

Traffic Engineer Referral Response

Application Number:	DA2019/1480
Date:	28/07/2020
Responsible Officer	
Land to be developed (Address):	Lot 10 DP 6854 , 242 Warringah Road BEACON HILL NSW 2100

Officer comments

It is proposed to demolish the existing building and excavate part of the site to provide a level building platform for construction of a new three-level building over lower ground carpark.

The proposed development will comprise:

- 12 accommodation rooms
- Manager's room
- Common room and courtyards
- 7 parking spaces, 3 motorcycles spaces and 3 bicycle spaces

Parking will be accessed by a combined ingress/egress driveway located in a similar position to the existing driveway on the Ellis Road frontage.

Traffic:

The RMS Guidelines would suggest this type of development to be a 'Medium Density' being that it is only 3 storeys.

Based on medium density, the applicable generation rate is 0.4-0.6vtph.

Therefore: $0.5 \times 13 \text{ units} = 6.5 \sim 7$ vehicle trips in the peak hour.

Whilst the applicant has used an incorrect assumption, 7vtph is still deemed minor and will not have any significant impacts on the local road network. The report should be updated to reflect actual numbers.

Parking:

An indication of the parking required in relation to the proposed development is provided in the SEPP (ARH) as follows:

- 0.5 space per boarding room
- Not more than 1 space for each manager

Application of the above criteria to the development scheme would indicate the following requirement:

12 rooms @ 0.5 = 6 car spaces

A manager room = 1 car space

Total: 7 car spaces

Motorcycle spaces are to be provided at a rate of 1 per 5 rooms = 3

Bicycle spaces are also to be provided at a rate of 1 per 5 rooms = 3

The number of spaces provided is in accordance with the above and are therefore compliant.

Car Park:

The motorbike spaces are located adjacent to a accessibility shared zone. This would suggest the riders must make use of the shared zone when accessing the motorbike spaces. This is not deemed acceptable. The shared zone is for the safe access of mobility impaired users. the applicant will need to relocate the motorbike spaces.

All other spaces are designed in accordance with AS2890.1 and are therefore acceptable.

The 5.8m wide driveway allows for a passing opportunity at the top of the driveway which is acceptable as the sight lines leading into the basement are poor.

Servicing:

Any requirement for a Waste Service Vehicle to stop along the property frontage should be accompanied by appropriate signage to restrict the parking at this location and ensure unimpeded access for the truck. A condition will be included specifying the need for this.

Conclusion:

Subject to the relocation of the motorbike parking location, the Council's Traffic Team raise no objection.

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:**DEFERRED COMMENCEMENT CONDITIONS****Motorbike Parking**

The location of the motorbike parking shall be relocated to ensure the access to and from the space does not occur from the Accessible 'Shared Zone'.

Plans shall be submitted to and approved by Council's Traffic Team prior to the consent becoming active.

Reason: To ensure compliance with AS2890.1:2004 and improve safety within the basement car park. (DACTRADC1)

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](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.
(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 Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

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 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.
(DACTRCPC1)

Submission of Engineering Plans

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

- Upgrade/installation of footpaths along all frontages of the site to provide a minimum 1.5m width where practicable.

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.
(DACTRCPC2)

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Road Authority Approvals

Appropriate approvals are required to be in place when working on/from Council and RMS roads.

The applicant is to submit to Council's Traffic Team, for concurrence, copies of the relevant Road Use Permits obtained from Traffic Management Center (TMC) for occupation of Warringah Road and Ellis Road prior to associated works commencing.

Reason: To ensure necessary approvals are in place when working on a State Road and near Traffic Signals. (DACTRDPC1)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Road Serviceability

The road condition along the routes within 100m of the site, shall be kept in a serviceable state at all times during the course of the project.

At the direction of the Council, the applicant's (or appropriate representative) shall undertake remedial works to repair any and all damage to the road infrastructure.

All works are to be undertaken by the applicant at no cost to Council.

Reason: To ensure the roadway stays in a serviceable state at all times during the project
(DACTREDW1)