

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/0643
<b>Date:</b>	24/08/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 877793 , 25 The Corso MANLY NSW 2095 Lot 1 DP 877793 , 27 The Corso MANLY NSW 2095 Lot CP SP 12989 , 19 - 23 The Corso MANLY NSW 2095

### Officer comments

**Proposal description:** The proposal is for alterations and additions to part of the existing mixed-use buildings, including the extension of the existing third-floor level to create an additional two apartments. No off-street parking or loading facilities are proposed.

Traffic team has reviewed the following documents:

- Plans (Master Set, Amended) – Revision DA - A, designed by Durbach block jiggers, dated 28/06/2022,
- Traffic and Parking Assessment report prepared by VARGA TRAFFIC PLANNING Pty Ltd dated 6 May 2022,
- Statement of Environmental Effects prepared by HAMPTONS PROPERTY SERVICES Pty Ltd dated 12 April 2022, and
- Pre Lodgement Advice (PLM2021/0234) dated 15/10/2021.

### Notes:

There were a number of minor traffic concerns raised in the PLM referral comments dated 15/10/2021 that were requested to be addressed in the DA traffic report

### Parking

There is a requirement under the DCP for additional parking at the rate of 1 parking space for additional 2-bed units and 0.6 spaces for additional single-bed units plus some additional visitor parking at 0.25 spaces per unit. The existing development on the site provides no off-street parking, and no additional parking is proposed under the development proposal. It is reported in the traffic report that the overall development would result in a less intensive use of the site, given the substantial reduction in the commercial floor area proposed on the site (by 50%) and recommends support for the absence of parking on this basis. It is also noted that the development site

- is within close proximity to good Bus and Ferry transport and within walking distance of services and facilities.
- is in a location with a high parking demand on the development frontage and providing a small number of additional offstreet parking spaces for the development would be impractical as it would require the construction of a driveway which itself would remove parking from on-street.
- would negatively impact upon pedestrian safety if it provided offstreet parking as the increase in vehicle movements to and from the site across a highly pedestrianized area

would be undesirable and potentially unsafe.

On the basis of the above comments the absence of parking to support the development is supported. To encourage travel by walking, cycling and public transport and reduce the potential for residents to become car dependent a condition will be imposed preventing residents of the development from obtaining resident parking permits

#### Traffic Generation

The traffic and parking impact report has concluded that as the development will significantly reduce commercial floor space area it will result in less traffic generation than the existing development on the site. The absence of offstreet parking will also act to increase reliance upon public transport, walking and cycling and the development is not opposed in terms of traffic generation.

#### Loading

The development proposes no off-street loading facility but relies upon the use of the on-street Loading Zones on Market Lane adjacent to the development site. As per the PLM comments, the lack of a Loading Dock is not opposed noting that the Loading Zone on Market Lane in front of the development will be retained and available for deliveries. 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. This will be conditioned.

#### Construction Traffic Management

As outlined at the PLM Construction Traffic Management will be a critical issue in this location and a Construction Traffic Management Plan (CTMP) will need to be submitted prior to construction certificate to demonstrate how the works will be safely managed and constructed. A limitation on the size of any construction vehicles accessing the site will be imposed given the 6m length restriction on access to Whistler Street. Subject to turning path assessment vehicles up to 8.8m in length may be permitted if they can safely access and maneuver to and from the site via Whistler St and the trafficable portion of Market Lane with all available parking spaces occupied. Traffic Control Plans to manage entry and exit to and from the site and to/from Whistler Street will be required.

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 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 movements and sizes must be agreed with Council's Traffic Engineer prior to submission of the CTMP. Swept path plots must be provided in the CTMP to demonstrate that the largest truck serving the construction site can enter and exit from Whistler Street in a forwards direction and manoeuvre through the external Whistler Street carpark with all parking spaces occupied.

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

Consideration should be given to permitting access by construction vehicles up to and including vehicles of 8.8m in length subject to the submission of swept path plots to demonstrate that they can safely access and maneuver to and from the site via Whistler St and the trafficable portion of Market Lane with all available parking spaces occupied.

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.

## **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

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

### **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. Truck movements and sizes must be agreed with Council’s Traffic Engineer prior to submission of the DTMP. Swept path plots must be provided in the CTMP to demonstrate that the largest truck serving the construction site can enter and exit from Whistler Street in a forwards direction and manoeuvre through the external Whistler Street carpark with all parking spaces occupied.

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 RMS 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 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.

## **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

### **Restriction on size of delivery and service vehicles**

Service and Delivery Vehicles accessing the site from Whistler Street and/or parking in Market Lane are not to exceed 6m in length

Reason: 6m length limit on vehicle access to Whistler Street