

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/0717
<b>Date:</b>	17/11/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 402645 , 101 Old Pittwater Road BROOKVALE NSW 2100 Lot 3 DP 402645 , 101 Old Pittwater Road BROOKVALE NSW 2100 Lot 4 DP 402645 , 101 Old Pittwater Road BROOKVALE NSW 2100 Lot 1 DP 402645 , 99 Old Pittwater Road BROOKVALE NSW 2100

### Officer comments

#### Additional comments 17/11/22

The applicants response to the traffic and parking issues and revised basement, ground floor and level 1 plans dated 11/11/22 have been reviewed.

In regard to the issues raised in the original traffic referral comments it is noted that:

- the level 1 and ground floor plans have been amended to show one accessible parking space on each of these levels. This is acceptable
- swept path plots have been provided to demonstrate that B85 vehicles can enter and exit spaces 5,6,7, 21 & 22, a column adjacent to space No.22 has been relocated
- swept path plots have been provided to show that a B99 car and long trailer can negotiate its way to and from the basement storage area in a forwards direction albeit requiring a lengthy reversing movement from some storage units. It is noted that the applicant intends to instruct tenants and lessees that access to the basement storage facility is to be for cars and small commercial vehicles only with car and trailer access not to be permitted. The turning movements for car and trailer combinations would therefore only be required for the odd occasion when a trailer was inadvertently driven into the basement.
- the plans have been amended to show convex mirrors placed at critical turning locations to provide inter-visibility between opposing vehicles.

The plans are now considered supportable from a traffic perspective subject to conditions

#### Original comments 25/10/22

The proposal is for demolition of existing structures on 99 & 101 Old Pittwater Road and construction of a new industrial/warehouse development comprised of 2780m<sup>2</sup> of light industrial warehouse units, 1035m<sup>2</sup> of office space and 1916m<sup>2</sup> of self storage units.

#### Parking

The Warringah DCP parking requirement for industrial/warehouse uses is 1.3 spaces per 100sqm of

GFA. The DCP outlines that up to 20% of the warehouse floor area that may be calculated at the warehouse rate. This means that 2780 + 556m<sup>2</sup> of warehouse and included office requires parking at a rate of 1.3 spaces per 100m<sup>2</sup> of GFA i.e 43.4 spaces

The remainder of the office space (1035-556) is calculated at the office rate i.e 479m<sup>2</sup> requires parking at a rate of 1 space per 40m<sup>2</sup> (11.9 spaces). The warehouse unit component therefore requires 43.4 + 11.9 spaces = 55.4 (55) spaces.

The applicant's traffic consultant has calculated the parking requirements based upon the superseded plans however the resultant parking requirement is the same.

The self-storage component does not have a parking rate in the DCP but advises that the parking requirement should be determined by surveys of similar facilities. Survey's conducted by the Self-Storage Association of Australia found that the peak parking demand for facilities up to 3000m<sup>2</sup> was 6 parking spaces. For a GFA of 1916m<sup>2</sup> this would equate to 4 parking spaces.

The total carparking requirement would therefore equate to 59 spaces.

The developer is proposing to provide a total of 66 parking spaces which exceeds DCP requirements and is deemed adequate to serve the needs of the development. The parking spaces will be distributed as follows:

4 spaces in the basement for the storage units

30 spaces on the ground floor

32 spaces on level 1

The quantum of parking and its distribution is acceptable.

The development is required to provide bicycle parking at a rate of 1 space for every 200m<sup>2</sup> for light industry uses and 1 space per 600 sqm for visitors. Bicycles can be stored within each industrial unit to satisfy these requirements.

The traffic report advises that accessible parking spaces will be provided on the ground floor and level 1 however these are not shown on the plans. As the Building Code of Australia suggests that accessible parking should be provided at a rate of 1 space for every 100 spaces for a building for the storage or display of goods. As parking is in excess of DCP requirements at least 1 accessible parking space is required however a space on both the ground floor and level 1 would better suit the needs of disabled drivers.

### Carpark design

Carparking spaces are sized in accordance with AS2890.1 and the layout of the carpark allows for satisfactory forwards ingress and egress from the carpark by B99 vehicles as demonstrated by swept path plots provided in the Traffic and Transport Impact Assessment prepared by Colston Budd Rogers & Kafes Pty Ltd.

Parking spaces 5,6 & 7 will be difficult to access with spaces 21 & 22 also potentially difficult to access. Swept path plots demonstrating that ingress and egress from these spaces are able to be achieved should be provided.

Given that there are some 45 self storage units on the basement level it is reasonable to assume that there will be regular visits to some of those units by drivers towing box trailers. Swept path plots should be provided to confirm that turning around is feasible to allow forwards entry and exit by a car and trailer combination.

There are several tight bends within the basement storage unit area and sight lines around these bends will be poor. Convex mirrors will be required at the bends near units S21, S42 & S32 & S38 to provide adequate warning of an approaching vehicle.

#### Truck Access

The basement has been designed to be accessible by a 3.5m Small Rigid Vehicle (SRV) and swept path plots demonstrate that these vehicles can turn around on site allowing entry and egress in a forwards direction. There is overhead clearance of 3.5m into the basement level allowing access by SRV's

The ground floor and level 1 have been designed to allow access by an 8.8m Medium Rigid Vehicles (MRV) and swept path plots demonstrate that these vehicles can turn around on site allowing entry and egress in a forwards direction. There is overhead clearance of 4.5m for access into the ground floor and into level 1 allowing access by MRV's & SRV's

#### Traffic Generation

The site has conservatively been estimated to generate up to 40 vehicles per hour in the morning and afternoon peak periods over and above the traffic generated from the existing development on the site. This volume of traffic would be predominantly inbound in the morning and outbound in the evening. SIDRA analysis undertaken by the applicants traffic consultant has revealed no change to the level of service of the Old Pittwater Road/Cross Street and Old Pittwater Road/Condamine Street intersections as a result of the additional traffic. The development is acceptable in terms of its potential to generate traffic.

#### Summary

Prior to further consideration of the DA additional details are requested to confirm the following:

1. The location and design of accessible parking spaces one on the ground floor and one on level 1
2. swept path plots to confirm that ingress and egress is possible by a B85 vehicle to parking spaces 5,6,7, 21 & 22
3. swept path plots to demonstrate that a car and trailer combination can enter circulate and exit in a forwards direction through the basement storage unit area
4. the location of convex mirrors or other means of improved sight lines at the bends outside storage units S21, S42 & S32 & S38

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:**

### **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

### **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, without prior consent from Council.

Reason: To ensure accessibility is maintained.

### **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
- 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.

#### **Separation between Driveways**

A plan showing a minimum of 6m separation between the sites driveways shall be submitted to and approved by the Certifier prior to the issue of the Construction Certificate.

Reason: To retain an appropriately sized parking space between the driveways.

#### **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.

#### **Pedestrian sight distance at property boundary**

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.

Details demonstrating compliance are to be submitted to the Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

### **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

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 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 ##### School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic 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**

### **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.

### **Operational Management Plan**

An Operational Management Plan (OMP) is required to be prepared and submitted to Council detailing the operation of the development. The OMP shall include, but not be limited to the following:

- Vehicle access and egress.
- Through-site circulation of vehicle movements.
- Management of car parking areas.
- measures to prevent access to the basement storage area by vehicles larger than small rigid vehicles
- measures to prevent access to the basement storage area by cars towing trailers
- The location and content of directional signage.
- Complaints management.
- Noise management.
- Truck delivery times and methods of control to manage multiple concurrent truck arrivals.
- Waste management.

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

Reason: To ensure that the development operates with minimum disruption to the surrounding area.

#### **Footpath Construction**

The footpath, in accordance to Council's standard specifications, shall be reconstructed along the property frontage to Council's satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property.

#### **Convex Mirror at Ramps**

convex mirrors are to be installed and maintained at the locations shown on the approved plans. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To minimise vehicular conflicts at ramps.

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

#### **Landscaping adjoining vehicular access**

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1mm

Reason: To maintain unobstructed sight distance for motorists.

#### **access to the basement storage units by trailers**

The rental lease agreement for users of basement storage units must stipulate that access to the basement storage level is restricted to cars and small rigid vehicles up to 6.4m in length. Access by car and trailer combinations is to be prohibited

Reason: to prevent access by vehicles/combinations that cannot safely access and turn around in the basement