

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/2559
<b>Date:</b>	31/05/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 599064 , 8 Grosvenor Place BROOKVALE NSW 2100

### Officer comments

#### Revised comments 31/5/22

additional information has been provided by the applicants traffic consultant to clarify the business model and address concerns about the likely on site parking demands.

It has been advised that the development is to cater for high end car sales with low numbers of customers attending the site on an appointment basis only. It is also clarified that there will be no servicing of vehicles other than of vehicles intended for sale. Given the above staffing and customer numbers will be low and hence parking demands generated by the development will be significantly lower than those for a typical family car sales and service facility. The 8 spaces proposed for customer and staff parking is now accepted as being sufficient, provided that customer's vehicles are valet parked.

There are now no traffic engineering issues with approval of the development subject to conditions

#### Original comments - 23/2/22

The proposed development is for demolition of the existing structures at 8 Grosvenor Place, BROOKVALE 2100, and construction of a new warehouse for the purpose of a showroom for display and sales of motor vehicles and for the servicing and maintenance of the motor vehicles. The development proposal includes:

- 637m2 of warehouse gross floor area (GFA) on ground floor;
- 126m2 of ancillary commercial GFA on Level 1;
- A total of 52 car spaces provided within a mechanical car parking system.
- A 4.5-metre wide combined entry/exit driveway onto Grosvenor Place.

### Parking

The developer's traffic consultant has calculated the parking requirement for the development using the car parking rates in the Warringah Development Control Plan for Industry and Transport – Warehouse or Distribution Centre which require:

1.3 spaces per 100m<sup>2</sup> GFA (including up to 20% of floor area as office premises space component. Office premises component above 20% determined at office premise rate).

Calculated as follows:

637m<sup>2</sup> @ 1.3 spaces per 100m<sup>2</sup> GFA =  $637/100 \times 1.3 = 8.3$  spaces

The office floor space of 126m<sup>2</sup> is less than 20% of the GFA (127.4m<sup>2</sup>) and therefore no additional car parking spaces calculated at the office rate were considered necessary.

As the development is for sale and servicing of motor vehicles the use of warehouse rates for calculating parking is queried with the parking rates for the development more appropriately determined from those for "vehicle sales or hire premises" i.e 0.75 spaces per 100m<sup>2</sup> of site area plus 6 spaces per work bay. As the site has an area of 1053.7m<sup>2</sup> and there are two work bays denoted by the car hoist and the vehicle cleaning and detailing bay this would equate to a parking requirement of 19.9 bays (rounded up to 20)

The warehouse proposal is indicating a total of 52 car spaces provided within the premises, via the use of 4 level car stackers. The architecture plans indicate six 4-level car stackers along the northern wall, and seven 4-level car stackers along the southern wall. The bulk of these spaces would however be cars on display for sale so could not all be considered as on-site parking.

It is noted that only 8 of the parking spaces have been allocated for use by staff and visitors with the remaining 44 required for operational needs of the development i.e required for display of motor vehicles for sale. Given the above, the parking requirements of the development are therefore considered unsatisfied.

It is also noted that no indication has been provided with regard to which spaces will be used for staff and visitor parking. These spaces would need to be dedicated and remain available at all times for staff and visitors. Spaces located in car stackers are generally considered unsuitable for use as visitor parking and, while it is noted that it is intended that visitor's vehicles will be valet parked by staff, use of those spaces will be inconvenient particularly as it is noted that the ground floor space needs on each stacker unit needs to be vacant to allow overhead spaces to be accessed. This is likely to result in high levels of congestion and potentially hazardous conditions for pedestrians within the site, particularly if multiple customers are being served and is likely to result in overflow onto the street as cars are shuffled.

A review of the parking arrangements and further information in a detailed plan of management are required to detail how the required 20 staff and visitor spaces will be provided and managed efficiently. At this point the allocation of this number of staff and visitor spaces in car stacker units is considered to be an over reliance upon mechanical parking and likely to leave insufficient parking available for the operational needs of the development

### **Traffic Generation**

the traffic report has used rates in the RMS's Guide to Generating Traffic Developments, to calculate the traffic generation from the site. The rates are:

#### **Office and Commercial**

- Daily Vehicle Trips @ 10 per 100m<sup>2</sup> GFA =  $126/100 \times 10 = 12.6$
- Evening Peak Hour Vehicle Trips @ 2 per 100m<sup>2</sup> GFA =  $126/100 \times 2 = 2.52$

### Warehouses

- Daily Vehicle Trips @ 4 per 100m<sup>2</sup> GFA =  $637/100 \times 4 = 25.5$
- Morning Peak Hour Vehicle Trips @ 0.5 per 100m<sup>2</sup> GFA =  $637/100 \times 0.5 = 3.2$

Total:

- Daily Vehicle Trips =  $12.6 + 25.5 = 38.1$
- Morning Peak Hour Vehicle Trips = 3.2
- Evening Peak Hour Vehicle Trips = 2.5

As noted above regarding parking rates, the development is more accurately assessed as a motor showroom rather than a warehouse. The applicable evening peak traffic generation rates for motor show room are 0.7 per 100sqm of site area. This would equate to 7.4 evening peak hour trips. A similar rate in the am peak would be anticipated.

The existing structure on-site is an industrial development providing commercial services as a concrete supplier with 2 separate buildings on-site totalling approximately 230m<sup>2</sup> GFA.

The traffic generation rates for factories are:

- Daily Vehicle Trips @ 5 per 100m<sup>2</sup> GFA =  $230/100 \times 5 = 11.5$
- Evening Peak Hour Vehicle Trips @ 1 per 100m<sup>2</sup> GFA =  $230/100 \times 1 = 2.3$

Given the above the net increase in traffic generation from the site would be in the order of 5 peak hour vehicle trips in the peak periods. This level of additional traffic will not impact to a significant level on the surrounding road network.

### Vehicular Access

The proposed vehicle access is via a combined entry/ exit driveway with a width of 4.5 metres from Grosvenor Place.

As per AS2890.1, driveway access widths are required to be 3.0 – 5.5 metres. Therefore, vehicular access is acceptable.

The swept path analysis has shown sufficient space for Medium Rigid Vehicles to access the site. Aisle widths are adequate to allow for forwards entry and exit from the 4-level car stackers. The driveway ramp has been designed to Australian Standards.

### Loading/Serviceing

As per applicant's report, the expected amount of deliveries a month is approximately 5 and it is expected there would only be minimal servicing requirements and truck access.

No parking spaces have been provided for loading and servicing, however, the applicants have proposed temporary parking perpendicular to the car stackers, along the parking aisle, for delivery and service vehicles including 8.8 metre-long medium rigid vehicles.

For the 8.8 metre-long rigid vehicle, it is proposed that the truck will reverse from Grosvenor Place into the property in order for the vehicle to exit in a forwards direction subsequent to delivery.

Grosvenor Place is a short cul-de-sac servicing approximately 8 separate commercial/ industrial properties. Therefore, the impact on the local area is predicted to be minimal.

### **Summary**

The parking and traffic generation rates for the development have been calculated using rates for warehouse development however the rates used should have been for car sales and servicing. The use of the applicable rates from the Warringah DCP raises concerns that the number of offstreet parking spaces available for use by staff and visitors to the site will be insufficient with the allocation and accessibility of up to 20 such spaces in four level car stacker units considered likely to result in unacceptable levels of congestion and or to result in safety concerns within the carpark. A review of this aspect of the proposal prior to further consideration is required.

The proposal is therefore unsupported.

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 an RMS 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 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.

### **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 Certifying Authority prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

### **Staff and Customer Parking**

No less than 8 spaces are to be available at all times for staff and customer parking. At least two customer parking spaces are to be available at all times on the lowest level of 2 of the car stacker units. These spaces are to be kept free of vehicles for sale or for staff parking. Customer parking is to be provided on a valet parking basis and shall be detailed in an operational management plan for the development. Details demonstrating compliance are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To ensure car parking spaces are available for customers on site.

## **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 and permits are monitored and implemented 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.

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.

## **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**

### **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 arrangements including on-site valet parking arrangements
- Management of car stacker units to ensure at least 8 spaces are available for staff and customer parking with no less than 2 customer spaces available on the the lowest level of the 2 car stacker units at all times
- The location and content of signage on the property directing customers to park on site and await valet parking of their vehicles.
- Truck delivery times and methods of control and management of deliveries to ensure no truck parking occurs on-street and minimise on-site vehicle conflict.
- The means of managing customer appointments to ensure all customer arrivals are on a pre-booked basis and no more than 2 customers on site at any one time.

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

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

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

### **Staff and Customer Parking & deliveries**

A minimum of 8 parking spaces within the car stacker units must be available for staff and customer parking. No less than 2 customer spaces must be available at all times. Loading and unloading of vehicles and delivery of cars to the land must be carried out within the site. Any loading or unloading of vehicles on street is not permitted.

Reason: To ensure parking is available off-street and maintain the safety and amenity of the general public using public streets.

### **Use of Car Stackers**

The car stackers shall be utilised by designated persons only. Persons visiting the site (customers, delivery drivers, visitors) are not permitted to drive vehicles onto or off the car stacker units or operate the units. Vehicles may only be driven onto or off the car stackers by staff and the carstackers shall only be operated by staff.

Reason: To ensure that safe operation of car stackers

### **Car Servicing**

No Servicing of vehicles other than of those intended for sale on this site shall be undertaken on the premises

Reason: to minimise parking and traffic generation