

Traffic Engineer Referral Response

Application Number:	DA2022/0682
Date:	27/07/2022
Responsible Officer	
Land to be developed (Address):	Lot 2 DP 11320 , 293 Condamine Street MANLY VALE NSW 2093 Lot 1 DP 11320 , 291 Condamine Street MANLY VALE NSW 2093

Officer comments

The Development Application is for a shop top housing development comprised of a retail shop with a gross floor area of 79m² and 9 residential apartments (6 x 1 bed, 2x 2 bed and 1 x 3 bed).

Parking

The Warringah DCP requires parking at the following rates

- 1 space per 16.4m² for the retail component = 4.8 spaces
- 1 space for each 1 bedroom dwelling = 6 spaces
- 1.2 spaces for each 2 bedroom dwelling = 2.4 spaces
- 1.5 spaces for each 3 bedroom dwelling = 1.5 spaces
- 1 visitor space for each 5 dwellings or part thereof = 2 spaces

The total parking requirement is therefore 14.7 spaces (rounded up to 15 spaces)

It is however noted that the development is sited within 200m of the Manly Vale B-Line bus stop and other bus services along Condamine Street and is also within walking distance of shops and services in the Manly Vale/Balgowlah commercial area. For this reason a lower parking rate consistent with those for the Dee Why Town Centre would be acceptable to encourage higher use of public transport and lower traffic generation. The applicable rates would be:

- 1 space per 23.8m² for the retail component = 3.3 spaces
- 0.6 spaces per 1 bedroom dwelling = 3.6 spaces
- 0.9 spaces per 2 bedroom dwelling = 1.8 spaces
- 1.4 spaces per 3 bedroom dwelling = 1.4 spaces
- 1 visitor space per 5 units or part thereof = 2 spaces

i.e the parking requirement would be 12 spaces

The development application makes provision for 11 offstreet parking spaces including 1 disabled space. As parking is all within car stackers (with the exception of the disabled space) they would be unsuitable for use as visitor or retail customer parking. Visitors and customers are more likely to park within time restricted parking on Condamine Street. Given the constrained nature of the site which restricts the ability to provide additional offstreet parking and noting that the existing commercial development only provides parking for 4 vehicles, the proposed development is an improvement on the existing situation and the 11 parking spaces are deemed adequate to meet the parking needs of the proposed development.

The car stackers are a pit style car stacker however as the clearance height in the carpark is only 2.51m there is insufficient clearance to allow each space to be accessed independently. Accordingly each stacked space pair will need to be allocated to the same residential unit.

The disabled parking space requires a 2.4m “shared zone” adjacent for unloading. The plans show that the shared area is only 1.95m in width however the width of the disabled parking space. The overall width is however sufficient for an adaptable space (3.8m) and it is noted that the disabled space has a 300mm gap to the adjacent space which makes it more accessible. The space is considered adequate.

Traffic Generation

The traffic generation from the proposed development has been estimated using rates from the RMS Traffic Generating Development Guidelines. Using these rates it has been estimated that the development will generate 5.7 peak hour vehicle trips.

The existing commercial development on the site has a potential to generate higher volumes of traffic and accordingly the traffic generation impacts of the proposed development are acceptable.

Access

It is noted that the development proposes access only from Somerville Place rather than from Condamine Street. This is supported as access to/from a major road such as Condamine Street is to be avoided for safety reasons.

A vehicle turntable has been provided within the offstreet parking area to provide an improved level of access to and from all parking spaces. The presence of the turntable will enable all vehicles to enter and exit the site in a forwards direction

To allow for an improved level of pedestrian and vehicular access along Somerville Lane the development has been set back 1m from the western property boundary. This is supported. At the prelodgement meeting it was suggested that the developer may need to dedicate a 1m strip of land however the 1m set back is considered acceptable in this location.

Loading

No offstreet loading bay is provided however given the small size of the retail component of the

development the absence of a loading bay capable of accommodating a truck is considered acceptable with the majority of deliveries by courier vans and other smaller vehicles considered likely. These deliveries would be accommodated within existing 2P parking restrictions on the developments Condamine Street frontage

Pedestrian sight lines

Vehicle access points must provide adequate sight lines to pedestrians using Somerville Place and a pedestrian sight line triangle consistent with the requirements of AS2890.1 section 3.2.4(b) is required. This does not appear to be available and noting the presence of the pedestrian laneway along the southern boundary site there should be adequate sight lines available on the southern side of the driveway. Plans confirming that a compliant pedestrian sight line triangle is available will be required as a condition of consent

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

Mechanical Stacked Parking Spaces (Residential)

Parking spaces in mechanical stacker pairs are to be assigned to the same residential unit.

Reason: To minimize conflicts regarding parking areas.

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 must be minimised 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 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
- Specify that, due to the proximity of the site adjacent to St.Keirans Catholic School, heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are to be minimised during school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays)
- 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.

Removal of Redundant Driveways

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter and road pavement. Suitably prepared plans shall be submitted to for an approval under and approved by Council prior to the issue of the Construction Certificate. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To remove redundant driveways that are no longer needed in accordance with Council policy.

Vehicle Mechanical Turntable

The applicant is to provide information on the proposed vehicular turntable, operation details, and instructions to tenants and visitors on using the device, maintenance plan, and contingency plan during a malfunction.

Details are to be provided to Council for approval and this requirement is to be reflected on the Construction Certificate plans. Details demonstrating compliance are to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure no vehicle conflicts within the basement carpark.

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 where it intersects with Somerville Place. 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 in a trafficable lane and Transport for NSW must give their consent and provide a Road Occupancy Licence before a Work Zone can be approved on Condamine Street.

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 requiring occupation of or that may impact on traffic flows on Condamine Street.

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 St.Keirans School, heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are to be minimised during school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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.

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

Mechanical Stacked Parking Spaces (residential)

Parking space pairs in mechanical car stackers are to be assigned to the same residential unit. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To minimize conflicts regarding parking areas.

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.

Mechanical Servicing of car stackers and vehicle turntable

The applicant is to include a Section 88E instrument on the title permitting Council to provide direction as to the repair/maintenance of the mechanical car stackers and vehicle turntable devices. In the

instance where the building management does not comply with the direction of Council, or fails to address repair/maintenance requirements in a timely manner, Council reserves the right to undertake the repairs and all fees associated will be borne by the building manager.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure the mechanical services are maintained in a serviceable state at all times.

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

Sight lines within carpark

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.