

Traffic Engineer Referral Response

Application Number:	DA2021/2226
Date:	10/03/2022
Responsible Officer	
Land to be developed (Address):	Lot 103 DP 1247294 , 145 Old Pittwater Road BROOKVALE NSW 2100

Officer comments

Revised comments 10/3/22

the original traffic comments were in error with respect to the changes to level 1M as it was an able bodied parking space rather than a disabled parking space that was lost.

amended plans for level 2 have been provided which now show that the two disabled places that were lost have now been relocated and sized and marked in compliance with AS2890.6 . three additional parking spaces have also been added to those originally proposed on level 2.

Given the above there the proposal is now fully supportable from a traffic engineering perspective

Original traffic comments 5/1/22:

The development application is part of stage 2 of the Masterplan approval for the redevelopment of Warringah Mall. The work encompassed by this DA includes:

- conversion of 917sqm of GLFA currently utilised by specialty shops and 1547sqm of GLFA currently utilised by a major shop (target) to an additional 2,250 sqm GLFA allocated for retail use by Harris Farm Market, called a "mini-major" tenant by the applicant.
- reconfigure the loading dock and parking area including making improvements to pedestrian circulation through the carpark

The changes will result in a nett decrease of retail space by 214sqm, and a loss of 3 carparking spaces.

Traffic Generation:

As the changes will result in a nett decrease in floor space of some 214sqm, traffic generation as a result of the changes is unlikely to increase and using the existing pm peak traffic generation rate from the centre of 3.7 trips per hour the applicant's traffic consultant estimates that this would equate to an reduction in the order of 8 trips per hour. The above is accepted and there are no concerns with the DA in terms of traffic generation

Parking:

The parking and loading dock changes on the ground floor result in no nett change to parking numbers with 18 spaces lost including 3 disabled parking spaces which were not compliant with the current standard. In their place 18 parking spaces including two compliant disabled parking spaces will be created.

On level 1M one parking space has been removed to improve circulation and on level 2 two carparking spaces (both disabled spaces that are not compliant with current standards) are lost to facilitate creation of a proposed plant room. The loss of the three parking parking spaces on levels 1M & 2 is not opposed given the reduction in floor space and the presence of some 4600 spaces to support the parking needs of the centre. There is concern however that the changes will result in a nett decrease in the total number of disabled parking spaces by three. It is considered that these should be reinstated in convenient locations to ensure that the needs of disabled shoppers are catered for.

Loading:

The changes to the loading dock will result in the improved access and circulation for delivery vehicles to support the loading/unloading requirements for the new Harris Farm Tenancy. The loading dock is capable of accommodating forwards entry and exit to each of the three loading dock spaces by an 8.8m medium rigid vehicle as demonstrated by the swept path plots provided by the applicant's traffic consultant. These provisions are adequate to support the tenancy changes proposed by the development application.

Pedestrian access:

The changes make amendments to the pedestrian access arrangements through the carpark which result in more direct pedestrian connections. These changes are supported.

Summary:

There are no significant objections to the proposed changes however the applicant should provide amended plans to show where the three disabled parking spaces that appear to have been lost are to be re-sited prior to further consideration of this development.

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

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the site parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

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.

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.

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

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.

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.

Shared Zone Bollard

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards 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.

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

Implementation of Loading Dock Management Plan

All vehicle ingress and/or egress activities are to be undertaken in accordance with the approved Loading Dock Management Plan. Vehicle queuing on public road(s) is not permitted.

Reason: To allow for vehicular access.