

Traffic Engineer Referral Response

Application Number:	DA2022/0469
Date:	25/11/2022
Responsible Officer	
Land to be developed (Address):	Lot 11 DP 1207743 , 1102 Barrenjoey Road PALM BEACH NSW 2108

Officer comments

Referral comments 25/11/22

The developers planner has proposed that the shortfall in retail parking be addressed by allocating parking spaces on site for car share use. The dedication of car share spaces to offset a shortfall in retail parking is not supported with the car share space(s) considered likely to be underutilised in this locality where there is a low car share membership base and a low demand for car share use. Car share parking has previously been accepted in lieu of parking only in locations where there is a high demand for car share use, only for residential parking spaces (usually associated with boarding house use) and only on sites where there were significant space constraint issues. In this location the use of car share spaces is not supported.

Upon reconsideration the retail parking provisions are considered acceptable. The parking proposal for this DA is considered an improved outcome with better layout and design and more functional than the previously approved N0119/14 for shop top housing development.

It is also understood that all other development referral issues have been resolved either through design review of conditions for approval. Subject to conversion of parking space C7 to an accessible parking space and relocation of the vertical bicycle parking (both of which can be conditioned) the development is now considered acceptable from a traffic and parking perspective.

Referral comments 2/11/22

The amended plans do not include any changes to address the shortfall of retail parking spaces. The current proposal provides 9 retail parking spaces which is 3 less than the required 12 retail spaces. A minimum of 1 accessible retail space is also required under the DCP. Council's previous comments suggested that it may be possible to provide 1 accessible retail space if the existing vertical bicycle parking situated at the southern end of the site was relocated. The supplementary Statement of Environmental Effects (SOEE) does mention that there would be no objection should there be a suitably worded condition requiring the conversion of the commercial space C7 to an accessible commercial space.

The supplementary SOEE maintains that users of the commercial car parking space will be persons already parked in the public car park near the site when they visit the area, and can offset the shortfall

in parking. The Pittwater Park Carpark (north) is for Western Foreshore Permit holders only, which provides a parking facility for residents of Great Mackerel Beach and Coasters Retreat. The Pittwater Park Carpark (south) provides sections of 4hour parking and 8hour parking which is shared by commuters travelling between Central Coast and Palm Beach, local residents, recreational users and visitors to the area.

The proposed development contains two retail premises compared to the previous single takeaway business which operated from this location. Due to the existing high demand for parking in the vicinity of the Palm Beach ferry wharf, it is required that the necessary retail parking spaces be provided on-site which caters for both the staff and visitor parking needs of the retail premises. Alternatively an overall decrease in parking spaces could be considered for the development if there is a reduction in proposed dwellings. The current proposal is therefore not supported.

Referral comments 31/5/22

The proposed shop-top housing development contains two commercial premises (total 371m²) and five residential units (1 x 2 bedroom unit and 4 x 3 bedroom units), with basement parking for a total of 21 vehicles (9 retail, 10 residential including 2 adaptable spaces; 2 residential visitor including a disabled space). Vehicular access is via a 3.6m ramp under signal control, prioritising vehicles entering the site with marked waiting bays on the basement level and at the entry ramp within the property.

Residential and Retail Parking

Council's Pittwater 21 DCP requires the provision 24 car parking spaces, with 10 for residential use, 2 for residential visitor use and 12 for retail use. A total of 21 parking spaces is proposed, consisting of 9 retail, 10 residential including 2 adaptable spaces, and 2 residential visitor including a disabled space. In comparison the previously approved development (Consent No: N0119/14) also provides parking for 21 vehicles (11 retail including 1 disabled space, 8 residential, and 2 residential visitor spaces). The approved development however consists of three restaurant premises but with a lower GFA (total 324m²) and one less dwelling with four residential units (with 3 or more bedrooms).

The 12 residential parking spaces provided in the new proposal meets Council's DCP requirements for residential use, however is deficient in terms of retail parking with only 9 spaces proposed, a shortfall of 3 spaces. The DCP also requires that retail premises provide accessible parking spaces for people with disabilities at the rate of 3% of the required spaces, with a minimum of 1 space. The current proposal does not provide any retail accessible parking space, and under the current parking layout, conversion of an existing space to accommodate a compliant accessible parking space would result in the loss of an additional parking (given the need for an unload bay) and a net shortfall of 4 retail spaces. However, it may be possible to provide the required accessible retail parking space if the vertical bicycle parking was relocated and the parking along the southern side of the development was reconfigured to include the accessible parking.

The Traffic and Parking Impact Assessment tries to justify the shortfall in retail parking by suggesting that visitors associated with the retail component of the development will use the on-street parking. It further adds that for safety reasons the basement car park will be restricted to retail staff car parking and residential uses only (visitor and residential parking). The DCP requires that parking spaces for retail premises be accessible to the public and restricting retail spaces to use by staff only is therefore inappropriate and contrary to the DCP. The car parking needs for the development must be provided

off-street, as visitors cannot rely on the availability of on-street parking due to the high demand for parking in the vicinity of the Palm Beach ferry wharf.

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002'. The Traffic and Parking Impact Assessment estimates that 14 trips occur during the PM peak hour period for the existing development, 19 trips for the approved development and 24 trips (21 retail trips not 20 as reported, 3 residential trips). The new development will result in an increase of 23 trips from the existing, and 4 trips from the approved development.

The existing fish and chip restaurant has a gravel parking area for two vehicles. The parking seems to be used entirely for staff as the access is chained and signposted as No Parking. Vehicle trips during the PM peak hour period could therefore be considered as 2 trips. No morning traffic is associated with the existing development as the premises are closed prior to 11:30am. As a result, Council believes that a more representative figure for traffic generation due to the new development will be an increase of 24 trips from the existing, and 5 trips from the approved during the AM peak hour period.

Construction Traffic Management

TfNSW has reviewed the application and will not permit a construction zone on Barrenjoey Road. The frontage of the development has an existing Loading Zone and 1 hour timed parking. TfNSW requires that all demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

Further information or a Construction Traffic Management Plan (CTMP) must therefore be provided to demonstrate that the development can be constructed without impacting the Main Road, and existing on-street loading and parking facilities.

Summary

The proposal is not acceptable as it does not satisfy the parking requirements of the Pittwater 21 DCP. The development has a shortfall in parking (up to 4 retail spaces), and proposes to restrict parking for retail visitors.

Due to the high demand for parking in the area, additional parking spaces need to be provided on site. A review of the parking layout and/or reduced dwellings or bedrooms, should be considered in order to meet the parking requirements for the development.

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

Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement,

security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

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

Car Parking Standards

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004, noting that the shared area adjacent to the accessible parking space (space 19 -C7) will be slightly below standard.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

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

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.

Due to traffic congestion issues in peak period truck movements should be limited 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 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
- 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.

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 prior to the issue of the Construction Certificate. 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.

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).

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

- parking space C7 (space 19) shall be converted to an accessible retail parking space with a hatched shared area adjacent that is slightly substandard at 2.19m in width
- the vertical bicycle parking situated at the southern end of the site shall be relocated to another suitable area within the basement car park level so as not to impede access to/from the shared area by persons with a disability.

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 Certifying Authority prior to the issue of a Construction Certificate.

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

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 Services Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed 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.

Demolition Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) shall be prepared by an suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

Due to traffic congestion throughout the area, truck movements should be limited during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of 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 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. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP 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 Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP 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.

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

Allocation of parking spaces (strata title)

All carparking spaces are to be assigned to individual units. All residential units must be assigned two parking spaces. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure adequate parking availability for residents.

Allocated Parking Spaces (retail/commercial)

commercial parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability.

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.

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

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1.1m

Reason: To maintain unobstructed sight distance for motorists.

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.