

Traffic Engineer Referral Response

Application Number:	DA2019/0239
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 1001963 , 638 Pittwater Road BROOKVALE NSW 2100

Officer comments

The Development proposes a total of 40 residential units and 2,124sqm of commercial office space.

The site will provide:

- 157 car parking spaces
- 60 bicycle parking
- 8 motorbike spaces
- 2 service bays

Traffic:

The assumptions regarding the traffic generation are deemed adequate. The generation of 42 vehicles in the peak AM and 32 in the peak PM periods is deemed negligible on the network. However due to the narrow nature of Charlton Lane, it is advised that either parking be removed along the full length of the road, or a one-way system be introduced.

Any changes the road arrangements in this manner will require approval of the Local Traffic Committee. The applicant will be conditioned to provide plans demonstrating both outcomes. this will require SIDRA assessment of both scenarios to be undertaken. As such, the applicant will be required to provide the SIDRA data prior to any Occupation Certificate.

Parking:

The parking rates adopted as part of the applicant's report are deemed accurate. However the layout of the parking does not appear to comply with AS2890. Aisle widths at critical locations seem to be more narrow. With the plans not being detailed, further information would be required. However, due to the surplus of parking being proposed, it is envisaged that spaces can be relocate, altered and removed to make the space compliant. This will be conditioned, provided the applicant does not reduce numbers below the minimum required being 106 spaces.

Pedestrian:

Appropriate safety measures around the lift areas will be required. This should include bollards due to the exposed nature of the lift access to protect pedestrians. This will be conditioned.

Servicing:

A loading bay management plan will be required/conditioned to ensure the appropriate use of the loading bay by the identified truck sizes only. The restrictions will need to be included in the site Operational Management Plan.

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.>

**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)

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.

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
(DACTRCPC1)

Pedestrian Safety - Bollards

The applicant is to ensure appropriate safety measures are implemented surrounding the lift access to protect pedestrians within the basement levels.

Plans demonstrating safety bollards and yellow painted hatching must be submitted to and approved by the accredited certifier prior to the issue of any Construction Certificate.

Reason: To ensure pedestrian safety is maintained around lifts (DACTRCPC2)

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

Road Way configuration

The applicant is to prepare 2 options for the configuration of Charlton Lane as follows:

- a two-way configuration with parking removed from both sides of the lane way
- a one-way configuration with 'no parking' restrictions maintained along one side of the lane way

These configurations must be accompanied by SIDRA analysis undertaken by an accredited traffic engineer demonstrating the impacts of both options on the local network, including the intersections of;

- Charlton Lane and Sydenham Road
- Charlton Lane and Orchard Road
- Orchard road and Pittwater Road
- Sydenham Road and Pittwater Road

The applicant must submit and have approved by Council's Local Traffic Committee, detailed drawings of the options, including signage and line marking, SIDRA data and report prior to the issue of any Occupation Certificate.

Reason: To determine the most appropriate configuration of the lane way to optimise traffic being generated by the proposed development (DACTRFPOC1)

Signage and Line Marking plan - Implementation

The applicant is to install the treatment approved by the Local Traffic Committee, at no cost to Council, prior to the issue of any Occupation Certificate.

Reason: To ensure the configuration of the lane way is operational prior to tenants moving in
(DACTRFPOC2)

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

Loading Bay Management Plan

A Loading Dock Management Plan shall be prepared by the applicant and submitted to and approved by the accredited certifier prior to the issue of any Occupation Certificate. The Plan will need to demonstrate how loading dock will be managed to ensure that there will be only one vehicle entering

and exiting the loading dock access in any period and how safe servicing arrangements including waste collection will be undertaken without interrupting general traffic. Vehicle queuing on public road(s) is not permitted.

Reason: to ensure the loading dock is managed appropriately and that tenants are aware of the conditions of use.
(DACTRGOG1)