

Traffic Engineer Referral Response

Application Number:	DA2020/1743
Date:	26/07/2021
Responsible Officer	
Land to be developed (Address):	Lot 3 DP 26532 , 45 Lantana Avenue WHEELER HEIGHTS NSW 2097

Officer comments

Supported subject to conditions

Traffic comments in review of applicant's traffic consultant response dated 12 July 2021, reference No.20061:

The response provided by the applicant has addressed the concern regarding the vehicular and pedestrian conflict by the provision of two passing /waiting bays accommodating the waiting vehicles while there is no encroachments to the pedestrian path. Also, the signal system has rectified the inter-visibility concern.

Given the above, the proposal can be supported subject to the pedestrian path being widened to minimum 1.2m and some form of physical separation such as handrails being provided between the vehicular and pedestrian access.

Also, given that the first passing bay is slightly away from the property boundary and the letterbox has narrowed down the driveway at the property boundary, the existing 5.5m wide access driveway will no longer serve the purpose of provision of a continuous passing bay from the street frontage. So that the driveway crossing shall be narrowed down to exclude the pedestrian entrance on the footpath.

Traffic comments in review of applicant's response - Reference No.2021/456325

The traffic consultant has clarified in the response to Council that the 5.5m carriageway width comprises a 1.0m wide pedestrian pathway and indented pedestrian refuges have been provided along the ROW to enable 2 vehicles to pass when a pedestrian is also on the ROW.

The transport team is not in support of the proposed combined pedestrian and vehicular access particularly given that the proposal is for seniors housing requiring considerations to be given to the needs of people with disabilities such as people with impaired vision and on wheelchair .

Given the restricted sight distance and the length of the shared access way being around 55m, the provision of a 5.5m wide passing bay is required on access driveway and circulation accessway for at least the first 6m from the property boundary, as well as a second passing bay along the accessway. The passing areas are to be clear of any conflict with pedestrian movements. The proposed shared driveway and pedestrian access at the property boundary and along the roadway is not supported.

The above issue is indicative of the advice given to the applicant at the pre-lodgement meeting regarding the provision of shared access to the basement of No.43 and 45 Lantana Ave. The issue regarding the sightline will be addressed through the provision of a wider ramp to accommodate a two-lane access where the exiting single-lane ramp leading to 43 Lantana Ave is. This will perform as a passing area on one end of the accessway and a passing bay can potentially be provided at the property boundary with some adjustments to the existing design. The provision of a separate pedestrian entry and pathway along the accessway with the minimum width of 1.2m is to be addressed by the applicant.

In view of the above, the proposal is not supported by the transport team.

Earlier Comment:

Proposal Description:

The proposal involves the demolition of the existing site and construction of a SEPP Seniors Living development containing a total of 8 x 3 bedroom self-contained dwellings.

Parking:

The proposal is served by a single-level basement carpark containing a total of 17 spaces with the allocation of 2 spaces per dwelling and 1 visitor/car wash bay. Parking for each unit comprises a 3.8m wide adaptable space and a standard 2.4m wide parking space.

The parking provision satisfies the requirements and is considered acceptable.

Traffic:

The projected traffic generation is not considered to have significant impact on the road network.

Access and car park design:

Vehicular access to the subject development is proposed to be via approved access arrangements serving 43 Lantana Avenue. The access way is 4.5m in width allowing for one-lane traffic flow. There are concerns raised on the proposed accessway and rampways arrangement due to the presence of several conflict points with the restricted sightline between vehicles entering and exiting the accessway, basement car park, and the two adjacent sites.

There is a proposal for the provision of traffic signal systems to manage vehicular conflicts, however, no information is provided on the operation of the signal system to manage all of the vehicular conflicts. It is also to be considered that a waiting area is to be provided within the first 6m of the driveway from the property boundary.

The relocation of the OSD tank will be appropriate to improve the sightline issue within the proposed car park.

Access to designated bus stops:

The access to the bus stops in compliance with clauses 26(2) and (4) of the SEPP has been addressed in the access report. The construction of a footpath on the southern side of Lantana Ave to connect the site to the bus stop in Veterans Pde and the existing pram ramps on Lantana Ave to access the bus stops in Lantana Ave will be required, This can be conditioned.

Conclusion:

The proposal is unsupported due to the proposed access and rampways arrangements.

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

Car Parking Standards

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

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

Car Parking Finishes

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

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.

Truck movements must be agreed with Council's Traffic and Development 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 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 Seven (7) 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.

Internal circulation roadways

A passing bay will be provided on internal circulation roadways every 30m. Details demonstrating compliance are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To reduce vehicular conflicts.

Provision of separate pedestrian pathway

The pedestrian path shall be widened to minimum 1.2m and some form of physical separation such as handrails to be provided between the pedestrian path and vehicular accessway.

Detailed plans demonstrating the above shall be submitted to Council prior to the issue of any construction certificate.

Reason: To provide safe pedestrian access within the site(DACTRCPCC1)

Driveway Crossing

Given that the passing bay is slightly away from the property boundary and the proposed letterbox has narrowed down the driveway at the property boundary, the existing approved 5.5m wide access driveway will no longer serve the purpose of provision of a continuous passing bay from the street frontage so that the driveway crossing shall be narrowed down to exclude the pedestrian entrance on the footpath.

Plans demonstrating the above shall be submitted to Council prior to the issue of any construction certificate.

Reason: To provide a safe pedestrian access(DACTRCPCC2)

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.

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.

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

Allocation of parking spaces (strata title)

All carparking spaces are to be assigned to individual units. All residential units must be assigned a minimum of one parking space. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability for residents in accordance with section C3 of Warringah Council's Development Control Plan.

Maintenance and servicing of signal system.

The applicant is to include a Section 88E instrument on the title permitting Council to provide direction as to the repair/maintenance of any signal devices. In the instance where the building manager does not comply with the direction of Council, or fails to address repair/maintenance requirements in a timely manner, Council reserves the right to undertake the repairs and all fees associated will be borne by the building manager.

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

Reason: To ensure the mechanical services are maintained in a serviceable state at all times.

Installation and operation of signal system

To prevent conflicting vehicle flows on the accessway and between the access to/from two basement carparks and avoid vehicles having to reverse up/ down the ramp, a traffic signal system must be installed.

The signal system must;

- be clearly visible from ramp entrances,
- is to clearly indicate to an approaching driver, by way of red light or wording, that an

opposing vehicle has entered the ramp,

- Incorporate linemarking to delineate traffic flow and nominate waiting bay locations to allow vehicles to overtake another.

Details of the system, including the system operation, components and placement within the development, must be specified by a practising Traffic Engineer. This engineer is to submit a compliance certificate to the Accredited Certifier that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of any Occupation Certificate issued for the development.

Reason: To ensure no vehicle conflicts within the access way.

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

Landscaping adjoining vehicular access

All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. This requires that vegetation does not exceed one (1) metre in height. Appropriate plants shall be selected within the 2.0 x 2.5m splay to ensure this condition is met.

Reason: To ensure maximum vehicular and pedestrian visibility.