

Traffic Engineer Referral Response

Application Number:	Mod2022/0187
Date:	07/07/2022
Responsible Officer	
Land to be developed (Address):	Lot 13 DP 801798 , 62 May Road NARRAWEENA NSW 2099 Lot 14 DP 801798 , 60 May Road NARRAWEENA NSW 2099 Lot 15 DP 801798 , 58 May Road NARRAWEENA NSW 2099 Lot 16 DP 801798 , 56 - 56 May Road NARRAWEENA NSW 2099 Lot 17 DP 801798 , 54 - 54 May Road NARRAWEENA NSW 2099

Officer comments

Basic Details

DA2020/0739 was approved for the demolition of an existing strip retail development and the construction of a mixed-use development at 52 – 62 May Road, Narraweena. It comprises the following:

- 6 retail tenancies - total floor area = 425.5m² - adjacent to the southern boundary at ground floor level, providing direct pedestrian access to the existing footpath separating the site and the adjoining Council car park to the south.
- 3 commercial tenancies - total floor area = 182.1m² - adjacent to the northern boundary at ground floor level, providing direct pedestrian access to the southern Poplar Lane footway.
- 16 residential apartments at first and second floor levels, containing:
 - 4 x one-bedroom dwellings;
 - 10 x two-bedroom dwellings; and
 - 2x three-bedroom dwellings.
- The single basement level of parking contains 36 car spaces including 4 mechanical stackers.

The basement level of parking contains the following:

- 14 retail / commercial parking spaces;
- 3 residential visitor parking spaces;
- 19 resident passenger vehicle parking spaces; and

- 23 bicycle parking spaces.

Also, minor alterations were approved to the existing Council car parking area situated to the south of the site, including the provision of a dedicated loading bay.

- Vehicular access - 6.1m wide combined ingress/egress driveway connecting with Poplar Lane within the north-western corner of the site.
- Traffic Impact Assessment (dated June 2020) has been submitted.
- Further, updated Site Access and Internal Circulation Assessment (dated August 2020) and a response addressing additional information requested by Council (dated October 2020) were submitted.

Mod2022/0187 is lodged to seek consent the approved development be amended to incorporate, amongst other components, the following:

- Amendments to the commercial floor space, resulting in the provision of four tenancies, including a minor reduction in the total floor space from 182.1m² to 179.71m²; and
- Amendments to the basement parking area configuration, whereby the approved parking yield can be provided without the requirement for mechanical stackers.

Traffic:

No additional traffic impact due to the modification.

Parking:

No additional parking requirements or changes due to the modification. Total parking requirements are retained without the requirement for mechanical stackers. Also, 23 bicycle parking spaces are retained.

As stacked parking spaces are no longer proposed, conditions 28 & 57 are no longer applicable and can be deleted

Access and swept paths:

Vehicular access is not modified. Parking layout is slightly modified. Swept paths are submitted and satisfied.

Pedestrian safety:

No concerns due to the modification.

Conclusion

The proposed modification results in a development which is substantially the same as the original approval granted by Council under DA2020/0739. The proposed modification can be approved with deletion of conditions 28 and 57 from the consent.

All other traffic engineering related conditions are to remain as per those previously approved DA2020/0739 with two additional new conditions added relating to the preparation and implementation of a demolition traffic management plan

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 THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

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 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.