# Traffic Engineer Referral Response

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| **Application Number:** | DA2023/0386 |
| **Proposed Development:** | Alterations and additions to the service station including an automatic car wash facility and a laundromat |
| **Date:** | 08/08/2023 |
| **Responsible Officer** | |
| **Land to be developed (Address):** | Lot 1 DP 829523 , 207 - 217 Pittwater Road MANLY NSW 2095 |

**Officer comments**

**Proposal description:** Alterations and additions to the service station including an automatic car wash facility and a laundromat.

The proposed development comprises the following key features:

- Removal of two existing workshop bays.
- Expansion of the existing convenience store sales floor area from 32m$^2$ to 64m$^2$.
- Provision of an additional automatic car wash bay.
- Construction of a new self-contained laundromat facility.
- Modification of the at-grade parking facilities and retention of five car parking spaces.
- Provision of one loading bay for Small Rigid service vehicles, located adjacent to the convenience store.

The Traffic team has reviewed the following documents:

- Traffic Impact Assessment report prepared by The Transport Planning Partnership (ttpp) dated 31 March 2023,
- The Statement of Environment Effects prepared by R.J. SINCLAIR Pty Ltd Building Design, dated 30 March 2023,
- Waste Management Plan, prepared by R.J. SINCLAIR Pty Ltd Building Design, and
- Master Set, Plans, Project No. 08-045-22, designed by R.J. SINCLAIR Pty Ltd Building Design, dated 30 March 2023.

It is noted that:

- The existing trading hours will be maintained for the proposed service station and car wash facilities.
- The proposed development will maintain the four access driveways off Pittwater Road and there are no changes to the access and egress points to and from Pittwater Road to the site.

- The new car wash facility comprises a new driveway around the rear of the convenience store. Car wash users will exit the site via the northernmost driveway onto Pittwater Road.

**Parking requirement and design:**

- The site is subject to the Manly DCP, which mandates that Service Stations that include Workshop Facilities must provide ten (10) parking spaces. Additionally, the Guide to Traffic Generating Development by TfNSW specifies that the car parking requirement for service stations depends on the convenience store GFA, number of work bays, and restaurant GFA/seats.
- There would be no workshop facility as part of the redevelopment. Therefore, application of the TfNSW Guide car parking rates (5 spaces per 100m$^2$ GFA of a convenience store, 6 spaces per work bay and the greater of 15 spaces per 100m$^2$ GFA of a restaurant and 1 space per 3 seats) to the proposed development (64m$^2$ GFA convenience store, no work bay, no restaurant and a small-size laundromat service) would result in a parking requirement of 4 parking spaces. Parking in excess of TfNSW requirement is proposed (5 spaces). The additional one (1) car parking space would be used to accommodate parking associated with the laundromat. This is considered acceptable given its small size, and that the laundromat service would attract only local residents within walking distance.
- According to the TIA report, only two workshop bays will be removed in the proposed plan. Aerial imagery shows that all four parking spaces in front of the car wash exit point will be taken away to allow for vehicle movement.
- From the Aerial imagery of different years and months, It seems that the existing 10 parking spaces are consistently full. Some informal parking has been also noted in the aerial imagery at times when the defined parking spaces were occupied. This is acceptable as it does not appear to interfere with on site operations
- It is noted that one (1) loading bay is proposed at the frontage of the convenience store to accommodate service vehicles up to a size of a 6.4m Small Rigid Vehicle (SRV). It is reported in the TIA report that servicing and deliveries would generally be undertaken outside of the road network peak hours (early morning or late evening), which would result in minimal impacts on the surrounding roads and the service station operation.
- A swept path analysis has been included in Appendix B of the traffic report. The swept path appears to have incorporated the 300m clearance lines required by AS2890.1 section B.3.2, it, however, shows a tight vehicle turning path with some encroachment to the car wash bay exit door. The swept path assessment should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carwash bay. This will be conditioned.
- No plots for access to and from the loading bay have been provided. Additional swept path plots will be conditioned to demonstrate that access to the loading area by a 6.4m SRV is possible as required by AS2890.2.
- The DCP requires bicycle parking at a rate of 1 space for every three (3) car spaces, i.e., 2 spaces required. It is reported in the TIA that a bicycle parking area will be provided near the entrance to the convenience store, which is sufficient to accommodate up to two bicycle spaces. Bicycle parking spaces are not presented in the architectural plans. This will be conditioned.
- Although the parking space dimensions (minimum space width of 2.7 metres and length of 5.4 metres for light vehicles and minimum space width of 3.5 metres and length of 6.4 metres for loading vehicles) presented in the report are compliant with Australian Standard requirements, the parking spaces widths and the loading bay width have not been dimensioned on the architectural plans. It will be conditioned that dimensioned plans be

submitted for the parking area including the carwash bay width to confirm that parking bays are appropriately sized.

- Considering the survey data of queueing requirements for car wash bays including three separate sites which comprise 1, 2 or 4 automatic car washing bays, the estimated queuing requirement of 2.5 vehicles per car wash bay have been adopted, i.e., queuing area of three vehicles for the development. The proposed car wash facility provides a total vehicle queuing area for three (3) vehicles excluding the one vehicle already within the auto car wash facility and therefore meets the required demand.

**Traffic impact**

- The traffic generation of the proposed redevelopment has been determined by considering the analysis of survey sites that include a service station and a convenience store. It also considered the analysis of survey data of several car wash facilities. The proposed development is therefore expected to generate similar levels of traffic during the peak periods, when compared to the existing operation. Therefore, it will not result in any adverse impacts on the surrounding road network.

**Conclusion**

Subject to conditions, the application can be supported from a traffic 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:**

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE**

**Vehicular Swept Paths**

Vehicular manoeuvring swept path plots should be provided for review by Council's traffic engineer. The plots to be prepared using traffic engineering software such as Autotrack/Autoturn, for:

1. a B99 car entering and egressing the carwash bay. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

2 a 6.4m Small Rigid Vehicle (SRV) ingressing and egressing the loading area in compliance with AS/NZS 2890.2.

Details demonstrating compliance with this condition must be submitted to the Principal Certifier 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 a TfNSW 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 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 rates 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.

**Vehicle Access & Parking**

All internal driveways, vehicle turning areas, and vehicle parking spaces including the wash bay dimensions and the loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken:

- Dimensioned plans to be submitted for the parking area including the wash bay and loading bay to confirm that parking bays are appropriately sized.
- A minimum of two(2) bicycle parking spaces should be provided and shown on the Architectural Plans.

These amendment(s) must be clearly marked on the plans submitted to the Principal Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Council's DCP and Australian Standards relating to manoeuvring, access and parking of vehicles.

## CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

**Road Occupancy Licence**
Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows on Pittwater Road.

Reason: Requirement of TMC for any works that impact on traffic flow.

**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 8.00-9.30am and 4.30-6.00pm.

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.
- Include a Traffic Control Plan prepared by an TfNSW accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) 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 TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

**Implementation of Demolition Traffic Management Plan**
All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP).

As outlined in the TfNSW referral letters (ref: SYD23/00551 dated 24 May2023), all demolition vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

All controls in the DTMP 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 DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

**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).

As outlined in the TfNSW referral letters (ref: SYD23/00551 dated 24 May2023), all construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Pittwater Road.

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.

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

**Landscaping or signage adjoining vehicular access**
The applicant must ensure that the planting or signage chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1m

Reason: To maintain unobstructed sight distance for motorists.