

Traffic Engineer Referral Response

Application Number:	DA2021/0619
Date:	31/05/2021
Responsible Officer	
Land to be developed (Address):	Lot 202 DP 1019363 , 15 Jubilee Avenue WARRIEWOOD NSW 2102

Officer comments

The proposed development involves the construction of a multi-unit industrial development with ancillary offices as well as a “ranch style” self-storage facility on an existing vacant site. A total of 24 units are proposed over two levels comprising a cumulative industrial floor area of 1,491m², and a cumulative office floor area of 956m². A “ranch style” self-storage facility is also proposed on the lower level comprising a total of 59 units with a cumulative floor area of 1,551m², which allows vehicles to park adjacent to their storage unit.

Off-street car parking is proposed for a total of 40 cars in car parking areas throughout the site.

Loading / servicing for the proposed development is proposed to be undertaken by a variety of commercial vehicles up to and including 6.4m long Small Rigid Vehicles (SRV trucks) and 8.8m long Medium Rigid Vehicles (MRV trucks).

Vehicular access to the lower level is proposed to be provided via the existing combined entry and exit driveway located towards the western end of the Jubilee Avenue site frontage.

Vehicular access to the upper level is proposed to be provided via a new combined entry and exit vehicular access driveway located at the eastern end of the Jubilee Avenue site frontage.

Parking:

The proposal includes the parking provision of 40 parking spaces which satisfies the parking requirements as follows:

Industrial (1,491m²): 19.4 spaces

Ancillary office ≤ 20% of total floor area (489.4m²): 6.4 spaces

Ancillary office > 20% of total floor area (466.6m²): 11.7 spaces

Self-storage (1,551m²): 0 spaces

Total: 37.5 spaces

The proposed development makes provision for a total of 4 motorcycle spaces on the lower level parking area, thereby satisfying Pittwater DCP motorcycle parking requirements.

Traffic Impact:

The Traffic generation of the development proposal is projected to be 40 vehicles per peak hour. The proposed traffic generation is considered acceptable in the context of the land zoning objectives of the site and is not considered to have significant traffic implications on the road network.

Vehicular Access:

The manoeuvring areas and driveway have been designed to accommodate the swept turning path of 6.4m SRV trucks and 8.8m MRV trucks. However, the driveways do not accommodate two vehicles to enter and exit at the same time. Given the proposed use and projected traffic generation, the western driveway is to be modified to accommodate the simultaneous ingress and egress of a B99 vehicle and small rigid truck (SRV), and the eastern driveway to accommodate the simultaneous ingress and egress of two small rigid trucks (SRVs).

Conclusion:

The proposed application can be supported subject to conditions.

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

Fencing Height / Vegetation

All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. This requires that vegetation does not exceed one (1) metre in height. Appropriate plants shall be selected within the 2.0 x 2.5m splay to ensure this condition is met.

Reason: To ensure maximum vehicular and pedestrian visibility.

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.

Car Parking Finishes

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

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.

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 Seven (7) 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.

Service Vehicle Access

Minimum dimensions for services areas are to comply with AS2890.2:2002 with regards to length, width and vertical clearance. Heavy vehicles are to be able to access driveways with only one reverse manoeuvre. Plans showing compliance with the distances and the swept path diagrams are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards.

Widening of driveways

The western driveway shall be widened to accommodate the simultaneous ingress and egress of a B99 vehicle and small rigid truck (SRV), and the eastern driveway to accommodate the simultaneous and egress of two small rigid trucks (SRVs).

The driveway crossings are to be redesigned taking into consideration the condition of consent requiring the provision of indented parallel parking spaces along the full frontage of the development site.

Plans demonstrating the above accompanied with swept path analysis are to be prepared and submitted to Council for approval.

Reason: To minimise reversing and adverse impact on public road (DACTRCPC1)

Indented parallel parking

A plan demonstrating the provision of indented parallel parking along full frontage of the development site in Jubilee Avenue together with associated signage and linemarking shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee prior to the issue of any Occupation Certificate.

All works associated with the above requirement including kerb, gutter and footpath, etc shall be implemented by the applicant at no cost to Council.

Reason: To improve parking amenities (DACTRCPC2)

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 and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

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 RMS 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.