Traffic Engineer Referral Response

Application Number:	DA2018/1708

Responsible Officer	
Land to be developed (Address):	Lot 2 DP 589654 , 197 Sydney Road FAIRLIGHT NSW 2094 Lot 87 DP 1729 , 195 Sydney Road FAIRLIGHT NSW 2094

Officer comments

The subject application relates to the demolition of all existing buildings, consolidation of two (2) separate lots and the construction of a 6-storey boarding house development consisting of:
• 75 boarding rooms including a manager's room;
• Two (2) levels of parking accommodating a total of:
• 38 x car parking spaces;
• 15 x motorcycle parking spaces;
• 15 x bicycle parking spaces;
• 1 x 6.4 metre SRV service vehicle bay;
• A 6.5 metre wide combined entry / exit driveway onto Sydney Road.

Parking:
Parking rates are compliant with the relevant Controls being the SEPP and DCP. No objection is raised in this regard.

Pedestrians:
The applicant is to upgrade the public domain (Footpath and, where necessary, kerb and gutter) for the full length of the frontage. This shall be conditioned as part of the consent if approved.

Servicing:
The applicant is to ensure a Loading Bay Management Plan is made available to all tenants. This will be conditioned as part of the consent if approved.
Council's Waste Services Team must confirm the acceptance of a contract waste service provider. Adequate height clearance will be required throughout level 00. A minimum 3.5m is deemed necessary to accommodate most SRV vehicles of 6.4m long.

Car Park Layout:
The applicant is to ensure the car-park is in compliance with AS 2890.1:2004 including all ramp grades, transitions, parking dimensions, etc. A normal driveway profile is required to access the site. All vehicles are to be able to enter and exit the site in forward direction.

Traffic:
The applicant has utilised a trip generation rate of 0.2/dwelling. This type of development would be deemed a medium density dwelling, as specified in the Traffic Consultants report.
As such, the rate should be applied at 0.4 vehicles per dwelling in the peak hour. A total of 30 vehicles can be expected. An assessment of the immediate intersections beyond the site should be assessed to ensure that the additional vehicles are not causing further congestion to Sydney Road and hence causing a further depreciation of the level of service of local intersections. The intersections that should be reviewed are as follows:
• The access and Sydney Road
• Sydney Road and Hill Street

These shall be modeled in SIDRA and all digital files and output data sheets submitted to Council's Traffic Engineer for review.

Assessing Officer's Comment:
The above comments in relation to traffic generation have been incorporated as reasons for refusal of the application.

Referral Body Recommendation

Refusal comments

Recommended Traffic Engineer Conditions:

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

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. <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)

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 Certifying Authority prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. 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 rates 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; and

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. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP 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.
(DACTRCPCC1)

Submission of Engineering Plans
The submission is to include four (4) copies of Civil Engineering plans for the design of:

- Public Domain upgrades along all frontages of the site, including;

- Footpath
- Kerb
- Gutter

These are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

Reason: To ensure compliance with Council's specification for engineering works.
(DACTRCPCC2)

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

Loading Dock Management Plan.
A Loading Dock Management Plan shall be prepared by the applicant and submitted to and approved by Council 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. The approved plan will be required to be submitted to all tenants by the Strata Manager prior to

occupying the building.

Reason: To ensure tenants are familiar with the usage of the loading/unloading facilities (DACTRFPOC1)