

Traffic Engineer Referral Response

Application Number:	DA2022/1510
Proposed Development:	Demolition works and Construction of a mixed use development to accommodate a café, church, conference centre, boarding house and two level of basement car park.
Date:	26/04/2023
Responsible Officer	
Land to be developed (Address):	Part Lot 28 DP 7413 , 9 Francis Street DEE WHY NSW 2099 Part Lot 28 DP 7413 , 28 Fisher Road DEE WHY NSW 2099 Part Lot 28 DP 7413 , 28 Fisher Road DEE WHY NSW 2099

Officer comments

Additional comments on amended plans - 26/4/2023

The applicant has submitted amended plans which will provide a total of 30 car parking spaces plus a Loading Zone for the cafe. This still exceeds the DCP requirement of 29 spaces. It is noted that traffic signal control of the ramps is proposed. This is supported. Other than the above the changes do not impact upon the previous traffic comments a the proposal remains supported subject to conditions

Original traffic comments - 14/2/2023

The proposed development is for redevelopment of the site currently occupied by a Church and Community Hall at 28 Fisher Road, Dee Why. The proposed development retains a church and conference hall but also includes boarding house accommodation, café, and car park.

Parking

1. Boarding House

NSW State Environmental Planning Policy (Housing) 2021 states standards for boarding houses, the parking requirements are:

- i. If a relevant planning instrument does not specify a requirement for a lower number of parking spaces, at least following number of parking spaces-
 - a. For development on land within an accessible area – 0.2 parking spaces for each boarding room,
 - b. Otherwise – 0.5 parking spaces for each boarding room.
- ii. If a relevant planning instrument specifies a requirement for a lower number of parking spaces – the lower number specified in the relevant planning instrument.

Furthermore, SEPP specifies development consent must not be granted under this Division unless the

consent authority is satisfied that adequate parking has been provided for motorcycles and bicycles

28 Fisher Road lies approx 225m from the Dee Why B-Line bus stop and is therefore deemed an accessible area. The parking requirement is therefore:

- 0.2 parking spaces for each boarding room;
- 51 units + 1 manager = 52 units
- $0.2 * 51 = 10.2$ parking spaces + 1 manager space
 - motorcycle parking = 11 spaces (approximately 1 for each 5 units)
 - bicycle parking - 11 spaces (approximately 1 for each five units)

Café

The proposed size of the café is 27m². Council's DCP for shops within the Dee Why Town Centre under Retail and Commercial specifies: 1 space per 23.8m² GLFA (4.2 spaces per 100m² GLFA).

- Required spaces = $(27 * 4.2) / 100 = 1.13$ spaces

Church/ Community Centre

Under Council's DCP, a place of public worship and community facility requires comparisons must be drawn with developments for a similar purpose. Furthermore, as a place of worship, the need for additional parking for church halls must also be addressed in relation to proposed uses and hours.

The parking survey results provided demonstrate comprehensive investigation of the existing church and community facility and has been deemed satisfactory.

As per applicant's report, the expected parking generation for the proposed multi-purpose conference centre and church shall be 15 spaces.

- Boarding House = 10.2 spaces + 1 manager space (round up to 12 spaces)
- Café = 1.13 spaces (round up to 2 spaces)
- Church/ Community Centre = 15 spaces
- Total = 29 car spaces

The proposed development will provide a total of 33 car parking spaces, inclusive of a loading space for the café (note the loading bay is only capable of accommodating a delivery van). In addition 11 motorcycle spaces and 11 bicycle parking spaces are proposed which is deemed satisfactory.

Garbage Collection/ Loading/ Servicing

The development provides no dedicated off street loading bay for trucks. As per the applicant's traffic

report, regular service vehicles for the cafe will be accommodated within the property as a parking space has been allocated for the loading and unloading for the cafe. This space will have insufficient clearance to accommodate deliveries even by a small rigid truck however given the small scale of the cafe the majority of deliveries are anticipated to be undertaken by minivans and other vehicles which could access the Loading Bay

The applicant's report has stated their intention to establish a Loading Zone along Francis Street in order for a private contractor to service the building's garbage collection. This aspect of the proposal is not supported a) because residential waste and recycling is serviced by Council's Waste Services team and they offer a wheel in wheel out service for waste collection, a Loading Zone is unlikely to result in the kerb space being always available for waste collection services b) commercial waste is understood to be collected from the Fisher Road frontage. In addition it is understood that the Waste Services team are not yet satisfied with the size or location of bin rooms.

With regard to a Loading Zone on Francis Street, the previous DA lodged for this site was assessed by the traffic team as having inadequate visibility to safely accommodate the increased number of vehicle movements to and from the development's driveway due to the alignment of the road and the frequent presence of a number of parked cars uphill of the driveway. Council's Traffic team were prepared to consider the introduction of a No Parking restriction to which waste collection vehicles were exempt uphill of the developments driveway. Noting the sight distance and speed data provided by the applicants traffic consultant the No Parking zone would need to extend between the developments driveway and the northern driveway serving No.11 Francis Street. This would ensure that compliant sight lines were available to provide safe stopping distance for the observed southbound 85th percentile speed of 40.3 km/h.

Traffic Generation

The anticipated traffic generation for the development of 22 vehicle trips in peak periods has been reviewed and is deemed acceptable. It is noted that this traffic generation rate is not significantly higher than that observed to take place to and from the existing carpark on the site.

Vehicular Access

The proposed vehicle ingress/egress point is on Francis Street, rear of property.

The design of the parking area is compliant with the requirements of AS 2890.1 (Off-street car parking).

The swept path analysis has shown sufficient space for internal circulation.

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:

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.

Details demonstrating compliance with this condition are to be submitted to the Certifier prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, 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 a TfNSW 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 Dee Why town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 3.30-6.00pm. Truck movements must be agreed with Council's Traffic 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
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety
- 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.

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 prior to the issue of the Construction Certificate. 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.

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.

Demolition Traffic Management Plan

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

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 3.30-6.00pm.

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 TfNSW 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.

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 TfNSW 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 Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

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 TfNSW 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.

**CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE
OCCUPATION CERTIFICATE****Signage and Linemarking – Implementation**

The applicant is to install all signage and linemarking, as per any Roads Act approval. These works are to be completed prior to the issue of an Occupation Certificate.

Reason: To ensure compliance with the Road Act.

Basement Garage Traffic Signal System

To prevent conflicting vehicle flows on the internal basement garage ramps and avoid vehicles having to reverse up/ down the ramp, a traffic signal system must be installed at each ramp entry, designed to warn drivers about to enter the road of any conflicting vehicle approaching.

The signal system must;

- be clearly visible from ramp entrances,
- is to clearly indicate to an approaching driver, by way of red light or wording, that an opposing vehicle has entered the ramp,
- Incorporate linemarking to delineate traffic flow and nominate waiting bay locations to allow vehicles to overtake another.

Details of the system, including the system operation, components and placement within the development, must be specified by a practising Traffic Engineer. This engineer is to submit a compliance certificate to the Principal Certifier that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of an Occupation Certificate issued for the development.

Reason: To ensure no vehicle conflicts within the basement carpark.

Signage and Linemarking - Internal

A plan demonstrating appropriate wayfinding signage for cyclists is to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: to maintain cyclist safety.

Allocated Parking Spaces

Parking allocated to this development must be clearly signposted and linemarked as being for the use of "church", "boarding house", "manager", "Cafe", "Loading", Motor Bike". Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability.

Disabled Parking Spaces

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

Convex Mirror at Ramps

A convex mirror together with Give-Way priority signage and line marking is to be installed and maintained at the upper basement carpark level to improve the visibility of oncoming vehicles from the upper level ramp to vehicles on the ramp leading from the lower basement carpark level. The Give Way priority is to be installed at the top point of the ramp. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To minimise vehicular conflicts at ramps.

No Parking restriction

Given the location of the driveway south of a crest and near a bend, the inter-visibility between the exiting vehicles from the proposed driveway and approaching vehicles from the north is to be enhanced. This to be achieved by the installation of No Parking signage between the north of the proposed driveway and the northern driveway serving No. 11 Francis Street. An exemption to the No Parking restriction for waste collection vehicles during designated collection days and times is to apply. A plan demonstrating the proposed signage within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee and installed at the applicant's cost prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee and hence, adequate time (at least 8 weeks) should be allowed for this process

Reason: To improve road safety

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

Sight lines within carparks

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage. The planting or signage on any land immediately adjacent to the driveway/property boundary intersection must not exceed a height of 1m

Reason: To maintain unobstructed sight distance for motorists.