

Traffic Engineer Referral Response

Application Number:	DA2017/1294
Responsible Officer	
Land to be developed (Address):	Lot A DP 356986 , 9 Lawrence Street FRESHWATER NSW 2096 Lot CP SP 1172 , 15 Lawrence Street FRESHWATER NSW 2096

Reasons for referral

This application seeks consent for the following:

- New Dwellings or
- Applications that require OSD where additional impervious area exceeds 50m² or
- Alterations to existing or new driveways or
- Where proposals affect or are adjacent to Council drainage infrastructure incl. watercourses and drainage channels or
- Torrens, Stratum and Community Title Subdivisions or
- All new Commercial and Industrial and RFB Development with the exception of signage or
- Works/uses in flood affected areas

And as such, Councils development engineers are required to consider the likely impacts on drainage regimes.

Officer comments

The mixed use development at 9-15 Lawrence Street, Freshwater proposes two retail units and 23 residential units.

In terms of parking requirements and layout the site meets the WDCP requirements. It should be noted that the retail uses does not constitute for any other use of the premise such as a café, restaurant, or takeaway food/drink premise.

Under part C3(A) of the Warringah Development Control Plan 2011, some form of end of trip facilities must be provided for the retail component including: bathroom/change area(s) containing at least one toilet, wash basin, mirror, clothing hooks, and power points, a minimum of one (1) shower cubicle, private changing area with a bench and minimum of two (2) clothing hooks. A suitably sized clothes locker is also to be provided. Additionally some form of bicycle parking for at least two bicycles with a high-medium security level is to be provided within the site.

The proposed location of the vehicular driveway onto Lawrence Street is not considered to be an appropriate location as it is within 6.5m from the existing raised pedestrian crossing in Lawrence Street. The proposed layback also requires the removal of the water sensitive urban design kerb blisters, and this will be subject to further consideration by Council's Natural Environment and Climate Change officers.

It is understood that there was a plan by the developer to provide vehicular access via the Oliver Street Carpark, with the driveway access to Lawrence Street closed off and possibly replaced with an additional retail space. As vehicular access to the rear of the property is consistent with the planning aims of the Freshwater Village, this is strongly supported by Council, however the following issues must be considered at this stage should vehicular access change to the rear of the site in the future:

- Provision of 3.5m head clearance for small rigid vehicle (SRV) in accordance to AS2890.2:2002 in the rear aisle of the carpark to the off-street loading dock.

- Some form of a control point to ensure that visitor intercom system can be provided without interfering with existing carpark layout in Council's carpark.
- Separated security access between retail and residential areas, including a visitor intercom system at the control point.
- Consistent garbage collection/access arrangements with the current proposed arrangements, or any other layout that is subject to support from Council's Waste Services.

Residential blind aisle extension near the residential stacked parking spaces is to be provided in accordance to AS2890.1:2004.

Additional traffic generation from the site comprise of levels considered acceptable for a town centre development and impact to the surrounding road network is not significant to warrant a refusal on traffic generation grounds.

Referral Body Recommendation

Refusal comments

Recommended Traffic Engineer Conditions:

CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE

Construction Traffic Management Program

A Construction Management Program shall be submitted to the Council's Transport Network for approval prior to the issue of a Construction Certificate. The program shall detail:

- (a) The proposed method of access to and egress from the site for construction vehicles, including access 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;
- (b) The proposed phases of construction works on the site, and the expected duration of each construction phase;
- (c) 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;
- (d) The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process.
- (e) 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;
- (f) The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period;
- (g) 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;
- (h) 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;

- (i) Proposed protection for Council and adjoining properties;
- (j) The location and operation of any on site crane;

Reason: To ensure 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. (DACTRCPC1)

Bicycle Parking and end of trip facilities

Under part C3(A) of the Warringah Development Control Plan 2011, the following end of trip facilities must be provided for the retail component including: bathroom/change area(s) containing at least one toilet, wash basin, mirror, clothing hooks, and power points, a minimum of one (1) shower cubicle, private changing area with a bench and minimum of two (2) clothing hooks. A suitably sized clothes locker is also to be provided.

At least two bicycle parking with a high-medium security level is to be provided within the site accessible from Lawrence Street.

This requirement is to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Principal Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure bicycle facilities are provided in accordance to Council's WDCP requirements. (DACTRCPC2)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Works 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 require approval from Northern Beaches Local Traffic Committee. 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.

Reason: To ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares. (DACTREDW1)

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

Allocation of parking spaces

All carparking spaces are to be assigned to individual units, with stacked parking spaces to be allocated to the same residential or retail unit. All residential units and retail units must be assigned a minimum of one parking space. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To ensure parking availability for residents. (DACTRFPOC1)

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

Pedestrian Safety Measures at Driveway

Safety measures at the vehicle access driveway and property boundary is to be installed prior to the

issue of occupancy certificate, which include the following:

- a. STOP sign for egressing drivers
- b. Speed hump for egressing drivers
- c. Contrasting driveway paving
- d. Tactile paving along each side of the driveway
- e. Under awning light indicator activated by egress cars

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any interim / final Occupation Certificate.

Reason: To ensure that pedestrian safety is maintained. (DACTRGOG1)