

2 October 2019

Our Ref: 9483



Armada Avalon Pty Ltd
Suite 4, 139 Alexander St
Crows Nest NSW 2065

Attention: Ben Dunnet

Dear Ben,

Re: Proposed New Development at 27-29 North Avalon Road, Avalon Beach – Assessment of Distance and Path of Travel to the Bus Stops – State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

As per your engagement, I confirm that I have undertaken a site inspection of the proposed above development site to assess the level of compliance for the distances and path of travel from the site to the bus stops located on Barrenjoey Road, Avalon Beach. This inspection was undertaken on the 23 August 2019.

Clause 26 of the SEPP Seniors 2004 has a requirement that the residents of such a development must have access to a number of services such as shops, banks, retail, community services, recreational facilities and a general medical practitioner.

The above services need to either be located within 400m of the development or a public transport service is required to be located within 400m of the development that can take the residents to the above services.

The purpose of this assessment was to review the distance to the bus stops on Barrenjoey Road, which are public transport services and to also assess compliance of the path of travel to the bus stops regarding gradient requirements. A plan showing the preferred path of travel and also an alternate path of travel is provided attached to this report as Annexure A.

We understand that the applicant has received support from Council to construct a footpath along the southern alignment of North Avalon Road to Tasman Road. The proposed footpath design, prepared by NB Consulting Pty Ltd is provided attached to this report as Annexure B. The purpose of this footpath is to provide pedestrian access in accordance with clause 1.24 of Page 21 DCP. As such, the path of travel assessment has been carried out from the site to the bus stops via the southern side of North Avalon Road, crossing Tasman Road then continuing past the local shops to the established pedestrian crossing towards Barrenjoey Road.

The distance to the bus stop on the east side of Barrenjoey Road, which is located at the west end of North Avalon Road was determined to be 384m. As such the distance to this bus stop is confirmed as compliant with the SEPP Seniors 2004. See photo below of this bus stop



The distance to the bus stop on the west side of Barrenjoey Road was found to be 435m which exceeds the maximum distance allowed for under the SEPP Seniors 2004 by 35m. See photo below of this bus stop. This distance was taken from the location at the centre of the two sites where the plan provided shows the pathway from the rear units going onto the new footpath at the front of the site.

It is noted that the distance from this bus stop the boundary of the site at 27 North Avalon Road was measured at 412m.



The SEPP Seniors 2004 also has further requirements under clause 26 sub clause (3) where the pathway from the site to the bus stops must comply with specified gradients within this clause. As part of the site inspection I have also reviewed the gradients between the site and the two bus stops to ascertain if they are compliant.

I have been provided with a survey of the nature strip between the site and Tasman Road and draft engineering plans for a new footpath proposed for this location, which I have reviewed and found to be compliant in terms of gradients. I note that the transitions to the footpath either side of Tasman Road all need to be made compliant as part of the proposed works.

The photo below shows the location of the proposed new footpath looking east towards the site from Tasman Road.



The photo below shows the “T” junction of North Avalon Road and Tasman Road, looking east towards the site. The photo shows the existing footpaths servicing both North Avalon Road (continuing to the local shops and bus stops at Barrenjoey Road) and Tasman Road (continuing to Avalon Beach at Avalon Village). The proposed new footpath will connect the site to the existing footpaths servicing both North Avalon Road and Tasman Road.



The photo below shows some of the local shops located on the Southern side of North Avalon Road, which are accessible along the proposed path of travel to the bus stops on Barrenjoey Road.



In respect to the existing configuration for the pathway, the gradients between the site and the bus stops were found to be compliant with the SEPP Seniors 2004, however two locations on the pathway were noted during the inspection as not complying and are detailed below:

1. The kerb ramp on the west side of Barrenjoey Road which provides access to the footpath leading to the bus stops has a small section that is steeper than 1:8, this is the grey section in the photo below. The SEPP Seniors 2004 does not allow for any gradient to exceed 1:8 under clause 26 (3)(iii).



2. The kerb ramp provided on the corner of North Avalon Road and Catalina Crescent (south side of North Avalon Road at the pedestrian crossing) has a gradient that is steeper than 1:8. This is not compliant with the maximum gradient of 1:8 allowed under clause 26 (3)(iii). See photo below. The sections steeper than 1:8 is the orange section in the photo below as well as the grey section. The orange section gradient was approximately 1:5.8 and the grey section was approximately 1:6.5.

We note that this is the kerb ramp that leads directly to the pedestrian crossing and is deemed the shortest and safest route to gain access to the bus stops. This kerb ramp and kerb section will need to be re-constructed to achieve a gradient not steeper than 1:8 to comply with the SEPP.

2. continued

The kerb ramp provided on the corner of North Avalon Road and Catalina Crescent.





Conclusion:

The pathway to the bus-stop can be made compliant with the gradients required by SEPP Seniors 2004 subject to minor rectification works. The non-compliant overall distance to the western bus stop on Barrenjoey Road may need to be addressed via a Clause 4.6 report requesting a variation to a development standard.

I further note that the pathway assessed relies on the new footpath and kerb ramp between the site and Tasman Road, which will be required to be constructed as per the SEPP Seniors 2004. I have reviewed the draft footpath design prepared by NB Consulting and this design is compliant with the gradient requirements of SEPP Seniors 2004.

The width of the existing and proposed new section of footpath and nature strip along the southern side of North Avalon Road could also accommodate a bench seat as a rest point for pedestrians if this is viewed by Council as a desirable addition to the public domain and would enhance the ability for an occupant of the development to rest on the way to the development should that be required.

It is acknowledged that there is an alternative path of travel to the bus stops which requires the crossing of North Avalon Road from the site (not at a pedestrian crossing) and then continuing along the northern side of the road. This route is shorter to the bus stops, with the bus stop on the east side of Barrenjoey Road 365m from the site and the bus stop on the west side of Barrenjoey Road 408m from the site. On average therefore, this path of travel is 386.5m and considered to be compliant to SEPP Seniors 2004.

From an access and safety perspective the proposed path of travel along the southern side of North Avalon Road is considered superior as the footpath and nature strip are wider and safer for accessibility, with far fewer non-compliances both in terms of gradient and cross-falls (due to driveway crossings).

Further, this path of travel is via the North Avalon Road shops which would provide the day-to-day amenity for residents. These local shops include a café/restaurant, local supermarket store and newsagent, rotisserie chicken shop, bottle shop and a surf/clothing store. Further, this path of travel allows for the safe crossing of North Avalon Road for both residents of the proposed development and the greater community at the established pedestrian crossing.

Given the gentle gradient of the proposed pedestrian path of travel we believe the small number of non-compliances, predominantly at the transitions of footpath and road can be easily addressed as a condition of approval to the development application.

Regards,



Jason Storer
Director

Association of Consultants in Access
Affiliate Member – No. 554
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A1 - Accredited Building Surveyor
for AE&D

Annexures:

- A. Aerial Photo/Map showing proposed path of travel to bus stops at Barrenjoey Road.
- B. Draft civil engineering design for new footpath between the site and Tasman Road.