

Traffic Engineer Referral Response

Application Number:	DA2022/2256
Proposed Development:	Demolition works and construction of a mixed use development with basement car parking.
Date:	01/05/2023
Responsible Officer	
Land to be developed (Address):	Lot 100 DP 1009880 , 22 Raglan Street MANLY NSW 2095

Officer comments

Proposal description: Demolition works and construction of a mixed-use development with basement car parking.

The traffic team has reviewed the following documents:

- Plans (Master Set) – Revision A, designed by CARLISLE Architects, Project No. 21-02, dated 20/12/2022,
- Traffic and Parking Assessment prepared by Varga Traffic Planning Pty Ltd, Ref No. 22561, dated 19 December 2022,
- Statement of Environmental Effects prepared by BBF Town Planners dated December 2022,
- Operational Waste Management Plan, Revision C, prepared by Elephants Foot Consulting Pty Ltd dated 12/12/2022, and
- Pre-Lodgement Advice (PLM2021/0363) dated 03 March 2022.

Parking Requirement and Design

- The land is zoned R3 Medium Density Residential under Manly Local Environmental Plan 2013 (LEP). However, as outlined in the PLM referral comments, immediately to the development's west lie with the Manly Town Centre B2 Local Centre zone and the manly Town Centre, hence the parking rates applicable for the B2 zone would be more appropriate for assessment purposes for the site.
- The parking requirements for the development comprising 10 apartments (made up of 1x one-bedroom, 7 x two-bedroom apartments and 2 x three-bedroom apartments) and 50m² Retail premises are 12 residential parking spaces, two (2) visitor parking spaces and two (2) retail users. In response, the development proposes a total of 14 car parking spaces including 12 residential parking spaces, one (1) visitor and one (1) retail parking space. There is therefore a shortfall of two (2) parking spaces.
- Accessible parking space (2 spaces) are proposed in excess of the requirements of the DCP (Section 3.6.3.2) and will provide access to the premises for persons with a disability.
- The parking shortfall of two (2) spaces is considered acceptable given that:
 - o some relaxation of DCP requirements in this location could be considered to reduce traffic levels in the area and given the proximity of the site to good public

transport, shops and recreational uses and the high level of walking and cycling activity in the vicinity.

- o section 4.2.5.4 of Manly DCP gives some exceptions to parking rates/ requirements where the constraints of the site preclude the provision of some or all of the required parking spaces and where the movement of vehicles to/from the site would cause unacceptable conflict with pedestrian movements.
- o To offset the shortfall in parking and facilitate alternate travel modes, parking for bicycles (10 spaces) and motorcycles (2 spaces) is provided.
- Bicycle parking stands are required at a minimum rate of one (1) stand for every three car parking spaces, with a minimum provision of one (1) stand for each premise, i.e., five (5) bicycle stands for the proposed development. Bicycle parking for ten (10) bikes has been shown on the basement plan. This provision exceeds the requirements of the DCP, and therefore satisfying Council's DCP requirements and catering for alternate travel mode options.
- As outlined above the parking needs of the development are considered to have been met. To facilitate lower levels of car ownership and encourage walking, cycling and public transport use the development will not be eligible for resident parking permits. This will be conditioned.
- Any businesses and/or retail tenants of the subject site are also not eligible for business parking permits. This will also be conditioned.
- It is noted that swept path plots demonstrating satisfactory access to and from the parking spaces to the street are included in the traffic report.
- The ramp is single-width and will be no capacity for vehicles to pass on it. To overcome this, a waiting bay inside the carpark and a signal system are included in the plans.
- Loading bays must be provided in sufficient numbers to meet anticipated demand. This demand is related to the total amount of floor space, the intensity of use and the nature of the activity. As noted in the Operational Waste Management Plan report, the proposal is not expected to require deliveries in large quantities, rendering a loading bay unnecessary.
- As reported in the Traffic report, Garbage collection for the proposed development is expected to be undertaken by Council's waste contractor with bins to be stored on-site and brought out to the kerbside on collection days.
- It is also reported in the Operational Waste Management Plan report that:
 - o To service the bins, a Council collection vehicle will pull up on Raglan Street and service the bins via a 'wheel-in wheel-out' arrangement from the bin holding room.
 - o On the nominated collection day, the building caretaker will be responsible for ensuring all bins are spaced out neatly and prepared for collection.
 - o On the day of bulky waste collection, a Council collection vehicle will pull up onto Raglan Street. The building caretaker will transport bulky items from the room to the front of the building for collection contractors to load into the vehicle.
 - o A private waste collection contractor will be engaged to service the retail waste and recycling bins per an agreed schedule. On the day of service, a private waste collection vehicle will pull up onto Raglan Street and park adjacent to the tenancy. The building caretaker or staff will provide the driver access to the bins, who will collect the bins via a 'collect & return arrangement'. Once the bins have been emptied, the driver will return the bins to their designated location to resume their operational use.

- Vehicular access to the car parking facilities is provided via a new entry/exit driveway located at the eastern end of the Raglan Street site frontage, in the same location as the existing driveway.
- The proposed driveway is 5.5m in width for the first 6m into the property which assists ease of access. Swept path plots have shown that it is appropriately sized to permit a B99 vehicle to pass a B85 vehicle entering or exiting the site as required by AS2890.1 clause 3.2.2. The driveway width reduces to 3.6m inside the property (on the ramp).
- A vertical clearance assessment on the driveway ramps should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to show any scraping and bottoming. This will be conditioned.
- A pedestrian sightline triangle of 2.0 metres by 2.5 metres should be plotted at the property boundary, in accordance with AS2890.1:2004, for pedestrian visibility.

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.

Conclusion

Subject to conditions, the application can be supported on traffic grounds.

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 a TfNSW 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 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
- 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 safety
- 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.

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;

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 B99 vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the Certifier 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 Certifier 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 in a trafficable lane and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

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

Road Occupancy Licence

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows.

Reason: Requirement of TMC for any works that impact on traffic flow.

Demolition Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) shall be prepared by an suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Include a Traffic Control Plan prepared by an TfNSW accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of 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 DTMP 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. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP 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 Demolition Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP 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.

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 TfNSW 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 TfNSW 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.

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

Resident Parking Permits

Any residents and/or tenants of the subject site are not eligible for resident parking permits even if they reside in a Permit Parking Scheme area. This condition is to be provided on the property Title.

Reason: to encourage sustainable transport alternatives and ensure that residents/tenants are aware that they are not entitled to a permit

Retail Premises Parking Permits

Any businesses and/or tenants of the subject site are not eligible for business parking permits. This condition is to be provided on the property Title.

Reason: to ensure businesses premises/tenants are aware that they are not entitled to permits irrespective of the location of the development within a permit parking area.