

Traffic Engineer Referral Response

Application Number:	DA2023/1395
Proposed Development:	Demolition works and construction of Shop Top housing
Date:	17/09/2024
Responsible Officer	
Land to be developed (Address):	Lot 3 DP 6777 , 1012 Pittwater Road COLLAROY NSW 2097 Lot 2 DP 314645 , 1014 Pittwater Road COLLAROY NSW 2097 Lot 4 DP 6777 , 1010 Pittwater Road COLLAROY NSW 2097

Officer comments

Additional comments on amended plans and extra information - 17/9/2024

The additional material has addressed the concerns raised in the traffic engineering referral response dated 26/8/24. The proposal can now be supported from a traffic engineering perspective subject to conditions.

Additional comments on further amended plans - 26/8/24

The amended plans revision F dated 5/8/24 have been reviewed.

Parking.

It is noted that these plans have maintained the residential parking at 26 spaces all located in the basement level, and compliant with DCP requirements, this is acceptable. There are 5 visitor parking spaces required and five have been provided all located in the basement levels. This is acceptable.

The amended plans have however reduced the number of retail spaces from 19 to 17 with the loading bay, which was previously provided in addition to the 19 retail spaces now designated as one of the retail spaces. The loading/courier bay must be provided in addition to the 17 retail parking spaces and clearly marked for courier/deliveries or else it is likely to be occupied when needed for delivery purposes. As outlined in earlier comments on this DA, the long term availability of kerbside parking on the Pittwater Road frontage of the development cannot be guaranteed and it is therefore essential that compliant retail parking levels and some ability for offstreet loading/unloading activities to be undertaken is available. The retail parking is therefore unacceptable.

It has also been noted that the parking bays for unit 13 are substandard. i.e the parking bays are too narrow. The combined internal width of the garage must be at least 5.4m for compliance with AS2890.1. The garage for unit 13 is only 5.3m in width. This issue can be easily rectified by swapping the garages for units 14 & 13, with the garage for unit 14 having an internal width of 5.4m but only accommodating a single parking space.

Bicycle Parking.

It is noted that there are now 11 resident bike parking spaces in the basement level and 6 retail bike parking spaces on the ground level coupled with significant areas of storage which could

accommodate extra bikes if required. This is acceptable.

Traffic Circulation

There is concern that there may not be adequate space for passing and circulation of a B85 & B99 vehicle at the point where the basement carpark ramp meets the ground level parking level. Swept path plots to demonstrate passing of B85 & B99 vehicles at this point as required by AS/NZS2890.1 clause 2.5.2 (c)

Summary

The parking and circulation issues outlined above should be investigated and amended plans and information provided addressing the concerns.

Additional comments on amended plans - 14/06/24

Amended plans have been received dated 29 Apr 24. The amended plans have increased to total retail GFA from 241.83m² to 270.6m² spread over 3 tenancies. There are now 21 residential units instead of 22. The 21 units are comprised of 5 x 1 bed, 10 x 2 bed and 6 x 3 bed units. The quantum of parking has been reduced from 51 spaces to 50 spaces comprised of 26 parking spaces for residents, 5 visitor spaces and 19 retail spaces.

The residential parking includes 3 adaptable parking spaces each 3.8m wide x 6m deep and 2.5m overhead clearance. Another 5 of the residential spaces are silver level adaptable spaces each 3.2m wide x 5.4m deep with 2.2m head clearance. The DCP requires 26 residential spaces and 4.2 visitor spaces (round up to 5). In addition a minimum of 10% of units must be adaptable including suitable parking for those units. All the above requirements have been met.

The retail parking (19 spaces) includes 7 staff spaces including 1 x disabled parking space and 12 shopper spaces including 1 x disabled shopper space. This exceeds the DCP requirement of 17 spaces and is acceptable.

Loading/Courier parking

As outlined in the original referral comments there is concern that development does not provide an offstreet loading bay parking space capable of accommodating a delivery truck. The Warringah DCP requires that facilities for the loading and unloading of service, delivery and emergency vehicles, appropriate to the size of the development. The loading/courier bay that has been provided in the ground level parking area is of dimensions 7.44m x 2.62m and is capable of accommodating delivery vans but not trucks. The developer's traffic consultant advises that larger delivery vehicles will park in the 1P parking on the Pittwater Road frontage of the development. Given the small size of the retail tenancies it is not anticipated that there will be a high demand for truck deliveries to the these premises and these deliveries could adequately be accommodated within the 1P parking zone. As outlined in the TfNSW referral comments the use of kerbside parking zones should not be relied upon to accommodate the development's service vehicle demands, as the continued provision of on-street parking zones in any location cannot be guaranteed long term. This is particularly relevant on Pittwater Road a State Road frontage subject to bus lane restrictions. Should parking at some stage be removed from Pittwater Road, delivery trucks would then need to find parking on Ocean Grove. This is not insurmountable and the lack of an offstreet loading bay for trucks is considered acceptable in this case.

Bicycle Parking

A total of 15 bike racks are now provided. Five bicycle parking spaces are provided on the ground floor including 2 for visitors, 2 for staff and 1 for shoppers with an additional 10 bike racks also provided for

residents in the basement. It is noted that there are also sizeable storage areas adjacent to many of the residential parking spaces which could be used for additional bike storage. The bicycle parking provision remain acceptable

Pedestrian sight lines

The amended plans have relocated the driveway but have retained a pedestrian sight line triangle consistent with the requirements of AS2890.1 section 3.2.4(b) and Fig 3.3 which has been shown on the amended DA plans ensuring adequate visibility to pedestrians using the Pittwater Road footpath. It is also noted that driveway gradients on approach to the footpath are compliant with AS/NZS 2890.1 clause 3.3 which also ensures acceptable sightlines for traffic exiting the development

The development can be supported subject to conditions from a traffic perspective.

Original comments - 17/1/24

The development proposal is for a 3 storey shop top housing development comprising 22 units and three small retail tenancies with a combined GFA of 241.83m². Car parking on the ground floor and in a basement level is proposed for 51 cars including; 17 retail spaces 7 for staff and 10 for shoppers (1 disabled space), 29 residential spaces and 5 visitor spaces. 3 of the residential spaces are accessible parking as well as 2 of the retail spaces. 27 bicycle parking spaces are also proposed with access to the development from Pittwater Road via a new driveway of approximately 5.9m in width.

A traffic and parking impact report should be submitted to support the development application.

Traffic Generation - Traffic generation impacts have been discussed in the traffic and parking impact and the proposed development is likely to generate less traffic than the existing retail development on the site. The traffic from this development will however be concentrated at the new vehicle crossing however the driveway has been designed to provide acceptable sightlines to pedestrians and the traffic to and from the driveway is unlikely to result in any appreciable impact to the function of the State Road it egresses to. Transport for NSW who own the road have not raised concerns about the new point of vehicle access.

Off-street parking – the Warringah DCP requires the development to provide 28.5 (29) residential spaces, 4.4 (5) visitor spaces, and 14.8 (15) retail spaces i.e a total of 49. It is proposed to provide 51 spaces which exceeds requirements and is acceptable.

Accessible parking – The building code of Australia requires disabled parking at a rate of 1 for every 50 spaces or part thereof for retail and the development proposes 2 accessible retail spaces to support retail uses which is acceptable. 10% of dwellings are required to be adaptable under the DCP and to suit the adaptable dwellings 3 of the residential spaces are designed as accessible spaces. Accessible parking space provision is satisfactory.

Bicycle parking – The DCP requires 1 bicycle parking space per dwelling for residents and 1 per 12 dwellings for visitors plus 1 per 200sqm for retail and 1 per 600sqm for retail visitors. This would equate to approximately 27 spaces. The development proposes 22 residential bicycle parking racks all located in the secure basement carpark. The visitor and retail parking (5 spaces) is located on the ground level for convenient access. These arrangements are acceptable.

Loading/Serviceing - The comments from Transport for NSW advise that the use of kerbside parking zones should not be relied upon to accommodate the development's service vehicle demands, as the continued provision of on-street parking zones in any location cannot be guaranteed long term and are subject to change. In the recent past TfNSW considered the introduction of Clearway restrictions along Pittwater Road and although electing not to proceed at that time may well do so again in the interests of improving public transport travel times and reducing congestion.

Given the above, provision for the offstreet loading of the largest anticipated delivery and service vehicles is considered essential. The DCP requires that facilities for loading and unloading of service, delivery and emergency vehicles be provided. The developer currently proposes a service bay that can only cater for deliveries by courier vans similar in size to the B99 vehicle with deliveries by trucks to be accommodated on-street. This is considered unsuitable as the continued availability of parking on-street in this location cannot be relied upon and the currently proposed on-site bay bay is inadequate to cater for the delivery needs of 3 retail tenancies and for the servicing needs of the retail and residential components of the development. A loading/servicing bay for at least a Small Rigid Vehicle (SRV) is required.

A loading bay is proposed on the ground floor. This bay appears to be sized in terms length to cater for deliveries by small rigid vehicles, however it is unclear if vertical clearance between the street and the loading bay by a small rigid vehicle is feasible. This will need to be demonstrated by a long section clearance and swept path plots demonstrating that forwards entry and exit by a small rigid vehicle with 3.5m of overhead clearance is available. Amended details addressing the above are required.

Vehicle Access As Pittwater Road is a State Road, Transport for NSW concurrence is required for a the new point of vehicular access. It is noted that TfNSW in their referral comments have not opposed the new vehicle crossing but have requested that detailed design plans be lodged with them by the developer for their approval prior to a construction certificate.

Pedestrian sight lines A pedestrian sight line triangle consistent with the requirements of AS2890.1 section 3.2.4(b) and Fig 3.3 has been shown on the DA plans ensuring adequate visibility to pedestrians using the Pittwater Road footpath.

Parking Space Allocation All parking spaces have been annotated to identify the use to which they apply. Residential spaces also indicate which unit they are allocated to. The parking space allocation is acceptable

Summary

The development is acceptable in all respects from a traffic perspective other than the provisions for loading/servicing. The loading/servicing bay must be increased in size to accommodate at least a small rigid vehicle and access to and from that bay by a small rigid vehicle demonstrated with swept path and overhead clearance longsection plots.

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.

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.

Details demonstrating compliance with this condition are to be submitted to the Principal Certifier 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

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW 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.

- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.
 - Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- 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 any 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 public 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.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

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;

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 Principal Certifier 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 on Pittwater Road.

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 heavy traffic congestion throughout the area, truck movements will be restricted 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 TfNSW 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 TfNSW 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 TfNSW 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 a minimum of one parking space. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability for residents in accordance with section C3 of Warringah Council's Development Control Plan.

Disabled Parking Spaces

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2022.

Details demonstrating compliance are to be submitted to the Principal Certifier 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 AS2890.6:2022.

Details demonstrating compliance are to be submitted to the Principal Certifier 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

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.