

## Traffic Engineer Referral Response

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|----------------------------------------|-----------------------------------------------------------|
| <b>Application Number:</b>             | DA2022/0193                                               |
| <b>Date:</b>                           | 01/09/2022                                                |
| <b>Responsible Officer</b>             |                                                           |
| <b>Land to be developed (Address):</b> | Lot B DP 382992 , 199 - 205 Pittwater Road MANLY NSW 2095 |

### Officer comments

#### Further comments on amended plans - 1/9/2022

To address concerns relating to the location of the waste storage areas, the applicant has provided further amended plans for the parking area which delete the single parking space located nearest to Golf parade and relocate it into a third car stacker unit. The style of car stacker proposed allows for independent access to each stacked space pair and the change is not therefore opposed. The applicant has also provided documentation from their traffic consultant dated 29/8/2022 that confirms that there is sufficient space within the parking area to allow for vehicles to enter and exit the new stacker unit in a forwards direction.

The amended plans are therefore supported on traffic grounds.

#### Revised comments on amended plans - 26 July 2022

The Revised plans have relocated the proposed Loading Bay back into the carpark, which will accommodate a total number of 10 spaces.

The parking required under the DCP for the existing development on the site is:

7 x units @ 1.0 space per dwelling = 7 spaces

7 x 0.16 visitor spaces per dwelling = 1.12 spaces (rounded up to 2)

296 sqm x 1 space per 40 sqm = 7.4 spaces (rounded up to 8)

Total parking required = 17 spaces

It is noted that the amended plans propose 10 parking spaces to be provided in the carpark include 2 pairs of tandem spaces and 2 pairs of spaces in mechanical car stackers. Given the constrained nature of the site this is an improvement on the existing situation and, in this case acceptable. The style of car stacker that is proposed to be used allows for independent access to each space and spaces within the mechanical car stackers could therefore be allocated to different units. Tandem spaces must be allocated to the same unit households and it is therefore possible that for all seven units to be allocated offstreet parking. The remaining offstreet parking space would be allocated as a retail staff space with retail customer parking accommodated on-street within the existing 2P Parking zones on Golf Parade or in the 1/2P zones on Pittwater Road.

Considering the proposed location of loading bay, which will block access to and from parking spaces it is considered inappropriate to allocate offstreet parking for high turnover customer parking. Residential spaces turnover less frequently and accordingly all but one of the offstreet parking spaces should be allocated for residential use only. This will minimise conflict between parking space turnover and trucks performing delivery duties. All customers and shop employees not allocated parking will need to use public transport or find time restricted parking .

Swept path plots in the latest version of Traffic Report have been reviewed, the swept path plots demonstrate that a Medium Rigid vehicle under 8.8 metres can enter and exit the site adequately.

The proposal is therefore supported.

### **Revised comments on amended plans - 24 June 2022**

The revised plans have removed the proposed Loading Bay from inside the carpark and propose to site it on street. A revised offstreet carparking arrangement which caters for 7 offstreet parking spaces has been submitted with an additional tandem parking space. A turning bay has also been added to allow for vehicles to turn around on site and enable forwards entry and egress to/from the site. The amended plans have also slightly reduced the retail area from the original proposal down to 296m<sup>2</sup>.

#### **Parking**

The above changes have not impacted the total parking requirement which remains at 17 spaces as detailed below:

7 x units at 1.0 space per dwelling = 7 spaces  
7 x 0.16 visitor spaces per dwelling = 1.12 spaces (round up to 2)  
296 sqm x retail @ 1 space per 40m<sup>2</sup> = 7.4 spaces (round up to 8)

This represents a deficiency of 10 offstreet parking spaces, an improvement in the magnitude of the parking deficiency of 1 space.

The amended plans have 2 pairs of tandem spaces. As there are 7 units and 6 proposed retail tenancies and as each pair of tandem spaces will need to be allocated to the same unit or retail tenancy, the offstreet parking provision will only provide access to parking for 5 of the tenancies/units i.e 8 of the units/tenancies will have no access to any offstreet parking.

The carparking arrangements are still considered to be inadequate and must cater more adequately for DCP requirements

Council had suggested that mechanical stackers could be considered to increase the offstreet parking supply. Pit style stackers could potentially increase the number of offstreet spaces will also allowing both spaces in the stacked pair to be accessible at all times.

#### **On site manoeuvring**

Although an on-site turning bay has been provided swept paths plots to demonstrate that it can be used effectively to turn around have not been provided. These are required to demonstrate that the B85 vehicle can enter and exit the carpark in a forward direction utilising this bay, particularly from spaces P1-P4 .

#### **Loading bay**

The offstreet loading bay in the last version of plan was removed and it has been suggested that a kerbside Loading Zone should instead be considered. This alternative is not favoured as it removes on-street parking in a location which suffers from high parking demand. The Manly DCP states in clause 4.2.4.3 d) that "Off street Loading facilities are to be provided to service the entire development in the LEP Business Zones considering the uses proposed on the site ... where the use requires regular

servicing by commercial vehicles". As there are to be size retail tenancies on the site the site will require regular servicing by commercial vehicles and an offstreet loading bay should be provided. For the above reasons the proposed kerbside Loading Zone is unsupported.

#### Parking survey

The on-street parking survey provided by the applicants traffic consultant is noted with the traffic consultant suggesting that the on Thursday, 16 December 2021, up to 37 (34% of total) parking spaces were available for parking. This does not equate with Council's own observations of parking demand in the vicinity of the development however the undersupply of parking to service the development will result in an increased demand for on-street parking in the surrounding streets. Parking which meets DCP requirements should be provided on site.

The additional material and amended plans have not addressed the traffic concerns relating to this development and the revised proposal remains unsupported.

#### Original comments - 29/3/22

The existing development at 199-205 Pittwater Road is within a B1 zone and incorporates 9 residential units and 299m<sup>2</sup> of retail/commercial development. The proposal is for alterations and additions to convert the existing mixed use development into 7 residential units on the first floor with 7 retail units with a total GFA of 313m<sup>2</sup> on the ground floor. It is proposed to have 6 parking spaces serving this development and a loading bay capable of accommodating a medium rigid vehicle.

#### Parking

The parking required under the DCP for the existing development on the site is:

9 x units @ 1.0 space per dwelling = 9 spaces  
9 x 0.16 visitor spaces per dwelling = 1.44 spaces (rounded up to 2)  
299 sqm x 1 space per 40 sqm = 7.45 spaces (rounded up to 8)  
total parking required = 19 spaces

The parking required under the DCP for the proposed development are as follows:

7 X 1 bedroom units/studios @ 1.0 space per dwelling = 7 spaces  
7 X 0.16 visitor space per dwelling = 1.12 spaces (rounded to 2)  
313 sqm X 1 space per 40 sqm = 7.83 spaces (rounded to 8)  
The total number of the spaces required for the proposed development is 17. This is two less than the requirement for the existing development on site.

The redeveloped site proposes to provide only 6 parking spaces. This represents a shortfall of 11 spaces

The applicant's traffic consultant has justified the parking shortfall on the basis that the redeveloped site has a lower parking requirement (by two spaces) than the existing development on the site. The Traffic consultant also asserts that there is adequate spare capacity on street to accommodate the shortfall. To support the above the traffic consultant references parking surveys undertaken on a single day over a range of streets within approx. 130m of the site. The traffic consultant advises that there are some 108 parking spaces available for parking in the surveyed street sections. Council's estimate of the legal parking spaces in these street sections is only 85 available spaces. The surveys suggest that over 80 spaces were occupied in this area at most of the surveyed times suggesting little if any available on-street parking. The actual raw data has not been provided to confirm the above.

It is noted that two of the proposed parking spaces are in a tandem arrangement this would mean that the buried space would be inaccessible if the front space were occupied. In order to ensure that access to parking is not prevented the two spaces in the tandem arrangement would need to be allocated to the same unit or tenancy.

It is considered that there is potential to provide additional parking on the site by incorporating mechanical car stackers over some of the spaces eg spaces P5 & P6. This would reduce the shortfall in parking and minimise the parking impact of the development on surrounding on-street parking.

It is also noted that the parking area has not been dimensioned and swept path plots have not been provided to demonstrate that access to and from parking spaces is possible. The compliance of the proposed parking spaces was not therefore able to be checked. This material should be provided.

### Property Access

Access to the property is constrained. Access can only be obtained from Golf Parade as there is a One Way traffic flow restriction on Collingwood Street. Golf Parade can only be accessed via a left turn from Balgowlah Road as there is a median on Balgowlah Road preventing right turn ingress and Golf Parade is closed at Pittwater Road. Egress from the site is only available by turning left from Golf Parade onto Balgowlah Road or by proceeding south on Collingwood Street (in alignment with the One Way traffic flow) to reach Pittwater Road via Rolfe Street.

The development is not however expected to generate a significantly different volume of traffic to the existing development on the site and concerns are not raised in terms of the traffic generation from the site.

### Loading

The proposed loading bay is sited where it will block access to and from all parking spaces on the site when it is in use. This is inappropriate and likely to result in conflict between residents/tenants and delivery drivers. Access from the loading bay to the retail units is also poor with access from the loading bay impeded by parked vehicles in bays P3 and P4. Deliveries are unable to be completed other than from the footpath. Given the above it is likely that deliveries will tend to be undertaken by trucks double parking on-street or across drivers neither option is acceptable.

Delivery trucks will also need to egress the site via Collingwood Street and turn left into Rolfe St to reach Pittwater Road. Given the narrow width of Rolfe St it is unclear if this turn can be achieved by a medium Rigid Vehicle. A swept path shall be provided to demonstrate that this turn is achievable for a MRV noting existing parking arrangements.

### Summary

In summary, further information is required in order to determine if this proposal can be supported:

- raw parking data to confirm adequacy of parking survey undertaken in support of the application.
- All related dimensions for parking spaces and parking aisles with swept path access to and from spaces
- Additional stacked parking spaces.
- Additional details to address the poor siting of the loading bay and poor access from it to the retail units.
- A swept path for a MRV exiting the site via Collingwood Street and performing a left turn onto

Rolfe Street.

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**

**Fencing Height / Vegetation**

All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. This requires that vegetation does not exceed one (1) metre in height. Appropriate plants shall be selected within the 2.0 x 2.5m splay to ensure this condition is met.

Reason: To ensure maximum vehicular and pedestrian visibility.

**Tandem and Stacked Parking Spaces**

Tandem parking spaces are to be assigned to the same residential unit. Spaces in mechanical stackers may be allocated to different units.

Reason: To minimize conflicts regarding parking areas.

**CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE**

**Car Parking Standards**

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

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

**Car Parking Finishes**

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Certifying Authority prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

**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 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 on-site off-street parking
- 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.

### **Waste and Service Vehicle Access**

Access to the on-site loading bay area including ramp grades, transitions and height clearance shall be designed for safe forward in and forward out access of a 8.8m MRV removalist truck, as a minimum requirement. The height clearance required is 4.5m, measured from the floor level to any overhead structures.

Plans showing the ramp grades, transitions and height clearance and swept path diagrams of 8.8m removalist vehicle shall be submitted to and approved by the Certifying Authority prior to the issue of the Construction Certificate. Swept path diagrams must include details of the road including, kerb line, line marking, signs, traffic devices, power poles, other structures and neighbouring driveways.

Trucks are not to egress the site to the west (towards Balgowlah Road). Trucks must reverse into the site and exit in a forwards direction to Pittwater Road

Reason: To ensure adequate service vehicle access.

### **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.

### **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 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 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.

## **CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

### **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**

### **Loading Bay Management Plan**

A Loading Bay Management Plan shall be prepared by the applicant and submitted to and approved by the Principal Certifying Authority prior to the issue of any Occupation Certificate.

The Plan will need to demonstrate how the loading bay will be managed to ensure that there will be only one vehicle entering and exiting the loading bay at any time and how safe servicing arrangements including waste collection will be undertaken without interrupting general traffic and minimising obstruction of other on-site parking bays. Vehicle queuing on public road(s) is not permitted.

Reason: to ensure the loading bay is managed appropriately and that tenants are aware of responsibilities and procedures for drivers undertaking loading/unloading activities.

### **Mechanical Servicing of car stackers**

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 stacker devices. In the instance where the building manager 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.

### **Resident Parking Permits**

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

Reason: To ensure the residents & tenants are aware that they are not entitled to a permit regardless if they are within a Resident Parking Scheme (RPS).