

Traffic Engineer Referral Response

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| Application Number: | DA2019/1505 |
| Date: | 14/04/2020 |
| Responsible Officer | |
| Land to be developed (Address): | Lot 1 DP 11545 , 84 Avalon Parade AVALON BEACH NSW 2107 Lot 2 DP 11545 , 84 Avalon Parade AVALON BEACH NSW 2107 |

Officer comments

The proposal is for demolition of an existing residence and the construction of a seniors living self-contained development comprising 7 dwellings in accordance with the Seniors Living SEPP.

Parking

The development is proposed to be serviced by an under-croft parking area, containing 9 car parking spaces. The proposed parking provision satisfies the SEPP parking requirements of 8 parking spaces

Traffic impact

The proposed development has been projected to generate 3 vehicle trips in peak hours to and from the site. The anticipated traffic generation is considered to have minimal impact on the road network.

Vehicular Access

The proposal includes the provision of a combined ingress / egress driveway. The driveway location is within 6m of the intersection of Avalon Parade and Ruskin Rowe, which is identified as prohibited area in AS2890.1:2004 and accordingly shall be avoided if there is any alternative location. Since there is no alternative location for this site, the proposed driveway location is considered acceptable. However due to the driveway being located within an intersection with the existing traffic calming devices restricting the lane width for each direction, the provision of a two way driveway for at least the first 6m of the driveway from the property boundary is considered necessary to prevent any adverse impact on the intersection. A swept path analysis is to be provided demonstrating the provision of adequate width of driveway for a vehicle to be able to wait within the property when another vehicle is ingressing the site. Should the driveway widening requires any changes to the existing triangle island located immediately on the eastern side of the proposed driveway, the traffic island shall be redesigned by a qualified engineer in consultation with Council and to be implemented by the applicant at no cost to Council.

Pedestrian Access

The proposal satisfies the SEPP requirements regarding the provision of convenient pedestrian access to public transport.

The internal pedestrian access is to be amended to provide a separate and continuous access within the car parking area leading to the proposed lift and stair ways.

Sight Distance

The proposed pedestrian sight distance is in compliance with AS2890.1:2004.

Service vehicle

Given the nature and size of the development there is not any requirements for service vehicle to access to the site.

Conclusion:

In the view of the above, the proposal can be supported by Traffic Team 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

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)

Pedestrian Access

The internal pedestrian access is to be amended to provide a separate and continuous access within the car parking area leading to the proposed lift and stair ways.

Plans reflecting the above requirement shall be submitted to the Certifying Authority prior to the issue of a construction certificate.

Reason: To ensure pedestrian Safety (DACTRCPC1)

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 an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

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 to an intersection with limited manoeuvring area, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted during the subject location's traffic peak hours
- 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. (DACTRCPC2)

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 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)

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve and traffic facilities remains in a serviceable state during the course of the project.

Reason: To minimise any adverse impact on the road reserve (DACTREDW2)