring. This potential has been counteracted by the proposed use of convex mirrors at the top and bottom of the ramp to provide inter-visibility to approaching traffic. As the development is estimated to generate peak hour traffic volumes of 3 vehicles per hour with these movements likely to be predominantly outbound in the morning and inbound in the evening the use of mirrors rather than traffic signal control is considered acceptable.

The gradients on the driveway and carpark ramps are compliant with those outlined in AS/NZS 2890.1

Traffic Generation

Using rates from the Updated Traffic Surveys commissioned by Transport for NSW in 2013 (TDT 2013/04a) for Seniors Housing developments it is estimated that the development will generate 3 vehicle trips/hour in peak periods. As the existing development on the site would also generate some peak period traffic the increase in traffic arising from the development will be insignificant and unlikely to impact on surrounding road network conditions.

Summary

There are no traffic engineering concerns with approval of the development subject to 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:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

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.

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

Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by a TfNSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Truck movements must be agreed with Council's Traffic Engineer prior to submission of the CTMP.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction 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. All Staff and Contractors are to use the basement parking once available
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of 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 safety
- 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 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

The 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 Construction Traffic Management Plan is submitted.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Submission of Engineering Plans (standard from development engineers).

The applicant is to submit copies of Civil Engineering plans for the design of:

1. pram ramps on either side of Melwood Avenue in front of the development with a footpath connection along the development’s property frontage on the eastern side.
2. removal of the existing length of layback gutter crossing along the western side of Melwood Avenue opposite No.s 71 to 75 Melwood Avenue and its replacement with kerb and gutter together with reconstruction of the footpath through this length of Melwood Avenue at a width of no less than 1.5m

These are to be generally in accordance with Council’s specification for engineering works - AUS-SPEC #1 and or Council’s Minor Works Policy. Details demonstrating compliance are to be submitted to the Certifier prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for approval.

Reason: To ensure compliance with Council’s specification for engineering works.

Pedestrian sight distance at property boundary

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.

Details demonstrating compliance are to be submitted to the Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

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 - 2020 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 Certifier 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 Certifier prior to the issue of the Construction Certificate.

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

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

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.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones are monitored and installed correctly.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

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 TfNSW 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.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

Disabled Parking Spaces

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Footpath Construction

The footpath, in accordance to Council's standard specifications, shall be constructed along the property frontage and reconstructed along the western side of Melwood Ave replacing the existing layback gutter crossing opposite No.s 71 to 75 Melwood Avenue in accordance with the plans approved under a Section 138 Roads Act application to Council's satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property.

Convex Mirror at Ramps

Two (2) convex mirrors are to be installed and maintained at the top and bottom of the curved ramp leading from the ground floor to the level 1 basement carpark. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To minimise vehicular conflicts at ramps.

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

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1m

Reason: To maintain unobstructed sight distance for motorists.