

Traffic Engineer Referral Response

Application Number:	DA2021/2608
Date:	04/03/2022
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 1220196 , 4 - 10 Inman Road CROMER NSW 2099

Officer comments

The DA seeks consent for a proposed swim school within Warehouse 1 of the approved (DA2019/1346) but yet-to-be constructed Northern Beaches Business Park. The swim school can accommodate up to 14 staff and up to 86 students/ patrons. Warehouse 1 has an area of 1,089 square metres gross floor area (GFA).

The swim school will operate with the following characteristics:

- Hours of Operation: 6:30 am – 9:00 pm Monday to Sunday
- Staff: 6-14 employees at any one time, 40 employees overall
- Person capacity: 100 persons (including staff)
- Parking allocation: 35 spaces within the business park (31 spaces in the basement and four adjacent to the warehouse).

It is expected that the swim school would be operating at capacity during the weekend AM (100%), at 50% during the weekday AM and 75% during the weekday PM.

Traffic:

The approved business park was assessed to generate 168 and 181 vehicle trips in the weekday AM and PM peak hours respectively. This was determined to be less than the historic use on the site. As a result, the business park was determined to generate approximately 130 vehicles less during peak hours, or at least 40% less traffic compared to the previous site operation. Further, SIDRA analysis was carried out for Northern Beaches Business Park development. Based on that, nearby intersections were found to operate satisfactorily during the peak periods post development with development traffic not impacting the existing Level of Service (LOS) for any movement. The post-development traffic modelling also suggested that traffic impacts are not compromising the safety or function of the surrounding road network.

The TfNSW Guide 2002 provides an hourly rate of nine vehicle trips per 100 square metres for gymnasium uses which would be comparable to that for a swim school. The proposal could

generate up to 98 vehicles per hour ($9 \times 1089/100$).

Based on a first principles analysis the proposal is expected to generate on average 48 trips in the weekday AM peak, 76 trips in the weekday PM peak and 124 trips in the weekend AM peak.

Most of the traffic will be from nearby residential areas using the local road network to access the swim school instead of Pittwater Road. There is adequate capacity in the surrounding road network to cater to the traffic generated by the proposal. Although the weekend AM peak trips are the highest, it is unlikely to have a significant effect on the road network, as it would operate both outside the network peak noting the surrounding commercial, industrial, and warehouse uses are generally closed for the weekend. It is however noted that Cromer Park generates significant levels of vehicle activity particularly during the winter football season however, again the weekend swim school use is likely to be more intense during the summer months when activity levels at Cromer Park are lower.

Overall, the anticipated traffic volumes associated with the swim school are not expected to compromise the safety or function of the surrounding road network during either the weekday or weekend peaks.

Parking:

- the parking required as per Warringah DCP is 4.5 spaces per 100 m² GFA (Swimming School can be compared with rates for a gymnasium)

The swim school is 1,089 m² GFA and therefore 49 parking spaces are required.

- the traffic consultant has conducted an empirical assessment of Car Parking Demand which suggests the following demands:
 - Weekday AM = 28
 - Weekday PM = 44
 - Weekend AM = 71

The business park provides 279 parking split between basement parking & spaces adjacent to warehouses.

Under the leasing agreement, the swim school would be allocated 35 spaces, 31 spaces in the basement, and four spaces adjacent to warehouse 1.

Three (3) accessible parking spaces in the basement car park can be used by the swim school. Additional accessible car parking spaces are provided across the estate.

- The available parking (35) is less than the DCP requirement of 49. However, the available parking is considered satisfactory to cater for anticipated weekday AM peak demand (28 spaces) with a 9 space shortfall to cover the anticipated weekday PM demand of 44 spaces.

Approximately 40 kerbside parking spaces are available on the site frontages along South Creek Road and Inman Road. Further, warehouse and industrial uses are expected to generate a lower parking demand in the weekday PM peak and there would therefore be minimal conflicting demand for such on-street parking. There is also a 36 spaces shortfall to

cover the anticipated weekend demand of 71 spaces.

As most of the commercial, warehouse, and industrial uses within the business park are expected to be closed on weekends, the applicant proposes to negotiate with surrounding tenants to use some of the remaining 244 spaces available across the site (preferably also in the basement) to contain all demand on-site as far as practicable. The additional spaces could be signposted for swim school use only on weekends.

By considering the above, parking provisions are considered satisfied with condition.

Access and swept paths:

- Vehicle access to the car park is via Inman Road with an egress driveway provided on South Creek Road.

No changes are proposed to the basement car parking layout. The four (4) spaces adjacent to warehouse 1 are proposed to be relocated west to improve the entrance and back-of-house for the swim school.

- Swept paths and design review were completed as part of the approved Northern Beaches Business Park. However, four (4) spaces adjacent to warehouse 1 are proposed to relocate, and hence swept paths are required for these 4 spots.

Bicycle parking

Swim school can be compared with Recreational facility. As per Warringah DCP...

Required = 1 per 4 employees + 1 per 200m² GFA. So 9 parking spots are required.

The business park will have some 40 on-site bicycle parking spaces that can accommodate the modest demand expected to occur with the proposal.

Service Vehicles / Loading Area

It is expected that the swim school will be serviced by 6.4 metre long small rigid vehicles, with less than one delivery daily.

Out of operating hours, service vehicles can utilise the parking provided adjacent to warehouse 1.

Pedestrian safety:

No concerns.

Public transport availability

Available on Inman Road and South Creek Road.

Conclusion

In view of the above, the development proposal can be approved with conditions.

The proposal is therefore supported.

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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

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 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.

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)

weekend Car Parking

The developer must provide evidence to the certifying authority of an agreement with the property manager and/or with directly surrounding tenants to utilise at least 36 additional parking spaces elsewhere within the business park at 4-10 Inman Road on an ongoing basis on weekends.

Reason: To ensure weekend parking demands are catered for on site (DACTRCPC1).

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

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.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

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.

signposting/marketing of weekend parking spaces

A plan showing the location of 36 additional parking spaces shall be provided to the certifying authority. Evidence that such spaces have been marked or signposted for 'swim school use on weekends' shall also be provided.

Reason: To ensure sufficient availability of parking on weekends (DACTRFPOC).

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

Sight lines within carparks

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.

Accessibility of parking facilities

The parking facilities including additional parking facilities on weekends and vehicular access should be maintained to the Standards and accessible throughout the lifetime of the development.

Reason: To ensure parking facilities are maintained and minimise the on-street parking impacts.
(DACTRGOG1)