

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0484
<b>Date:</b>	07/08/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 7335 DP 1152473 , 7335 / 1152473 Hakea Avenue FRENCHS FOREST NSW 2086 Lot 7336 DP 1152473 , 7335 / 1152473 Hakea Avenue FRENCHS FOREST NSW 2086

### Officer comments

The proposed development scheme comprises:

- ❖ the expansion of the Lorikeet Room to accommodate an additional 30 people with a maximum capacity of 130 people.
- ❖ the construction of a new chapel to the southwest of the existing administration building which can accommodate up to 170 people

Vehicle access to the new chapel involves a new 5m-wide vehicle driveway on the Darwina Drive southern frontage. The access will be restricted to only hearse and service vehicles for the new chapel.

The proposal also includes 37 new/upgraded angled/parallel central car parking spaces (including 5 disabled spaces) to the west and east of the existing administration building. This includes the formalisation of the on-site parking area to the west of the administration building to include RMS standard line-marking for 14 car spaces. On-street spaces will be formalised through sign posting to allow parking for 182 cars. In summary, the proposed development will provide a total of 219 car spaces.

### Parking:

There are currently no parking requirements within DCP 2011 in relation to cemeteries. As such, the proposed development's car parking requirement was determined based on an empirical assessment of the existing Liverpool Cemetery.

Considering the proposed chapel and expanded function room will be operated with the services being offset, there is ample time between services for current patrons to leave whilst the next session arrives.

As such, the requirement of 171 spaces is deemed appropriate. Accordingly, the provision of 219 parking spaces is deemed satisfactory.

### Traffic:

It is noted that the peak for cemetery would generally occur during mid/ late morning (such as 10 am to 11 am). This would mean the peak usage does not coincide with the peak commuter periods.

Based on the traffic survey, the Liverpool Cemetery generated 55 and 95 trips during the weekday and weekend noon peak hour respectively. This traffic would comprise visitors to grave sites, the two chapels, the condolence room and staff. As such, these trips represent 0.22 and 0.38 vehicle trips per person during the weekday and weekend noon peak hour respectively.

In the busiest weekday and weekend cemetery peak hours and based on the maximum capacity of 300

people of the proposed chapel and upgraded function room, the proposed development would generate up to 66 and 114 trips during the weekday and weekend noon peak hours respectively.

As these generation rates are not expected to coincide with the commuter peak periods, the impact on the local road network is deemed to be minimal.

**Car Park:**

The car park is generally compliant with AS2890.1. However a number of the parking spaces in the central car park are not compliant. The applicant should either make these spaces compliant or remove any spaces that do not comply. Removal of non-compliant spaces is deemed satisfactory as the applicant is deemed to be providing excess parking spaces.

All roads within the site should operate as one-way with appropriate directions. Plans should be amended and resubmitted for council approval. this will be conditioned.

**Servicing:**

The servicing facilities of the site are deemed adequate. The applicant will be need to ensure they engage a commercial contractor who can adhere to the restricted vehicle types identified in the report.

**Pedestrians:**

The whole site should operate as a 10km zone to ensure safe pedestrian movements in and around the cemetery.

**Conclusion:**

Council's Traffic Team raise no objection to the 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****Compliance with Standards**

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures\*\*
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings\*\*
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting\*\*
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) \*\*
- (e) AS 4970 - 2009 'Protection of trees on development sites'\*\*
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking\*\*
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities\*\*
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities\*\*
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking\*\*
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities\*\*
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set\*\*
- (l) AS 1428.1 – 2009\* Design for access and mobility - General requirements for access – New building

work\*\*

(m) AS 1428.2 – 1992\*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities\*\*

\*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm). <[www.hreoc.gov.au/disability%20rights%20/buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm)>

\*\*Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards.  
(DACPLC02)

### **Car Parking Standards.**

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004. Detail demonstrating compliance with this condition are to be submitted to the Accredited Certifier prior to the issue of a construction certificate.

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

(DACTRCPC1)

### **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.

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 traffic.
- 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; and

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. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner’s property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP 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.  
(DACTRCPC2)

## **CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE**

### **Traffic Movement Plan**

The applicant is to prepare a suitable Traffic Movement Plan for use within the site's internal roads. This plan shall be submitted to and approved by Council's traffic team prior to the issue of any Occupation

Certificate.

Reason: To ensure appropriate movement of vehicles throughout the site to improve traffic flow and increase safety (DACTRFPOC1)