

## Traffic Engineer Referral Response

Application Number:	DA2019/1173
Responsible Officer	
Land to be developed (Address):	Lot A DP 411784 , 3 Berith Street WHEELER HEIGHTS NSW 2097

### Officer comments

The proposal is for the development application (under SEPP SL Housing) for the proposed 6 unit (2 x 2 bedroom units + 4 x 3 bedroom units) seniors' living development at 3 Berith Street in Wheeler Heights.

Applying the parking rate required by the SEPP, the proposed development comprising 6 units with a total of 16 bedrooms leads to a requirement of 8 car parking spaces. The proposed development includes provision for 8 car spaces (all of which are disability accessible spaces). Therefore, the proposed development satisfies the relevant parking provision requirement.

There are bus stops located within 400m from the subject site with pedestrian facilities to cross the road to access the bus stop, however, the construction of the minimum of 1.5m footpath is required at all frontage of the site continuing to Rose Ave to connect the site to the existing footpath on Rose Avenue. This is to provide seniors and people with disabilities a convenient access to the adjacent bus stops.

Reviewing the car park design, the single-sided aisle proposed in the car parking area is to be minimum 6.1m wide in accordance with AS2890.1:2004.

In accordance with RMS Guide to Traffic Generating Developments, the proposed development is expected to generate 3 weekday peak hour trips. This is considered to have negligible impact on the roadwork and is acceptable.

In the view of the above, the proposal can be supported 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:

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

##### Condition for prior to construction certificate

Construction of Footpath:

Footpath with minimum width of 1.5m shall be constructed along all frontage of site continuing to Rose Avenue to connect the site to the existing footpath on Rose Avenue.

Reason: To provide seniors and people with disabilities a convenient access to the adjacent bus stops (DACTRCPC1)

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#### Car Park Design:

In accordance with AS2890.1:2004, the proposed single-sided aisle within the basement car parking area is to be minimum 6.1m wide.

Reason: Compliance with Australian Standards (DACTRCPC2)

#### Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Certifying Authority prior to issue of any Construction Certificate. The CTMP shall address the safety around the school and minimise any adverse impact on the school. Due to the proximity of the site adjacent to Wheeler Heights Primary School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

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.
- Due to the proximity of the site adjacent to Wheeler Heights Primary School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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 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 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. 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 CTMP is 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. (DACTRCPC3)

## 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 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 the accredited certifier or 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. (DACTREDW1)

