

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/1508
<b>Date:</b>	07/04/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot B DP 389449 , 882 A Pittwater Road DEE WHY NSW 2099

### Officer comments

#### Additional comments - 7/4/2022

Further liaison with TfNSW and the bus service provider Keolis Downer has revealed that a Works Zone applying during off-peak periods may be permissible within part of the B-Line bus stop on the sites property frontage. Details will need to be confirmed in a revised construction traffic management plan prior to the issue of a construction certificate

Further investigation of parking provisions in adjacent buildings has also confirmed that it is infeasible to construct below ground parking to serve this development site. Given the inability to feasibly construct any parking on such a narrow site and noting the site's excellent access to high frequency public transport to a range of destinations, close proximity to shops and services and close proximity to Go Get car share pods located within Council's Library carpark, the approval of the development without parking is acceptable.

A revised Green Travel Plan is also considered necessary to outline measures to promote incentivise and/or encourage travel by active transport, public transport and car share.

Subject to conditions there are now no traffic engineering issues preventing approval of the development

#### Original comments - 6/12/2021

The development proposal is for demolition of existing structures on the site and construction of a nine storey mixed use development comprises of 20 boarding rooms, 3 x commercial premises (total 167sqm GFA) and a retail premises (coffee shop) of 23sqm in size. The site is a remnant site with a street frontage to Pittwater Road of only 8.4m in width. The Dee Why B-Line Bus Stop is located immediately in front of the site.

#### Parking:

The Warringah DCP does not set a rate for boarding house development instead requiring that parking rates be determined by comparison with similar developments. The parking rate for the commercial component is 1 space per 40sqm (office or business premises) while in the Dee Why Town Centre retail uses are required to provide 1 space per 23.8 sqm.

Most boarding house developments provide parking in accordance with SEPP (Affordable Housing) requirements i.e 0.5 spaces per bed and 1 space for an on site manager. In addition the SEPP also has a mandatory provision that both bicycle and motorcycle parking be provided at a rate of 1 space for

each five boarding rooms.

Utilising the above rates the development would be require 16 spaces (5 for commercial/retail, 10 resident spaces and 1 managers spaces). 4 bicycle spaces and 4 motorcycle parking are also required.

The developer proposes no offstreet car or motor cycle parking but does propose to provide space for 17 wall mounted bicycles. The bicycle parking requirement is exceeded however the lack of any motorcycle parking which, under the SEPP is a mandatory requirement has not been satisfactorily addressed.

The narrow frontage of the site and the lack of alternate rear lane or side access makes it impractical to construct a vehicle crossing to the site. In addition the fact that it fronts a State Road with the frontage being sited within the B-Line Bus Zone, makes it unlikely that Transport for NSW would approve a new driveway in this location. Finally, the proximity of the site to services and shops in the Dee Why Town Centre and to the B-Line Bus stop make this location appropriate for a reduced level of parking provision below SEPP and DCP requirements.

At the PLM meeting the applicant was requested to explore options for basement parking to be accessed via the basements serving the adjacent sites and to provide evidence that reasonable attempts to explore this option had been made. No documentation to establish that such liaison has taken place and confirming that such an option is unable to be achieved has been provided.

The applicant was also requested to provide a green travel plan which has been provided and is discussed further below

## **Traffic Generation**

Boarding houses generally generate low levels of traffic as will the small retail and commercial development proposed for this site which will be served primarily by traffic on foot. The absence of parking on the site and proximity to high frequency public will also tend to result in lower levels of traffic generation. The proposed development is not opposed in terms of its traffic generation impacts.

## **Green Travel Plan**

The green travel plan provides information on available public transport, bicycle route and car share facilities within the area but other than encouraging participation in Walk to Work and Ride to Work Days and providing secure bicycle parking, there are no incentives to encourage travel by these means. Options such as reduced tenancy fees for tenants owning a bicycle, provision of a pool of E-Bikes, corporate Go-Get membership available to tenants and commercial clients, Opal cards for tenant use etc would all encourage greater use of these transport modes and genuinely offset the absence of any car or motorcycle parking on the site.

## **Loading/Deliveries**

There is no provision for Loading or Deliveries to the development to be accommodated offstreet and no ability for deliveries or loading to be accommodated on-street in front of the site given the presence of the highly utilised B-Line bus stop and No Stopping restrictions covering all nearby kerb space within close proximity to the site.

It is however impractical to provide on-site loading facilities given the constrained nature of the site however it is unclear if any attempt has been made to explore alternate loading/delivery options via the basement parking in adjoining developments.

### **Disabled Parking**

The development provides no disabled parking and no disabled parking options are available on-street within close proximity to the site. The nearest publicly accessible disabled parking is located in Council's Library carpark approx. 135m away and requiring the crossing of two roads under traffic signal control. Given the above the site is not well served in terms of its access for persons with mobility issues or a disability.

### **Constructability**

The referral comments from TfNSW advise that a construction zone (Works Zone) will not be permitted on Pittwater Road.

The construction traffic management plan (CTMP) which accompanies the DA outlines that a Works Zone will be required on the Pittwater Road frontage of the site. This is contrary to the TfNSW advice.

The developer needs to resolve this matter with TfNSW and provide written confirmation from TfNSW that they will permit a Works Zone and/or Standing of construction vehicles on the sites Pittwater Road frontage. If this is not possible it is unclear how the development can be completed and revision of the CTMP to outline alternatives would be required.

### **Summary**

There is insufficient information providing addressing a number of areas of concern relating to shortfall in parking, lack of provision for loading/servicing. Lack of provision for disabled parking, and absence of motorcycle parking. The adequacy of the green travel plan which outlines little incentive to utilise sustainable transport alternatives is also queried. There is also conflicting information between TfNSW and CTMP advice regarding the potential for standing of construction vehicles on the sites Pittwater Road frontage. Additional information addressing these matters is required prior to further consideration of this DA

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**

### **Construction Traffic Management Plan**

As a result of the site constraints, limited vehicle access and parking, a revised 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.

Due to heavy traffic congestion throughout the Dee Why town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. 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
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council and/or Transport for NSW 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
- Confirm that Transport for NSW has agreed to the provision of a Works Zone on the sites Pittwater Road frontage and that adjustments to adjacent Bus Zones to facilitate introduction of the Works Zone have been finalised
- 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.

### **On-Street Work Zone**

The applicant shall lodge an application for a work zone for the frontage of the site to Council for consideration and approval. The provision of a work zone will first require approval from the Transport for NSW Transport Management Centre (TMC) and their consent must be obtained by way of a Road Occupancy Licence prior to submission of the Works Zone application to Council. Application forms for work zones are available on Council’s website or at the Customer Service section at Council’s administration building. Applications shall be lodged at least 4 weeks prior to work commencing.

An application must be lodged with Council for consideration and approval for a work zone for the frontage of the site.

Reason: To ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares.

## **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 Road Occupancy Licence shall be obtained for work on State Roads.

Reason: To ensure Work zones and associated permits are monitored, installed and approved correctly.

### **Road Occupancy Licence**

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows.

Reason: Requirement of TMC for any works that impact on traffic flow.

## **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.

### **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**

### **Footpath Construction**

The footpath, in accordance to Council's standard specifications, shall be reconstructed along the property frontage to Council's satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property.

### **Green Travel Plan**

That a revised Green Travel Plan be submitted for Council's consideration outlining measures to encourage, incentivise and promote travel by walk, cycling, public transport, ride share and car share to and from the development

Reason: <to minimise reliance on travel by private motor vehicles>.