

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/2199
<b>Proposed Development:</b>	Demolition works and construction of shop top housing
<b>Date:</b>	28/04/2023
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 20 DP 235980 , 19 Sydney Road MANLY NSW 2095

### Officer comments

**Proposal description:** Demolition works and construction of shop-top housing

The traffic team has reviewed the following documents:

- Plans (Master Set) – Revision A, designed by WMHNDUNION Architect, Project No. 21-048, dated December 2022,
- Statement of Environmental Effects prepared by Boston Blyth Fleming Pty Ltd, dated December 2022,
- Traffic Impact Assessment (TIS) report, Reference 22.461r01v02, prepared by Traffix dated December 2022,
- Operational Waste Management Plan report prepared by Elephants Foot Consulting Pty Ltd dated 22/11/2022, and
- Pre-Lodgement Advice (PLM2021/0164) dated 22 July 2021.

### **Parking Requirements and Design**

- The parking requirements for the development comprising 11 residential units (made up of 10 x one-bedroom apartments; and 1 x two-bedroom apartments) and 365.8m<sup>2</sup> commercial premises are 7 resident spaces, 3 visitor spaces, 10 commercial users = 20 spaces. In response, the proposal does not contain any car spaces. This discourages private car use and encourages active and public transport.
- It is noted that the site is located within the Manly Local Centre and has excellent access to public transport. Bus stops and the ferry wharf are located within close walking distance. The provision of off-street parking servicing this site is impractical as its street frontage is predominantly pedestrianised areas. For the commercial premises, the majority of customers will be passing trade, many undertaking combined-purpose trips to Manly and in general, the absence of parking will encourage customers and staff of the proposed commercial sites to visit by means other than private motor vehicles.
- Given the above and considering the PLM referral comment, an exception to the parking requirements of the DCP is appropriate and it will be acceptable that no parking for the

residences and commercial floor space be provided.

- The use of a Green Travel Plan will be of use in reducing private motor vehicle trips and its use is supported.
- As outlined in the PLM Referral comments, on and off-street parking in the vicinity of the site is subject to permit parking, pay parking and time-restricted parking restrictions. To ensure that private car ownership by residents is minimised and to encourage travel by active travel or public transport, a condition will be imposed preventing residents of the development from obtaining resident parking permits. This will be conditioned.
- Any businesses and/or tenants of the subject site are also not eligible for business parking permits. This condition is to be provided on the property Title.
- Bicycle parking stands are required at a minimum rate of one (1) stand for every three car parking spaces, with a minimum provision of one (1) stand for each premise, i.e., one (1) bicycle stand for the proposed development. Bicycle parking for four (4) spaces in the form of racks has been shown on the plan in the basement level, there are also 11 basement storage areas that could be utilised for any additional bikes. This provision exceeds the requirements of the DCP, and therefore satisfying Council's DCP requirements and catering for alternate travel mode options. It is also noted that Council has provided a large number of publicly accessible bicycle parking spaces within close proximity to this development.
- Loading bays must be provided in sufficient numbers to meet anticipated demand. This demand is related to the total amount of floor space, the intensity of use and the nature of the activity. As noted in the Operational Waste Management Plan report, the proposal is not expected to require deliveries in large quantities, rendering a loading bay unnecessary.
- As reported in the Traffic report, Sydney Road will be used for vehicular access between 5:00am and 8:00am each day. Waste collection for both retail and residential uses will occur between these times up to twice per week. Any occasional servicing such as deliveries and removalists will be undertaken from Loading Zones on Central Avenue directly opposite the site as would be occurring for the existing development. As such, the development is expected to have minimal additional impacts on surrounding loading zones.
- It is also reported in the Operational Waste Management Plan report that:
  - On the nominated waste collection day, Council's waste collection vehicle will pull-up on Market Place. Collection staff will service the bins via a wheel-in/wheel-out strategy.
  - Once bins are serviced, allocated staff will transport the bins back to the Residential Waste Room to resume their operational use. Once the bins are serviced, the collection vehicle will continue onto Market Pl in a forward direction.
  - On the day of bulky waste collection, Council collection vehicle will pull up at Market Pl. The building caretaker transports bulky waste items to the collection area for the contractors to load items onto the vehicle.
  - Staff will be responsible for waste management back of the house during daily operations. On completion of each trading day or as required, nominated staff or contracted cleaners will transport all general waste, recyclables and food waste to the retail/commercial waste room and place them into the appropriate collection bins.

### **Pedestrian through Site Link**

- The pedestrian through site link is supported

## **Traffic Impact**

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

## **Conclusion**

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

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**

#### **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 a TfNSW 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 will 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 and Development 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 rates 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 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 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.

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 and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed correctly.

### **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 TfNSW 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 TfNSW 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.

### **During the course of demolition and building works**

All construction vehicles associated with the development must obtain a permit from Council on a daily basis, for access into pedestrian only areas. E.g. The Corso and Sydney Road Plaza.

Reason: To manage and minimise disruption to the area.

### **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.

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

### **Businesses Parking Permits**

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

Reason: to ensure businesses premises/tenants are aware that they are not entitled to permits irrespective of the location of the development within a permit parking area.

### **Resident Parking Permits**

Any residents and/or tenants of the subject site are not eligible for resident parking permits even if they reside in a Permit Parking Scheme area. This condition is to be provided on the property Title.

Reason: to encourage sustainable transport alternatives and ensure that residents/tenants are aware that they are not entitled to a permit