

Traffic Engineer Referral Response

Application Number:	DA2021/0545
Date:	14/07/2021
Responsible Officer	
Land to be developed (Address):	Lot 806 DP 752038 , 8 Lady Penrhyn Drive BEACON HILL NSW 2100

Officer comments

Proposal description: Expansion of an existing senior living

The proposal is for the construction of a new building on the south-western portion of the site, to be known as "Building D", comprising a total of 10 Independent Living Units (ILUs) including eight x 2-bedroom+study apartments and two x 1-bedroom+study apartments with an associated basement car park. Off-street parking for Building D for a total of 12 cars will be provided.

Vehicular access to the parking area is provided via an internal driveway and service road that currently services the site and provides direct access to Lady Penrhyn Drive and Willandra Road.

Development Approval has previously been obtained under DA2009/0800 for the construction of a seniors living development on the site, comprising a total of 32 ILUs across 8 seniors living buildings, with the inclusion of a central community centre for residents. This development is complete

Warringah LEP 2000 applies to the subject site.

Under the WLEP, the development cannot be refused on the grounds of parking supply if it provides at least 0.5 car spaces for each bedroom in a development for Housing for older people or people with a disability. Similarly, if the development comprises 8 or more dwellings and provides visitor parking it can also not be refused.

The plans prepared by VIGOR MASTER Pty Ltd dated 25.03.2021 have been reviewed by Traffic team.

Parking Requirement and Design

- Onsite parking is provided in the basement for a total of twelve (12) cars which exceeds the WLEP 2000 off-street minimum parking requirements by 3 spaces however, no designated visitor parking spaces are proposed. For residential unit development 1 visitor space for every 5 units would normally be required and for a 10 unit development is therefore considered appropriate that no less than 2 of the car parking spaces be designated for visitor parking. This can be conditioned.
- The design of the internal car park is in accordance with the Australian Standard AS2890.6:2009 *Parking Facilities-Off Street Parking for People with Disability* Section 2.2 Parking space-dimensions Point 1 Angle parking spaces.

- Although parking space and carpark dimensions are compliant with Australian Standard requirements no swept path analysis has been provided in the traffic report. It is suggested that this be undertaken for B99 cars accessing both basement carparks on Building D North and South to demonstrate that forwards entry and exit is possible from all spaces to the internal roads.
- A circulation roadway width of approximately 4.5m has been noted on the plans however it is noted that the roadway as constructed is approx. 5.8m to 5.9m in width. As the roadway is more than 30m long in order to access Building D and is also used to access building B1 and potentially building A1 (if approved) it must provide passing opportunities for two way traffic and a width of at least 5.5m would be required. This would ensure compliance with *AS2890.1:2004 Off Street Car Parking* Section 3.2.2. The circulation roadway width should be confirmed on amended plans.
- There is no information provided on servicing, loading and unloading area/delivery area and emergency vehicle spots on the site plans. An onsite facility for the loading and unloading of service, delivery and emergency vehicles are to be screened from public view and designed so that vehicles may enter and leave in a forward direction.

Traffic Impact

- The proposal will generate minimal traffic (4 vehicle trips per hour) during the weekday peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

The traffic team has no objection to the proposal in principal, and it can be supported subject to the following conditions:

- visitor parking spaces be labelled on the car park layouts.
- swept path analysis be undertaken for B99 Cars accessing both basement carparks on Building D North and South from/to the internal roads.
- some information about loading/unloading area, delivery area and emergency vehicle spots be provided on the plans.

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

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 paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating 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 throughout the town centre, 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 and Development 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 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

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.

Waste and Service Vehicle Access (8.8m Medium Rigid Vehicle)

Access to an on-site loading bay area including ramp grades, transitions and height clearance shall be designed to comply with forward in and forward out access of an 8.8m Medium Rigid Vehicle (MRV), as a minimum requirement. The height clearance required is 4.5m. Swept path diagrams must include details of the road including, kerb line, line marking, signs, traffic devices, power poles, other structures and neighbouring driveways. Plans showing the ramp grades, transitions and height clearance and swept path diagrams of 8.8m MRV shall be submitted to and approved by the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure adequate is room available for servicing the site.

Kerb Splay

A plan showing the modified kerb splay to enable Council’s 11m waste vehicle to enter and exit the site without encroaching on to the proposed kerb shall be submitted to and approved by the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure vehicles do not impact the kerb and gutter and cause ongoing maintenance concerns.

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.

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%20buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20buildings/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)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

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.