

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/2257
<b>Date:</b>	01/09/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 100 DP 1069144 , 75 The Corso MANLY NSW 2095 Lot 101 DP 1069144 , 75 The Corso MANLY NSW 2095 Lot 102 DP 1069144 , 75 The Corso MANLY NSW 2095 Lot 1 DP 1034722 , 42 North Steyne MANLY NSW 2095

### Officer comments

**Proposal Review based on section 34 conference in line with the joint experts report by Phillip Devon and Robert Varga.**

The "without prejudice" conditions are provided in line with the conversations held during the section 34 conference.

Due to the basement access not being changed there is limited scope for the access to be redesigned. The overall concerns related to managing deliveries and access have been considered and addressed through the extension of the loading zone.

The initial concerns related to the traffic and access matters have been addressed.

**Proposal description:** Demolition of existing façade elements and internal elements, building services and amenities; construction of retail/office premises at the ground floor facing both the eastern and western exterior of the site, as well as construction of 7 apartments across four building levels. The proposed development will comprise the following components:

- 664m<sup>2</sup> of retail / commercial
- 6 × 3-bedroom residential apartments, and
- 1 × 4-bedroom residential apartments.

Both the existing 42 North Steyne vehicular access driveway and the majority of the existing basement car park will be retained together with the extension of the current basement generally into part of 75 The Corso (beneath the Steyne Café building), to create augmented car parking and amenities.

The Traffic team has reviewed the following documents:

- Plans (Master Set) – Issue A, Drawing No DA - 099 and DA -100, designed by Squillace Architecture / Interiors, dated 02/11/2021,
- *Traffic and Parking Assessment* report prepared by VARGA TRAFFIC PLANNING Pty Ltd dated October 2021, and
- *Statement of Environmental Effects* prepared by HAMPTONS PROPERTY SERVICES Pty Ltd dated 10 November 2021.

## **Notes/comments**

The land is zoned B2 Local Centre under Manly Local Environmental Plan 2013 (LEP). One of the objectives of the zone is to maximise public transport patronage and encourage walking and cycling.

## **Parking**

- The parking requirements for the development comprising seven (7) units (3 or more bedroom units) and 664m<sup>2</sup> retail/office are 14 resident spaces, 1.12 visitor spaces (round up to 2), 16.6 retail/office users (round up to 17) = 33 spaces. 16 parking spaces have been proposed (all residential parking spaces) which is under DCP requirements by 17 spaces. The parking shortfall of 17 spaces is considered acceptable given that:
  - o Some relaxation of DCP requirements in this location could be considered to reduce traffic levels in the lane and given the proximity of the site to good public transport, shops and recreational uses and the high level of walking and cycling activity in the vicinity.
  - o Section 4.2.5.4 of Manly DCP gives some exceptions to parking rates/requirements in Manly Town Centre (including residential and commercial premises) where the constraints of the site preclude the provision of some or all of the required parking spaces, and where the movement of vehicles to/from the site would cause unacceptable conflict with pedestrian movements.
  - o It is noted that the car parking spaces are allocated to the residential component of the development only, to minimise the level of traffic activity in Henrietta Lane, which would be generated by staff and customers accessing 17 commercial parking spaces. More intensive levels of traffic activity would be generated by commercial uses of those parking spaces.

## **Loading**

- It appears that provision may have been made for an off-street loading bay to cater for deliveries to the proposed commercial/ retail premises, the Steyne Hotel and for removalists/servicing of the proposed apartments etc. It is however unclear from the plans that this is a loading bay with the area only marked as Store/B.O.H. The area would be of sufficient size to accommodate delivery vehicles up to the size of a SRV; however, the driveway width is measured at approx. 3.35m. The sizing and intended use of the area needs to be confirmed on the plans and access to and from the checked with swept path plots for a SRV. The full width of Henrietta lane and the location of driveways and parking on the western side of Henrietta Lane must be plotted on the swept path plots. Swept path plots will also be required to demonstrate forwards access to and from the basement carpark. Reliance upon turning in the right of way for Pacific Waves is to be avoided.
- It is reported in the traffic report (section 2 page 7) that "loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles and small to medium-sized trucks standing in Henrietta Lane, consistent with the existing arrangements." This is unacceptable and inconsistent with the provision of an off-street loading bay. Council requires clarification on the intended loading/unloading arrangements

that will apply and expects, as a minimum, that off-street loading/unloading by a SRV will be catered for. The following issues must be considered and discussed:

- o There are very congested conditions on Henrietta Lane, and much of the existing delivery activity is completed from within an over utilised and unsatisfactory on-street Loading Zone. Therefore for the proposed development, every effort should be made to limit parking or traffic congestion in the lane.
- o Some information is required regarding future delivery/loading arrangements for the Steyne Hotel, together with details of the delivery arrangements for the proposed development. This should include analysis of existing and future delivery frequency and the size of delivery vehicles and the suitability of the proposed loading bay to cater for such deliveries. Where deliveries can't be accommodated within the proposed offstreet loading bay an outline of how such deliveries can be catered for on-street given existing limitations on access and availability of parking within Henrietta Lane. required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.
- o Details of ramp grades/transitions to the loading/servicing area shall also be included on the plans. A vertical clearance assessment on the ramps is required to be undertaken for the largest delivery vehicle accessing the loading bay to demonstrate that there are no scraping, bottoming or head height issues.

#### Access

- No adjustments to the existing driveway into the site are proposed, and it will remain single width. There will therefore be no capacity for vehicles to pass on the driveway. A waiting bay inside the carpark and a signal system to managing ingress/egress movements should be included in the amended plans. Passing opportunities for vehicles passing in opposing directions within the carpark are to be available and shall be demonstrated by swept path plots.
- It is noted that parking space No.15 is undersized in terms of AS2890.1 requirements. Spaces No.15 and 16 are adjacent to a blind aisle, and the aisle should be extended 1m beyond the last parking spaces to ensure that vehicles can enter and exit without excessive manoeuvring.
- The parking spaces have not been dimensioned on the architectural plans. The basement parking level should be fully dimensioned including blind aisles, parking spaces/aisle width and driveway/ramp width.
- It is noted that the position of the roller shutter has been modified to provide a visibility splay to improve sightlines to pedestrians walking in Henrietta Lane. The sight line triangles do not however appear to be compliant with the requirements of AS2890.1 section 3.2.4 (b) which, given the high use of Henrietta Lane by pedestrians is unacceptable.

The plans and the traffic report require amendments to address the concerns outlined above prior to further assessment.

The proposal is therefore unsupported.

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

### **Car Parking Standards**

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

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

### **Vehicular Swept Paths**

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating compliance with this condition must be submitted to the Certifying Authority prior to the issue of the construction Certificate.

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

### **Construction Traffic Management Plan**

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements may be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic Engineer prior to submission of the CTMP.

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

- 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 the 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 traffic
- 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 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.

NOTE: That due to the proximity of the site to the CBD core some day and times may be subject to restrictions and the applicant is advised to refer to Council’s website to avoid scheduling activities during major events within the Manly area.

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

### **On-Street Work 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.

An application must be lodged with Council for consideration and approval for a work zone for the frontage of the site.

The provision of a work zone will require approval from Northern Beaches Local Traffic Committee. Applications must be lodged at least four (4) weeks prior to work commencing.

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

### **Submission of Engineering Plans**

The submission is to include four (4) copies of Civil Engineering plans for the design of:

Public Domain works to extend the existing pedestrian shared zone treatment to the northern boundary of the site detailing, but not limited to, pavement and drainage construction, signage and linemarking. The work is to include any of activities to make the construction effective.

A signage plan is to be approved by the Northern Beaches Council Local Traffic Committee demonstrating the extension of the loading zone in a northerly direction from the current location at 75 The Corso by 20 metres, terminating south of the residential parking entry.

These are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

Reason: To ensure compliance with Council's specification for engineering works.

### **Pedestrian sight distance at property boundary**

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

### **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%20/buildings/good.htm). <[www.hreoc.gov.au/disability%20rights%20/buildings/good.htm](http://www.hreoc.gov.au/disability%20rights%20/buildings/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)

## 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.

### **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 RMS 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.

### **Staff and Contractor Parking**

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

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

### **Disabled Parking Spaces**

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

### **Operational Management Plan**

An Operational Management Plan (OMP) is required to be prepared and submitted to Council detailing the operation of the development. The OMP shall include, but not be limited to the following:

- Vehicle access and egress.
- Through-site circulation of vehicle movements.
- Management of car parking areas.
- The location and content of directional signage.
- Complaints management.
- Noise management.
- Truck delivery times and methods of control to manage the sequencing of the loading docks.
- Waste management.

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

Reason: To ensure that the development operates with minimum disruption to the surrounding area.

### **Convex Mirror at Ramps**

Two (2) convex mirrors are to be installed and maintained at the ramp leading from the basement to the

road reserve. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To minimise vehicular conflicts at ramps.

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

#### **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.

#### **Resident Parking Permit Scheme**

Resident Parking Permit Scheme. 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).