

Traffic Engineer Referral Response

Application Number:	DA2020/0389
Date:	13/08/2020
Responsible Officer	
Land to be developed (Address):	Lot 51 DP 703721 , 17 Anzac Avenue COLLAROY NSW 2097

Officer comments

Latest Comments - 12 August 2020

The proposal is for the demolition of the existing structure and construction of top shop housing with 7 residential units (1 one-bed & 6 three-beds) and 2 retail shops comprising of 75.8m² at 15-17 Anzac Avenue, Collaroy.

Traffic

Volumes of traffic generated by the proposed top-shop housing is deemed acceptable.

Parking

Number of spaces required:

Residential (7 units)

- 1 x one-bedroom @ 1 space So required spaces = 1
- 6 x three-bedroom @ 1.5 spaces So required spaces = 9
- 7 Dwellings @ 1 visitor per 5 spaces = 1.4 (2)

Retail

- 75.8m² @ 6.1 per 100m² So required spaces = 4.6 (5)

Total Required space = 17 spaces.
Provided 17 spaces.

The parking has been allocated as:

- Residents 13 spaces with tandem, stacked and car stacker.

Total 17 spaces provided. 13 spaces allocated for residents (1 for one bed room unit and 2 per three bedroom unit) and 1 for visitors. The retail units are allocated 3 spaces. The retail unit fall short of 2 spaces as they require 5 spaces. The shortfall is accepted for the retail as the proposed retail is not a destination shopping strip and sufficient on-street parking is available for patrons. Therefore, the proposed 17 spaces is acceptable in this instance.

The proposed blind aisle adjacent to the northern boundary does not provide the 1 metre extension as required by Clause 2.4.2(c) of the Australian Standard 2890.1:2004. However, the northern fencing has been adjusted and the applicant has provided swept paths (2020/469842 & 2020/469850) which demonstrate that there is adequate clearance from parked vehicles. In this instance, the plans (Drawing Number - DA-02- Rev 03) are deemed acceptable (2020/469815).

Access

- Combined (entry/exit) driveway width of 5.5m.
- Exit/Entry in a forward direction.
- Vehicular crossing and driveway should comply with AS2890.
- Tilt door with pass door proposed at the vehicular access.

In reference to comments from Transport for New South Wales (2020/424898) dated 20th July 2020:

The proposed door has to be relocated within the property boundary so that the rear of a waiting vehicle does not overhang the footpath while waiting for the doors to open. This is to avoid conflict between pedestrians on the footpath and to avoid traffic queuing on Anzac Avenue. The applicant has relocated the tilted door towards the property and the new location has addressed this issue. This has been demonstrated in the plan (DA-02 Rev 03).

The kitchen door of the Retail 02 has been relocated to avoid its opening on the vehicular path. This to avoid pedestrians on the path of vehicular traffic.(DA-02 Rev 03)

Pedestrian Safety

The proposed door has to be relocated within the property boundary so that the rear of a waiting vehicle does not overhang the footpath while waiting for the doors to open. This is to avoid conflict between pedestrians on the footpath and to avoid traffic queuing on Anzac Avenue. The applicant has relocated the tilted door towards the property and the new location has addressed this issue. This has been demonstrated in the plan (DA-02 Rev 03).

The kitchen door of the Retail 02 has been relocated to avoid its opening on the vehicular path. This to avoid pedestrians on the path of vehicular traffic.(DA-02 Rev 03)

Servicing

Waste collection use on-street parking.

Loading Area

Reliant of on-street parking for loading and unloading services by small vehicles is not supported by Council. The applicant will be required to utilise one of their spaces as a loading bay outside patron hours. This will be conditioned and should be included in a plan of management.

Therefore, no objection is raised subject to conditions.

Previous Comments - 20 July 2020

The proposal is for the demolition of the existing structure and construction of top shop housing with 7 residential units (1 one-bed & 6 three-beds) and 2 retail shops comprising of 75.8m² at 15-17 Anzac Avenue, Collaroy.

Traffic

Volumes of traffic generated by the proposed top-shop housing is deemed acceptable.

Parking

Number of spaces required:

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bedroom unit) and 1 for visitors. The retail units are allocated 3 spaces. The retail unit fall short of 2 spaces as they require 5 spaces. The shortfall is accepted for the retail as the proposed retail is not a destination shopping strip and sufficient on-street parking is available for patrons. Therefore, the proposed 17 spaces is acceptable.

The proposed blind aisle adjacent to the northern boundary does not provide the 1 metre extension as required by Clause 2.4.2(c) of the Australian Standard 2890.1:2004. This is to provide maneuvering clearance for vehicles.

Access

- Combined (entry/exit) driveway width of 5.5m.
- Exit/Entry in a forward direction.
- Vehicular crossing and driveway should comply with AS2890.
- Tilt door with pass door proposed at the vehicular access.

In reference to comments from Transport for New South Wales (2020/424898) dated 20th July 2020:

The proposed tilted door has to be relocated within 6m from the property boundary. This is to avoid queuing of traffic waiting to enter the property impacting vehicular traffic on Anzac Road and pedestrian on the footpath

or

The proposed door has to be relocated within the property boundary so that the rear of a waiting vehicle does not overhang the footpath while waiting for the doors to open. This is to avoid conflict between pedestrians on the footpath and to avoid traffic queuing on Anzac Avenue.

The kitchen door of the Retail 02 should not open on the vehicular path to avoid pedestrians on the path of vehicular traffic.

Pedestrian Safety

The proposed tilted door has to be relocated within 6m from the property boundary. This is to avoid vehicle waiting to enter the property impacting pedestrian on the footpath.

or

The proposed door has to be relocated within the property boundary so that the rear of a waiting vehicle does not overhang the footpath while waiting for the doors to open. This is to avoid conflict between pedestrians on the footpath fronting the property.

The kitchen door of the Retail 02 should not open on the vehicular path to avoid pedestrians on the path of vehicular traffic.

Servicing

Waste collection use on-street parking.

Loading Area

Reliant of on-street parking for loading and unloading services by small vehicles is not supported by Council. The applicant will be required to utilise one of their spaces as a loading bay outside patron hours. This will be conditioned and should be included in a plan of management.

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

Operational Management Plan

An operational management Plan which ensures the Building Manager provides adequate training to all residents prior to moving in. The training shall include detail use of the mechanical Car Stackers to assist residents in using the stacker system efficiently. The Operational Plan shall be submitted to and approved by the Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure the residents are trained to operate the mechanical car stackers (DACTRFPOC2)

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

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'***
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**

- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities**
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking**
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities**
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**
- (l) AS 1428.1 – 2009* Design for access and mobility - General requirements for access – New building work**
- (m) AS 1428.2 – 1992*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities**

*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20buildings/good.htm>

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards.
(DACPLC02)

Demolition Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking conditions, a Demolition Traffic Management Plan (DTMP) shall be prepared by a suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of 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 DTMP 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. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration

of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP 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 Demolition Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.(DACTRCPC1)

Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking conditions, 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.

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 for all Staff and Contractors.
- 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; and

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. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner’s property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site. (DACTRCPC2)

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

On Street Work Zone 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. Separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane. The provision of a work zone will require approval from Northern Beaches Local Traffic Committee. Application forms for work zones are available on Council’s website or at the Customer Service section at Council’s administration building. Applications shall be lodged at least 4 weeks prior to work commencing.

A separate Road Occupancy Licence (ROL) has to be obtained from Transport Management Centre (TMC) as the development is within 100m of traffic lights.

Reason: To ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares. And to ensure Work Zones are monitored & installed correctly (DACTRDPC1)

Kerbside Parking Restriction

The parking restrictions along the site frontage shall be reviewed and install a 6m No Stopping restriction along the eastern side of the proposed driveway. The above changes will be subject to the Local Traffic Committee approval which shall be obtained prior to the construction certificate. Suitably prepared plans shall be submitted to Council for Council review and Traffic Committee approval. The Traffic Committee meetings are held on monthly basis and hence adequate time should be allowed for this process.

Reason: To minimise the adverse impact of the proposed vehicular access on the adjacent intersections. (DACTRPCC3)

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 Demolition Traffic Management Plan where it is deemed unsuitable during the course of the project. (DACTREDW1)

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. (DACTREDW2)

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

Reinstating the damaged road reserve during construction

Any damages to road reserve shall be reinstated to Council's standard. 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.

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 maintain road reserve to the standards (DACTRFPOC1)

Servicing of Mechanical Stacker

A section 88E instrument to enable Council to undertake works (at the cost of the building Manager) to repair the mechanical stacker in the event the building manager does not organise repairs within 48 hours of the fault.

Reason: To ensure the mechanical services are maintained in a serviceable state at all times. (DACTRFPOC3)

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

Stacked Parking Spaces

Stacked Parking Spaces are to be assigned as the same residential unit blocks or retail units in the parking spaces.

Reason: To minimize the conflicts regarding parking areas. (DACTRGOG1)

Loading and unloading vehicles

Loading and unloading must be carried out within the premises.

Reason: To use the car parking facilities provided within the development effectively. And to avoid reliance of on-street parking for loading and unloading services (DACTRGOG2)

**CONDITIONS THAT MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF ANY STRATA
SUBDIVISION OR SUBDIVISION CERTIFICATE****Implementation of No Stopping Signage/ Linemarking**

The applicant is to install the No Stopping signage/ linemarking on Anzac Avenue as per the Traffic Committee approval at no cost to Council. The works are to be completed to the issue of any occupation Certificate. Council's Traffic section should be notified to inspect the site after the installation of the signs.

Reason: To minimise adverse traffic impact on the immediate roads and intersections (DACTRFPOC4)