

Traffic Engineer Referral Response

Application Number:	DA2020/0552
Date:	27/10/2020
Responsible Officer	
Land to be developed (Address):	Lot 2615 DP 752038 , 181 Allambie Road ALLAMBIE HEIGHTS NSW 2100

Officer comments

The proposed development (as depicted in Annexure A for reference), includes the construction of infrastructure and other works required to facilitate the proposed senior living development consisting of 24 dwellings. The proposed development has the following features relevant to this Traffic and Parking Impact Assessment:

- 24 x two-bedroom seniors living units distributed across two apartment buildings;
- Construction of an ancillary Communal building;
- 30 x resident parking spaces located in a basement / lower ground level carpark and one (1) car wash bay on the ground floor;
- 17 x visitor parking spaces with 2 provided within the basement / lower ground level carpark and the remaining 15 provided on ground level;
- Construction of an emergency egress road to the north of the site.

All vehicular access to the site will be from the proposed two-way driveway off Martin Luther Place with the exception of waste collection and loading by vehicles up to a Small Rigid Vehicle (SRV) which will utilise the driveway of the adjacent William Charlton Village site which is located at the intersection of Allambie Road / Mortain Avenue

It should be noted that the development was previously submitted under DA2018/1667.

After discussion with Council's Planners, it is noted that the new DA seeks to reduce the scale of the development by deleting one (1) component and no further amendments.

Therefore, Council's Traffic Team raise no further objections subject to the revised conditions.

Previous Comments (20/05/2019):

The proposed development (as depicted in Annexure A for reference), includes the construction of infrastructure and other works required to facilitate the proposed senior living development consisting of 24 dwellings. The proposed development has the following features relevant to this Traffic and Parking

Impact Assessment:

- 24 x two-bedroom seniors living units distributed across two apartment buildings;
- Construction of an ancillary Pool building;
- Construction of an ancillary putting golf course;
- 30 x resident parking spaces located in a basement / lower ground level carpark and one (1) car wash bay on the ground floor;
- 16 x visitor parking spaces with 2 provided within the basement / lower ground level carpark and the remaining 14 provided on ground level;
- Construction of an emergency egress road to the north of the site.

All vehicular access to the site will be from the proposed two-way driveway off Martin Luther Place with the exception of waste collection and loading by vehicles up to a Small Rigid Vehicle (SRV) which

will utilise the driveway of the adjacent William Charlton Village site which is located at the intersection of Allambie Road / Mortain Avenue

Traffic:

The general peak generation period of a Seniors Living does not coincide with the Network Commuter Peak Period. As such, the impact of the traffic volumes is deemed negligible on the local traffic network.

Parking:

The parking number are in surplus of the SEPP and DCP requirements. As such, no objections are raised.

Refusal comments

Servicing:

The applicant states 'Historical Waste Collection' without providing detail as to what the current 'Historical' collection method involves. More detail is required to ensure the ongoing management of the site can be catered for based on Truck size requirements and frequency.

Pedestrian:

There is no clear delineation in any plan as to how safe pedestrian access will be provided from the proposed development to the local bus stop on Allambie Road. This link will need to rely on pedestrian access being separated from vehicular traffic. i.e. no link through car parks, either existing or proposed. Further, the bus stop shall require upgrade to be DDA compliant, where applicable. No detail as been provided to determine the compliance of the Bus Stop in its current configuration.

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

Loading Dock Management Plan

A Loading Dock Management Plan shall be prepared by the applicant and submitted to and approved by the accredited certifier prior to the issue of any Occupation Certificate. The Plan will need to demonstrate how loading dock will be managed to ensure that there will be only one vehicle entering and exiting the loading dock access in any period and how safe servicing arrangements including waste collection will be undertaken without interrupting general traffic. Vehicle queuing on public road(s) is not permitted.

Reason: to ensure the loading dock is managed appropriately and that tenants are aware of the conditions of use.(DACTRBOC1)

Implementation of Loading Dock Management Plan

All residents are to be made aware of loading vehicle ingress and/or egress activities. These are to be undertaken in accordance with the approved Loading Dock Management Plan. Vehicle queuing on public road(s) is not permitted.

Reason: To ensure residents are familiar with the operation of the loading dock and can organise their deliveries accordingly (DACTRBOC2)

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

Car Parking Standards

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004. These must include, but not be limited to the following:

- The proposed disabled accessible spaces and the adjacent shared spaces are to be sufficiently linemarked in accordance with AS2890.6:2009.
- Bollards within the shared spaces located adjacent to disabled accessible spaces are to be set back a complaint distance of 800±50mm from the back of the shared space. Alternatively, the variation in bollard distance from the standards could be approved by an Accessibility Consultant.
- Each disabled accessible parking space and associated shared spaces are required to be changed to have a maximum grade of 1:40 (or 1:33 if the surface is bituminous seal and the space is out of doors), or alternatively be approved for disabled access by an Accessibility Consultant.
- Visitor spaces on the ground floor are to be widened to a minimum width of 2.5m. A plan shall be prepared detailing this requirement.
- Confirmation of a minimum headroom of 2.2m within typical parking spaces and light vehicle circulation areas and 2.5m above disabled accessible spaces and adjacent shared spaces. A plan shall be prepared detailing this requirement.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of any Construction Certificate.

The line marking and infrastructure are to be implemented by the applicant prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards relating to maneuvering, access and parking of vehicles.

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.

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.

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.>

**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)

Emergency Egress (Fire Brigade Vehicles)

Confirmation from a Fire Consultant is required regarding the emergency egress of fire brigade vehicles outlined in Section 3.4. This is to be submitted to and approved by the Certifying Authority prior to the issue of any Construction Certificate.

Reason: To ensure fire brigade vehicle access is achievable prior to construction of the associated paths (DACTRCPC1)

Pedestrian Infrastructure - Design

The applicant shall prepare plans demonstrating a pedestrian link from the development to the assigned bus stops. The plan shall also demonstrate any necessary upgrades to the assigned bus stops to ensure they are DDA compliant.

The footpath design shall be in accordance with Council's Public Domain Standards. (Council's Development Engineers can provide the details on request).

The plans are to be submitted to and approved by Council prior to the issue of any Construction Certificate.

Reason: To ensure safe pedestrian access to public transport as per the SEPP requirements (DACTRCPC2)

OCCUPATION CERTIFICATE

Pedestrian Infrastructure - Implementation

The applicant shall implement all upgrades, at no cost to Council, as per approved Civil Drawings.

All required upgrades must be completed, to Council's satisfaction, prior to the release of any Occupation Certificate.

Reason: To ensure safe access to public transport for the less mobile residents of the proposed development (DACTRFPOC1)

Signage and Linemarking

A signage and line marking plan is required detailing the intersection control of Martin Luther Lane and Martin Luther Place. The plan shall demonstrate a 'stop' intersection with appropriate signage and line marking. The plan is to be submitted to and approved by the Local Traffic Committee. The applicant will be required to upgrade the intersection as per the approved plan, at no cost to Council. The works shall be completed prior to the issue of any Occupation Certificate.

Reason: To ensure appropriate management of local street prior to the resident moving in. (DACTRFPOC2)