Traffic Engineer Referral Response

Application Number:	DA2023/0299
Proposed Development:	Demolition works, subdivision of three lots into five and construction of five new dwelling houses with swimming pools, associated landscaping and parking.
Date:	21/06/2023
Responsible Officer	
Land to be developed (Address):	Lot 82 DP 8076 , 35 Reddall Street MANLY NSW 2095 Lot 83 DP 8076 , 31 Reddall Street MANLY NSW 2095 Lot 84 DP 8076 , 29 Reddall Street MANLY NSW 2095

Officer comments

Proposal description: Demolition works, subdivision of three lots into five and construction of five new dwelling houses with swimming pools, associated landscaping and parking.

The traffic team has reviewed the following documents:

- *Transport and Parking Impact Assessment*, Reference 21271, Issue: Final C, prepared by Transport Strategies dated 01/02/2023,
- The *Statement of Environment Effects* prepared by BBF Town Planners dated February 2023, and
- Plans (Master Set) – designed by WOLSKI.COPPIN ARCHITECTURE, dated 25/01/2023.

Parking requirement and design:

- The Manly DCP applies to the subject site. Under the DCP, two (2) parking spaces per dwelling is required for a dwelling house. As 10 parking spaces (in the form of 5 double garages) have been provided, the proposal comprising five (5) residential dwellings provides adequately for the parking needs generated by the development.
- Given that the residential parking supply meets DCP requirements, the parking needs of residents will be adequately addressed, and residents of the development will therefore not be eligible for resident parking permits. This will be conditioned.
- Under the DCP, a secure storage area capable of accommodating at least two adult-sized bicycles are required for each dwelling house. It is reported in the Traffic report that all 5 garages can accommodate 2 bicycle spaces, in compliance with the DCP.
- The double garages' layout appears to be compliant with Australian Standards AS2890.1:2004 Off-Street Parking requirements. However, the driveway and the internal area have not been dimensioned on the architectural plans. The plans should be accompanied by dimensioned driveway width and internal area widths. This will be conditioned.
- A circulation roadway width of approximately 3m to 5.4m has been proposed on the plans.

The circulation roadway is more than 30m, triggering the requirement for a long driveway to be provided with a vehicle passing opportunity. This is to allow a vehicle to exit the driveway while another vehicle is waiting in the passing bay (i.e. a minimum width of 5.5m according to AS2890.1:2004 Off Street Car Parking Section 3.2.2). However, the sight distance from one end to the other is not restricted, and there are also not more than 3 vehicle trips per hour being generated from/to the subject site. Therefore, the proposed circulation aisle widths are deemed acceptable.

- 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 driveway and ramp gradients appear satisfactory, and it is noted that vertical clearance plots for a Sports Car are included in the traffic report, however the assessment on the driveway ramp should be undertaken for a B99 car entering and accessing the garages to demonstrate that there is adequate overhead clearance and that scraping and bottoming does not occur. This will be conditioned.

Vehicle Access

- It is noted that the three (3) existing vehicular crossings along Reddall Street will be removed, resulting in 3 additional unrestricted on-street parking spaces along this street if these are reinstated to kerb and gutter.
- Vehicular access to the proposed garages will be provided via two (2) new entry/exit driveways along the College Street frontage. This would result in the loss of two (2) on-street parking spaces to facilitate access to on-site parking for the new dwellings. Council does not oppose the resultant loss of on-street parking spaces along College Street given that a provision of off-street parking spaces to support the development is a DCP requirement, and in total, there would be a net increase of one (1) on-street parking space associated with development works.
- According to the TfNSW Guide to Traffic Generating Developments section 6.2, direct access across the boundary with a major road is to be avoided wherever possible. The site has no frontages with major roads with access solely to local streets (both Reddall Street and College Street are local streets). There is little difference in terms of safety if vehcile crossing locations are moved from Reddall Street to College Street and the access to/from College Street is considered acceptable given that:

    o the road hierarchy on College Street is similar to Reddall Street, and the development would generate minimal vehicular traffic.

Pedestrian safety and sightlines

- AS/NZS 2890.1:2004 requires that a pedestrian sightline triangle of 2.0 metres by 2.5 metres be provided at the point where the vehicle accesses meet the property boundary, to ensure adequate pedestrian visibility for exiting vehicles. This does not appear to have been provided however the applicant proposes to reconstruct and relocate the footpath nearer to the kerb alignment which will ensure that pedestrians walking along the sites College Street frontage will be more visible to vehicles exiting the new driveways. Details for the new footpath have not been provided but this will be conditioned.

Traffic Impact

- The proposal will generate minimal vehicular traffic during the peak, and 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

Vertical clearance assessment and driveway longsections
A vertical clearance assessment on the driveway ramp should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a **B99 car** entering and accessing the carpark to show overhead clearance and demonstrate that scraping/bottoming does not occur.

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

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

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.

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 rates 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.

Removal of Redundant Driveways
All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. 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 maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

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 to be submitted for the parking area including the driveway width and double garages doorway and internal width to confirm that parking bays and the driveway are appropriately sized.

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

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

Submission of Engineering Plans for footpath
The applicant must submit Civil Engineering plans for the design of:

A reconstructed footpath along College Street between Reddall Street and Bower Street inclusive of any required utility service adjustments or kerb and gutter reconstruction. The existing footpath to be removed and returfed/landscaped

The plans are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted for Council approval and such approval received prior to the release of the construction certificate.

Reason: To ensure compliance with Council's specification for engineering works.

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 Stand Plant 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.

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.

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

Footpath Construction
The footpath, in accordance to Council's standard specifications, shall be reconstructed along College Street between Reddall Street and Bower Street to Council's satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To provide pedestrian access to and from the property and appropriate links to existing footpaths.

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

Landscaping adjoining vehicular access
The applicant must ensure that the planting or any structures chosen for any land immediately adjacent to the driveways and adjacent to any driveway/footpath intersections must not exceed a height of 1m

Reason: To maintain unobstructed sight distance for motorists.

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