

Traffic Engineer Referral Response

Application Number:	DA2019/1157
Date:	21/05/2020
Responsible Officer	
Land to be developed (Address):	Lot 66 DP 6248 , 353 Barrenjoey Road NEWPORT NSW 2106 Lot 65 DP 6248 , 351 Barrenjoey Road NEWPORT NSW 2106 Lot 64 DP 1090224 , 351 Barrenjoey Road NEWPORT NSW 2106

Officer comments

Mixed use Development - Demolition of the existing retail and residential complex and construction of a 3-storey mixed use complex with retail and residential units. at 351-353 Barrenjoey Road, Newport

Residential – 14 apartmentss

- 2 x one-bedroom
- 10 x two-bedroom
- 2 x three-bedroom

Retail 539.55m²

Total area 1323m²

Traffic:

- Construction Traffic:

CTMP has been submitted includes demolition, excavation and construction

- Demolition – 2 months; max size of vehicle: Medium Rigid 8.8m length, max 40 vehicle movements (in and out) / day
- Excavation – 3 months; max size of vehicle: Medium Rigid 8.8m length, max 60 vehicle movements (in and out) / day
- Construction – 13 months; max size of vehicle: Heavy Rigid 12.5m length, max 10 vehicle movements (in and out) / day during concrete pour 40-60 veh mts/hour
- Approach & Departure routes are ok.
- Site access use the existing layback off Robertson Road.

- Loading and unloading within the site.
- Robertson Rd Traffic and pedestrian access maintained and traffic controllers used.
- Boundary fencing / hoarding will be installed.
- Though workers have been encouraged to use public transport they may use on-street parking facilities.
- No impacts on public transport or emergency vehicles.
- TCPs on different phase looks OK. However relevant permits to be obtained.
- Swept paths are satisfied.

CTMP looks satisfactory and it should be implemented accordingly.

- Site surrounded by:
 - Barrenjoey Rd – State Road
 - Robertson Rd – Local Rd; one-way

- Traffic generation:

Negligible and no concern.

External Referral -RMS

RMS considered the proposed development and provided their assessment.

Public transport

Available and no impacts.

Parking:

- Required:
 - Parking Rate According to Pittwater DCP:
Residential
 - 1 / one bed room unit
 - 2 / two or more bed rooms unit

- 1 visitor parking / 3 units

Retail

- 1 per 30m² GLA

Car wash bay

- 1 space for developments exceeding 10 or more dwellings.

- Number of spaces required:

Residential

- 2 x one-bedroom @ 1 space So required spaces = 2
- 10 x two-bedroom @ 2 spaces So required spaces = 20
- 2 x three-bedroom @ 2 spaces So required spaces = 4
- Visitors @ 1 per 3 units So required spaces = 5

Retail

- 596.47m² @ 1 per 30m² So required spaces = 19

Total required spaces = 50

- Provided 50 spaces in two (2) basement levels including
 - Residents 26 spaces including 8 Tandem parkings and 2 accessible parkings
 - Visitors 5 spaces (including 1 car wash bay)
 - Retail 19 spaces provided at basement level 1 including 2 accessible parking
- Bicycles:

7 Bicycle racks provided at basement level-1 and 2 provided at basement level-2.
- Motorcycles:

2 in total provided. 1 in each basement level-1 and 2 provided.
- Loading Zone / Washing Bay provided at basement level 1.

Parking provisions satisfy the requirements.

Access and circulation swept paths:

- Access:
 - Combined (entry/exit) driveway width of 5.5m.
 - Exit/Entry in a forward direction
 - Vehicular crossing and driveway should comply with AS2890.
- Roller door at basement level-1
- Swept paths
 - Generally satisfied. Ensure the turning paths should satisfy for all parking spaces.

Pedestrian safety:

No concerns.

Servicing:

Loading and unloading with small vehicles on basement parking.

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.

Additional Conditions:

- **Signage and Linemarking – External.** A plan demonstrating the proposed signage and line marking within Council's Public Domain 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.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions and hence, adequate time should be allowed for this process

Reason: To ensure consistent parking amenity.

- Signage and Linemarking – Implementation. The applicant is to install all signage and linemarking, as per any Roads Act approval.. These works are to be completed prior to the issue of any Occupation Certificate.

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>

**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

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). 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;

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.

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. (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 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 (DACTRDPC1)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

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. (DACTREDW1)

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

Removal of Redundant Driveways

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. 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. (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)