

## Traffic Engineer Referral Response

|  |  |
|--|--|
| <b>Application Number:</b>             | REV2022/0024   |
| <b>Proposed Development:</b>           | Review of Determination of Application DA2021/2173 for alterations and additions and coastal protection works to Newport Surf Life Saving Club |
| <b>Date:</b>                           | 09/01/2023   |
| <b>Responsible Officer</b>             |  |
| <b>Land to be developed (Address):</b> | Lot 7094 DP 1059297 , 394 Barrenjoey Road NEWPORT NSW 2106<br>Lot 1 DP 1139445 , 394 Barrenjoey Road NEWPORT NSW 2106                          |

### Officer comments

The revised development application is for alterations and additions to Newport Surf Life Saving Club, including: partial demolition of the existing Newport SLSC building and part of the existing carpark; construction of a new two-storey northern wing including new storage facilities on the ground floor which extend into the existing beach carpark area. The traffic and parking impact report submitted to support the development application is unchanged from that lodged to support DA2021/2173.

The revision application does not result in any changes to the previously submitted development application in terms of the traffic and parking impacts of the proposal and it is noted that the DA was not refused on traffic grounds.

In terms of that the proposed changes, it will increase the size of the boat storage area into the carpark impacting upon approximately four car spaces. It is however noted that two shipping containers currently occupy 3 parking spaces in this section of the carpark due to a lack of storage within the existing surf club building. A fourth parking space is currently occupied by a surf boat. The increase in the size of the boat storage area plus increases to other storage areas will allow for the surf boat to be accommodated within the club house and should allow for the removal of the shipping containers. This should ensure that there is no effective net loss in parking as a result of the development.

The proposed extension of the boat storage area appears to impact upon an existing streetlight pole located at the buildings north west corner. It is noted that the comments from the NSW Police have highlighted security concerns associated with inadequate lighting and as part of this development application any existing streetlights impacted by the work must be relocated to an appropriate location to provide sufficient illumination to the building and to adequately illuminate the carpark and pedestrian areas.

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

### Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

## 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.

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.

## **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 or carpark 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.

## **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 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 and beach carpark area 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**

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between the disabled spaces sited to the west of the surf club 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.

### **reinstatement of streetlighting**

Any streetlighting impacted by the building work is to be reinstated and reviewed to provide a level of lighting that is consistent with the requirements of AS/NZS 1158.3.1 to satisfactorily illuminate the public areas around the surf club building.

Reason: to ensure the building and associated pedestrian areas are lit to Australian Standard requirements