

Traffic Engineer Referral Response

Application Number:	DA2023/1293
Proposed Development:	Use of Premises as an educational establishment, fit out and signage
Date:	03/01/2024
Responsible Officer	
Land to be developed (Address):	Lot 20 DP 235980 , 19 Sydney Road MANLY NSW 2095

Officer comments

Amended comments relating to the amended documents– 3/1/2024.

The amended Plan of Management, Version B of the Plans, and the amended Statement of Environmental Effects prepared by Archispectrum dated December 2023, as well as the email from info@fluencyhub.com.au dated 8 December 2023, have been reviewed by the Traffic team.

All the Council's comments dated 06/12/2023 on the initial version of the documents have been addressed in the revised documents.

It is noted that:

- The proposed alterations under this DA will only involve minor modifications within the existing space, and will not have a significant impact on the external built form on the site.
- As the proposed educational establishment is located in the CBD pedestrian-dominant environments, there is no possibility of retrofitting car parking for this centre.
- International students, who are the primary target of the establishment, are coming from overseas without the need or means to purchase a car. Further, the centre will have 3 admin staff and 2 teachers who all live in Manly / Northern Beaches. Any visitors to the centre would either come by bus or ferry.
- The central location of the site supports attendance by pedestrians or bike riders to maximise public transport patronage and encourage walking and cycling.
- Bicycle parking spaces and bicycle racks within close proximity to the site are shown on the architectural plans.
- staff members will be made aware of public transport availability in the locality, so as to be able to provide relevant information to students when necessary. staff members and students will be encouraged to travel to the site via bicycle and public transport.
- The proposal is not expected to require deliveries in large quantities, rendering a loading bay unnecessary. Deliveries can be accommodated on Central Avenue within existing timed 5-minute loading bays.

Due to the reasons outlined above, the on-street parking analysis/assessment and preparation of GTP can be waived in this location.

Conclusion

All the Council's comments dated 06/12/2023 on the first version of the documents have been addressed.

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

Comments - 06/12/2023

Proposed description: Use of Premises as an educational establishment, fit out and signage.

The traffic team has reviewed the following documents:

- Plans (Master Set) – issue A, designed by Archispectrum, dated 01/08/2023,
- Plan of Management, prepared by Archispectrum dated July 2023.
- Statement of Environmental Effects prepared by Archispectrum dated July 2023, and
- Pre-Lodgement Advice (PLM2021/0164) dated 11 November 2021.

It is noted that:

- The subject site currently contains a three-storey commercial building. The proposal is for the change of use of the premises to an educational establishment (college) with fit-out. No off-street parking or loading facilities are proposed.
- The proposed alterations will not result in any significant changes to the existing external built form on the site.
- The previous commercial building operated with no carparking allocated. This application does not seek any car spaces on the site, given that there is no ability to retrofit car parking for this centre as it supports CBD pedestrian-dominant environments.
- The central location of the site supports attendance by pedestrians or bike riders to maximise public transport patronage and encourage walking and cycling.
- The proposed college consists of a max of 75 people, including 70 students and 5 staff members (3 full-time and 2 part-time staff members).
- The proposed operating hours of the development are from 8am to 1:30pm, Monday – Saturday and from 4pm to 10pm, Monday to Thursday.

Parking rates/requirements:

- - The land is zoned E1 Local Centre under Manly Local Environmental Plan 2013 (LEP).
 - Manly DCP applies to the subject site. The Manly DCP does not provide a schedule of car parking requirements for educational facilities.
 - The proposal does not contain any car spaces, discouraging private car use and encouraging active and public transport.

- The site has excellent access to public transport. Bus stops and the ferry wharf are located within close walking distance (450m – 5minute walk). Therefore, Council considers exceptions to the parking rate/requirements required for the proposal, allowing future users of the proposed premises (students and staff) to visit without the need for car parking. However, a parking assessment should be undertaken by selecting some similar sites with similar public transport accessibility and their trip generation and parking demands should be surveyed and analysed. This is to ensure excessive parking demands are not generated by the proposed development. This could be achieved by reducing the number of students/staff.
- It is reported in the SEE that staff members will be made aware of public transport availability in the locality, so as to be able to provide relevant information to students when necessary. A Green Travel Plan (GTP), along with TAG, should be provided as part of this DA to be circulated among the staff/students to reduce and shift the use and dependency away from single occupancy private vehicle use.
- As outlined in the SEE, should students and staff wish to drive to the premises, there is ample on-street parking available and Whistler car park is located approximately 200 metres from the subject site.
- Considering the PLM referral comments, *“to offset the absence of parking, the development would need to cater for travel by other modes and bicycle parking facilities in accordance with DCP requirements should be accommodated on site and other measures such as an active travel plan developed.”* Bicycle parking spaces are not presented in the architectural plans and their presence will contribute towards reducing reliance on private motor vehicle travel. The location for bicycle parking spaces and End of Trip facilities should be confirmed on the amended 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. It is reported in the SEE that the college is not expected to require deliveries in large quantities, rendering an exclusive loading bay unnecessary. Any rare deliveries can use timed 5-minute loading bays nearby the site, specifically the loading zone in front of the premises on Central Avenue.
- Any businesses in the subject area are not eligible for business parking permits. This condition is to be provided on the property Title.

Traffic and pedestrian impacts:

- The installation of the proposed signage is required to comply with the 2.5m clearance from the ground and needs to be outside the clear zone to any road users/infrastructure. No safety concern is to be expected to be imposed by the proposed signage.
- During the installation of the proposed signage, there would be some impacts on pedestrian activity in the vicinity of the proposal. This needs to be detailed in the Construction Traffic Management Plan (CTMP).

Conclusion

The plans and the traffic related items in SEE in their current form are unacceptable given the lack of relevant detail to base a traffic and parking impact assessment, as outlined above.

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

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

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.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.
 - Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with

AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.

- A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- 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 any 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 public 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.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

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.

- Specify that, due to the proximity of the site adjacent to ##### School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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.

During the course of demolition and building works

All construction vehicles associated with the development must obtain a permit from Council on a daily basis, for access into pedestrian only areas. E.g. The Corso and Sydney Road Plaza.

Reason: To manage and minimise disruption to the area.

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.

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

Businesses 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.