

Traffic Engineer Referral Response

Application Number:	DA2022/1431
Proposed Development:	Demolition works and construction of seniors housing
Date:	19/12/2022
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 28219 , 635 Warringah Road FORESTVILLE NSW 2087 Lot 15 DP 212195 , 633 Warringah Road FORESTVILLE NSW 2087

Officer comments

Comments on amended plans. - 19/12/22

The amended plans Rev B dated 8/12/22 now provided for 6 x 3 bedroom units served by 9 offstreet parking spaces. The amended proposal still provides adequate parking to meet the requirements of SEPP (Housing) 2021 and allows for access to and from the site from all parking spaces in a forwards direction. A B85 and B99 vehicle can pass each other to/from the kerbside lane when using the proposed developments driveway.

The development proposal remains supportable from a traffic engineering perspective.

Officer comments - original comments 7/12/22

The proposed development is for demolition of the existing dwellings on 633-635 Warringah Road, Forestville, and construction of a 6-unit "Seniors Housing" residential development.

Parking

The NSW State Environmental Planning Policy (Housing) 2021 outlines standards for Housing for seniors and people with a disability, the parking requirements are:

- 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider

- The SEPP does not set out any visitor parking requirement

The proposed development is for two residential complexes comprising four (4) 3-bedroom and two (2) 4-bedroom townhouses with an at-grade garage carparking.

4 x 3-bedroom townhouses @ 0.5 spaces per room = 6 spaces

2 x 4-bedroom townhouses @ 0.5 spaces per room = 4

Total parking requirement = 10 spaces

Parking provided = 12 garaged car parking spaces accessed via a combined ingress/egress driveway on the Warringah Road frontage

No visitor parking spaces have been provided and it is noted that Warringah Road, outside the proposed development has the following Clearway restrictions "Clearway 6am – 7pm Weekdays 9am-6pm Weekends and Public Holidays". This will restrict the ability for visitors to park in close proximity to the development. The nearest unrestricted parking is located some 130m away in Emperor Place which is considered adequate.

It is noted that the RMS's Guide to Traffic Generating Developments version 2.2, recommends parking provisions for resident-funded self-contained housing for the aged developments in the following numbers

(residents) 6 townhouses @ 2 spaces per 3 units = 4 car spaces

(visitors) 6 townhouses @ 1 space per 5 units = 2 car spaces.

The development is proposing parking well in excess of the the RMS requirements

Traffic Generation

Under 'Housing for aged and disabled persons' within RMS: Guide to Traffic Generating Developments version 2.2, the vehicle generation rates are:

Daily Vehicle Trips @ 1 - 2 per dwelling = 6 - 12 trips

Evening peak hour vehicle trips @ 0.1 - 0.2 per dwelling = 0.6 - 1.2 per dwelling

However, as the development propose 3-bedroom and 4-bedroom townhouses, it may be assumed not all occupiers are of senior age and traffic generation rates more in line with medium density residential flat building rates of traffic generation might be more appropriate:

Larger units and townhouses (three or more bedrooms)

Daily vehicle trips @ 5.0 - 6.5 per dwelling = 30 – 39 trips

Weekday peak hour vehicle trips @ 0.5 - 0.65 per dwelling = 3 – 3.9 trips

The applicants have quoted RMS Technical Direction (TDT 2013/04a) peak generation rates for Senior Living developments which as outlined above probably underestimate the generated traffic:

AM Peak Not Applicable

PM Peak 0.4vtpd per dwelling i.e 2-3 vtpd

Although, the applicant's quoted traffic generation rates are probably an underestimate, the more realistic scenario of 3 – 3.9 vtpd is still acceptable considering the existing use of the site as a veterinary surgery. The generated traffic will not create any unacceptable impacts on the road network.

Vehicular Access

The proposed vehicle access between Warringah Road and the property boundary is 5.5m wide. The common internal driveway servicing the six townhouses' garages is proposed to be 6m wide, sufficient for vehicles to safely pass and easily access off-street parking as per swept path analysis.

The design of the parking area is compliant with the requirements of AS 2890.1 (Off-street car parking)

The ingress/egress point of the development is located on a straight section of Warringah Road and allows for adequate sight distances to oncoming traffic. The swept path analysis has shown that a B99 vehicle can pass a B85 in the opposing direction at the vehicle crossing.

Loading/Servicing

The development provides no dedicated delivery/servicing bay. Small delivery vehicles or removalist trucks may be accommodated along the frontage of the individual properties by blocking the garage access. With the development being for only 6 townhouses, the absence of a loading bay is not opposed and any occasional and short term partial blocking of access by delivery vehicles is considered acceptable.

Waste servicing will occur from kerbside and it is noted that Council's Waste Services team have raised no concerns with the development proposal.

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**

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.

Due to heavy traffic congestion along Warringah Road, truck movements are to 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 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.

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 and a Roads and Maritime Services Work Zone Permit shall be obtained for Warringah Road, a 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 Warringah 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.
- 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.

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 1,1m

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.