

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/2141
<b>Proposed Development:</b>	Alterations and additions to an existing industrial building and change of use to artisan food and drink industry (Distillery).
<b>Date:</b>	05/04/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 26 DP 6033 , 39 Sydenham Road BROOKVALE NSW 2100

### Officer comments

#### Development details

The development application is for distillery, showroom and tasting area.

The distillery will operate between the hours of 6am to 4pm Monday to Friday and have 1 -2 staff on the premises at these times.

The development is proposed to offer hospitality for up to 120 patrons between the hours of 5pm and 12am on weekdays, 12pm to 12am on Saturdays and 12pm to 10am on Sundays. During hospitality hours a maximum of 5 staff will be employed.

To cater for the above uses 5 on-site parking spaces will be available. Deliveries by small trucks can be accommodated on site

#### Traffic comments

The development will have little traffic and parking impact during business hours. The main traffic and parking impacts will occur afterhours during hours when hospitality is provided.

#### Parking

The applicant's traffic consultant has assessed the parking requirements for the development based upon assessing the parking requirements of the showroom and tasting facility as a shop which results in a parking requirement of only 12 spaces and therefore results in a shortfall at these times of 9 car spaces.

As the development will cater for up to 120 patrons with 5 staff on duty it is considered that the actual parking demands are likely to be higher than 12 spaces and as there will only be 3 parking spaces available offstreet at those times there is potential for the development to have a high degree of impact upon on-street parking. The applicant's traffic consultant has conducted parking surveys which have demonstrated that there is generally a high level of parking availability after 6pm on weekdays and after 4pm on Saturdays. ie at times when the highest levels of patronage at the distillery are anticipated there will also be high levels of on-street parking available. It is also likely that there will be a high degree of multiple occupant car trips, public transport and ride-share use by patrons given that customers will be drinking and therefore less likely to drive. It is therefore considered that the development is unlikely to have a significant level of parking impact despite the shortfall in parking on site and any overflow can be absorbed by the available on-street parking.

### Traffic Generation

the applicant's traffic consultant has estimated traffic generation of the development using trip rates from RMS guide to traffic generating developments for specialised retail and finds that the development will generate 9 PM peak hour trips on a weekday and 17 peak hour trips on a Saturday. This level of traffic generation will not impose unsatisfactory impacts on the surrounding road network

### Conclusion

The development can be supported subject to conditions from a traffic engineering perspective

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.

##### **Patronage numbers and times of operation for hospitality**

hospitality is to be offered only during the following hours:

5pm to 12am Monday to Friday

12pm to 12am Saturday

12pm to 10pm Sunday

During hours during which hospitality is offered patronage is to be limited to 120 persons

Reason: to limit parking impacts

#### **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.

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 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 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 remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

### **Site Occupancy**

That the number of (customers/visitors/guests/patrons) on the site at any one time be limited to 120.

Reason: To ensure that parking generated by the site is minimised.