Traffic Engineer Referral Response

Application Number:	DA2022/0919

Date:	23/09/2022
Responsible Officer	
Land to be developed (Address):	Lot 188 DP 16719 , 3 Gondola Road NORTH NARRABEEN NSW 2101

Officer comments

Development Site:

Total area: 638.7m^2

Frontage 18.29 m

The site is located on the southern side of Gondola Road and about 70m west of Pittwater Road. The intersection of Gondola Road and Pittwater Road is controlled by Traffic Signals.

Existing Development:

Existing development on the site comprises a 2-level commercial building with a floor area of approximately 555m^2 served by 12 off-street parking spaces that gain vehicular access to Gondola Road via a 3.1m wide combined entry/exit driveway located at the eastern edge of the site. The driveway widens internally to provide separate ramps to ground floor and rooftop parking.

Proposed Development:

Demolition of the existing structure and the construction of a shop top housing development comprising 8 residential apartments and a ground floor retail (commercial) tenancy over 2 levels of car parking for 22 vehicles.

Residential – 8 x Two-bedroom units including 2 accessible units (20% adaptable units in the development as per Council requirements).

Commercial: 119.97m^2

Car parking: 22 @ two levels – Accessed via a 5.5 m wide combined driveway onto the western side of the sites Gondola Road frontage.

Traffic:

· Traffic generation as per the Guide to Traffic Generating Developments:

- For Medium density residential flat buildings

0.5 trips per dwelling – smaller units (2 bedrooms)

- For Commercial/office

2 trips per 100m2

· Accordingly the existing commercial development traffic generation

- 555m2 commercial @ 2vtph per 100m2; i.e generating 11vtph

· Accordingly Proposed Development's traffic generation will be:

- 119.97m2 commercial @ 2vtph per 100m2: i.e generating 2vtph

- 8 x 2 bedroom units @ 0.5vtph per unit: i.e generating 4vtph

The total traffic generation for the Proposed Development = 2vtph + 4vtph = 6vtph

As per rates in the RMS Traffic generating guidelines the proposed development will generate less traffic than the existing development although the traffic from the proposed primarily residential development will tend to be outbound in the morning and inbound in the evening while the existing commercial development would generate primarily inbound traffic movements in the morning and outbound traffic in the evening.

There are no concerns in terms of traffic generation.

Public transport

Available and easily accessible.

Parking:

· Number of spaces required as per Pittwater DCP (Table 1 in Section B6.3):

Residential

- 8 x two-bedroom @ 2 spaces / dwelling; So required spaces = 16

Visitors

- 8 units @ 1 space per 3 dwellings rounded up; So required spaces =2.7 ~ 3

Commercial

- 119.97m^2 @ 2.5 spaces per 100m^2 Gross Lettable Area (GLA); So required spaces = 3

Total required spaces = 16+3+3 = 22

Bicycle Parking

- 8 units @ 1 bicycle rack per 3 dwellings; So required spaces =3

- 119.97m^2 @ Bicycle parking is required if more than 200m^2 GFA; So required spaces = 0 for the Commercial component.

Total required Bicycle spaces = 3+0 = 3

Motorcycle Parking

- 119.97m^2 @ Motorcycle parking is required if more than 200m^2 GFA; So no need to provide Motor Cycle parking

Wash bay – Not required (number of dwellings are less than 10)

· Provided

- 22 spaces over two levels includes:

  16 Residential parking including 2 accessible parking.

  3 Visitor parking including 1 accessible parking

  3 Commercial parking including 1 accessible parking.
  there are 6 tandem spaces pairs. Each tandem space pair will need to be allocated to the same residential unit. This will be conditioned

- 7 Bicycle racks on the lower ground floor

Parking provisions satisfy the DCP requirements.

Access and circulation swept paths:

· Access:

- Combined (entry/exit) driveway width of 5.5 m at Gondola Road.

- Entry and exit to the basement parking levels will be managed by Traffic Signals with priority given to inbound movements (details have not been provided).

- Queuing analysis has demonstrated that there is a very low chance (approx 2%) of there being a queue of more than 1 vehicle forming within the carpark. This is negligible.

- Exit/Entry in a forward direction
- It is noted that there is a power pole located within the area proposed for the new driveway. This cannot remain in its current location and will need to be relocated at the applicants cost. A condition of consent will be drafted to this effect.

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Swept paths

- Swept path plots have been provided for the B99 vehicle entering the basement and passing a waiting B85 vehicle. Access to some of the other spaces appears constrained and turning path plots for a B85 accessing all parking spaces will be conditioned.

Pedestrian impact:

No concerns.

Conclusion
In view of the above, the development proposal can be approved with conditions.

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

Existing Bus Stop
Location of existing bus stop on Gondola Street along frontage of the site must remain in its current location. Approval of Keolis Downer is required to relocate any Bus Stops.

Reason: To ensure certain services are not relocated at any stage during the project.

Waiting Bay Area
The area designated as a waiting within the lower ground floor parking area must be linemarked and kept clear of obstructions at all times. Vehicles must not be required to queue on public roads at any time.

Reason: To ensure compliance with Australian Standards and prevent obstructions to traffic flows.

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.

Tandem Parking Spaces (Residential)
Tandem parking space pairs are to be for residential use only. Each tandem space pair is to be assigned to the same residential unit.

Reason: To minimize conflicts regarding parking areas.

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

Car Parking Finishes
All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

Vehicular Swept Paths
Vehicular manoeuvring path drawings for a B99 vehicle entering the basement and passing a waiting B85 vehicle have been provided. However, Vehicular manoeuvring paths for a B85 vehicle must be provided to demonstrate that vehicles can enter and exit from car spaces C01, 01, 07, 03, 05 & 10 without encroaching on other car parking spaces. Swept path plots shall also be provided to demonstrate passing of B85 & B99 vehicles at the 5.5m wide kerb side passing bay. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details to be provided to Council for review and assessment. Confirmation of compliance with this condition must be submitted to the Certifying Authority prior to the issue of the 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 an RMS 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, 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 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 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

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.
- Include a Traffic Control Plan prepared by an RMS 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.

Ausgrid approval for relocation of Power Pole
The developer must obtain approval from Ausgrid for the relocation of the existing Power Pole located within the area proposed to be used for the driveway into the development. All work associated with approval for and relocation of the power pole to be at the developers cost.

Reason: vehicular access and safety (DACTRDPC1)

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 RMS 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 RMS 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

Basement Garage Traffic Signal System
To prevent conflicting vehicle flows on the internal basement garage ramp 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 Certifying Authority that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of any Occupation Certificate issued for the development.

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

Allocation of parking spaces (strata title)
All carparking spaces are to be assigned to individual units. All residential units must be assigned a minimum of one parking space. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability for residents in accordance with section C3 of Warringah Council's Development Control Plan.

Allocated Parking Spaces (retail/commercial)
Parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifying Authority 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 Certifying Authority 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 on the lower ground floor in

accordance to Australian Standards AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

Convex Mirror at Ramps
convex mirrors are to be installed and maintained at the curved ramps leading from ground floor to the lower ground floor and to basement 1. 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 should traffic lights fail.

relocation of power pole
The power pole located within the proposed vehicle crossing must be relocated in accordance with plans approved by Ausgrid at the developers cost.

Reason: to ensure adequate access to the property.

Reinstating the damaged road reserve during construction
Any damages to road reserve shall be reinstated to Council standard. Suitably prepared plans shall be submitted for approval under and approved by Council. 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 before the release of the approval.

Reason: To maintain road reserve to the standards (DACTRFPOC2)

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 1,1mm

Reason: To maintain unobstructed sight distance for motorists.

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.

Reason: To maintain unobstructed sight distance for motorists.

Accessibility of parking facilities
The parking facilities and vehicular access should be maintained to the Standards and accessible throughout the lifetime of the development.

Reason: To ensure parking facilities are maintained and minimise the on-street parking impacts. (DACTRGOG1)