

Traffic Engineer Referral Response

Application Number:	DA2020/1162
Date:	07/12/2020
Responsible Officer	
Land to be developed (Address):	Lot 33 DP 11462 , 27 Bellevue Avenue AVALON BEACH NSW 2107

Officer comments

Referral comments 7/12/20

The proposal is not acceptable in its current form due to traffic, pedestrian and parking issues. The traffic generation is insignificant with minor impact to the existing road network. The Applicant needs to address and consider the following information prior to resubmitting the proposal.

Wickham Lane One Way

Council's Transport Network team are currently investigating a proposal to convert Wickham Lane to 'One Way' for all vehicular traffic only in the southbound direction. Bicycles will continue to be able to travel in both directions. Additional information with swept paths are required to demonstrate that larger vehicles including waste vehicles (minimum 10.5m in length) can safely turn right from Wickham Lane into Sanders Lane without mounting the proposed kerb and affecting pedestrian access and safety at the south-eastern corner of the site. The truck movements must not impact existing parking located on the southern side of Sanders Lane.

Waste collection

Both Waste Services and Assets have already raised issues with the proposed bin collection from Sanders Lane. This is not supported due to the impact on pedestrian accessibility and safety of pedestrians along the footpath outside Avalon Public School. The Accessibility Report also indicates that the accessway from Apartments 2 and 3 to Sanders Lane is approximately 1:8 and suitable for vehicle access only. The gradient is not accessible for pedestrians or the transfer of bins from the storage area to the kerb for collection.

Road and Pedestrian Infrastructure

Kerb and gutter is to be provided along Wickham Lane, Sanders Lane and Bellevue Avenue.

Design road widths:

Wickham Lane - 4m wide between kerbs

Sanders Lane - 5.5m wide, however minimum 5.1m permitted due to impact on existing trees

Bellevue Avenue - 7.5m wide between kerbs

The proposal includes upgrades to pedestrian access and footpath connections at the south-eastern corner of the site, however no measures are proposed to improve pedestrian facilities at other locations. Council's DCP also requires that footpaths be provided along the full frontage of the site, however it is understood that this may not be feasible due to existing site impacts. As a minimum, the Applicant is required to provide new kerb ramps and footpaths at the western end of the site to enable pedestrians to cross and link to the existing footpath, with a new crossing point to be located 10m north of Dress Circle Road. Additional works within Council's Public Road Reserve including any retaining structures may be required on the western side of Bellevue Avenue to enable modifications to the existing footpath and incorporation of the new kerb ramp. The provision of a 1.5m wide footpath is required to connect the two new kerb ramps located on the eastern side of Bellevue Avenue.

Mechanical car stacker system

The proposal includes a mechanical car stacker system to provide for parking to Apartments 2 and 3 which is accessed off Sanders Lane. The Traffic & Parking report indicates that the lower platform head height is 1.6m and the upper level platform head height is 1.9m, which deviates from the Clause 5.3.1 of AS2890.1, where a minimum of 2200mm between the floor and overhead obstruction is required. The report states that this is acceptable for a smaller vehicle to park on the lower platform and a larger vehicle for the upper platform. However, the reduced height of 1.6m does not take into consideration the comfort of seniors with existing health issues or who may be taller than 1.6m, resulting in difficulties exiting between the vehicle and the car stacker system. Appendix B of the Standard, Section B6 Headroom, states that the clear height between floors must also cater for persons walking with reasonable comfort and safety, and the 99th percentile height of the Australian male is 1.88m. It is therefore recommended that for Seniors living that an appropriate minimum head height for the mechanical car stacker system should be 1.9m. This minimum requirement will affect the overall pit depth, and may also require adjustments to the levels to access the stacker system.

The proposal is therefore unsupported.

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

Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.