

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2023/1757
<b>Proposed Development:</b>	Demolition works and major alterations and additions to Forest Way shopping centre including road infrastructure works and a pedestrian overpass on Forest Way
<b>Date:</b>	16/05/2025
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 20 DP 1209801 , Forest Way FRENCHS FOREST NSW 2086

### Officer comments

#### Further comments - 14/5/2025

The additional information from the applicant's traffic consultant has not fully addressed the concerns raised in the traffic engineering referrals.

The following traffic engineering concerns still remain:

- The traffic reporting dated 17 March 2025 has assessed the impact of the redistribution of right turning traffic from Forest Way to Russell Ave and Grace Avenue as inconsequential on the basis that the road will still remain within the range of acceptable traffic volumes for a connector street as per the TfNSW Design of Roads and Streets Manual. The indicative range of volumes for a connector street is very broad ranging between 3000 vehicles per day and 10000 vehicles per day and suggesting that volumes remain within an acceptable range carries little weight in the absence of other supporting information. Councils view is that the removal of the right turn phase onto Forest Way has the effect of forcing traffic exiting the shopping centre carpark and wishing to head south to undertake length detours through the surrounding local road network largely via Grace Avenue. Grace Avenue already carries more traffic, particularly in peak periods (500-700 vehicles per hour), than is desirable for a local road and the increased traffic on that road will result in a deterioration of residential amenity and safety. The revised arrangements suggest that an additional 96 vehicles per hour and 960 vehicles per day will be added to Grace Avenue south of Russell Avenue. This traffic will pass the French Forest Public School frontage and will also pass through Grace Avenue at its junction with Fitzpatrick Avenue. To assist in managing through traffic on Grace Avenue it already has numerous traffic calming devices and an AM peak weekday No Entry restriction is present in Grace Avenue south of Fitzpatrick Avenue to prevent south bound traffic flows. Council could only support the increased traffic volumes from the Frenchs Forest shops being redirected to Grace Avenue if reconstruction of existing traffic management devices and provision of additional/approved traffic management measures are implemented as outlined in the below recommended conditions on consent.
- The changes proposed to accommodate forwards ingress and egress of semi-trailers to the loading dock off Grace Avenue as welcomed. Council remains unsupportive of semi-trailers reversing to or from the loading dock area and will require that detailed designs for the vehicle crossing and parking restrictions adjustments be submitted for approval to ensure compliance with clause C2 of the Warringah DCP.
- Council will require that land dedication be finalised along the Forest Way frontage of the site prior to activation of the consent to ensure that adequate road reserve width is available to accommodate bush shelters and footpaths along the widened Forest Way.

- Finally, it is also noted that the additional reporting by the applicant's traffic consultant suggests that the applicant now considers a pedestrian bridge over Forest Way unnecessary and also proposes to remove the existing signalised pedestrian crossing of Forest Way. The addition of the pedestrian overbridge and presence of the signalised pedestrian crossing over Forest Way are considered necessary to assist in offsetting traffic impacts of the development and the deletion of the pedestrian footbridge and associated infrastructure are not supported. Although it is understood that TfNSW will no longer require a new footbridge, lifts and stairs over Forest Way to the south of the new signalised carpark exit. This work is still considered necessary a) to ensure that there is always a safe means for pedestrians to cross Forest Way without delay b) to minimise the chances of pedestrian trying to undertake risky crossings of Forest Way contrary to traffic signals c) to minimise traffic delays for traffic as a result of pedestrian movements across Forest Way or the carpark access point. Designs for the pedestrian bridge will be required prior to a release of the construction certificate with the bridge to be constructed prior to occupation. This will be conditioned

subject to the above changes as outlined in the recommended conditions of consent the development can now be supported by the traffic team

### **Additional comments - 7/3/2025**

The revised plans dated October 2024, additional traffic reports dated 18 June, 16 January 2025 and TfNSW referral comments dated 14 February 2025 have been reviewed. It is noted that TfNSW is not supportive of the plans as lodged which make provision for a right turn phase out of the carpark onto Forest Way. As Forest Way is a State Road and they are also the consent authority for any new or proposed changes to a signalised intersection the development plans as proposed cannot be supported. Although TfNSW has proposed conditions of consent, the absence of right turns from these traffic signals to Forest Way is of concern to Council. The proposed conditions of consent would result in significant implications on local road intersections as traffic wishing to depart the site to Forest Way in a southbound direction would be unable to do so and would need to exit to the north and use alternate routes through Council roads with resultant implications on both the internal circulation within the carpark and on the surrounding local road network. Given that the development plans as they stand are reliant upon right turn access to Forest Way and TfNSW is unsupportive of the egress arrangements the development proposal in its current form cannot be supported by Council's traffic team as the impacts of the changes required by TfNSW on the broader road network remain unknown. There is also concern that the internal circulation arrangements within the carpark would need to be amended to accommodate the changes required by TfNSW and this matter has not been addressed in amended plans or supported by revised internal queuing analysis.

In addition to the above, concerns raised in the original traffic engineering referral dated 21/5/2024 relating to Servicing and Loading have been unsatisfactorily addressed. A development of this size should cater for servicing by semi-trailers with forwards ingress and egress from the site accommodated. The swept paths provided show semi-trailers needing to reverse into the site from the opposing traffic lane and across the footpath in a high pedestrian activity area in order to access the loading dock. This is unacceptable on a shopping centre frontage near a school.

It is also noted that the lane width issues on Forest Way where the lanes deflect around the proposed inbound right turn bay remain unaddressed with TfNSW appearing to still be dissatisfied with the proposed 3.0m lane widths. In addition Council proposes a shared path along the Forest Way frontage of the site behind the indented bus bay. This shared path is proposed at a minimum width of 3m which would appear to be incompatible with the current development plans which significantly restrict the nature strip width along the development frontage and in front of the proposed relocated bus shelters.

The development proposal as it stands remains unacceptable to Council on traffic grounds

## Original comments - 21/5/2024

The DA proposal is for alterations and additions to the Forestway Shopping Centre including an increase in Gross Leasable Floor Area of some 4777m<sup>2</sup> (from 9242m<sup>2</sup> to 14019m<sup>2</sup>). The development application also proposes to increase the offstreet parking supply on site from 348 to 505 spaces (an increase of 157 spaces) and proposes changes to the access arrangements serving the site including:

- Construction of a pedestrian bridge over Forest Way
- A new signalised intersection on Forest Way at the carpark entry/exit point
- Changes to the access arrangements off Russell Avenue
- A new access point to the basement carparking off Grace Avenue

The following comments are made with regard to the development application:

### Parking.

The applicants traffic consultant has referenced parking rates from the TfNSW Guide to Traffic Generating Development and estimates that the existing centre requires 303 parking spaces (with some 348 spaces being provided on site) and using the same rates has estimated that the proposed development will have a parking requirement of 530 spaces. This differs from the rates quoted in the Warringah DCP which reflect those in the TfNSW guide based on aggregated retail categories. The relative parking demand characteristics of different floor area types can however be used where they are known and this approach has been adopted by the applicants Traffic Consultant and is considered appropriate in this instance. The developer proposes to provide 505 parking spaces however also relies upon 80 parking spaces in the Sorlie Place carpark. These spaces are not on the development site but located on Council's Road Reserve. All of the spaces in the Sorlie Place carpark are subject to parking restrictions including 5min P, 1P, 2P, Bus Zone and a Mail Zone. While it is not correct that these spaces are part of the development and their use also supports the adjacent Forest Public School and School Bus Services, the spaces are primarily used by customers of the shopping centre, and on that basis the proposed 505 offstreet parking spaces is considered acceptable (noting that there is a concession has been made for the shortfall of 25 parking on the developers land).

The developers traffic consultant notes that the National Construction code requires shopping centres (a class 6 building) to provide 1 accessible parking space for each 50 spaces. For the 505 spaces provided by the developer this would equate to 11 accessible spaces. The traffic consultant advises that the development plans provide for 11 spaces and it is noted that these are all located offstreet within the development carpark. There are also two additional accessible spaces in the Sorlie Place carpark i.e on Council property. The level of accessible parking is considered adequate.

The development requires 63 medium to high security bicycle parking spaces and 29 low security bicycle spaces. While the developer's traffic consultant indicates that these can be accommodated on site and advises that this can be conditioned, given the number of spaces required it is requested that the locations of these spaces be indicated on the DA plans to ensure that the spaces are appropriately located for accessibility by cyclists and not sited where they will obstruct traffic movements or parking manoeuvres.

No Motorcycle parking has been provided and there are no specific provisions within the Warringah DCP setting out rates for the supply of such spaces such spaces. The Pittwater DCP requires 1 motorcycle space for each 100 car spaces for business /industrial developments and given the increased use of motorcycles generally and that the WDCP has a requirement for motorcycle parking to be provided within new residential developments in the Frenchs Forest Town Centre it is considered that motorcycle parking at the rate recommended in the Pittwater DCP should be provided i.e a

minimum of 5 spaces. Spaces should be designed as per the requirements in AS/NZS 2890.1 clause 2.4.7 and there location indicated on the DA plans

### Servicing and Loading.

pg 19 of traffic report says loading by 15.5m semi - but swept path shows reversing into site across a footpath that will be well used by school children given the proximity of the site to the Frenchs Forest Public School. This is unsafe. The articulated vehicle swept path also shows significant encroachment of the truck onto opposing lanes when reversing. This is also unsafe and unacceptable. The Loading Dock access arrangements should be revised so that any truck reversing movements take place off-street on the development site with forwards entry and exit to/ and from Grace Avenue by all trucks accessing the Loading Dock area to be facilitated.

### Traffic Generation & Site Access Arrangements

The developers traffic consultant has estimated that the proposed development will result in 578 additional vehicle trips in the PM peak period and 289 vehicle trips in the AM peak period. The traffic consultant has assigned these traffic movements to the proposed site access points of Forest Way, Russell Avenue and Grace Avenue.

The developer proposes a new signalised intersection to serve the site on Forest Way. It is noted that Transport for NSW have raised concerns about the proposed signal design and not provided their concurrence to the proposed changes due to the adverse impacts on Forest Way and in particular the intersections of Forest Way/Warringah Road and Forest Way/Naree Road.

Given that the development is reliant upon access to and from Forest Way and TfNSW is unsupportive of the access arrangements at Forest Way the development proposal in its current cannot be supported by Council's traffic team.

The following aspects of the proposed arrangements are inadequately articulated or require further information:

- The traffic report advises in section 5.3 that a left in/left out arrangement at the Russell Ave driveway will be enforced by a new median however no detail for the median island have been provided on the DA plans. The left in/left out arrangement while it will ease congestion at this driveway will redirect traffic egressing traffic into Grace Avenue, and noting that TfNSW is not supportive of a signalisation arrangement that requires a third phase i.e catering to the right turn out of the carpark at Forest Way, there is concern that unacceptably high volumes of traffic will be forced to exit via Russell Avenue and circulate through Grace Avenue and other residential streets to access Warringah Road or destinations south and west of the Forest Way shops.

- While the removal of the signalised pedestrian crossing over Forest Way is supported subject to its replacement with a pedestrian overbridge that incorporates lift access for the mobility impaired, it is considered that there will also be a need for the existing centrally located pedestrian fencing to be extended to the north to prevent pedestrians from trying to cross other than at the overbridge, noting that there are bus stops on either side of Forest Way. It is noted that TfNSW will require a Road Safety Audit as part of the approval process for the overbridge and this type of issue would be captured in that audit. It is noted that there will still be a need for a signalised crossing to be retained as a fail safe in the event that the lift is out of action. The plans indicate a marked crossing to cater for this eventuality but this is unsafe and inappropriate on a multi-lane road. The signalised crossing would only to operate when the lift and/or bridge is out of action with an automated gate to manage access as has been implemented at Warringah Mall. The approval for and operation of the pedestrian bridge will be the subject of an ongoing lease and maintenance agreement with TfNSW. It is noted that the

existing plans for the pedestrian bridge are only conceptual with no detailed designs submitted. The existing concept plans are not sufficient for approval to be given.

- While a signalised entry/exit at Forest Way is not opposed in principle and the inclusion of a signalised crossing of the carpark egress is also supported, it is noted that the current 3 phase traffic signal arrangement has not been supported by Transport for NSW and it is understood that they favour an arrangement which does not incorporate right turns into or out of the carpark at Forest Way i.e left in/left out only and a two phase signal arrangement. This would result in a significant redistribution of traffic to Russell Avenue and Grace Ave which is likely to result in unacceptable traffic impacts on the Council Road network.

- TfNSW does not support the right turn out of carpark as it adds a third phase. TfNSW are only supportive of a two phase signal operation. If the right turn out is not possible this then leads to increased traffic using residential streets to head south or west from the development. This needs further review by the applicant.

- It is noted that the modelling shows the right turns into and out of Russell St at Forest Way will both be over capacity particularly in the PM peak which will result in queuing issues, increased numbers of risky turns, increased right turn crashes and increased use of alternate access routes. These concerns will be exacerbated if right turns are not facilitated at the proposed signalised access to the carpark off Forest Way. It should be noted that Council proposes to close Russell Street in conjunction with development of the Frenchs Forest town centre. If too much traffic is redirected to Russell Street and unacceptable traffic impacts result Council may consider bringing this work forward. The proposed redevelopment should not assume that access to the site will remain available from Forest Way to Russell Avenue and should be demonstrated to be workable with that point of access closed.

- It is also noted that the post development modelling shows a PM queue length within the carpark of 48m for both the left and right turn queues which, as noted by TfNSW, is expected to result in unacceptable impacts on circulation within the carpark. Further queuing analysis is required to demonstrate that queuing issues won't eventuate into or out of the carpark

- The plans show an amended bus bay arrangement on the west side of Forest Way which results in a slight reduction in length of the bus bay. The existing length of the bus bay should be maintained or increased. The reduction in length of the bus bay is understood to be unsupported by TfNSW and bus service contractors operators and these concerns are supported by Council.

- It is noted that TfNSW have raised concerns about the widths of travel lanes on Forest Way where the road deflects around the proposed right turn bay. If these lane widths are increased Council would potentially have concerns about reduced footpath widths

#### Summary

Given the number of issues with the current proposal and the fact that the access arrangements are not supported by TfNSW with the changes required to gain their support likely to result in unacceptable levels of impact upon the Council road network. The development cannot be supported in its current form

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:**



## DEFERRED COMMENCEMENT CONDITIONS

### Land dedication

That the 204.9 sqm of land shown as Proposed Land Acquisition on the plan entitled Proposed Site Acquisition Plan dated 17/04/2025 prepared for Revelop be dedicated as Road Reserve before the consent can become operative.

Reason: to ensure adequate road reserve area is available for pedestrian access and bus shelter provision

## DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

### Staff and Contractor Parking

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

Reason: To ensure minimum impact of construction activity on local parking amenity.

### Existing Bus Stop

Location of existing bus stop on Forest Way along frontage of the site must remain in its current location or, if temporarily relocated must be sited in a location that is acceptable to Transport for NSW with all required supporting infrastructure to support its use, (hard stand area, bus shelter, Bus Zone and bus stop signage, tactiles etc). Approval of TfNSW and its bus service contractors are required to relocate any Bus Stops.

Reason: To ensure certain services are not relocated at any stage during the project.

### Parking Enclosure

No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

## 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.
- Specify that, due to the proximity of the site adjacent to Frenchs Forest Public School, no heavy vehicle movements or construction activities on Grace Avenue or Russell Avenue

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 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.

### **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;

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

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**

The developer is to submit Civil Engineering plans for the design of:

- new vehicle crossings and associated parking restriction adjustments to enable access to/from the Grace Avenue loading dock area by 15.5m semi trailers
- reconstruction of the existing raised flat topped platform speed hump at No. 70 Grace Avenue
- a roundabout at the intersection of Fitzpatrick Avenue and Grace Avenue (retaining the existing AM peak No Entry Restrictions into Grace Ave south of Fitzpatrick Avenue)
- replacement of the existing speed cushions at No.s 77 & 97 Grace Avenue with raised flat topped speed humps
- replacement of the existing single lane raised flat topped speed hump at No. 79 Grace Ave with a two lane flat topped speed hump

The roundabout is generally to be in accordance with the concept design approved with the Development Application and all works are to be designed in compliance with 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 to Council for Local Traffic Committee approval.

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

### **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 Principal Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

#### **new footbridge, lifts and stairs**

Plans for a new footbridge lift and stairs are to be lodged for Council and TfNSW consideration and approval prior to release of a construction certificate

Reason: to ensure adequate pedestrian access and safety and minimise delays to traffic

### **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 on Forest Way or at signalised intersections.

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.

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 Frenchs Forest Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours on Grace Avenue or Russell Avenue (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.

### **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**

### **Signage and Linemarking – External**

A plan demonstrating the proposed signage and line marking within Council's Public Domain shall be prepared by a suitably qualified person and submitted to and approved by the Local Traffic Committee prior to the issue of an Occupation Certificate.

Note: The applicant is advised that the plan will require approval by the local Traffic Committee if the proposal requires change in existing parking conditions and hence, adequate time should be allowed for this process

Reason: To ensure consistent parking amenity.

### **Civil Engineering works including signage and linemarking – Implementation**

The applicant is to install all Civil Engineering works on Council's Road Reserve including signage and linemarking, as per any Roads Act approval. These works are to be completed prior to the issue of any Occupation Certificate at no cost to Council.

Reason: To ensure compliance with the Road Act.

### **Loading Dock Management Plan**

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

The Plan will need to demonstrate how loading dock will be managed to ensure that there will be only one vehicle entering and exiting the loading dock access in any period and how safe servicing arrangements including waste collection will be undertaken without interrupting general traffic. Vehicle queuing on public road(s) is not permitted.

Reason: to ensure the loading dock is managed appropriately and that tenants are aware of the conditions of use.

### **Disabled Parking Spaces**

Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

### **construction of footbridge, lifts and stairs**

The developer is to construct a footbridge over Forest Way with lifts and stairs in accordance with any

approved designs at no cost to Council or TfNSW prior to release of any occupation certificate

Reason: To ensure adequate provision for pedestrians

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

### **Delivery Vehicles**

Delivery vehicles associated with the completed development are only permitted to undertake deliveries from within the offstreet loading docks serving the development

Reason: Compliance with Council's expectations within a residential area and for a large shopping centre.

### **Sight lines within carparks**

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.