

Traffic Engineer Referral Response

Application Number:	DA2020/0431
Date:	07/10/2020
Responsible Officer	
Land to be developed (Address):	Lot 4 DP 7445 , 1129 Pittwater Road COLLAROY NSW 2097

Officer comments

The proposal seeks to introduce a mixed use development comprising:

- 23 boarding rooms
- 2 commercial tenancies
- 21 parking spaces
- 6 bicycle spaces

Traffic:

The site is a 4 storey development with 1 storey of commercial tenancies and the remaining 3 storeys as boarding rooms. The site would therefore act as a 'Medium Density Unit' in accordance with the RMS Guide to Traffic Generating Developments.

Based on the above;

- Boarding Rooms: $24 \times 0.5 = 12$ vehicles in the peak hour
- Commercial: $228.2 \times (2/100) = 4.56 \sim 5$ vehicles in the peak hour

With the convenient access to public transport, a reduction of 20% is permissible in the calculations.

Therefore the total vehicle generation from the site would be considered as: $17 \times 0.8 = 14$ vehicles in the peak hour.

Whilst the report indicates 10 vehicles, the additional 4 expected vehicles in not considered to impact the network negatively. However the report will need to be amended to reflect actual numbers.

Parking:

The following breakdown of parking is required:

- boarding rooms: $(23 \times 0.5) + 1 = 12.5 \sim 13$ Spaces
- Commercial: $228.2 \times (1/40) = 5.7 \sim 6$ Spaces

Total: 19 spaces.

The applicant has provided 21 spaces in accordance with their report which is deemed acceptable.

Noting that 2 of the commercial spaces are in tandem, these spaces should be allocated to staff from only of the commercial units.

Car park:

The location of the waiting bay at the ground level is deemed unsuitable. A driver waiting in the proposed location would then have to reverse back into the aisle before continuing down the ramp. Visibility is poor in this location, not to mention the safety concerns with reversing given the poor visibility.

The applicant should provide a more suitable layout for this process to occur at ground level. Noting that there is a surplus of parking, the applicant could consider removing the accessible parking space at ground level to better accommodate a more appropriate waiting bay.

Waste Servicing / Loading:

More detail is required as to where Council's Waste Vehicle is to service the site for the residential related waste bins. **Council's Waste Services Team are required to comment.**

The commercial component is to be serviced by a commercial contractor. The applicant shall ensure the contractor is aware of the dimension restrictions of the site.

Pedestrian Access:

Pedestrian movements within the basement and external to the site are deemed adequate. The applicant will be required to upgrade the footpath on the frontage of the site along Pittwater Road.

Conclusion:

Based on the Car Park concerns raised above, the application cannot be supported in its current form. Amendments will be necessary to accommodate a more appropriate waiting bay and signal interface between the ground floor and basement level.

UPDATED COMMENTS TO BE PROVIDED BASED ON MEETING HELD ON 16 SEPTEMBER

The Traffic concerns were discussed on the 16 September and the following issues raised:

- Delivery access to the development site needs to be managed without the use of the Pittwater Road site frontage.
- The commercial tenancy component needs to be fixed as to prevent it being converted into another use in the future.
- As the development is a commercial development the property is to contract a suitably sized waste collection vehicle service provider.
- The waiting bay configuration is less than ideal, however a suitably conditioned access signal design and operational management plan.

These issues can be partially addressed as follows:

- The Commercial Tenancy component restriction is to be added to the property title through an 88E instrument drafted to the effect that Council is the party that can approve the release or variation.
- The operational plan for the waiting bay management will require an additional signal installed at the head of the bay on the ground floor and priority/waiting signal will be vehicles entering from 1-5 Collaroy Street access, with the ongoing operational performance guaranteed through an 88B instrument.

However, the outstanding issue to address by the applicant is the service vehicle access and deliveries to the property, which can be managed through a potential right of way across an adjoining property (1125 Pittwater Road) to allow service vehicle access only. Despite assurances that the site will only be serviced by vehicles that can use the existing right of way, concerns based on the commercial reality of logistics services require Council to be satisfied that the development will not adversely impact the existing amenity of the area.

As such the development is currently not supported until this outstanding issue has been addressed to the satisfaction of the Transport Team.

The proposal is therefore unsupported.

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.

Vehicular Swept Paths

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

This is to include all vehicles entering the subject site and include the demonstration of the vehicle clearances in the right of carriageway in the adjoining property 1-5 Collaroy Street. This is to ensure that two way vehicle traffic can be maintained through the site with impacting on the shared amenity. Details demonstrating compliance with this condition must be submitted to the Certifying Authority prior to the issue of the 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 8.00-9.30am and 4.30-6.00pm. 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 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.