

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2020/0104
<b>Date:</b>	28/08/2020
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 1008986 , 200 Forest Way BELROSE NSW 2085 Lot 1 DP 1205253 , 200 Forest Way BELROSE NSW 2085

### Officer comments

The proposal is for the development of a café on the first floor of the business premise as an ancillary development to the existing retail plant nursery, a new car parking spaces and rearrangement of the existing car parking spaces.

#### Traffic

The café is expected to attract most of the customers from the existing nursery visitors and any additional traffic generation is acceptable will have negligible impact on the existing road network.

#### Parking

According to SEPP/DCP parking requirements,

- Plant Nurseries: 0.5 space/ 100m<sup>2</sup>

Therefore, the proposed nursery should have 29 Spaces for 5,800 m<sup>2</sup>

- Café/ Restaurants: 15 spaces per 100m<sup>2</sup>

Therefore, the proposed café should have 38 spaces (37.2)

A total of 67 spaces is required for the site (Nursery and Cafe).

The applicant has proposed a total of 56 Spaces (14 staff +12 parallel + 30 Angle).

There is a shortfall of 11 spaces. The applicant initially proposed a total of 61 spaces. Due to the limited manoeuvrability opportunities some of the parking spaces had to be rearranged. The applicant had to reduce the number parking to 56 spaces. The café is expected to be used primarily by plant nursery visitors and have a peak parking at lunch time. A few shortfall of parking spaces is accepted. However, the applicant should try to accommodate a few more spaces (2 or 3) on the redundant driveway at the south-east corner in order to reduce the shortfall of parking spaces. This will be conditioned.

#### Pedestrian:

No concerns

### Access

The site has dual access. A driveway with separate entry and exit for customers and staff off Forest Way. Another driveway for service vehicles through Linden Avenue.

All vehicles should enter and leave the site in a forward direction. The proposed turning area (DWG No. 19083/01 dated 22/06/2020) for the southern parallel parking should be clearly marked with contrasting line marking to prevent parking or being blocked by cars.

The site should be clearly sign posted in accordance with Australian Standard to guide customers of parking. There should be signs at both access at Forest Way and Linden Avenue to guide customers, staffs and service vehicles.

The driveway off Linden Avenue should be widened to 10m for simultaneous ingress/ egress of service vehicles. An application to construct driveway has to be submitted and approved by Council's Development Engineer prior to construction certificate.

The redundant driveway on Lot 1 (DP 1205253) off Forest Way should be removed and replaced with materials to match the existing shoulder. The design and construction shall be in accordance with TfNSW and Council's requirement.

Council and TfNSW do not support the proposal of a boom gate at this location.

### Servicing:

The delivery trucks servicing the site will access from Linden Avenue. An application to construct driveway has to be submitted and approved by Council's Development Engineer prior to construction certificate. The driveway has to be widened in accordance with Australian Standard and Council's requirement to allow simultaneous entry and exit of Heavy Rigid Vehicles. In order to avoid conflict between entering and exiting service vehicles.

This will be conditioned.

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**

### **Vehicular Access, Parking and Swept Paths**

The applicant should provide 2 to 3 additional parking spaces on the south-east side of the property,

where the existing redundant driveway is located. The maximum number that could be accommodated in that space should be provided in accordance with Australian Standard 2890.1.

All internal driveways, car parking facilities, loading bays, access ramps and all dimensions must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890 - Parking facilities - Off-street parking.

Detailed plan demonstrating compliance with this condition are to be submitted to the Accredited Certifier prior to the issue of a construction certificate.

Reason: This is to reduce the number of shortfall of parking spaces requirement in accordance with DCP/SEPP. And to ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

## 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/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.

### **Construction Traffic Management Plan**

As a result of the site constraints, limited vehicle access and parking conditions, 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 for all Staff and Contractors.
- 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 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.

## **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.

All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. Separate application is required with a Traffic Management / Control Plan for standing of construction vehicles in a trafficable lane.

A Transport for New South Wales Work Zone Permit shall be obtained for State Roads (Forest Way).

Reason: To ensure Work zones are monitored & installed correctly, works practices do not impact on parking, traffic flows and pedestrian throughfares. (DACTRDPC1)

### **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 Transport Management Centre for any works that impact on traffic flow (DACTRDPC2)

## **CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

### **Implementation of Traffic Control/ Management Plan**

All works and construction activities are to be undertaken in accordance with the approved Traffic Control / Management Plan and approved permits. All traffic controls must be undertaken by personnel having appropriate TfNSW /RMS accreditation.

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

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

### **Removal of Redundant Driveways**

The existing redundant driveway on Lot 1 (DP 1205253) off Forest Way (south-east corner) should be removed and replaced with materials to match the existing shoulder in accordance to TfNSW and Council’s 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: In order to prevent vehicle access from this location. In accordance with Council's policy, all redundant driveways are closed.

#### **Reinstating the damaged road reserve during construction**

Any damages to road reserve shall be reinstated to Council and TfNSW 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.

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

#### **Loading and unloading vehicles**

Delivery trucks must enter and exit the site from Linden Avenue driveway in a forward direction. Sufficient unimpeded spaces should be maintained at all times for Heavy vehicles entering the site to make a three-point turn in order to exit in a forward direction. Loading and unloading must be carried out within the premises at the designated loading bay.

Reason: To use the car parking facilities provided within the development effectively and to avoid interference with service vehicles with other vehicles.

### **CONDITIONS THAT MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF ANY STRATA SUBDIVISION OR SUBDIVISION CERTIFICATE**

#### **Car Park Finishes**

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Accredited Certifier prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.