

Traffic Engineer Referral Response

Application Number:	DA2023/1400
Proposed Development:	Demolition works and construction of a Residential Flat Building
Date:	14/06/2024
Responsible Officer	
Land to be developed (Address):	Lot CP SP 30051 , 13 Lodge Lane FRESHWATER NSW 2096

Officer comments

Amended comments relating to amended report and plans

The traffic team has reviewed the following documents:

- Updated Traffic Impact Assessment (TIA), Reference 0836r02v02, prepared by PDC Consultants dated 30/04/2024,
- Amended Plans (Master Set) – Revision 07, designed by STUDIO JOHNSTON, dated 01/05/2024, and
- Traffic Engineer Referral Response to DA2023/1400, dated 22/01/2024.

There were a number of traffic conditions raised in the traffic referral comments dated 22/01/2024, which have not been addressed in the Updated Traffic Impact Assessment. They are included as follows:

- details with regard to kerb lengths between the development's driveway and adjacent driveways and/or No Stopping restrictions on Coastview PI is conditioned to be submitted to Council to confirm that at least one parking space can be reinstated.
- the roll kerb on the development's Lodge Lane frontage should be removed and replaced with kerb and gutter to prevent vehicles parking illegally with one-wheel up on the nature strip which would impede pedestrian access to the lobby area on level 1. This is conditioned to be provided on the Architectural plans.
- dimensioned plans are conditioned to be submitted for the parking area including the parking space width, aisle width and access driveway width to confirm that parking bays and the driveway are appropriately sized.
- The driveway gradients appear satisfactory however a vertical clearance assessment is conditioned to be undertaken for a B99 car entering and accessing the garage to demonstrate that there is adequate overhead clearance and that show any scraping and bottoming does not occur.

The amended plans and traffic report can be supported on traffic grounds and no new conditions are proposed with all previously imposed conditions to remain in place.

Comments 22/01/2024

Proposal description: Demolition works and construction of a Residential Flat Building

The proposal is for the demolition of the existing residential flat building and construction of a replacement 4-storey residential flat building including 4 x 3-bedroom apartments and basement parking for 7 cars.

The traffic team has reviewed the following documents:

- Traffic Impact Assessment (TIA), Reference 0836r01v02, prepared by PDC Consultants dated 18/09/2023,
- The *Statement of Environment Effects* prepared by ABC Planning dated September 2023,
- Plans (Master Set) – Revision D1, designed by STUDIO JOHNSTON, dated 31/08/2023, and
- Pre-Lodgement Advice (PLM2023/0049) dated 08 June 2023.

There were a number of traffic concerns raised in the Pre-Lodgement meeting (PLM) traffic referral comments dated 08 June 2023, which have been addressed in the Traffic and Parking Assessment Report. Some minor items are included as follows:

Parking requirements and design

- The land is zoned R2 Low Density Residential under the Warringah Local Environmental Plan 2011 (LEP).
- Warringah DCP applies to the subject site. When calculating required parking for development, car parking rates are to be rounded up to the nearest whole number. Application of the Warringah DCP car parking rates (1.5 spaces per 3-bedroom dwelling, and 1 visitor space per 5 units or part of dwellings) to the proposed development would result in a parking requirement of 6 residential parking spaces and 1 visitor parking space. In response, 7 parking spaces have been proposed (6 residential parking spaces and 1 visitor parking space), complying with the DCP.
- As outlined in the PLM traffic referral comments:
 - o each unit should be allocated at least one parking space. The plans however indicate that 3 parking spaces are proposed for allocation to unit 2 and no parking spaces to unit 3. This is conditioned to be amended in the Architectural plans.
 - o the visitor parking space must be accessible via an intercom to ensure that visitors can make use of the space. Details demonstrating this is conditioned to be provided on the Plans.
 - o the Architectural plan is conditioned to provide details with regard to kerb lengths between the development's driveway and adjacent driveways and/or No Stopping restrictions on Coastview PI to confirm that at least one parking space can be reinstated. The redundant section of the driveway on the site's frontage is conditioned to be marked on the plans for reinstatement to kerb and gutter.
 - o the roll kerb on the development's Lodge Lane frontage should be removed and replaced with kerb and gutter to prevent vehicles parking illegally with one-wheel up on the nature strip which would impede pedestrian access to the lobby area on level 1. This is conditioned to be provided on the Architectural plans.
- The design of the parking spaces (in the form of single/double garages) appears to be compliant with the Australian Standard AS2890.1:2004 Off-Street Parking. The parking space widths and lengths within the carpark, and the aisle widths, however, have not been dimensioned on the architectural plans.

- The driveway at the property line is measured to be approximately 5.4 metres wide, increasing to about 6 meters wide inside the property. It will be conditioned that dimensioned plans be submitted for the parking area including the parking space width, aisle width and access driveway width to confirm that parking bays and the driveway are appropriately sized.
- The access driveway and the ramp is single-width and will be no capacity for vehicles to pass on it. To overcome this, a waiting bay inside the carpark is included in the plans.
- Swept path plots in Attachment 2 of the Traffic report have shown that the internal carpark module is appropriately sized to permit a B99 vehicle to pass a B85 vehicle entering or exiting the site as required by AS2890.1 clause 3.2.2.
- The driveway and ramp gradients appear satisfactory however a vertical clearance assessment on the ramp should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to demonstrate that there is adequate overhead clearance and that show any scraping and bottoming does not occur. This will be conditioned.
- It is noted that the single garage for unit 4 is adjacent to a blind aisle and the aisle is extended 1m beyond the edge of this space to ensure that vehicles can enter and exit without excessive manoeuvring.
- Pedestrian sightline triangle of 2.0 metres by 2.5 metres, in accordance with AS2890.1:2004 are provided at the vehicular access for pedestrian visibility for exiting vehicles.
- It is also noted that the proposed plans detail the provision of four (4) bicycle parking spaces, satisfying Council's DCP requirements.

Traffic generation

The proposal will generate minimal traffic during peak periods; therefore, it will not have any unacceptable implications in terms of road network capacity performance.

Conclusion

The traffic report and the plans require minor amendments which will be conditioned however the amendments required are not sufficient to prevent the application from being supported.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

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

Construction Traffic Management Plan

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.
 - 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;

- dimensioned plans must be prepared showing the widths and lengths of the proposed vehicle crossing, all parking spaces and parking aisles.
- 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.

Vertical clearance assessment

A vertical clearance assessment on the ramp/access driveway 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.

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.

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 ##### School, no heavy vehicle movements or construction activities 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 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.

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

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1,140mm

Reason: To maintain unobstructed sight distance for motorists.

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.