

Traffic Engineer Referral Response

Application Number:	DA2019/0512
Responsible Officer	
Land to be developed (Address):	Lot CP SP 12989 , 19 - 23 The Corso MANLY NSW 2095

Officer comments

The proposal is for alterations and additions to an existing mixed use building including extension of the existing third floor level to create an additional two bedroom apartment. No offstreet parking or loading facilities are proposed.

Traffic generation as a result of the alterations and additions will be minimal the RMS Traffic Generation guidelines for medium density residential development suggesting that the additional 2 bedroom dwelling will result in approximately 0.5 additional trips per hour in the am and pm peak periods. This is acceptable.

The existing development on the site provides no offstreet parking and no additional parking is proposed under the development proposal. There is a requirement under the DCP for 1 parking space for the additional dwelling and 0.16 visitor parking space. Although there is a high parking demand near the development site it is considered impractical in this location to require that the developer provided offstreet parking for the one residential space as providing that space would require the construction of a driveway which would remove the potential for one or possibly more on-street spaces resulting in no nett gain in parking. The provision of offstreet parking would also increase vehicle movements in a location which is dominated by pedestrian movements and may therefore impact negatively on pedestrian safety. The absence of offstreet parking is not therefore opposed in this instance.

The development also proposes no offstreet loading facility but relies upon use of the on-street Loading Zones on Market Lane adjacent to the development site. Again, provision of an offstreet loading dock, while desirable is considered impractical given the small scale of the proposed development. The provision of an offstreet Loading Dock would increase vehicle movements across a heavily used footpath area in Market lane which would impact negatively on pedestrian safety. A limitation on the size of vehicle servicing this development is required as there is a 6m length restriction on trucks entering Whistler Street from Sydney Road. The lack of a Loading Dock is not opposed in this instance subject to a condition limiting size of service vehicles.

Construction access to the site as outlined in the Construction Traffic Management Plan (CTMP) submitted with the DA suggests that truck movements up to and including vehicles of 8.8m in length will be required. Amendment of the CTMP will be required to demonstrate via swept path plots and amended Traffic Control Plans how entry and exit to and from the site and to/from Whistler Street will be possible.

Referral Body Recommendation

Refusal comments

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, an amended 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 Manly 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 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. Swept path plots demonstrating how access to and from the site by the largest truck anticipated during the construction process shall be provided;
- 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 the limitation of staff and contractor parking impacts.
- 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; 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. (DACTRCPC1)

Works Zone

An application for a Works Zone for the frontage of the site shall be submitted to Council for consideration and approval. 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 ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares. (DACTRCPC2)

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 compliance of the developer/builder in adhering to the Construction Traffic

Management procedures agreed and are held liable to the conditions of consent (DACTREDW1)

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

size limitation - Delivery and service vehicles

That the size of delivery and service vehicles coming to the address be limited to 6m

Reason: <size limitations in adjacent road network> (DACTRGOG1)