

Traffic Engineer Referral Response

Application Number:	DA2021/0166
Date:	27/05/2021
Responsible Officer	
Land to be developed (Address):	Lot 40 DP 7027 , 532 Pittwater Road NORTH MANLY NSW 2100

Officer comments

The proposal is for demolition of the existing dwelling and construction of a boarding house comprising 10 self-contained boarding rooms.

Parking

As per the requirements of SEPP (Affordable Rental Housing) the proposal requires the provision of 0.5 parking spaces for each boarding room i.e 5 parking spaces, 1 motorcycle space for each 5 boarding rooms i.e 2 motorcycle spaces & 1 bicycle space for each 5 boarding rooms i.e 2 bicycle spaces. The developer proposes 5 car spaces, 4 motorcycle spaces and 3 bicycle spaces.

The proposed parking provision satisfies the requirements.

Traffic Impact

The projected traffic generation of 3 trips per hour in the peak periods is not considered to have adverse impact on the road network.

Car park and driveway design

The driveway serving the site is 5.5m in width for the first 6m inside the property boundary as required by AS2890.1 section 3.2.2

The carpark provides parking for 5 vehicles including a disabled parking space. Three of the parking spaces (spaces 2, 3 & 4) are under the required 5.4m length generally required by AS2890.1. The traffic report submitted with the development application advises that these spaces are 4.8m in length with an unobstructed end overhang which would still be compliant with AS2890.1 section 2.4.1 (a) i provided the end obstruction is under 150mm in height i.e allowing the front of the car to overhang. This will need to be conditioned.

Provided the above can be achieved the carpark layout is supported

RMS feedback

It is noted that the plans have been submitted to RMS for comment with no comments received from RMS. This is unusual as RMS would normally wish to comment on a development proposing access to a classified road.

The proposal can be supported subject to conditions.

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

Road Occupancy Licence (ROL) from Roads and Maritime Services

The developer shall apply for a Road Occupancy Licence (ROL) from the RMS Transport Management Centre (TMC) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified with 'Prepare a Work Zone Traffic Management' accreditation or equivalent. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TMC.

Reason: To inform the relevant Roads Authority of proposed disruption to traffic flows.

Resident Parking Scheme

The building manager is to ensure that all tenants are aware that this building will not be eligible for any Resident Parking Scheme as the parking provisions are deemed compliant with necessary local and state legislation.

Reason: to ensure the tenants awareness prior to occupation

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.

Separation between Driveways

A plan showing a minimum of 1m wide separation between the proposed driveway and that of the adjacent driveway serving No.530 Pittwater Road shall be submitted to and approved by the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To improve pedestrian safety

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.

Amendments to carpark design

That further detailed plans of the carpark area be provided demonstrating that the end overhang clearance at the western end of parking spaces 2,3 & 4 is no greater than 150mm in height (to permit unobstructed end overhang)

Reason: <compliance with standards> (DACTRCPC1)

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

RMS approval of driveway

The redundant driveway on the Pittwater Road boundary shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Pittwater Road shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to DeveloperWorks.Sydney@rms.nsw.gov.au.

Detailed design plans of the proposed kerb and gutter and the vehicle crossing are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works. Documents should be submitted to Development.Sydney@rms.nsw.gov.au.

Reason: compliance with RMS requirements (DACTRDPC1)

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.

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

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.