

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/1835
<b>Proposed Development:</b>	Demolition works and construction of a residential flat building
<b>Date:</b>	03/04/2025
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 8 DP 3742 , 35 Fairlight Street FAIRLIGHT NSW 2094 Lot 20 DP 3742 , 10 Clifford Avenue FAIRLIGHT NSW 2094 Lot CP SP 20752 , 12 Clifford Avenue FAIRLIGHT NSW 2094 Lot 9 DP 3742 , 33 Fairlight Street FAIRLIGHT NSW 2094

### Officer comments

**Proposal:** Demolition of the existing structures and construction of a residential flat building comprising 15 residential apartments (2x 2 bedroom apartments and 13 x 3 bedroom apartments) and car parking for 35 vehicles (31 residential and 4 visitor spaces) accessed from/to Clifford Avenue.

The Traffic team has reviewed the following documents:

- Plans (Master Set) – Revision A, designed by platform Architects, dated 05 December 2024,
- Traffic Impact Assessment prepared by Genesis Traffic dated 6 December 2024,
- Construction Traffic Management Plan prepared by Genesis Traffic dated 10 December 2024,
- Statement of Environmental Effects prepared by Boston Blyth Fleming Pty Ltd dated December 2024,
- Pre-Lodgement Advice (PLM2021/0002) dated 4 February 2022.

### Notes/comments

#### Access driveway

- Vehicular access to the car parking facilities is proposed through a widened entry and exit driveway located on the southeast side of the Clifford Avenue site frontage.
- The proposed access driveway crossing is not shown on the plans. A detailed design of the access driveway, including the surrounding on-street parking spaces at the subject location, is required to be submitted to Council.
- The Development Engineering team has reviewed the proposed boundary level in relation to the invert levels at the kerb. They have determined that the driveway crossing will be too steep and does not comply with the Council's Normal Profile. Therefore, the applicant is required to submit detailed plans and sections illustrating the proposed driveway crossing, including both existing and proposed levels, to ensure adherence to the Council's Normal Profile. This may necessitate adjustments to the grass verge and footpath on either side of the crossing, which should be clearly depicted in the plans and sections.

- The driveway is located at the southeast corner of Clifford Avenue, which may not be the safest option for the proposed development that includes 35 parking spaces. Ideally, access should be provided from the north side via Fairlight Street. However, the proposed driveway is positioned as far away as possible from the point where the road divides into two. It has a width of approximately 5.8 meters for the first 6 meters into the property, which facilitates easier access. A swept path analysis shows that the driveway will be adequately sized to allow a B99 vehicle to pass a B85 vehicle entering or exiting the site, as required by Clause 3.2.2 of AS2890. It is also noted that Heritage-listed stone kerb is located within the adjoining public road reserve along Fairlight Street. This will not be affected by the proposal, as the driveway access is proposed from Clifford Avenue.
- The proposed widening of the driveway will result in the loss of one (1) parking space on Clifford Avenue to facilitate access to on-site parking. Currently, Clifford Avenue experiences high parking demand, especially during peak periods. The loss of this on-street parking space will worsen the situation. However, the development also includes the removal of an existing driveway off Fairlight Street, which can be considered an additional on-street parking space created as a result of this project. Further information regarding the loss of on-street parking space(s) should be included in the report.
- The redundant driveway off Fairlight Street will be removed and reinstated as turf and kerb and gutter.
- A pedestrian sightline triangle of 2.0 metres by 2.5 metres is noted at the property boundary plotted in accordance with AS2890.1:2004 for pedestrian visibility.
- Ramp grades have been plotted on the plans. A vertical clearance assessment on the driveway ramps should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering the carpark to show any scraping and bottoming.

## Parking

- Application of the Manly DCP car parking rates to the proposed development would result in 23 residential parking spaces and four (4) visitor parking spaces. Parking in excess of DCP is proposed (35 spaces), which can be considered acceptable for this location. It is recommended to consider removing one level of the parking module. This change would eliminate parking spaces numbered 27 to 32, allowing them to be rearranged across the remaining three levels of the parking module. This approach could help meet the minimum parking space requirement as outlined by the DCP and reduce the number of vehicle trips to/from the site.
- Visitor parking spaces should be concentrated in a single area for easier control, rather than being spread throughout the parking module.
- Accessible parking spaces (5 spaces) are proposed in excess of the requirements of the DCP (Section 3.6.3.2) and will improve the equitability of access to the premises for persons with a disability. On the Architectural plans, bollards shall be provided for the disabled shared areas as shown in Figure 2.2 of the Australian Standard AS2890.6:2009 Parking Facilities-Off Street Parking for People with Disability.
- Given that the residential parking supply meets DCP requirements, the parking needs of residents have been adequately addressed, and residents of the development will therefore not be eligible for resident parking permits.
- The architectural plans for parking spaces on the carparking levels have been dimensioned and are adequately sized in accordance with AS2890.1.
- The width of the accessible parking spaces and the accessible shared space is 2.5m to 2.7m, which is in excess of the required 2.4m by 100mm to 300mm. This is, however, considered acceptable.
- In the traffic and parking report and the swept path analysis provided in Attachment 2 of the report, the B99 vehicle entry/exit movements are shown for travel between the street

level and parking space modules. The B85 vehicle turning plots, accessing each critical car parking space, are also shown. Some of these movements would require the driver to stop and turn on the spot, and some movements require the driver to undertake 4 and 5-point turns. While it demonstrates that access is constrained and a degree of inconvenience for drivers will exist, this is acceptable under Appendix B4.8 of AS/NZS 2890.1.

- As outlined above, forwards entry and exit to/from the access driveway/ramp to/from the street are satisfactorily shown by the B99 vehicle in the swept path assessment appended to the traffic report.
- The Manly DCP 2013 requires the provision of one (1) bicycle stand for every three (3) car parking spaces. With the proposed 35 parking spaces, the proposed plans should detail the provision of twelve (12) bicycle parking spaces, satisfying Council's DCP requirements and catering for alternate travel mode options.
- The internal ramp is single-width, and there will be no capacity for vehicles to pass on it. Given the low number of vehicle movements to and from the site, this is considered acceptable. For safety reasons and to prevent congestion within the car park, the plans should include a waiting bay inside the facility. Additionally, a signal system should be implemented to manage the flow of traffic on the ramp. The signals should display green by default for vehicles entering the parking module from the ramp, unless there is a vehicle currently exiting the property via the ramps. This arrangement ensures that there are safe passing opportunities for vehicles traveling in opposite directions.

### **Traffic generation**

- The proposal will generate minimal traffic during peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

### **Construction Traffic Management Plan**

- A CTMP has been lodged with the DA. Some adjustments to the CTMP will be required to reflect approved work hours. Site contact details are generally acceptable. The CTMP advises that requirements for a Works Zone are anticipated during the early demolition, excavation period, construction/concrete pouring and fitout stages. It is reported that at the demolition/ excavation stage, an average of 10 trucks per day is expected, with a maximum of 18 trucks per day. At the construction/concrete pouring, an average of 20 trucks per day is expected. The heavy vehicle movements are also likely to be spread throughout the day.
- The proposed 'Work Zone' on Clifford Ave and Fairlight Street will impact on-street parking:
  - o 9 meters (about 2 cars) during demolition & excavation (32 weeks),
  - o 20 meters (about 4 cars) during construction & fit out (36 weeks), and
  - o Clifford Avenue will be used for heavy vehicle access
- These arrangements are likely to adversely impact the surrounding road network.
- It is important to minimise demolition and construction activities on Clifford Avenue frontage, as it is inherently unsafe due to the roadway dividing into two at the proposed work zone.
- All construction works, including vehicle parking, material storage, and plant location, should be confined to the front of the site frontage and not encroach upon private roads, driveways, community title roads, or rights of way.
- Given the volume of traffic using Clifford Avenue and Fairlight Street, it would require traffic controllers to manage traffic movements.

- There is no information regarding the use of Tower Cranes and Mobile Cranes, including their placement and whether they will be positioned within the site boundaries.
- The applicant is required to lodge an application for a work zone at the frontage of the site to Council for consideration and approval. The provision of a work zone will require approval from the Northern Beaches Local Traffic Committee. Applications must be lodged at least four (4) weeks prior to work commencing. Application forms for work zones are available on Council's website or at the Customer Service section at Council's administration building. This is to ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares.
- A separate application will be required to be lodged with Northern Beaches Council if the public road/footpath needs to be occupied. The streets surrounding the development are moderately used footpaths and Council's expectation would be that the footpath remains open to pedestrians. If lifting over the footpath is required, our expectation would be that a B or C-class hoarding is in place for pedestrian protection.

### **Conclusion**

The plans, the traffic report, and the CTMP in their current form are unacceptable for the reasons outlined above, and further details should be provided prior to further assessment of this application.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

### **Recommended Traffic Engineer Conditions:**

Nil.