

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/0008
<b>Date:</b>	19/03/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 22 DP 7577 , 14 Ponsonby Parade SEAFORTH NSW 2092 Lot 21 DP 7577 , 12 Ponsonby Parade SEAFORTH NSW 2092

### Officer comments

The development proposes the demolition of existing dwellings on No. 12 & 14 Ponsonby parade and construction of a Seniors Living development containing 9 dwellings and basement parking for 20 vehicles including 19 resident spaces and 1 visitor/wash bay. The resident spaces are inclusive of 9 spaces denoted as being adaptable for disabled use. 2 of the spaces are in a stacked configuration.

#### Parking:

As a Seniors Living development the parking requirements are assessed in accordance with the relevant SEPP requirements which outline that a minimum of 0.5 spaces per bedroom are required. The development proposes 8 x 3 bedroom and 1 x 2 bedroom dwellings requiring a minimum of 13 car spaces. The SEPP also requires that at least 5% of the total number of parking spaces must be designed to allow the width to be increased to 3.8m. The development proposes 20 carspaces including 1 visitor/wash bay which exceeds the requirements. It is also proposed that 9 of the spaces, 1 for each garage, be of sufficient width to meet the adaptable parking space requirement, again, this is well in excess of the requirement. It is however noted that garage 1, which is only 6.25m in width is too narrow to meet the adaptable parking space requirement as, being an enclosed garage, the able bodied parking space must be of a minimum width of 2.7m and in order to allow for the 3.8m width of the adjacent adaptable space. The garage would therefore need to be at least 6.5m wide. Parking space No.1 should not therefore be shown as adaptable.

#### Accessibility to public transport:

The developers traffic report and accessibility report both indicate that the site is well served by a range of public transport services. While Route 144 and 145 buses do pass the site on Ponsonby Parade, there are currently no other State Transit services which pass the site with bus passengers having to change services at Seaforth shops or Manly in order to reach destinations other than Manly, Chatswood or Warringah Mall. Further, while the 144 service (Manly to Chatswood) is very regular, the 145 service (Warringah Mall to Seaforth) operates only 5 times a day at hourly intervals. The nearest bus stop to the development is sited on Ponsonby Parade west of Panorama Parade approximately 75m west of the pedestrian access into the development. While there is a footpath at relatively flat grades between the site and the bus stop it requires pedestrians to cross Panorama Pde. The distance across Panorama Pde between pram ramps is approximately 15m which is a significant distance for elderly pedestrians, possibly using walking frames or wheel chairs to be exposed to traffic. In order to meet clause 26 subclause 4 of the SEPP it is considered that the developer should provide a pedestrian refuge on Panorama Pde at its junction with Ponsonby Parade in order to provide safe and convenient access to public transport.

#### Traffic Generation:

The traffic report has estimated the traffic generation of the proposed development from rates in the RMS guide to Traffic Generating Developments for housing for the aged or disabled. Using these rates the development is anticipated to generate only 4 vehicle trips per hour during weekday peak periods. As the development replaces two existing dwellings the increase in traffic generation will be less (in the order of 2 vehicle trips per hour). This level of traffic is unlikely to make a perceptible difference to traffic conditions on the surrounding road network.

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:

### DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

#### Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

#### Stacked Parking Spaces (Residential)

Stacked parking spaces are to be assigned as the same residential unit which blocks in the parking spaces.

Reason: To minimize conflicts regarding parking areas.

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

#### 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.

Due to heavy traffic congestion throughout the Seaforth town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. 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 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

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.

### **Removal of Redundant Driveways**

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to for an approval under and approved by Council prior to the issue

of the Construction Certificate. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

**Submission of Engineering Plans (standard from development engineers).**

The submission is to include four (4) copies of Civil Engineering plans for the design of:

**a Pedestrian Refuge on Panorama Parade at its intersection with Ponsonby Parade**

These are to be generally in accordance with the relevant RMS technical direction TDT2011/01a and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

Reason: To ensure compliance with Council's specification for engineering works.

**Pedestrian sight distance at property boundary**

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

**adaptable parking spaces**

that amended plans for the basement parking area be submitted demonstrating pedestrian sight line triangles and showing that parking bay No.1 contains two able bodied parking spaces as the width of the bay is insufficient to allow for an adaptable space and an able bodied space.

Reason: compliance with standards (DACTRCPC1)

**CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

**Work Zones and Permits**

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Control Plan for standing of construction vehicles in a trafficable lane

Reason: To ensure Work zones are monitored and installed correctly.

**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.

### **Ongoing Management**

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

### **Signage and Linemarking – External**

A plan demonstrating the proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions and hence, adequate time should be allowed for this process

Reason: To ensure consistent parking amenity.

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

### **Construction of Pedestrian Refuge**

The developer shall construct a pedestrian refuge on Panorama Parade at their cost to Council's satisfaction in accordance with the approved plans

Reason: to ensure compliance with accessibility to public transport (DACTRFPOC2)