

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2021/1841
<b>Date:</b>	16/06/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 35 DP 25446 , 8 Coronation Street MONA VALE NSW 2103 Lot 34 DP 25446 , 7 Coronation Street MONA VALE NSW 2103

### Officer comments

#### Comments 16/6/22

The Applicant has considered Council's comments and has modified the proposal to further address safe pedestrian access to the bus stop and minimise the impacts to the existing parking. The additional information provided and amended proposal satisfactorily addresses the concerns raised with respect to traffic and parking. The proposal is considered acceptable, subject to the recommended conditions.

#### Comments 4/3/22

The Applicant's traffic consultants has provided a number of Options for the pedestrian crossing treatment, to facilitate access between the Development and the bus stop on the northern side of Coronation Street. Council has reviewed each of the Options with the following comments:

#### Option 1 - Kerb Extension in front of site

- This is indicated in the Traffic Assessment as the preferred Option, as the proposed kerb extensions narrows the roadway to approximately 7m and does not require lengthy 'No Stopping' restrictions on the southern side of the road.

Coronation Street is a collector road which carries higher traffic volumes and the roadway is too wide for pedestrians, especially more vulnerable users. A pedestrian refuge which enables pedestrians to cross the road in two stages, is considered safer for seniors or people with a disability than the proposed kerb extensions that only reduces the roadway to 7m. The location of the crossing point is also of concern as it is near one of the main entrances to the Hospital, where there is additional conflict with vehicles turning in and out of the access driveway. The proposal will also result in the loss of 2 on-street parking spaces on the southern side between the new driveway and the driveway to No.9.

### **Option 2 - Pedestrian Refuge in front of site**

- This Option incorporates a pedestrian refuge and 'No Stopping' restrictions (103m) along the southern side of the road. It is noted that the proposal would affect parking on both sides of the road but in particular the southern side.

Council notes that the proposed pedestrian refuge island would also impact driveway access to the Development, and agrees that this location is not suitable for a pedestrian refuge.

### **Option 3 - Pedestrian Refuge and Kerb Extension near northern Bus Stop**

- This Option incorporates a pedestrian refuge, kerb extensions and relocation of the bus stop on the southern side of the road. The Traffic Assessment mentions that the proposal impacts access to No.9 Coronation Street, however the proposed location of the pedestrian refuge islands will actually affect the driveway access to No.10. Parking is affected on both sides of the road.

Council believes that Option 3 could be modified to address some of the deficiencies highlighted and minimise impacts to parking. The crossing point for the pedestrian refuge islands could be situated approximately 5m east of the driveway to No.10 to maintain access to the property, along with a new kerb extension to reduce the crossing points to 3.7m from each side to the pedestrian refuge.

The existing angled parking on the northern side of Coronation Street is currently 90 degree angled parking. The parking between the Bus Stop ID: 210381 and the driveway at Gate No.3 to the Hospital, should be changed from 90 to 60 degree angled parking to assist entry and exit into the parking area, especially the spaces closest to the pedestrian refuge. The changes would result in the loss of 2 car park spaces, however it may be possible to create an additional parking space in the parking area located immediately west of the driveway at Gate No.2, by modifying the existing kerb extension and converting the last three spaces from 90 to 60 degree angled parking. A swept path analysis using a 12.5m bus is required to check that the suggested changes can maintain access to the Bus Stop ID: 210381.

Bus Stop ID: 210386 on the southern side of the road should be located immediately east of the driveway to No.9, so that the bus can stand between the driveways of No.9 and 10 to pickup/dropoff passengers. The 'No Stopping' restrictions will need to be installed from the new 'Bus Zone' to the property boundary of No.11 and 12. The relocation of the bus stop and new restrictions will result in the loss of only 1 on-street parking space compared to the existing restrictions. The bus stop locations would also need to be upgraded to meet the Disability Standards for Accessible Transport.

Council notes that the Applicant's preferred proposal is Option 1 with kerb extensions in front of the site, however does not consider that the use of kerb extensions is adequate to provide safe pedestrian access to public transport for seniors or people with a disability, due to the road width and proposed location between the driveway to the Development and the driveway at Gate No.2 to the Hospital. The original Site Analysis Plan shows the crossing point located further east near the northern Bus Stop ID: 210381. This is considered a better location closer to both bus stops and midway between Gates No.2 and 3. Council believes that a pedestrian refuge would be more appropriate for a collector road and would accept the provision of a pedestrian refuge as a suitable treatment. The Applicant should therefore consider the suggested changes to Option 3 - Pedestrian Refuge and Kerb Extension near northern Bus Stop, and provide an updated plan with a swept path analysis so that it can be reviewed for further consideration.

#### Design constraints for pedestrian refuge in Coronation Street

Traffic lane (adjacent to refuge) - 3.7m

Refuge island width - 2m

Refuge island length - 3.5m

Spacing between refuge islands - 3m (located 20m west of the property boundary of No.11 and 12)

Relocated Bus Stop - East of driveway to No.9

#### Comments 10/12/21

The proposal is not acceptable in its current form as there are no convenient pedestrian facilities to assist seniors to safely cross the road to access the bus stop on the northern side of Coronation Street. However, the proposal may be acceptable with the provision of a suitably located pedestrian refuge to enable pedestrians to cross the road in two stages when there is a gap in traffic.

Parking space numbers comply with SEPP 2004 requirements as well as the Pittwater 21 DCP with respect to 2 spaces provided for each dwelling with 2 or more bedrooms.

The traffic generation from the proposal is considered to be of low impact. The proposal will generate 3 vehicle trips during the peak hours, which is an increase of 1 vehicle compared to the existing situation.

## **SEPP 2004 Requirements**

The State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, requires that the proposed development should have obvious and safe pedestrian links that provide access to public transport services or local facilities. The proposed walking route to access the bus stop on the northern side of the road is located 80m from the site and requires pedestrians to cross the Coronation Street where the new kerb ramps are located. The 15m wide crossing point is not considered to be a suitable or safe access pathway for seniors.

There is a signalised pedestrian crossing at the intersection of Pittwater Road and Coronation Street, however in order to use this facility a senior resident would be required to walk more than 200m on the southern side of the road, where there is no constructed footpath east of Melbourne Avenue and also no pedestrian refuge to assist crossing Melbourne Avenue.

The existing pedestrian volumes (along with any future increase from the development) at the proposed crossing point are unlikely to meet the pedestrian numbers required by TfNSW guidelines for the approval of a marked pedestrian crossing and therefore the provision of a pedestrian refuge can only be considered.

### **Design constraints for pedestrian refuge in Coronation Street**

Traffic lane (adjacent to refuge) - 3.7m (maximum)

Refuge island width - 2m (minimum)

Spacing between refuge islands - 3m (minimum)

Bus Stop relocation - permitted within 30m of existing location

The provision of the required traffic and pedestrian facilities will impact the existing on-street parking, and hence the location and design of all facilities must be considered to minimise any overall loss of parking.

A swept path analysis is required to demonstrate that a bus (minimum 12.5m in length) can safely access the bus stop and pass the new pedestrian refuge.

Bus stops which are not currently DDA compliant would also need to be upgraded accordingly.

It is also noted that Road Assets have also commented that the outbound bus stop should be reconstructed to be DDA compliant and that consideration be given for a pedestrian refuge due to the width of the carriageway.

It is therefore requested that the Applicant consider the above comments regarding the required traffic and pedestrian facilities and provide an updated plan so that it can be reviewed for further consideration.

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**

#### **Traffic Management**

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Consent Authority.

Reason: To ensure pedestrian safety and continued efficient network operation.

#### **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.

### **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.

#### **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.

Truck movements must be agreed with Council's Traffic and Development Engineer prior to submission of the CTMP.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken
- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site
- Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian traffic
- 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.

### **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 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.

### **On-Street Work Zone**

The applicant shall lodge an application for a work zone for the frontage of the site to Council for consideration and approval. The provision of a work zone will require approval from Northern Beaches Local Traffic Committee. Application forms for work zones are available on Council’s website or at the Customer Service section at Council’s administration building. Applications shall be lodged at least 4 weeks prior to work commencing.

An application must be lodged with Council for consideration and approval for a work zone for the frontage of the site.

Reason: To ensure works vehicles do not impact on parking, traffic flows and pedestrian thoroughfares.

### **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.

### **Works in the Public Road - Pedestrian & Transport Facilities**

The Applicant is to submit an application for Infrastructure Works in the Public Road Reserve, for Council approval.

Engineering plans for the new development works within the road reserve and this development consent are to be submitted to Council for approval under the provisions of Sections 138 and 139 of the Roads Act 1993.

The application is to include four (4) copies of Civil Engineering plans, generally in accordance with the Site Analysis Plan - Drawing No.A01 Revision D; for the design of the footpaths, angle parking, bus stop, kerb extension, pram ramps, and pedestrian refuge.

The Plans are to be updated in accordance with Council's Standards and specification for engineering works - AUS-SPEC #1. The plans shall be prepared by a qualified Civil Engineer. The design must include the following information:

- a) Construct a pedestrian refuge in Coronation Street, with islands 2m wide and 3m spacing in accordance with Council standard drawings.
  - b) Construct a new kerb extension, west of Bus Stop (ID: 210381) on the northern side of the road.
  - c) New pram ramps are to be provide at the road crossing points with footpath connections in accordance with Council standard drawings.
  - d) Construct a 1.5 m wide concrete footpath connecting the development with the new pedestrian facilities.
  - e) Provide 8 parking spaces east of the new kerb extension, by converting 90 to 60 degree angled parking.
  - f) Provide 1 new parking space in the 90 degree angled parking area located west of Gate No.2 to Mona Vale Hospital.
  - g) Relocate Bus Stop (ID: 210386) on the southern side of the road, immediately east of the driveway to No.9 Coronation Street, with new 'Bus Zone' between the driveways of No.9 and 10 Coronation Street. 'No Stopping' restrictions are to be installed from the new 'Bus Zone' to the property boundary of No.11 and 12. All bus stops must be upgraded to meet the Disability Standards for Accessible Transport.
  - h) Relocate existing signage and make adjustments to linemarking, where required, to accommodate the changes.
  - i) The installation of traffic control devices and facilities requires the approval of Council and the Northern Beaches Local Traffic Committee prior to commencement of installation. A plan providing details of the proposed signage, line marking, and dimensions of the traffic facility must be lodged for consideration at least twelve (12) weeks prior to work commencing.
- Details demonstrating compliance are to be submitted to Council for approval prior to the issue of the Construction Certificate.

Reason: To ensure engineering works are constructed in accordance with relevant standards and Council's specification (DACTRCPC1)

## **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.

Truck movements must be agreed with Council's Traffic and Development Engineer prior to submission of the CTMP.

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 RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

The DTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – "Manual of Uniform Traffic Control Devices", RMS' Manual – "Traffic Control at Work Sites".

All fees and charges associated with the review of this plan is to be in accordance with Council's Schedule of Fees and Charges and are to be paid at the time that the Demolition Traffic Management Plan is submitted.

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

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

### **Implementation of Demolition Traffic Management Plan**

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

### **Implementation of Construction Traffic Management Plan**

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

### **Ongoing Management**

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

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

### **Signage and Linemarking – Implementation**

The applicant is to install all signage and linemarking, as per any Roads Act approval. These works are to be completed prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with the Road Act.

### **Allocation of parking spaces (strata title)**

All carparking spaces are to be assigned to individual units. All residential units must be assigned a minimum of one parking space. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability for residents in accordance with section C3 of Warringah Council's Development Control Plan.

## **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.