

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0543
<b>Date:</b>	14/08/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 571975 , 50 Lawrence Street FRESHWATER NSW 2096

### Officer comments

New - Demolition works and construction of a Shop Top Housing Development - Demolition of the existing structure and construction of a 3-storey mixed use complex with retail and residential units at 50 Lawrence Street, Freshwater.

Residential – 11 apartments

- 2 x Studio
- 3 x One-bedroom
- 5 x Two-bedroom
- 1 x Three-bedroom

Business: 34.48m<sup>2</sup> GFA @ ground level

Retail:  
38.8m<sup>2</sup> GFA @ ground level

Car parking: 19 @ two levels (Ground & basement) – Access via Dowling and Oliver Street frontages

Service Bay: 1 - suitable for 6.4m SRV

Total area: 588m<sup>2</sup>

Site is surrounded by 3 local roads Lawrence Street, Oliver Street and Dowling Street.

Site is near the intersection of Lawrence Street and Oliver Street is controlled by Signal.

### Traffic:

- Site surrounded by:
  - Oliver Street – Local Road – Two-way – two lane in each direction – 11.8m width

- Lawrence Street – Local Road – Two-way – one lane in each direction – 11.8m width
- Dowling Street – Local Road – Two-way – one lane in each direction – 9.5m width

· Construction Traffic:

- CTMP has not been submitted. Need to be submitted.
- Site access use Dowling St or Oliver St and will be managed to minimise queuing. Also most of Loading and unloading within the site
- Access use Pittwater Rd, Oliver St, Cavill St, Crown Rd, Dowling St, Lawrence St and Oliver st. Try to avoid Crown Rd and Dowling St whenever possible.
- Egress use Dowling St, Lawrence St, Oliver St and Pittwater Rd. Looks OK
- 6 delivery vehicles / day. However, during concreting more vehicles.
- May require workzone.
- No traffic diversion or road closure.
- No impacts for pedestrians. May stop short time during construction vehicle movements.
- Bus stop is on Dowling Street frontage. Make sure no impacts for bus operation during construction.
- No impacts on Emergency vehicles.
- No Parking will be available on-site for workers and are encouraged public transport and carpool.
- Working hours 7am – 5:30pm Mon – Fri; 8am – 1pm Sat and No work on Sun & Public Holidays.

· Traffic generation:

10 trips per peak hour not considering the existing development. Negligible and no concern.

### **External Referral -RMS**

Site is near the intersection of Lawrence Street and Oliver Street is controlled by Signal.

Therefore, development proposal referred to RMS for their assessment.

### **Public transport**

Available.

## Parking:

- Number of spaces required as per Warringah DCP:

### Residential

- 2 x Studio @ 1 space / studio; So required spaces = 2
- 3 x one-bedroom @ 1 space / dwelling; So required spaces = 3
- 5 x two-bedroom @ 1.2 spaces / dwelling; So required spaces = 6
- 1 x three-bedroom @ 1.5 spaces / dwelling; So required spaces = 1.5
- Visitors @ 1 per 5 dwellings; So required spaces = 2.2

### Business

- 34.48m<sup>2</sup> @ 1 per 16.4m<sup>2</sup> So required spaces = 2.1

### Retail

- 38m<sup>2</sup> @ 1 per 16.4m<sup>2</sup> So required spaces = 2.3

Total required spaces = 19.1

- Provided
  - 19 spaces over two levels (basement – 9 and Ground floor – 10) including 2 accessible parking.
  - 1 Service bay
  - Bicycle parking also provided.

Parking provisions satisfy the requirements.

## Access and circulation swept paths:

- Access:
  - Combined (entry/exit) driveway width of 6.6m at Oliver Street and 3.5m width at Dowling Street. (low traffic volume – 10 peak hour trips and sufficient room for vehicles to avoid conflict).

Combined driveway width less than 5.5m is not preferable. Design modification or Electronic safety system may be considered.

- Exit/Entry in a forward direction
- Vehicular crossing and driveway should comply with AS2890.

· Roller security doors have been provided.

· Swept paths

- Only provided for Service Bay. Ensure the turning paths should satisfy for all parking spaces.

**Pedestrian impact:**

No concerns.

**Servicing:**

Loading and unloading with small vehicles on Service bay.

Waste collection and other larger vehicles use on-street parking.

**Ongoing**

All facilities should be maintained throughout the lifetime of project.

**Conclusion**

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

**Resident Parking Permits:**

Any residents and/or tenants of the subject site are not eligible for resident parking permits. This condition is to be provided on the property Title.

Reason: To ensure the tenants are aware that they are not entitled to a permit regardless if they are within a Resident Parking Scheme (RPS). (DACTRBOC1)

### **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. (DACTRBOC2)

## **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](http://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)

### **Vehicle Access & Parking and Swept paths**

All vehicular access width, 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). Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009

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

- Preferred combined driveway width is 5.5m. However, width at Dowling Street is only 3.5m. Design shall be modified or adequate safety measures will be provided to ensure safety and avoid conflicts.
  - As Oliver Street is two-way with two lanes in each direction, access driveway has to be specially designed for right turns either into or out of driveway.
  - All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.
  - Disabled parking spaces are designed and provided in accordance with AS2890.6:2009.
  - Vehicular manoeuvring paths must be provided to demonstrate vehicles can enter or depart all parking spaces at site in a forward direction and without any conflicting or encroachment.
- Plans prepared by a suitably qualified Engineer shall be submitted to the accredited certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles. (DACTRCPC1)

#### **Visitor parking spaces located behind roller door**

The installation of any security roller shutter for parking areas shall not restrict access to any designated visitor car parking space. In the event that the approved visitor car parking spaces are located behind any proposed security roller shutter, an intercom system is required to be installed to enable visitor access into the basement car parking area. This requirement is to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure visitor car parking is accessible to visitors at all times. (DACTRCPC2)

## **CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

#### **Demolition and Construction Traffic Management Plan.**

As the site surrounded by three (3) streets, near to traffic signal, considerable pedestrian activity, limited vehicle access and parking conditions and site constraints Demolition Traffic Management Plan (DTMP) and Construction Traffic Management Plan (CTMP) shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commence any work.

The report must address following:-

- Access and Egress routes. Minimise the impacts wherever possible.
- Try to avoid minor roads such as Crown Rd and Dowling St whenever possible and use major roads.
- The proposed phases of demolition and construction works on the site, and the expected duration of each 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 for all Staff and Contractors.
- Temporary truck standing/ queuing locations in a public roadway / domain near 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 DTMP and 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 DTMP & 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 Demolition and Construction Traffic Management Plan are 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 DTMP and CTMP are 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. (DACTRDP1)

### **Work Zones and Permits**

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit if it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site. Separate application is required with a Traffic Management / Control Plan for standing of construction vehicles in a trafficable lane.

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

Reason: To ensure Work zones are monitored and installed correctly. (DACTRDPC2)

## 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). All controls in the DTMP 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 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. (DACTREDW1)

### **Implementation of Construction Traffic Management Plan.**

All works including Demolition, Excavation 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. (DACTREDW2)

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

### **Removal of Redundant Driveways and reinstating the damaged road reserve.**

All redundant driveways shall be removed and any damages to road reserve shall be reinstated to Council standard. Suitably prepared plans shall be submitted to for an approval under and approved by Council. All costs associated with the works shall be borne by the applicant. A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on-street car parking by removing driveways that are no longer needed in accordance with Council policy and to maintain road reserve to the standards. (DACTRFPOC1)

### **Reconstructing the road reserve**

Road reserve shall be reconstructed to Council standard. Suitably prepared plans shall be submitted to for an approval under and approved by Council. All costs associated with the works shall be borne by the applicant. A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maintain road reserve to the standards. (DACTRFPOC2)



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

### **Accessibility of parking facilities**

The parking facilities including visitor parking are to be accessible and identifiable at all times. Necessary signs and markings have to be maintained throughout the lifetime of the development.

Reason: To ensure residents, retailers and visitors are not forced to park on public streets when parking has been provided within the development. (DACTRGOG1)

### **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. (DACTRGOG2)