

Traffic Engineer Referral Response

Application Number:	DA2021/1426
Date:	09/03/2022
Responsible Officer	
Land to be developed (Address):	Lot 2 DP 528120 , 51 Kalang Road ELANORA HEIGHTS NSW 2101

Officer comments

referral comments on amended plans - 9/3/22

Parking

The amended plans and supplementary traffic report have been reviewed. It is noted that the 14th parking space accessed via second point of vehicle access and on a bend has been removed from the plans as requested.

With regard to the information in the supplementary traffic report it is accepted that a pit style car stacker which allows for each car to be accessed independently is not as restrictive in terms of access to vehicles as a stacked parking arrangement. The use of three car stacker pairs each operating in a pit style arrangement is therefore not opposed. It is also noted that each stacker pair has been allocated to the same unit which will assist the users of those spaces who will use them regularly, to become familiar with their use and operation.

Loading

It is also accepted that there will not be a high number of deliveries to the site and that these could be completed to a large extent by small vans which could be accommodated in the visitor parking space or on-street parking. The requirement for a Loading Bay is no longer pressed.

Given the above the parking and loading arrangements are considered acceptable.

Property Access

The access ramp into the basement carpark is compliant with Australian Standard grade requirements. There is a section at 5% for the 6m into the carpark which is consistent with the requirements of AS2890.1 clause 3.3(a) the ramp then steepens to a maximum of 1 in 4.3 (23.3%) which does not exceed the 25% maximum specified in AS2890.1 clause 2.5.3 (b)(ii) and the sage grade at the bottom of the ramp is at 15% compliant with Clause 2.5.3 (d) (ii). There are no objections to the internal carpark ramp profile

Given the above there are no traffic engineering objections to approval subject to conditions

Original referral comments - 24/11/21

The development application is for demolition of the existing residence and construction of a mixed use development on the site comprised of 5 residential units, 80 sqm of café and 58sqm of commercial space. 13 offstreet carparking spaces are proposed within a basement carpark with one car space also

proposed off a separate driveway along the sites northern boundary.

Traffic Generation

The Traffic & Parking Impact Assessment report provided with the application estimates the traffic generation from rates in the RMS Guide to Traffic Generating Developments. The developed site has been estimated to generate 3 vehicle trips per hour in the am peak and 7 vehicle trips per hour in the pm peak. When traffic generated from the existing site is subtracted this reduces the nett traffic generation from the proposed development to 2.2 trips in the am peak and 6 trips in the pm peak.

These volumes of traffic will not have an appreciable impact upon traffic conditions in the surrounding road network.

Parking

The DCP parking requirements applicable to this development are:

- 1 space per dwelling for 1 bedroom units,
- 2 spaces per dwelling for 2 or more bedroom dwellings
- plus 1 visitor space for each 3 dwellings (rounded up)
- 2.5 spaces for each 100sqm of GLA for business/office
- 1 space for each 30sqm of GLA for cafes/restaurants

Using these rates there is a parking requirement of 13.2 spaces, including 7 residential spaces, 2 residential visitor spaces and 4.2 spaces for café and commercial uses (4 spaces). 2 of the parking spaces are for disabled use.

The developer proposes to provide 14 car parking spaces. It is noted that the parking space accessed off a separate driveway along the northern boundary of the site is sited largely on the nature strip area. This is not permissible. The provision of a second point of vehicle access to the site is also not supported and particularly not at this location on a bend with limited sightlines. This parking space and the associated vehicle crossing shall be deleted from the plans.

It is also noted that 6 of the parking spaces are proposed to be located in car stacker units. The Pittwater DCP states that the proportion of tandem parking spaces (which would, by function, also include vehicles in car stacker units) does not exceed 10% of the total residential parking for two (2) or more bedroom units. The number of spaces in car stackers is considered excessive and vehicles in each car stacker pair would need to be allocated to the same unit. The use of car stackers to meet parking requirements for single bed units, visitor spaces or for office and retail uses is not permissible under the DCP. While 2 car stacker units would be accepted to cater for the parking requirements of the 3 bed and 2 bed apartments, a third stacker unit is not supported. The parking requirements for other uses must be provided within individual spaces. Although the quantum of parking is acceptable the parking arrangements as proposed have an over reliance on the use of car stackers and are unacceptable. An amended car parking layout is required which notes on the plans which spaces will be allocated to which use. The shared space between the two disabled spaces must also be shown hatched and incorporate a bollard to prevent it being used as a parking space. Visitor parking spaces and those allocated for cafe use must be publicly accessible at all times (i.e not located behind a secure roller shutter).

Vehicular Access

As outlined above, the 2nd vehicle crossing at the northern boundary of the site is not supported and should be deleted from the plans

Loading/ deliveries

No loading or delivery space has been provided. The Pittwater DCP only requires the provision of a designated space for deliveries or couriers where the business or office use exceeds 400 sqm. For cafe use "adequate" space for delivery vehicles is required. The traffic and parking report only states that deliveries for the commercial and café uses are expected to be undertaken by B99 light commercial vehicles. While it is accepted that most deliveries are likely to be undertaken by such vehicles, no discussion of where delivery vehicles will park has been provided. It is noted that parking on the street frontage of the site is not permitted. An additional space to cater for deliveries is considered necessary.

Summary

Given the concerns outlined above additional information and amendment to the plans are required prior to further consideration of this development

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

Fencing Height / Vegetation

All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. This requires that fencing and vegetation does not exceed one (1) metre in height with the 2.0 x 2.5m pedestrian sight line splay. Appropriate plants shall be selected within the 2.0 x 2.5m splay to ensure this condition is met.

Reason: To ensure maximum vehicular and pedestrian visibility.

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.

Stacked Parking Spaces (Residential)

Spaces within car stackers pairs shall be assigned to the same unit.

Reason: To minimize conflicts regarding parking areas and familiarity with access arrangements.

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.

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.

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 remove vehicle crossings that are no longer needed in accordance with Council policy.

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.

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.

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

Allocated Parking Spaces (retail/commercial)

Parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability.

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 Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

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.

Convex Mirror at Ramps

One (1) convex mirror is to be installed and maintained at the curved ramp leading from road to the basement parking area. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To minimise vehicular conflicts at ramps.

Mechanical Car Stacker Servicing

The applicant is to include a Section 88E instrument on the title permitting Council to provide direction as to the repair/maintenance of any mechanical devices. In the instance where the building manager does not comply with the direction of Council, or fails to address repair/maintenance requirements in a timely manner, Council reserves the right to undertake the repairs and all fees associated will be borne

by the building manager.

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

Reason: To ensure the mechanical services are maintained in a serviceable state at all times.

Car Stackers

That the installation of the car stackers and their operation in accordance with the approved plans and specifications be certified by the manufacturer or their agent and such certification be provided to the certifying authority

Reason: to confirm correct installation of car stackers

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

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.