

Traffic Engineer Referral Response

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| Application Number: | Mod2020/0139 |
| Date: | 25/05/2020 |
| Responsible Officer | |
| Land to be developed (Address): | Lot CP SP 11874 , 5 Commonwealth Parade MANLY NSW 2095 |

Officer comments

General information

Modification based on the approved DA2008/436 for demolition of existing buildings and construction of a residential flat building with 2 x Three Bed apartments, 1 x Four Bed apartment and basement car parking at 5 Commonwealth Parade, Manly.

Modifications related to traffic are:

- replacement of the approved car stackers with tandem spaces to reduce excavation;
 - The adjustments to the entrance ramp; and
 - proposes to modify Consent Condition No. 5, which requires the construction of a median island extension in Commonwealth Parade to prevent right turn movements into and out of the site.
- Instead, it is now proposed that the TfNSW required access restrictions be achieved by construction of separate angled driveways with 'Left Turn Only' and 'No Right Turn' signs.

Traffic:

- Modification has equal or less impact on traffic (construction traffic & traffic generation) compare to the approved DA
- Site has two (2) street frontage:
 - Commonwealth Parade – Regional Road
 - The Crescent – Local Road

Public transport

Available and no impacts.

Parking:

- Required:
 - Parking Rate According to Manly DCP:

Residential

2 parking space / two or more bed rooms unit

0.16 visitor parking / dwelling

- Number of spaces required:

Residential

2 x three-bedroom@ 2 space So required spaces = 4

1 x Four-bedroom@ 2 space So required spaces = 2

Visitors @ 0.16 per dwelling So required space = 1

Total required spaces = 7

- Provided 8 spaces at basement level including
 - 4 Tandem parking
 - 3 single spaces and
 - 1 Visitor space

Parking provisions satisfy the requirements.

Access and circulation swept paths:

- Access:
 - DA conditioned to construct central median island extension along Commonwealth Parade to prevent right turn movements into and out of the site.

Based on developer's analysis & design it is not feasible to build the median island without impacting the parking bay (2 parking spaces may be lost) or without encroaching the wrong side of the road. Therefore, developer proposed to control access by using 'Left Turn Only' and 'No Right Turn' signs.

However, Council prefers to construct central median island extension along Commonwealth Parade to prevent right turn movements into and out of the site.

- Combined (entry/exit) driveway width of 8.44m.
- Exit/Entry in a forward direction

- Vehicular crossing and driveway should comply with AS2890.
- Roller door at basement level to the entry to Garage
- Swept paths are looking ok.

Pedestrian safety:

- No concern.

Servicing:

- Waste collection and other service vehicles use on-street parking.

Ongoing

All facilities should be maintained throughout the lifetime of project.

Conclusion

In view of the above, the proposed modifications can be approved with conditions.

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

Resident Parking Permits:

Any residents and/or tenants of the subject site are not eligible for resident parking permits. This condition is to be provided on the property Title.

Reason:

To ensure the tenants are aware that they are not entitled to a permit regardless if they are within a Resident Parking Scheme (RPS).

(DACTRBOC1)

Central Median Island

As per Development Consent Condition No: 5, Council prefers to construct central median island extension along Commonwealth Parade to prevent right turn movements into and out of the site.

In this regard, Council acknowledges the design constraints and suggest reducing the length of extension to suit the design. Also, the Island can be mountable for larger vehicles to mount if necessary. Design of the median island should satisfy the following:

- Prevent right turn movements into and out of the site
- No impacts on parking

- Vehicles not encroaching on the wrong side of the road.

Plans prepared by a suitably qualified Engineer shall be submitted to and approved by the accredited certifier prior to the issue of any Construction Certificate.

In addition, the plan including signs and line markings shall be submitted to and approved by Council's Local Traffic Committee prior to the issue of any Construction Certificate.

Reason: To ensure the safety and unimpeded traffic flow on Commonwealth Parade and safe exit from the property. (DACTRBOC2)

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%20buildings/good.htm). <www.hreoc.gov.au/disability%20rights%20buildings/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. (DACPLC02)

Vehicle Access & Parking

All internal driveways, vehicle turning areas, garages and vehicle parking space 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 accredited certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.(DACTRCPC1)

Visitor parking spaces located behind roller door.

The installation of any security roller shutter for parking areas shall not restrict access to any designated visitor car parking space. In the event that the approved visitor car parking spaces are located behind any proposed security roller shutter, an intercom system is required to be installed to enable visitor access into the basement car parking area. This requirement is to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure visitor car parking is accessible to visitors.(DACTRCPC2)

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 if it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site. Separate application is required with a Traffic Management / Control Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones are monitored and installed correctly (DACTRDPC1)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Traffic Management

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: Traffic management plan is to be submitted to and approved by the Consent Authority.

Reason: To ensure pedestrian safety and continued efficient network operation. (DACTREDW1)

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

Removal of Redundant Driveways

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. 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 maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.(DACTRFPOC1)

Reinstating the damaged road reserve during construction

Any damages to road reserve shall be reinstated to Council 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 (DACTRFPOC2)

ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES**Accessibility of parking facilities**

The parking facilities including visitor parking are to be accessible and identifiable at all times. Necessary signs and markings have to be maintained throughout the lifetime of the development.

Reason: To ensure residents, retailers and visitors are not forced to park on public streets when parking has been provided within the development. (DACTRGOG1)

Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained (DACTRGOG2)