

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/1179
<b>Date:</b>	08/10/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 4 DP 76695 , 1795 Pittwater Road MONA VALE NSW 2103 Lot 1 DP 219265 , 1797 Pittwater Road MONA VALE NSW 2103 Lot 2 DP 219265 , 38 Park Street MONA VALE NSW 2103 Lot 5 DP 77493 , 1793 Pittwater Road MONA VALE NSW 2103

### Officer comments

#### Background:

A development consent DA2019/1072 has currently been granted for the construction of 16 seniors house dwellings with basement parking on No's 1795 and 1797 Pittwater Road and No. 38 Park Street, Mona Vale. The adjoining property at No. 1793 Pittwater Road has since been secured with the subject application seeking to consolidate all 4 sites to facilitate the construction of an additional 6 seniors housing dwellings with basement parking on the consolidated allotment. Such outcome necessitates minor modifications to the previously approved development to achieve a shared access driveway and basement ramp outcome with minor refinements also proposed to the approved fenestration where it adjoins the additional dwellings.

The approved development is served by a single level basement carpark containing a total of 34 spaces comprising 32 resident spaces (2 spaces per dwelling) and 2 visitor spaces. Vehicular access to the approved development is off Park Street via a two-way 6.0m wide combined entry/exit driveway located adjacent to the eastern site boundary. The access narrows to a single lane ramp approximately 6m into the site.

#### Proposed Development:

The development proposal will amalgamate 6 additional 3 bedroom dwellings to the approved Seniors Living development. The development site will therefore contain a total of 22 x 3 bedroom self contained dwellings.

#### Car parking provision:

The development is proposed to be served by a single level basement carpark containing a total of 46 spaces comprising 44 resident spaces (2 spaces per dwelling) and 2 visitor spaces. Each unit will be served by a 3.8m wide adaptable space and a standard 2.4m wide parking space. The car parking provision satisfies the SEPP requirements.

#### Bicycle parking:

In compliance with Pittwater DCP, 4 bicycle spaces is to be provided for the proposed additional 12 residential dwellings.

#### Vehicular access and internal design:

The proposal includes the provision of 6m wide combined entry/exit access driveway off Park Street and two-way access ramp leading to separate ramps to two separate car parking areas. The proposal is supported subject to provision of priority Signage/linemarkings at the conflict point on the ramp.

Pedestrian connection to bus stops:

Footpath connections to the nearest bus stops are already in place, however, the designated bus stops in front of No.1620 and 1785 Pittwater Road are to be upgraded to DDA compliant (accessible) bus stops.

Traffic impact:

The projected additional traffic generation is considered minimal and is not considered to have adverse impact on the road network.

Conclusion:

The proposal is supported subject to conditions.

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:**

**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 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. All costs associated with the works shall be borne by the applicant.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy(DACTRCPC1).

### **Provision of additional bicycle spaces**

In compliance with Pittwater DCP, 4 bicycle spaces is to be provided for the proposed additional 12

residential dwellings.

The plans demonstrating the above are to be submitted to the Accredited Certifier prior to issue of the Construction Certificate.

Reason: To comply with Pittwater DCP (DACTRCPC2)

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

### **Driveway crossing and internal ramps**

The driveway crossing and the access ramp shall be minimum 6.0 wide. Also priority Signage/linemarkings shall be implemented at the conflict point on the internal ramp where the two ramps leading to separate car parking areas join the access ramp.

Reason: To prevent vehicular conflict and ensure safety within the car park (DACTRFPOC1)

### **Safety Audit and provision of accessible bus stops**

The connections from the site to the nearest Bus Stops are to be reviewed by a suitably qualified safety auditor to determine their suitability for elderly to access public transport.

The report will need to address footpath condition, grades, widths and crossing points. Any outcomes identified in the report shall be addressed by the applicant prior to any consent becoming active. Also, the bus stops are to be upgraded to comply with disability standards for accessible public transport (DDA compliant) be upgraded to DDA compliant bus stops.

Reason: To ensure provision of accessible connection to bus stops and accessible bus stops (DACTRFPOC2)