

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/1378
<b>Date:</b>	01/02/2021
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 793596 , 2 B Tasman Road AVALON BEACH NSW 2107

### Officer comments

#### Referral comments 8/1/21

The proposed alterations are to cater for the future increase in students up to a maximum of 50 additional students. These changes would result in increased traffic and parking demands. The subject site does not currently have any on-site parking dedicated for School use, and relies on the surrounding on-street parking and the adjacent Council North Avalon Beach Parking Area.

The Traffic Impact Assessment undertaken by Traffix identified 48 marked spaces in the section near the School; and 33 spaces in the section at the southern end of Tasman Road. A worst case scenario would result in an additional 52 vehicles (which includes the 2 additional staff) when the maximum student numbers are achieved, and subsequent increase in traffic, and parking or dropoff/pickup requirements. This would be additional to existing usage of the parking areas from students and staff from the adjacent Barrenjoey High School and visitors to the Avalon Beach and Reserve. On-street parking in the eastern section of Central Road is limited and currently well used for School dropoff/pickups due to easy access off Barrenjoey Road. This area is also shared with visitors to the new Dog Exercise Area so any future capacity in Central Road would not be available.

The report indicates that a comprehensive Operational Traffic Management Plan (OTMP) can be prepared for the development at a later stage when the School population nears the proposed capacity, and specifies a number of measures which would improve traffic and safety. These measures are considered acceptable to address the increase in an additional 50 student numbers but not for any further increases beyond this level. It should also be noted that in the instance that the School may accept a student with special needs in the future that any necessary requirements for accessible parking should be provided on the School site to ensure that the appropriate parking can be dedicated for the student.

The proposal is acceptable, subject to conditions as recommended.

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**

### **Traffic Management**

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Consent Authority.

Reason: To ensure pedestrian safety and continued efficient network operation.

### **School Traffic Management Plan**

Barrenjoey Montessori School must review on an annual basis the existing School Traffic Management Plan developed to ensure a safe environment for students, parents, staff, residents, and other people who drive or walk in the areas surrounding the School. Additional measures outlined in the Operational Traffic Management Plan of the Traffic Impact Assessment, should be implemented to manage school-related parking and traffic issues, when the increase in School student numbers nears capacity which would include, but not limited to the following:

- Further staggering the start/finishing times during the morning and afternoon peak periods.
- Provision of an on-duty teacher to monitor and manage students at the School dropoff/pickup area located in the cul-de-sac located at the western end of the Council North Avalon Beach Parking Area.

Reason: To ensure a safe environment for students, parents, staff and to manage increased traffic and parking demands as a result of increased student numbers.

## **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.

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
- **Due to the proximity of the site adjacent to Barrenjoey Montessori School and Barrenjoey high 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

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.

## 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 Management Plan for standing of construction vehicles in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

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.