

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0008
<b>Date:</b>	29/07/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 27 DP 9151 , 3 Central Road AVALON BEACH NSW 2107

### Officer comments

#### Comments provided on amended plans:

The proposed amended plans have addressed the issues regarding the driveway arrangements and minimising pedestrian and vehicular conflict within Paterson Lane by provision of footpath along the lane way. Therefore, the proposal can be supported by traffic team subject to conditions.

#### Earlier comments:

The proposal is for demolition of an existing residence and the construction of a seniors living self-contained development comprising 8 two bedroom dwellings in accordance with the Seniors Living SEPP.

#### Parking

The proposal includes the provision of 16 parking spaces which satisfies the parking requirements of 8 spaces. However, the proposed car spaces are not in compliance with the SEPP requirement regarding provision of accessible parking spaces and the compliance may reduce the parking provision.

#### Traffic generation

The proposal anticipates the total traffic generation of 4 vehicle trips in traffic peak hours. This is considered to have minimal impact on the road network and is acceptable.

#### Access

The proposal comprises two separate car parking accessing from two single width driveways off Patterson Lane.

considering the location of the site within close proximity to a school and considerable pedestrian activity in Patterson Lane including school's children, local residents and other road users, the applicant shall consider the pedestrian safety and is to minimise the conflict between vehicular movement and pedestrians within the lane. Given the above, the proposed short length of driveways resulting in reversing movement within the road reserve to enable vehicles to enter and exit in forward direction is considered unsafe. All reversing movement are to be conveniently occurred within the site, and the design and width of driveway is to allow for convenient access in and out of the site in forward direction. Also, given the size of the development requiring only 8 parking spaces, the number of

driveways shall be limited to one driveway with adequate width to provide a passing bay within the site. In this relation, the proposed car parking arrangement proposed at the pre-lodgement stage is considered to be a better option.

#### Pedestrian access

The proposal requires the provision of access to the nearest bus stops with suitable grades in accordance with clause 26 of the SEPP. The applicant's access consultant has provided a report addressing this requirement which is satisfactory. The proposal also includes the construction of footpath along the northern frontage on Central Road to achieve the connectivity to the nearest bus stop. The applicant is to provide a plan detailing the proposed pedestrian connection to the nearest bus stop is designed in accordance with the SEPP and Council's requirements as indicates in the Engineering Referral Response.

The plans provided by the applicant comprises the provision of 1m wide footpath along the site frontage on Patterson Lane. The statement of Environmental Effects (SoEE) report however indicated that the proposal will dedicate 1.0m wide strip of land along the Patterson Lane site frontage to provide for a widening of the current road verge to improve the pedestrian footpath which is currently only 600mm wide. The plan and the SoEE include inconsistent information requiring clarification.

Given the lane way has considerable pedestrian activities, the proposed provision of footpath along Patterson Lane will improve safety for pedestrians and is considered to be vital, however, the applicant shall provide the minimum width requirements of 1.5m and address the requirements indicated in the Engineering Referral Response.

#### Conclusion

In view of the above, the proposal cannot be supported by Traffic Team. - **NOW ADDRESSED**

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:

### DEFERRED COMMENCEMENT CONDITIONS

#### Plan Amendments

The applicant is to update their plans demonstrating the following:

- a widened driveway of 5.5m for the first 6.0m within the property boundary
- reconfiguration of the basement car park to comply with AS2890.1, in particular the blind aisle width of 1.0m near parking space 3.

Reason: To ensure adequate accessibility to and from the site (DACTRADC1)

#### Pedestrian Signal Phase

The applicant is to engage with Roads and Maritime Services (RMS) regarding the inclusion of a

pedestrian phase on the east leg of the signals at Barrenjoey Road and Central Road.

The applicant is to submit to Council, for concurrence, evidence of correspondence with RMS detailing the initial discussions relating to the inclusion of the pedestrian phase.

Reason: To ensure RMS is included in the initial discussions to upgrade the traffic signals to improve accessibility(DACTRAD2)

## 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%20/buildings/good.htm). <[www.hreoc.gov.au/disability%20rights%20/buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/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)

### 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.
- Specify that, due to the proximity of the site adjacent to Maria Regina Catholic School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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.

(DACTRCPC1)

### **Submission of Engineering Plans**

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

- Upgraded footpaths along all frontages of the site and along all paths leading to the allocated Bus Stops
- Footpaths of 1.5m clear widths
- Upgraded Bus Stops to be DDA compliant

These are to be generally in accordance with the civil design approved with the Development Application 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 and improve safety for the intended users. (DACTRCPC2)

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

### **Pedestrian Signal Phasing - installation**

The applicant shall be required to undertake any upgrades to the Traffic Signals as per any stamped RMS plans relating to the Traffic Signals.

All costs associated with any upgrade shall be borne by the applicant.

The works shall be undertaken prior to the issue of any Occupation Certificate, to the satisfaction of RMS.



Reason: To ensure safe connectivity for the Seniors and Mobility impaired when accessing the Bus Stop on the east side of Barrenjoey Road (DACTRFPOC1)