

Traffic Engineer Referral Response

Application Number:	DA2018/1574
Responsible Officer	
Land to be developed (Address):	Lot 11 DP 577062 , 23 Fisher Road DEE WHY NSW 2099

Officer comments

The proposal is for the construction of 130 dwellings; use of an existing heritage item known as Pacific Lodge for residential purposes; lower-ground non-residential uses at corner of St David's Avenue and Civic Parade; and subsequent subdivision of that land. In summary the proposal will provide the following:

- 39 x 1 bedroom apartments (30%)
- 70 x 2 bedroom apartments (53.5%)
- 21 x 3 bedroom apartments (16.5%)
- Lower-ground commercial floor space at corner of St David Ave and Civic Parade
- Residential use of 'Pacific Lodge' and subdivision of the occupying
- 191 car spaces proposed all in the basement structure including
 - o 157 resident car spaces
 - o 34 visitor/business spaces
- 150 bicycle parking spaces
- Landscaping and establishment of communal open space

Parking:

The traffic report identifies provision of 191 parking spaces. This is compliant with the Warringah DCP. Parking spaces will need to be marked according to their allocation. However review of the plans would indicate 190 spaces. The applicant will need to demonstrate that all 191 spaces can be accommodated onsite.

Bicycle spaces are deemed adequate.

Traffic:

The site is anticipated to generate approximately 32 vehicles in the peak hour. This is in accordance with RMS Guide to Traffic Generating Developments. The SIDRA data provided identifies the distribution of the vehicles on the network and the impact on the operation of the RAB and the signals at Lewis Street. Council Traffic staff agree with the information provided in the output data sheets. Accordingly the impact on the network is deemed negligible.

Servicing:

Loading and Waste collection service facilities have been catered for onsite. The dimensions of the bay appear adequate. The applicant should provide the swept path of the largest anticipated vehicle (removalist truck) to ensure maneuverability is achievable in this location.

Pedestrian Access:

Pedestrian access to and from the site is deemed acceptable. The applicant will be required to upgrade all Public Domain infrastructure along all site frontages, including the footpath and pedestrian refuge facilities to cross Fisher Road.

Referral Body Recommendation

Refusal comments

Previous comments:

The local Area Command have specified that access to Fisher Road should not be provided as the roundabout access is already highly congested. Directing vehicles to the RAB would further exacerbate the concerns at this location.

Council's Traffic Team recognise the concerns raised by the Local Area Command, however it should be noted that Civic Parade is not designed to cater for the additional anticipated vehicle volumes. Council's Preference would be that the access remains on Fisher Road, however the entry should not be directed to the RAB. Instead a left in/left out scenario should be established south of the RAB.

The applicant should model this arrangement and determine what, if any, effects this will have on the local network (within 300m of the site).

The applicant has not provided the SIDRA data sheets or files.

The Traffic Team cannot support the application without all SIDRA digital files and Data output sheets.

Recommended Traffic Engineer Conditions:

DEFERRED COMMENCEMENT CONDITIONS

Vehicular Access and Parking.

All internal driveways, vehicle turning areas, garages and vehicle parking space/ 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 to the parking allocation:

- 156 residential spaces
- 27 residential visitor spaces (Including Accessible Parking)
- 8 retail spaces
- 1 car wash bays
- 150 bicycle parking spaces
- All residential residential visitor spaces must be line marked as "Residential Visitor Only".

These amendment(s) must be clearly marked on the plans and submitted to and approved by the Certifying Authority prior to activation of this consent.
(DACTRADC1)

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

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

(Note: At the time of determination the following (but not limited to) Australian Standards applied:

(a) AS2601.2001 - Demolition of Structures**

(b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**

- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'**
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (g) AS 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities**
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking**
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities**
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**
- (l) AS 1428.1 – 2009* Design for access and mobility - General requirements for access – New building work**
- (m) AS 1428.2 – 1992*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities**

*Note: The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website [www.hreoc.gov.au/disability rights /buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20/buildings/good.htm.>

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Certifying Authority to ensure compliance with this condition and that the relevant Australian Standards are adhered to.)

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards. (DACPLC02)

Submission of Engineering Plans (standard from development engineers).

Engineering plans are to be submitted to the Certifying Authority for approval. The submission is to include four (4) copies of Civil Engineering plans for the design of:

- Upgrade of Public Domain along all frontages of the site.

These are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

Reason: To ensure compliance with Council's specification for engineering works. (DACTRCPC1)

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 certifying Certifying authority Authority 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. No truck movements are to occur during these periods.

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.
- Specify that, due to the proximity of the site adjacent to Dee Why Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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; and

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. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner’s property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP 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.

(DACTRCPC2)

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

Pedestrian Signal Phasing

The applicant is to engage with RMS to implement a Pedestrian Crossing Phase along the northern leg of the Lewis Street/Fisher Road Signalised intersection. Any costs associated with facilitating the fourth crossing facility shall be borne by the applicant at no cost to Council or RMS.

Reason: To facilitate pedestrian access to the Bus Stop on the western Side of Fisher Road
(DACTRFPOC1)

Footpath Construction.

The footpath, in accordance to Council’s standard specifications, shall be constructed along all site frontages to Council’s satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access around the site and to/from the property. (DACTRFPOC2)