

Traffic Engineer Referral Response

Application Number:	DA2023/1358
Proposed Development:	Alterations and additions to a mixed use building
Date:	30/04/2024
Responsible Officer	
Land to be developed (Address):	Lot CP SP 7114 , 22 Central Avenue MANLY NSW 2095

Officer comments

Amended comments relating to amended report and plans – 30/04/2024

The RFI Letter (Reference 24.037r01v03) prepared by TRAFFIX dated 15 March 2024 and the plans (Amended Master Set), designed by Urbaine Architecture, dated 10/05/2023 have been reviewed by the Traffic team.

All the Council's comments dated 18/01/2024 on the first version of the traffic report have been addressed in the amended report.

Subject to conditions, the application can be supported on traffic grounds.

The proposal is therefore supported.

Comments 18/01/2024

Proposal description: Alterations and additions to a mixed-use building

The proposal is for alterations and additions to the loading areas within the existing mixed-use development at 22 Central Avenue, Manly. The proposal redesigns the existing, inefficient loading bay area to create a more functional loading bay with the incorporation of storage units and a building managers office. Additionally, the proposal includes a new roller door.

The traffic team has reviewed the following documents:

- The *Statement of Environment Effects* prepared by Four Towns Planning dated 19 September 2023,
- Plans (Master Set) – designed by Urbanine Architecture, dated 10/05/2023, and
- Waste Management Plan, dated 1 November 2016.

It is noted from the SEE that:

- The site retains existing parking on site.
- No changes have been proposed to the existing vehicular access points.
- The proposed alterations and additions is considered a substantial improvement on the existing space given that the proposal enhances the existing loading area on site creating a more functional space. Furthermore, the proposal includes security provisions such as a roller door to minimise conflicts between pedestrians and vehicular movement alongside additional security measures.
- The proposal does not include any excavation works or any demolition works of existing structures.
- Normal waste collection applies with access to waste facilities within the loading area.

Loading bay requirement & design:

- The Ground level loading bay at the Short Street entrance is measured to be approximately 10.5 meters long, which can accommodate trucks up to and including 8.8 meters long Medium Rigid Vehicles (MRVs). The loading dock on the Basement Level is measured to be about 7.5 meters long and can fit vehicles up to and including a 6.4 meters long Small Rigid Vehicles (SRVs). The loading bay widths within the site however have not been dimensioned on the architectural plans. Dimensioned plans are to be submitted for the loading areas to confirm that loading bays are appropriately sized.
- No swept path analysis has been provided to show the loading bays can support ingress and egress from Short Street. Swept path analysis should be undertaken to demonstrate that the entry and exit movement is possible from/to the loading bays.
- Council requires some information on the intended loading/unloading arrangements that will apply. The following issue must be considered and discussed:
 - o Some information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries, including overhead clearance requirements . It is required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.
- Measures to cater for pedestrian safety should be considered eg. warning signage and markings.
- A pedestrian sightline triangle of 2.0 metres by 2.5 metres, in accordance with AS2890.1:2004 should be plotted on the Architectural Plans at the access for pedestrian visibility for exiting trucks.

Conclusion:

The plans and the SEE in their current form are unacceptable due to the inadequacy of the provided information as outlined above.

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

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: A plan of traffic management is to be submitted to and approved by the Principal Certifier.

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

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

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW 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.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.

- Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- 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. All Staff and Contractors are to use any basement parking once available.
 - 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 safety.
 - 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 public 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.

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.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

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.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

Reason: To ensure Work zones and other permits for occupation of the road reserve are obtained and correctly applied.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Construction Traffic Management Plan

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

Ongoing Management

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.