

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0114
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot A DP 39108 , 267 Condamine Street MANLY VALE NSW 2093 Lot B DP 39108 , 267 Condamine Street MANLY VALE NSW 2093

### Officer comments

The amended development proposal involves the demolition of the existing building and construction of a new mixed use building comprising 4 small retail shops with a combined floor area of 274m<sup>2</sup> and 27 residential apartments. 57 offstreet parking spaces are proposed including 6 visitor spaces, 20 retail spaces and 31 residential spaces. A total of 8 of the parking spaces are proposed for disabled use.

#### Traffic:

The original comments on this proposal requested a revision of the traffic report to reflect that the development was a medium density development based on RMS criteria. This statement was incorrect as RMS defines any development with more than 20 dwellings as being high density. The anticipated traffic generation from the site of 23 vtp/h utilising RMS traffic generation rates for high density residential is therefore considered appropriate and results in only 1 trip more than the potential peak hour traffic generation from the existing site. The traffic generation is acceptable

#### Parking:

The development requires 31 residential spaces, 6 visitor spaces and 17 retail spaces. The developer proposes 31 residential spaces, 6 visitor spaces and 20 retail spaces.

Given the proximity of the location to the Manly Vale B-Line bus stop the lower number of residential spaces when compared to the DCP requirements is considered reasonable and likely to encourage lower levels of car ownership and higher use of public transport by the residents. There is also a high demand for on street parking in the location and the higher level of retail parking when compared to the DCP requirements is not opposed.

There is some concern that the retail bike parking space is located within retail space 10 which reduces its effective length and will result in access to the bike parking spaces being blocked. The bike parking space should be relocated.

It is noted that there are 4 small car spaces within the carpark. These spaces are within acceptable size limits for small car spaces as outlined in AS2890.1 section 2.4.1 (iii) and their provision is not opposed given that parking numbers exceed DCP requirements.

Car parking numbers are acceptable

#### Pedestrian:

While the plans show that 2.5m x 2.0m pedestrian sight line triangles have been provided. These sight line triangles are not provided at a location which is consistent with the requirements of AS2890.1 Fig 3.3 which stipulates that the sight line triangle is to be provided at the property boundary not the centre

point of the footpath. The wall adjacent to the western boundary will need to be cut back to ensure that the 2.5m x 2.0m sight line triangle is available.

Subject to compliance with a condition regarding pedestrian sight line triangles the proposal is acceptable

#### **Accessibility:**

It is noted that the amended plans have relocated the driveway to the western boundary of the site which is supported and consistent with RMS requirements.

The driveway width is not dimensioned on any of the plans however it must be at least 5.5m in width to be consistent with AS2890.1 and to allow for passing of ingressing and egressing vehicles.

Subject to compliance with a condition regarding driveway width the access arrangements are acceptable

#### **Servicing:**

It is noted that the RMS Traffic Generating Guidelines require that an on-site service bay be provided at a rate of 1 bay for each 50 units and 1 space per 400sqm of retail space. This equates to 0.54 spaces for residential and 0.69 spaces for the retail component. The applicant proposes only a single loading zone bay of 10m in length which is to be created on street. While the Loading Bay should ideally be provided off-street the creation of an on-street Loading Zone is not opposed, provided that the design and all costs associated with its installation are undertaken at the developers costs. This Loading Zone being on-street would also be public parking and would therefore be available for use by adjacent commercial premises and require approval through the Local Traffic Committee prior to construction.

In addition, it is also considered that at least one offstreet space should also be set aside as a service bay for deliveries by vans and utilities etc. One of the retail spaces should therefore be signposted and marked as a Service Bay

Subject to compliance with conditions reflecting the above the servicing arrangements are acceptable

#### **Referral Body Recommendation**

#### **Refusal comments**

#### **Recommended Traffic Engineer Conditions:**

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

#### **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)

#### **driveway width**

<In accordance with AS 2890.1- 2004 (Parking Facilities, Part 1: Off-street car parking), the driveway shall be a minimum of 5.5 metres in width between the kerb alignment and the basement carpark. Driveway design plans confirming the above shall be submitted to the principal certifying authority to confirm the above >

Reason: <compliance with standards> (DACTRCPC1)

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

<A pedestrian sight line 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 where the driveway intersects with the property boundary. Revised plans for the driveway to be submitted to the Certifying Authority to verify that this will be achieved>

Reason: <to ensure pedestrian safety> (DACTRCPC2)

### **CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

#### **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 commencement of works.

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 or plans 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; and

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.> (DACTRDPC1)

### **Bicycle Parking**

<bicycle parking spaces are to be located in locations where they can not be obstructed by parked vehicles. A Bicycle parking space denoted "retail bike(1)" shall be resited in compliance with the above. Revised plans to be submitted to the Certifying Authority showing the revised location for this bicycle parking space >

Reason: <accessibility of bicycle parking> (DACTRDPC2)

## **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> (DACTREDW1)

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

### **indented parking bay and associated signage & linemarking**

< Plans for the proposed on-street indented Loading Zone and associated signage and linemarking shall be prepared by a suitably qualified person and submitted for consideration and approval by Council's Traffic Committee and constructed at full cost to the developer in accordance with the approved plans prior to occupation >

Reason: <to ensure approval under the Roads Act> (DACTRFPOC1)

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

### **marking of allocated parking spaces**

<Parking allocated for visitor, retail and disabled parking must be clearly signposted and linemarked as such. One retail space shall be marked for "service vehicle only" >

Reason: <to ensure parking availability> (DACTRGOG1)