

Traffic Engineer Referral Response

Application Number:	DA2021/1013
Date:	19/10/2021
Responsible Officer	
Land to be developed (Address):	Lot 22 DP 516006 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 101 DP 564655 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 7 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 8 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 21 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 25 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 26 DP 975160 , 176 - 180 Condamine Street BALGOWLAH NSW 2093 Lot 23 DP 518721 , 176 - 180 Condamine Street BALGOWLAH NSW 2093

Officer comments

Proposal description: Harvey Norman store Balgowlah - Alterations and additions to existing retail premises and some refurbishment within the carpark

The Transport Assessment (second version) prepared by Henson Consulting dated 06 October 2021 and the plans DA01 and DA06 Revision B prepared by GILES TRIBE ARCHITECTS dated June 2021 have been reviewed by the Traffic team.

All the traffic issues outlined in the referral comments dated 18/08/2021 have been addressed in the amended Transport Assessment. Some minor items are as follows:

Parking requirements and design

- In the plans DA01, both Rev A and B (Ground Level), the whole site is divided into two parts. The left side is the retail area, and the right side is the Bulky store area. As there was no information provided in the first version of the report, Council has initially considered the bulky store area as an area for storage of bulky goods; hence the advice on the parking requirement was one (1) parking space for every 100sqm of gross floor area (under the DCP).

The consultant contends that the existing Bulky Goods use as well as the additional floor area will operate as retailing of bulky goods. Under the Manly DCP 2013, one (1) parking space for every 50m² of gross floor area is required for retailing of bulky goods as correctly outlined in the amended traffic report.

- It is reported in the traffic report that bike parking for an additional 10 bikes will be provided under ramps where non-compliant car parking is removed. Signage providing advice on the head height clearance is required for the safety of pedestrians pushing their bicycles under the ramp.
- There is a minor non-compliance in terms of the width of the shared zone between two of the accessible parking spaces which is only 2.25m in width. Figure 2.3 of AS2890.6:2009 requires that the shared zone be 2.4m in width. The transport report outlines that a shared area of less than 2.4m and down to 1.1m in width is acceptable in New Zealand however this is not the case in Australia. Dimensions for accessible parking spaces and shared areas which are acceptable in New Zealand, are not applicable in Australia. The width of the shared area (2.250m) should be confirmed as acceptable by the accessibility consultant prior to the OC stage.

Traffic Impact

It is reported that the proposed works are to refresh the appeal of the store for both in-store customers and for "click-and-collect" customers collecting goods they have ordered online. This refresh is intended to maintain existing customers and sales levels and improve the customer experience.

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

Conclusion

The transport team has no objection to the proposal in principle, and it can be supported subject to the 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:

**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 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
- 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.

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 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.

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

Bicycle Parking Signage - Internal

A plan showing details of appropriate wayfinding signage to the bicycle parking spaces and including head clearance signage for cyclists adjacent to low height areas over bicycle parking rails is to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: cyclist amenity and safety.

Disabled Parking Spaces

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

A report from an access consultant confirming that the proposed disabled parking spaces are compliant with the standard and appropriately dimensioned to serve their intended purpose is to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure accessible spaces are fit for purpose in accordance 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.