

Traffic Engineer Referral Response

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| Application Number: | DA2020/0634 |
| Date: | 06/08/2020 |
| Responsible Officer | |
| Land to be developed (Address): | Lot A DP 85983 , 402 Sydney Road BALGOWLAH NSW 2093 |

Officer comments

The proposal is for the demolition of existing site structures and the construction of a multi storey shop top housing development incorporating 12 residential apartments and 404 square meters of ground floor retail/ business tenancies, offstreet basement car parking for 32 vehicles is also to be provided on the subject allotment.

Traffic:

The site is anticipated to generate up to 13 vehicle trips in the peak. This is in accordance with the RMS Guide to Traffic Generating Developments. The pre-existing development on the site was estimated to have a traffic generation potential of up to 10 peak hour vehicle trips. The increase in traffic generation is considered to have negligible impact on the local road network.

Parking:

The site is proposing 32 car parking spaces. In accordance with the Manly DCP, the minimum parking requirement for the development is 24 spaces. As such, the parking spaces are deemed complaint in numbers.

Bicycle parking has also been provided in accordance with the Manly DCP with the allocation of 12 spaces (bicycle stands).

Car Park Layout:

The internal basement car park layout is complaint with AS2890.1:2004.

Pedestrian Access:

The desire lines have been addressed with the low speed environment and central access to the lift. The footpath fronting the property will need to be upgraded to meet the standards of Council's Public Domain Technical Manual. This is addressed as a condition of consent prior to Occupation of the Building.

Servicing:

The development does not provide an off-street loading bay. It is noted that the previous DA (DA 2018/1743) designated one of the offstreet parking bays as a Loading Bay for deliveries by small vans. This sort of arrangement is considered appropriate for the revised development and as the residential parking component exceeds DCP requirements it will be conditioned that one of the residential spaces be reallocated as a Loading Space. A Loading Bay Management Plan will also be conditioned to ensure all tenants are aware of the arrangements.

TfNSW comment:

As the proposal incorporates a new vehicle crossing onto Sydney Road, a State Road, the DA should

therefore be referred to Transport for NSW for comment. It is noted however that Transport for NSW provided concurrence to a recent DA for this site (DA 2018/1743) including provision of a driveway in an identical or near identical location in their comments dated 21 November 2018. Their concurrence was subject to a number of conditions of consent which would also apply to this DA.

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

Loading Bay

That amended basement parking level plans be submitted to Council showing that one of the residential parking spaces has been reallocated to allow creation of a designated "Loading Space"

Reason: to ensure some provision is made for offstreet servicing of business premises (DACTRCPC1)

Loading Bay Management Plan

A Loading Bay Management Plan shall be prepared by the applicant and submitted to and approved by Council prior to the issue of any Occupation Certificate. The Plan will need to identify the type of vehicles that can enter the premises and the location in which they can service the site.

Reason: to ensure adequate servicing of the site (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 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 movement times must be agreed with Council's Traffic Engineer and Transport for NSW 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.

For use when near a school zone

- 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; 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. (DACTRCPC3)

Works Zone

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. Separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane. Transport for NSW shall be required to give their consent to a Works Zone and its associated hours of application on a State Road.

Reason: To ensure Work zones are monitored and installed correctly (DACTRDPC2)

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**Road Occupancy Licence (ROL) from the Roads and Maritime Services.**

The developer shall apply for a Road Occupancy Licence (ROL) from the RMS Transport Management Centre (TMC) prior to commencing work within Sydney Road road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified with 'Prepare a Work Zone Traffic Management' accreditation or equivalent. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TMC.

Reason: To inform the relevant Roads Authority of proposed disruption to traffic flows. (DACTREDW1)

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 agreed Construction Traffic Management procedures and to ensure they are held liable to the conditions of consent. (DACTREDW2)

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

The footpath, in accordance to Council's standard specifications, shall be constructed along the property frontage to Council's satisfaction. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property (DACTRFPOC1)

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

The building/strata manager is to ensure that all tenants are aware that this building will not be eligible for any Resident Parking Scheme as the parking provisions are deemed compliant with necessary local and state legislation.

Reason: ongoing parking management (DACTRGOG1)