

Traffic Engineer Referral Response

Application Number:	DA2020/1167
Date:	19/05/2021
Responsible Officer	
Land to be developed (Address):	Part Lot 28 DP 7413 , 9 Francis Street DEE WHY NSW 2099 Part Lot 28 DP 7413 , 28 Fisher Road DEE WHY NSW 2099 Part Lot 28 DP 7413 , 28 Fisher Road DEE WHY NSW 2099

Officer comments

Traffic Comments on amended plans:

The amendments include the reduction of the boarding rooms from 80 to 70. The Boarding house is registered under Community Housing Provider requiring 0.2 parking spaces per room as per the SEPP requirements.

The proposal includes the provision of total 37 parking spaces including 6 parking spaces for people with disabilities which is acceptable. The allocation of parking spaces are proposed as follows:

- 15 spaces to Boarding house including 1 managers spaces
- 2 spaces to the café
- 15 spaces to the church
- 4 spaces to the staff
- 2 disabled spaces to general use

The above parking proposal includes the provision additional 4 parking spaces as a replacement for the on-street parking loss resulted from the proposed development.

The proposal also includes 10 motorcycle and 14 bicycle parking spaces.

The deliveries will be undertaken wholly within the site within the proposed loading bay accommodating small rigid trucks.

The internal ramps ways are considered acceptable subject to provision of appropriate Give-Way priority and provision of convex mirrors which is conditioned.

The proposed vehicular access arrangement is considered acceptable subject to obtaining the Traffic Committee approval for the installation of parking restriction. This is conditioned

In the view of the above, the proposal can be supported subject to conditions.

Earlier Traffic Comments

Proposal:

The proposal is for demolition of existing structures and construction of a mixed use development comprising a café, a church and conference centre and 80 boarding house rooms and associates communal facilities. A total of 53 rooms (65%) will be set up for full physical accessibility to the highest level of NDIS and to AS 1428.1 and platinum level liveable housing design guidelines. The remaining 28 rooms (35%) will be set up with ambulant bathroom facilities.

The proposal includes the following:

- Provision of a two level car parking comprising 40 car spaces.

- Provision of 19 motorcycle spaces and 20 bicycle spaces.
- Access to the basement level car park will be provided via a driveway on Francis Street.
- A service bay accommodating small trucks SRVs for servicing and garbage collection:

Traffic Impact:

The traffic report has not provided any information on the expected traffic generation from the proposal and its implication on the road network.

Parking:

There are the total of 40 parking spaces provided within two level car parking. This includes 22 parking spaces for the boarding room component (16 spaces for boarding rooms, 1 spaces for manager's room, and 5 spaces for the boarding room's employees), 15 spaces for the church staff and attendees and conference centre, and 3 spaces for the café use.

Given the location of the site within the Dee Why Town Centre, the proposed parking provision is considered acceptable. However the parking spaces provided for the accessible rooms are to be accessible and to be designed in compliance with AS2890.6 - Parking for people with disabilities.

Vehicular Access and car park design:

The following concern are raised on the proposed car park design:

- Location of vehicular access:

The vehicular access proposed down the hill and about 20m from the bend on the northern side raises the concerns regarding inadequate site distance for the vehicles exiting the driveway to the vehicles approaching the site from the northern side, as well as inadequate Stopping Site Distance for approaching vehicle from the bend to exiting vehicles. The proposal being for people with disabilities exacerbates the concern.

- Carpark ramp ways:

There is a safety concern raised on the conflict point within the car park where the two two-way single width ramps leading to two levels of car parking are located. The grade difference between the two parallel ramps restricting the visibility between the two ramps exacerbates the concern. This is not a safe arrangements particularly given the car park will be utilised by people with disabilities and patrons.

- stacked car parking spaces:

The stacked spaces can only be acceptable if they are allocated to the same residential unit or business units (for their staff). Given the nature of the proposal, the stacked parking arrangements could be acceptable only for a limited number for staff parking.

- Motorcycle spaces:

The motorcycle parking spaces are to be provided with a convenient access by provision of adequate aisle width.

- Vehicular access:

The gradient of the first 6m of the driveway from the property boundary shall be 1:20 or less.

- Service vehicle:

The proposal includes the provision of a service bay accommodating small trucks SRVs for servicing and garbage collection. However, the proposed carpark and loading bay is not capable of accommodating the access of a small truck.

- Pedestrian sight distance at property boundary

It shall be demonstrated that a pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is provided at the vehicular access to the property.

Conclusion:

In view of the above the proposal is not considered acceptable on traffic grounds.

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 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.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a 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 7.00-9.30am and 3.30-6.00pm. 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 seven (7) 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 maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

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.

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 7.00-9.30am and 3.30-6.00pm.

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.
- Specify that, due to the proximity of the site adjacent to ##### School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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 seven (7) 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 WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE OCCUPATION CERTIFICATE

Signage and Linemarking – Implementation

The applicant is to install all signage and linemarking, as per any Roads Act approval. These works are to be completed prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with the Road Act.

Signage and Linemarking - Internal

A plan demonstrating appropriate wayfinding signage for cyclists is to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: to maintain cyclist safety.

Loading Dock Management Plan

A Loading Dock Management Plan shall be prepared by the applicant and submitted to and approved by the Principal Certifying Authority 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.

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.

Disabled Parking Spaces

Where disabled parking spaces are provided they must be in accordance with 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.

Convex Mirror and Give-Way Priority at Ramps

A convex mirror together with Give-Way priority signage and line marking is to be installed and maintained at the upper floor car park floor to improve the visibility of oncoming vehicles from the upper floor ramp for the vehicles on the ramp leading from lower level to the upper level car park. The Give-way priority is to be installed at the furthest top point of the ramp. 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.

No Parking Restriction

Given the location of the driveway down the hill and near a bend, the inter-visibility between the exiting vehicles from the proposed driveway and approaching vehicles from the north is to be enhanced. This to be done by the installation of No Parking signage between the north of the proposed driveway and south of Driveway No.13-15 Francis Street with the exemption for waste collection vehicles during designated collection days and times.

A plan demonstrating the proposed signage within Council's Public Domain shall be prepared by a

suitably qualified person and submitted to and approved by the Local Traffic Committee prior to the issue of any Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions and hence, adequate time should be allowed for this process

Reason: To improve road safety(DACTRFPOC1)