

Traffic Engineer Referral Response

Application Number:	DA2022/1985
Proposed Development:	Demolition works and construction of a residential flat building.
Date:	28/02/2023
Responsible Officer	
Land to be developed (Address):	Lot A DP 412396 , 27 Waine Street FRESHWATER NSW 2096

Officer comments

Proposal description: Demolition works and construction of a residential flat building at 27 Waine Street, Freshwater.

The traffic team has reviewed the following documents:

- Plans (Master Set) – issue for DA, Revision P2, designed by FUSE Architects, dated 12/08/2022,
- Traffic and Parking Assessment report, Ref 22108, prepared by CJP dated 31 October 2022,
- Statement of Environmental Effects prepared by Boston Blyth Fleming Town Planners dated October 2022, and
- Pre-Lodgement Advice (PLM2022/0026) dated 07 April 2022.

There were a number of traffic concerns raised in the Pre-Lodgement meeting (PLM) traffic referral comments dated 07 April 2022, which have been addressed in the Traffic and Parking Assessment Report.

Parking

- Application of the Warringah DCP car parking rates (1.5 spaces per 3-bedroom dwelling, and 1 visitor space per 5 units or part of dwellings) to the proposed development would result in a parking requirement of 9 residential parking spaces and 2 visitor parking spaces. Parking in excess of DCP requirement is proposed (12 spaces), this includes 11 residential spaces (including 1 disables/adaptable space) and 1 visitor space. The additional residential space and the shortfall in visitor parking is not opposed given that 10 of the residential spaces are in car stackers and it would not be appropriate to have a visitor space in a car stacker.

- In addition, it is noted that Waine Street is a location with an existing high demand for on-street parking as a result of a high proportion of unit development coupled with industrial development at its eastern end, which results in high levels of on-street parking activity. Parking in the evenings when residents return home from work can be difficult to find, while parking during the day is frequently in high demand as a result of workers parking on the street. Any increased parking demand on-street as a result of parking shortfall for this development will exacerbate existing high levels of parking congestion. It is therefore beneficial that the parking in excess of DCP requirements is available even though most of those spaces are in mechanical car stackers.

- Given that the residential parking supply meets DCP requirements, the parking needs of residents have been adequately addressed, and residents of the development will therefore not be eligible for resident parking permits. This will be conditioned.

- One accessible parking space (1 space) is proposed, which meets the requirements of the BCA. The design of the accessible parking space should be in accordance with the Australian Standard AS2890.6:2009 Parking Facilities-Off Street Parking for People with Disability. This would require a clear space of 2.4m in width located adjacent to the parking space. The width of the shared area shown on the plans is 1.4m which is under the required width however as the lift load/unload area is sited alongside the effective clear area is well in excess of the required 2.4m, and is considered acceptable.
- The parking spaces and parking aisle width on the plans have not been dimensioned, and although swept path plots have been provided to demonstrate access is feasible to and from the stacked spaces for a B85 vehicle and scaled dimensions suggest that aisle widths are adequate, this needs to be confirmed on dimensioned plans. It will be conditioned that dimensioned plans be submitted for the parking area to confirm that all parking bays and aisles are appropriately sized.
- In the traffic and parking report and the swept path analysis provided in Appendix B of the report, the B85 vehicle entry/exit movements are shown for travel between the critical car stackers 1/2 and 9/10 and parking space modules. These movements for car stacker 1/2 seem to require the driver to stop and turn on spot at some locations and while this is acceptable, it demonstrates that access is constrained and a degree of inconvenience for drivers of larger vehicles will exist. Access to and from the driveway for B99 vehicles has also been shown to be possible consistent with the requirements of AS2890.1 clause B2.2
- The WDCP requires the provision of one (1) bicycle parking space per dwelling plus 1 visitor bicycle parking space per 12 dwellings. The proposed plans detail the provision of seven (7) bicycle parking spaces, satisfying Council's DCP requirements and catering for alternate travel mode options.

Access Driveway

- The driveway is located at the southeast corner, which is not the safest option with access being preferred from the north east corner. However, the proposed driveway is located as far as possible from the corner, and it is approximately 6.1m in width for the first 7.5m into the property which assists ease of access. Swept path plots have shown that it is appropriately sized to permit a B99 vehicle to pass a B85 vehicle entering or exiting the site as required by AS2890.1 clause 3.2.2.
- The driveway is measured to be approximately 6.1 meters wide, reducing to about 3.4 meters at the property entry point and 3.6m inside the property (on the ramp). A condition will be imposed for plans to include dimensions for the driveway.

- A vertical clearance assessment on the driveway ramps should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to show any scraping and bottoming. This will be conditioned.
- A pedestrian sightline triangle of 2.0 metres by 2.5 metres, has been plotted on the plans at the point where the vehicular access meets the footpath. Although AS2890.1:2004 requires this to be plotted at the property boundary, given the steep gradient on the nature strip and the presence of footpath nearer to the kerb it is appropriate to plot the sight line at the footpath in this instance, with adequate pedestrian visibility for exiting vehicles having been demonstrated.

Traffic generation

- The proposal will generate minimal traffic during peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

conclusion

The plans require minor amendments which will be conditioned however the amendments required are not sufficient to prevent the development application from being supported.

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

Stacked Parking Spaces (Residential)

Car space pairs in the mechanical car stackers are 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

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.

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.

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken;

- dimensioned plans must be prepared showing the widths and lengths of the proposed vehicle crossing, all parking spaces and parking aisles

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the kerb alignment of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate access with scraping for the B99 vehicle consistent with the requirements of AS/NZS 2890.1.

Plans prepared by a suitably qualified Engineer shall be submitted to the Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

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 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

Allocation of parking spaces (strata title)

11 carparking spaces are to be assigned for residential parking and 1 space for visitor parking. All residential units must be assigned a minimum of two parking spaces. Details demonstrating compliance are to be submitted to the Principal Certifier 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.

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.

Shared Zone Bollard

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards 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.

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 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.

Resident Parking Permit Scheme

Resident Parking Permit Scheme. Any residents and/or tenants of the subject site are not eligible for resident parking permits. This condition is to be provided on the property Title

Reason: To ensure the tenants are aware that they are not entitled to a permit regardless if they are within a Resident Parking Scheme (RPS).