

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0645
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot CP SP 15752 , 26 Whistler Street MANLY NSW 2095

### Officer comments

It is proposed to demolish the existing buildings and excavate the site to provide for basement parking and a level building platform. A new 8-level building will be constructed comprising:

- 3 x One-Bed Apartments
  - 26 x Two-Bed Apartments
  - 12 x Three-Bed Apartments
- Total 41 Apartments

A total of 54 parking spaces will be provided in ground and basement levels accessed by a new driveway on the Whistler Street frontage. All of these spaces are to be allocated for residential use. The existing development on the site provides 24 parking spaces all allocated for residential use.

#### Traffic:

Proposed 41 apartments @ 0.29 vtph - 12 vtph

The existing building on the site with 24 units would generate some 7 vtph

Thus, the projected peak traffic generation will only be some 5 vtph additional

No objections are raised in this regard.

#### Parking:

It is noted that the applicant has now removed parking spaces which were considered poorly sited where they would obstruct turning movements and circulation within the carpark.

It is noted that these amendments now mean that there is a 5 parking space shortfall in terms of DCP requirements. This is not opposed in this instance having considered existing use rights, given the constrained nature of the site and also noting the close proximity of the site to Manly Wharf and bus services on Belgrave St. It is noted that no visitor parking spaces are proposed with all of the spaces being allocated for residential use and the applicant relying on existing use rights whereby the existing development on the site provided no visitor parking. The number of residential spaces would therefore be in excess of the 52 space requirement.

It is also noted that the substandard disabled parking space has now been removed with no disabled parking spaces provided on the carpark levels. Having regard to the fact that the developer is providing 4 adaptable parking spaces which would cater for the parking needs of any residents with a disability, and given that there is no visitor parking on site, the absence of any disabled parking spaces is not opposed.

Revised plans dated 13/1/20 have slightly amended the some details within the carpark but the above comments still apply. It is noted that the revised plans have included a raised marked pedestrian crossing on Whistler Street aligned with the pedestrian through site link. This crossing has not been proposed or suggested by Council and does not comprise part of the development.

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 an RMS accredited person and submitted to and approved by the Certifying Authority prior to issue of any Construction Certificate. Due to heavy traffic congestion throughout the town centre, truck movements will be prohibited 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 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.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner’s property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP 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.

### **On-Street Works Zone**

Should the applicant require a Works Zone for the frontage of the site an application shall be submitted 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.

Reason: To allow adequate time for assessment and implementation.

## **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 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 the accredited certifier or Council on request.

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

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

**Basement Garage Traffic Signal System**

To prevent conflicting vehicle flows on the internal basement garage ramp and avoid vehicles having to reverse up/ down the ramp, a traffic signal system must be installed at each ramp entry, designed to warn drivers about to enter the ramp of any conflicting vehicle approaching.

The signal system must:

- be clearly visible from ramp entrances;
- clearly indicate to an approaching driver, by way of red light or wording, that an opposing vehicle has entered the ramp; and
- incorporate line-marking to delineate traffic flow and nominate waiting bay locations to allow vehicles to overtake another.

Details of the system, including the system operation, components and placement within the development, must be specified by a practising Traffic Engineer. This engineer is to submit a compliance certificate to the Accredited Certifier that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of any Occupation Certificate issued for the development.

Reason: To ensure no vehicle conflicts within the basement carpark.

**ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES****Resident Parking Permits**

Any residents and/or tenants of the subject site are not eligible for resident parking permits as the parking needs of the development are catered for within the off-street carpark. This condition is to be provided on the property Title.

Reason: To ensure the residents are aware that they are not entitled to a permit.

**Stacked Parking Spaces**

Stacked parking spaces are to be assigned to the same residential unit.

Reason: To minimise conflict regarding access to parking spaces.