

Traffic Engineer Referral Response

Application Number:	DA2020/0302
Date:	03/06/2020
Responsible Officer	
Land to be developed (Address):	Lot 6 DP 3742 , 41 Upper Clifford Avenue FAIRLIGHT NSW 2094

Officer comments

Demolition of the existing building and construct 3, three (3) bed room apartments at 41 Upper Clifford Avenue, Fairlight.

Total area 770m²

Traffic:

- Site has two (2) frontages about 15m
 - Upper Clifford Avenue – Northern frontage - Local Road- 2way 2 lane Rd, 50km/h
 - Lauderdale Avenue – Southern frontage - Regional Road

- Traffic Management Plan:

TMP has been submitted includes demolition, excavation and construction

- Demolition – 3 weeks; max size of vehicle: Heavy Rigid 12.5m length, average 1 vehicle movements (in and out) / day
- Excavation – 7 weeks; max size of vehicle: Heavy Rigid 12.5m length, average 2 vehicle movements (in and out) / day
- Construction – 60 weeks; max size of vehicle: Heavy Rigid 12.5m length, average 3 vehicle movements (in and out) / day during concrete pour max 10 concrete trucks. All concrete pours within construction zone.
- Ingress (Sydney Rd – Woods Pde- Hilltop Cr-Fairlight St- Ashley Pd – Upper Clifford Ave) & Egress (Ashley Pd – Hilltop Cr – Hill St- Sydney Rd) routes are ok.
- Development requires 15m construction zone and B class hoarding on Upper Clifford Ave.

- Loading and unloading within the workzone at Upper Clifford Ave – Vehicles managed by traffic controllers – maintained no queuing.
- No road closures.
- Workers have been encouraged to use public transport.
- No impacts on public transport or emergency vehicles.
- Try to avoid peak hour traffic.
- TCPs on different phase looks OK. However relevant permits to be obtained.
- Swept paths are satisfied.

CTMP looks satisfactory and it should be implemented accordingly.

- Traffic generation:

Negligible and no concern.

Public transport

Available and no impacts.

Parking:

- Required
 - Parking Rate According to Manly DCP:
 - 1 resident space per apartment plus
 - 0.5 resident spaces per 3 bed apartment plus
 - 0.25 visitor spaces per apartment
 - Spaces
 - 3 x Three-bedroom apartments = $3 \times 1.5 = 4.5$ spaces round off to 5 space
 - Visitors (3 apartments) = 0.75 space round off to 1 space

Total required spaces = 6

- Provided 6 spaces including 1 visitor parking space
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- Bicycles:

Provision for bicycles at the residents' store area.

Parking provisions satisfy the requirements.

Access and circulation swept paths:

- Access:
 - Reconstructing the existing driveway at Upper Clifford Ave with a combined width of 6m.
 - Providing a new combined driveway of 6m wide at Lauderdale Ave.
 - exit/entry in a forward direction
 - Vehicular crossing and driveway should comply with AS2890.

Two (2) driveways proposed for the development. By considering the site constraints and each driveway in each frontage this can be accepted.

- Roller door at basement level.
- Swept paths
 - Generally satisfied.

Pedestrian safety:

No concerns.

Servicing:

Loading and unloading with small vehicles can use visitor parking.

Waste collection and other larger vehicles use on-street parking.

Ongoing

All facilities should be maintained throughout the lifetime of project.

Conclusion

In view of the above, the development proposal can be approved with conditions.

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:

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.

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards). Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009

With respect to this, the following revision(s) must be undertaken;

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with

AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the accredited certifier prior to the issue of a Construction Certificate.

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

Visitor Parking Spaces

The installation of any security roller shutter for parking areas shall not restrict access to any designated visitor car parking space. In the event that the approved visitor car parking spaces are located behind any proposed security roller shutter, an intercom system is required to be installed to enable visitor access into the basement car parking area. This requirement is to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure visitor car parking is accessible to visitors.

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 if 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 / Control Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones are monitored and installed correctly.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Traffic Management Plan

All works including Demolition, Excavation and Construction activities are to be undertaken in accordance with the approved Traffic Management Plan (TMP).

All controls in the TMP 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 TMP be impacted by surrounding major development not encompassed in the approved TMP, the TMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved TMP 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 Traffic Management procedures agreed and are held liable to the conditions of consent.

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

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.

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 maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

Reconstructing Damaged Road Reserve

Any damaged Road reserve shall be reconstructed to Council 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.

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

Accessibility of Parking Facilities

The parking facilities including visitor parking are to be accessible and identifiable at all times. Necessary signs and markings have to be maintained throughout the lifetime of the development.

Reason: To ensure residents and visitors are not forced to park on public streets when parking has been provided within the development.

Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, unless consented to under this application, or without prior consent from Council.

Reason: To ensure accessibility is maintained.