

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/1190
<b>Date:</b>	10/06/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 651395 , 9999 Pittwater Road BROOKVALE NSW 2100 Lot 1 DP 784268 , 9999 Pittwater Road BROOKVALE NSW 2100 Lot B DP 966128 , 9999 Pittwater Road BROOKVALE NSW 2100 Lot 6 DP 785409 , 9999 Pittwater Road BROOKVALE NSW 2100

### Officer comments

#### **Revised traffic comments:**

Council acknowledges and accepts the comments provided in the Urbis response dated 18 May 2020, subject to the following:

- o The Applicant shall prepare a Green Travel Plan to promote the modal shift figures adopted as part of the original report
- o The applicant shall provide additional motor bike and bicycle parking to comply with Council's DCP requirements.
  
- o The applicant shall be required to provide a boom-gate to restrict access to the proposed car park to staff/players only during non-game days, and unrestricted access on game days and non-school days.

Therefore the proposal can be supported subject to conditions.

#### **Initial traffic comments:**

##### **General**

The proposed redevelopment of the existing Brookvale Oval includes an upgraded 3,000 seat covered grandstand, provision of up-graded facilities for the oval and provision of a community room to serve as a flexible education space to be accessed by community groups outside of business hours. Upon completion the site is anticipated to accommodate in the order of 36 players and 50 staff during typical non-game days.

The proposal does not seek to increase the existing numbers of spectators who attend the site on game days.

##### **Parking Provision**

The proposal includes the provision of the total of 60 parking spaces for the expected 86 attendees on a typical non-games day. The traffic report has taken into account the Journey to work data within Brookvale Travel Zone and the result of a staff survey to estimate the parking requirement. Then further reduction in the parking rate has been considered taking into account the assumptions such as possible increase in use of public transport once staff get familiar with the public transport within area, and also significant increase in active travel based on the provision of end of trip facilities.

The further assumptions have disregarded that the survey undertaken on the existing staff reflecting 83% private vehicle use, has incorporated the assumption of the staff being familiar with public transport within the area. Also while the end of trip facilities will be beneficial to encourage active travel, the applicant should not count on the approximately 20% increase in active travel in compare with the result of existing survey. All measures and assumption in the report has focused on the staff and no information is provided on non-staff patrons.

In accordance with the RMS Guide to Traffic Generating Developments, the parking provision shall be identified based on a comparison study on an existing similar use. The applicant has failed to provide a comprehensive comparison study.

The result of the online survey distributed to staff of the existing Brookvale Oval and Manly Warringah Sea Eagles offices in Narrabeen with the total of 6 and 25 responses (with no mention of the portion of the staff who responded), indicates that 83% of staff at Brookvale Oval and 100% of staff at the Narrabeen site currently travel as a car driver, and the second most common mode of transport was via motorcycle. While no comprehensive comparison study has been provided, it is expected that the parking provision should be more in line with the result of staff survey.

Despite the result of staff survey which indicates that motorcycle is the second mode of travel for the existing Brookvale Oval staff, no provision of motorcycle parking is proposed.

The applicant has failed to provide bicycle spaces in compliance with Warringah DCP. The bicycle spaces are to be designed and provided in compliance with Australian Standard AS2890.3- Bicycle Parking Facilities.

Given the above, the proposed parking provision is not considered satisfactory.

## **Site Access**

The vehicular access to the car park is proposed to be provided via the existing Alfred Road driveway to the south-east of the site opposite Gulliver Street. This is in accordance with the Council advice on the Pre-DA notes and is supported.

## **Loading and servicing**

It is proposed that loading and service vehicles will access the oval from Alfred Road opposite Federal Parade as per the existing condition and this is due to constraints of existing trees on site and location of the existing waste facility. However, the timing of the service vehicle movement is proposed to be outside of school peak pick up and drop off times. Restriction on the time of delivery and size of vehicle would need to be considered if approval was to be granted. Most likely restricted to 9.30 am - 12.30 pm only.

An Operational Management Plan shall be provided and to include the above-mentioned and the measures in place to minimise any negative impact on the surrounding area given the location of the driveway in close proximity to a school.

### **Traffic assessment**

The trip generation of the development has been calculated at an increase of 22 vehicles in the morning peak and 20 vehicles in the afternoon peak by staff and players. It appears that the traffic generation is calculated based on the existing arrival and departure of staff with no consideration given to the players and community members which is indicated to be maximum expected of 40 community members. The report has failed to provide thorough information on the expected additional trip generation.

The intersection of Alfred Road and Pittwater Road can be sensitive to additional right and left turns onto Pittwater Road which is to be addressed in the report.

### **Public amenities**

To improve active travel accessibility to the site and given the proposed intensification, provision of shared path on Federal Parade and Alfred Road will be required as per the Northern Beaches Council Draft Bike Plan.

### **Conclusion**

In review of the above, the proposal is not supported in its current form. In summary, the following is to be submitted to Council for review and approval:

- Further extension to the proposed car parking area to accommodate all car spaces required for the staff and patrons driving to the site. The minimum parking requirements will be 72 car spaces in accordance with the result of survey undertaken on the existing staff at Brookvale Oval.
- Provision of bicycle parking spaces in accordance with the DCP and Australian Standards AS2890.
- Provision of thorough information on the total traffic generating by the site and addressing any potential adverse impact on the intersection of Alfred Road and Pittwater Road.
- Improve pedestrian and bicycle connectivity to and from the site by construction of shared path along Federal Parade and Alfred Road.

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

### 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)

### Green Travel Plan

The Applicant shall prepare a Green Travel Plan to promote the modal shift figures adopted as part of the traffic report. The applicant shall submit the report to Council for review and approval prior to the issue of a construction certificate.

Reason: To achieve the modal shift figures adopted as part of the proposal (DACTRCPC1)

### Motorcycle parking provision

The applicant shall provide 9 motorcycle parking spaces in compliance with the Australian Standards AS2890.1:2004.

Reason: To provide adequate motorcycle parking spaces for the staff and patrons(DACTRCPC2)

### **Bicycle parking provision**

The applicant shall provide additional bicycle parking to comply with Council's DCP requirements.

Reason: To comply with Council's DCP (DACTRCPC3)

### **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 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 St Augustine's 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(DACTRCPC4)

**Installation of boom-gate**

The applicant shall install a boom-gate to restrict access to the proposed car park to staff/players only during non-game days, and unrestricted access on game days and non-school days.

Reason: To ensure the availability of parking spaces for the staff and patrons during non-games days (DACTRFPOC1)

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

**Provision of annual progress reports on the approved Green Travel Plan**

On-going monitoring of the implementation of approved Green Travel Plan shall be conducted for five years and annual reviews shall be submitted to Council to enable ongoing monitoring.

Reason: To enable Council to monitor the actions and progress in modal share targeted in the Green Travel Plan (DACTRGOG1)