Traffic Engineer Referral Response

Application Number:	DA2022/0688

Date:	25/08/2022
Responsible Officer	
Land to be developed (Address):	Lot 8 DP 3742 , 35 Fairlight Street FAIRLIGHT NSW 2094 Lot 9 DP 3742 , 33 Fairlight Street FAIRLIGHT NSW 2094

Officer comments

Proposal: Demolition of the existing structures and construction of a residential flat building comprising 6 residential apartments (4 x 3 bedroom apartments and 2 x 4 bedroom apartments) and car parking for 14 vehicles (12 residential and 2 visitor spaces) accessed via a car lift to Fairlight Street.

The Traffic team has reviewed the following documents:

- Plans (Master Set) – Revision A, designed by platform Architects, dated October 2021,
- *Traffic and Parking Assessment* prepared by ttpa dated October 2021,
- *Construction Traffic Management Plan* prepared by ttpa dated December 2021,
- *Statement of Environmental Effects* prepared by B Urb & Reg Plan (UNE) MPIA, Boston Blyth Fleming Pty Ltd dated March 2022,
- Pre Lodgement Advice (PLM2021/0002) dated 4 February 2022.

Notes/comments

Parking

- Application of the Manly DCP car parking rates to the proposed development would result in 9 residential parking spaces and 2 visitor parking spaces. Parking in excess of DCP is proposed (14 spaces), to which there is no objection in this location.
- Accessible parking spaces (2 spaces) are proposed in excess of the requirements of the DCP (Section 3.6.3.2) and will improve the equitability of access to the premises for persons with a disability. On the Architectural plans, bollards shall be provided for the disabled shared areas as shown in Figure 2.2 of the Australian Standard AS2890.6:2009 Parking Facilities-Off Street Parking for People with Disability.
- The parking spaces and parking aisle width on Level 1 on the plans have not been dimensioned and although scaled dimensions suggest they are adequate this needs to be confirmed on dimensioned plans. The architectural plans for parking spaces on the ground floor have been dimensioned and are adequately sized in accordance with AS2890.1. It will be conditioned that dimensioned plans be submitted for the level 1 parking area to confirm that parking bays and aisles are appropriately sized.
- In the traffic and parking report and the swept path analysis provided in Appendix B of the report, the B99 vehicle entry/exit movements are shown for travel between the car lift and

parking space modules. These movements require the driver to undertaken 4 and 5-point turns and while this is acceptable under Appendix B4.8 of AS/NZS 2890.1 it does demonstrate that access is constrained and a degree of inconvenience for drivers of larger vehicles will exist. No plots for access to and from parking spaces by B85 vehicles have been provided. Additional swept path plots will be conditioned to demonstrate that access to each parking space by the B85 vehicles is possible. as required by AS2890.1. The plots should demonstrate that access for a B85 is possible to all spaces by no more than a 3-point turn (as required by AS2890.1 Table 1.1 for user class 1A).

- As outlined above, forwards entry and exit to/from the car lift to/from the street are satisfactorily shown by the B99 vehicle in the swept path assessment appended to the traffic report.
- The Manly DCP 2013 requires the provision of one (1) bicycle stand for every three (3) car parking spaces. The proposed plans detail the provision of six (6) bicycle parking spaces, satisfying Council's DCP requirements and catering for alternate travel mode options.

Access driveway

The driveway from the property boundary into the lift is 5.0m in width for the first 6m into the property and swept path plots have shown that it is appropriately sized to permit a B99 vehicle to pass a B85 vehicle entering or exiting the lift as required by AS2890.1 clause 3.2.2.

Traffic generation

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

Construction Traffic Management Plan

- A CTMP has been lodged with the DA , while some adjustment to the CTMP will be required to reflect approved work hours, site contact details it is generally acceptable. The CTMP advises that deliveries will be accommodated on site, with no requirement for a Works Zone anticipated. It is reported that at the demolition /construction stage, an average of 7 trucks per day is expected, with a maximum of 15 trucks per day. The heavy vehicle movements are also likely to be spread throughout the day. Queuing or marshaling of construction vehicles will not be permitted on the road network, and call-up procedures will be implemented to manage arrivals. Workers will also begin and end their workday outside of network peak periods. These arrangements are unlikely to adversely impact the surrounding road network.

The plans require minor amendments which will be conditioned however the amendments required are not sufficient to prevent the application from being supported.

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:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Staff and Contractor Parking
The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

Parking Enclosure
No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

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

Vehicular Swept Paths
Vehicular manoeuvring paths must be provided to demonstrate that the B85 vehicles can enter or depart from each parking space by no more than a 3 point turn without encroaching on adjacent car parking spaces as required by AS/NZS 2890.1 Table 1.1 for user class 1A. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating compliance with this condition must be submitted to the Certifying Authority prior to the issue of the construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Vehicle Access & Parking
All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken;

- dimensioned plans for the level 1 parking area must be provided shown dimensions for each parking space and circulation aisle

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the Certifying Authority prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Pedestrian sight distance at property boundary
A pedestrian sight 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 and where internal circulation roadways intersect with footpaths or other pedestrian access areas. Details demonstrating compliance are to be submitted to the Certifying Authority prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

Work Zones and Permits
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.

A separate application is required with a Traffic Management Plan for standing of construction vehicles on the road reserve

Reason: To ensure Work zones are monitored and installed correctly.

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan
All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP 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 DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

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.

Ongoing Management
The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

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.

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

Landscaping adjoining vehicular access
The applicant must ensure that any structures or planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1.14m within the area of the 2.5m x 2.0 pedestrian sight line triangle as outlined in AS/NZS2890.1 clause 3.2.4(b)

Reason: To maintain unobstructed sight distance for motorists.