

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2023/0803
<b>Proposed Development:</b>	Alterations and additions to the existing Hills Flower Market site
<b>Date:</b>	03/10/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Part Lot 1 DP 845094 , 287 Mona Vale Road TERREY HILLS NSW 2084

### Officer comments

The development application is for alterations and additions to the existing Hills Marketplace garden. The existing development on the site is comprised of a Plant Nursery/Flower Shop (1685m<sup>2</sup>), Rural Supplies premises (570m<sup>2</sup>), a cafe/restaurant (seating capacity for 86 patrons), ancillary offices, a house and offstreet parking to support the existing uses.

The proposed development will have an expanded garden centre (1042m<sup>2</sup>) Flower Shop (473.6m<sup>2</sup>), Rural supplies (350.7m<sup>2</sup>), a second restaurant will be added with a total restaurant seating capacity of 366 seats (711m<sup>2</sup>) and ancillary offices (235.9m<sup>2</sup>). A total of 188 car spaces will be available to support the uses with 5 loading bays/servicing bays catering for small and medium rigid trucks.

### Traffic Generation

The applicants traffic consultant has conducted surveys of traffic movements to and from the site to establish the existing traffic generation from the site, the traffic consultant has then revised these values to take account of traffic generated by the alterations and additions on the site to estimate the post development traffic generation. It has been estimated that the peak projected traffic generation from the site of post development will be 201 vehicles per hour in the weekend midday period however the weekend peak will only increase by 2 vehicles per hour above existing volumes. The largest increase in traffic generation from the site post development is anticipated to occur in an am peak period with 25 additional traffic movements per hour.

SIDRA analysis conducted for a number of intersections surrounding the development has revealed little change to the level of service or delays at the intersections and on this basis the traffic generation from the site post development is not a matter of concern.

### Parking

The development will be served by 188 car parking spaces including 39 in an existing basement level. Six of the 188 spaces are accessible parking spaces. There are also 3 motorcycle parking spaces, 2 medium rigid vehicle service bays and 3 Small Rigid Vehicle service bays.

In terms of DCP requirements the development requires:

1 parking space for every 3 seats for the restaurant uses i.e  $336/3 = 112$  car spaces  
 6.1 spaces per 100m<sup>2</sup> GLFA (retail) for the flower shop i.e  $473.6 * 6.1/100 = 29$  spaces

For the garden centre and rural supplies uses the Warringah DCP suggests that Landscape and Garden supplies developments should provide 15 spaces or 0.5 spaces per 100m<sup>2</sup> of site area. These rates are considered likely to underestimate parking demands for this type of use which is more appropriately assessed as bulky goods retail.

1.9 spaces per 100m<sup>2</sup> GFA (bulky goods retail) for the garden centre =  $1042 * 1.9 / 100 = 20$  spaces  
1.9 spaces per 100m<sup>2</sup> GFA (bulky goods retail) for the rural supplies =  $350.7 * 1.9 / 100 = 7$  spaces

1 space/40m<sup>2</sup> for the ancilliary office uses =  $235.9 / 40 = 6$  spaces

Total parking requirement =  $112 + 29 + 20 + 7 + 6 = 174$  spaces.

The parking provision of 188 spaces exceeds this requirement. The developer proposes that 6 of these spaces (3%) be accessible which is supported. The accessible parking spaces appear to be sized and marked in accordance with AS2890.6 however this will be conditioned.

### Vehicle Access

No changes are proposed to the the existing vehicular access arrangements with separate entry and exit driveways to remain accessible from Mona Vale Road and a third vehicle ingress/egress driveway to remain available via a right of way to Myoora Road. The retention of the vehicle access points to Mona Vale Road, a State Road, has not been opposed by Transport for NSW (TfNSW) and as such their retention is supported. The swept path plots provided in the traffic report show trucks entering and exiting via the Mona Vale Road Entry driveway which is inadequately sized to allow for passing of an egressing medium rigid truck and entry of a B85 vehicle, permitting truck egress by this driveway would therefore be unsafe. The driveways to Mona vale Road should therefore be marked and signposted as Entry and Exit driveways to clarify any confusion. This will be conditioned.

### Servicing

The RMS Guide to traffic generating developments encourages developers to provide separate driveways for truck access and passenger vehicle access. This development provides no separation of service vehicles from customer vehicle traffic which may result in vehicle to vehicle conflict and safety concerns particularly for movements involving reversing trucks in areas of high pedestrian activity such as customer carparking areas.

The service/delivery bays are each sized to cater for movements only by small and medium rigid vehicles (MRVs) less than 8.8m in length. It is noted in the traffic report that some deliveries/servicing by trucks greater than 8.8m will occur but that these generally take place prior to 7am and after 4pm. The restaurant uses, which are proposed to occur into the evening will mean that customers will still be parking on site after hours. To minimise conflict between customer movements and deliveries by vehicles in excess of 8.8m in length it will be conditioned that vehicles larger than 8.8m MRV's access the site only via Myoora Road after 10pm and before 6am to minimise conflict with customer vehicles or pedestrians. In addition, to cater for afterhours turning by vehicles up to the size of 14.8m semi-trailers it will be conditioned that a No Parking zone applying 6pm to 7am to be signposted throughout the 15 bay 90 degree parking areas denoted Zone 13 & Zone 15 on the DA plan No. A100-20 DA-6

A revised Loading and Service Vehicle Management Plan will also be conditioned to ensure that the above requirements are captured.

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 Principal 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.

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
- Specify that, due to the proximity of the site adjacent to Terrey Hills Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic on Myoora Road 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 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.

## **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.

### **Road Occupancy Licence**

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy

License from Transport Management Centre for any works that may impact on traffic flows on Mona Vale Road.

Reason: Requirement of TMC for any works that impact on traffic flow.

### **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 4.30-6.00pm.

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

## **CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

### **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 - Internal**

A plan demonstrating:

1. appropriate signposting and linemarking of the entry and exit driveways to/from Mona Vale Road
  2. Signposting of a No Parking restriction applying 6pm to 7pm Everyday throughout the 15 bay 90 degree parking areas denoted Zones 13 & 15 on Plan A100-20 DA-6
- shall be submitted to Council's Traffic Engineer for endorsement with Council's approval provided to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: to prevent conflict between inbound and outbound traffic movements on the sites Mona Vale Road frontage and ensure adequate space for trucks to turn on site.

### **Loading and Service Vehicle Management Plan**

A Loading and Service Vehicle Management Plan shall be prepared by the applicant and submitted to

Council's Traffic Engineer for review with an approval provided to the Principal Certifier prior to the issue of any Occupation Certificate.

The Plan will need to demonstrate how truck movements will be managed to ensure that ONLY deliveries/servicing by vehicles less than 8.8m in length will occur between the hours of 6am and 10pm with no truck movements by vehicles larger than 14.8m semi-trailers to occur at any time. The Plan to detail how the site will be managed to ensure that there will be no more than five small or medium rigid vehicles entering and exiting the site at any one time between the hours of 7am and 6pm 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 that truck movements are managed appropriately to minimise congestion and maximise safety for customers of the site.

### **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.

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards 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.

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

### **Implementation of Loading & Service Vehicle Management Plan**

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

Reason: To allow for vehicular access.

### **Loading And Service Vehicle Access**

1. That trucks accessing the development site be limited to vehicles up to 8.8m in length between the hours of 6am and 10pm.
2. Trucks in excess of 8.8m in length but of no more than 14.8m in length are only permitted to access the site to/from Myoora Road and only between the hours of 10pm and 6am

Reason: to minimise conflict between trucks and passenger vehicles/pedestrians