

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2019/0263
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 3 DP 1115877 , 53 B Warriewood Road WARRIEWOOD NSW 2102 Lot 3 DP 942319 , 53 Warriewood Road WARRIEWOOD NSW 2102

### Officer comments

#### Revised Transport Network comments 24/7/19

Previous comments regarding reduced Road Reserve width of 11.2m not impacted from a traffic perspective, however other issues raised still need to be addressed.  
Proposal is acceptable subject to specified conditions.

#### Revised Transport Network comments 17/7/19

The updated plans addresses some but not all of the previous comments provided.

### Warriewood Road

- Plans need to show a cross-section where the centreline of the road is located 5.1m from the existing kerb on the northern side. This is to ensure the correct location of the southern kerblines as the northern side of the road is different width to the southern side.
- A 3.7m traffic lane, and 2.1m indented parking bay has been provided but as the traffic lane is reduced from the required 4.2m for a sub-arterial road to 3.7m, the shared path needs to be increased to 2.5m and located directly adjacent to kerb and fully within the Public Road Reserve as required in the WVRMP.
- The proposed shared driveways do not maximise on-street parking within the indented parking bay and only provides 2 parallel parking spaces. The location of the driveway to Lot 17 can be retained and should allow 1 parking space to the east. The section between the driveway of Lot 17 and the shared driveway to Lot 2 and 3 will only allow 1 parking space. If the previous proposed location of the driveway to Lot 2 was retained and a shared driveway provided for Lot 3 and 17, and additional parking space can be provided. The transition for the kerb indent would need to be adjusted and shifted in front of the adjacent development to the west.

### Pheasant Place

- The WVRMP requires an access road to be 7.5m wide which allows parking on both sides of the

road, a 1.5m wide footpath, and a road reserve width of 12.5m.

- The revised typical road cross-section plan (Drawing Ref. 076-18C-DA-0151 Rev B), shows an increase in the road reserve width from the previous proposal of 10m to 11.2m. Although the change will now enable the provision of a 1.5m wide footpath, the revised road reserve width is still less than the 12.5m required under the WVRMP. The road cross-sections plan for Pheasant Place (Drawing Ref. 076-18C-DA-0302 Rev B), does not show the revised road reserve width and needs to be updated for each chainage cross section
- Shared driveways to maximise on-street parking, and should be considered for Lot 10 and 11.

### **Waste Vehicle Access**

- The swept paths provided demonstrates that a waste vehicle is able to turn around in Pheasant Place, however some on-street parking will need to be removed and parking restrictions provided on the approach to the turning area at least for garbage collection days.

### **Previous Transport Network comments 6/6/19**

#### **Warriewood Road**

- The frontage to Warriewood Road requires a half road construction.
- Kerb and Guttering (vertical faced kerb only will be permitted) with the face of the kerb located 10.9m from face of existing kerb on the northern side.
- Plans need to show a cross-section where the centreline of the road is located 5.1m from the existing kerb on the northern side, as well as a proposed 3.7m traffic lane, and 2.1m indented parking bay.
- As the traffic lane is 3.7m which is reduced from the required 4.2m for a sub-arterial road, the shared path is to be increased to 2.5m shared path and is to be located directly adjacent to kerb and fully within the Public Road Reserve.
- Shared driveways should be considered to maximise on-street parking, within the indented parking bay

The approved conditions for N0330/14 - 53c Warriewood Road, required indented parking bays on Warriewood Road and a 2.5m wide shared path. It doesn't look like the parking is indented so I don't know if there were plans to redo this when the Lorikeet Grove connection was complete and the temporary access was to be removed.

#### **Pheasant Place**

The latest version of the WVRMP requires an access road to be 7.5m wide which allows parking on both sides of the road, a 1.5m wide footpath, and a road reserve width of 12.5m.

The adjacent development at 53c Warriewood Road was approved with a 7.2m road reserve, which incorporates a 6m wide road and 1.2m footpath.

Note that the approved plans for 53c show that the entire kerb lies within the labelled carriageway so the effective road width would be 5.7m. The carriageway is the distance between kerb faces.

A total road reserve width of 10m is proposed for this development with the required 1.5m road widening and 1.2m footpath accommodated within the remaining 2.8m road reserve.

The 1.5m footpath is required, as approved conditions in N0330/14 - 53c Warriewood Road, specify that the 1.2m footpath provided on the eastern side will be removed and reinstated with turf when the internal road and footpath in 53, 53A, and 53B has been completed.

If the portion of Pheasant Place for 53c was constructed according to the plans, and a 6m wide road is to be provided between kerbs, the remaining area for the footpath would be 1m.

Services are to be contained within the road reserve which would be restricted by the proposal.

Shared driveways should be considered to maximise on-street parking. Based on the swept paths provided this should be considered for Lot 10 and 11 to allow better access for waste collection vehicles approaching the turning area.

It is noted that some on-street parking will need to be removed and parking restrictions would be required.

### **Waste Vehicle Access**

The turning area in Pheasant Place must be designed to cater for safe movements by a waste collection vehicle minimum 9.7m in length, to accommodate the existing vehicle type for all turning movements.

May need to check with Waste Services regarding type of vehicles they will be using in the future and the minimum length required.

The current proposal therefore cannot be supported due to the issues raised regarding the road design in accordance with the WVRMP. Any changes to accommodate additional widths would more than likely impact other areas of the development.

### **Referral Body Recommendation**

### **Refusal comments**

### **Recommended Traffic Engineer Conditions:**

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

### **Submission of Engineering Plans**

Engineering plans and specifications for the construction of all roads, drainage and civil engineering works are to be submitted by the applicant.

(a) Engineering plans and specifications for all roads, drainage and other civil engineering works within an existing Public Road reserve must be submitted and approved in writing by the Council prior to the issue of any Construction Certificate.

(b) The installation of traffic facilities, signs and markings in Warriewood Road and Lorikeet Grove will require the approval of Council and Council's Traffic Committee prior to commencement of installation.

(c) The engineering plans and specifications are to include and provide for the following matters:

Works to the full length of Warriewood Road frontage of the development:

- (i) Half-road construction including pavement design and treatments up to the road centreline;
- (ii) Kerb and Guttering (vertical faced kerb only will be permitted). The face of kerb is to be located 10.9m from face of existing kerb on the northern side. Plans are to show a cross-section with the centreline of the road located 5.1m from the northern kerb, proposed 3.7m traffic lane, and 2.1m

indented parking bay;

(iii) Shared path 2.5m wide and located directly adjacent to kerb and fully within the Public Road Reserve;

(iv) Indented parking bays 2.1m wide;

(v) Driveways to be constructed perpendicular to the road at all vehicle access points. Shared driveway provided for Lot 3 and 17 to maximise on-street parking. Driveway for Lot 2 to be located at the western end of the Warriewood Road frontage and transition for the kerb indent to be adjusted in front of the adjacent development 53A Warriewood Road.

(vi) Landscaping;

(vii) Drainage.

Works to the full length of Lorikeet Grove:

(i) Road construction including pavement design and treatments;

(ii) Kerb and Guttering (vertical faced kerb only will be permitted). Road carriageway width of 7.5m and 16m wide Road Reserve.

(iii) Footpath 1.5m wide on one side of the carriageway

(iv) Driveways to be constructed perpendicular to the road at all vehicle access points.

(v) Landscaping;

(vi) Drainage.

Works to the full length of Pheasant Place:

(i) Partial road construction including pavement design and treatments;

(ii) Kerb and Guttering (vertical faced kerb only will be permitted). The face of kerb is to be located 2m from the edge of the existing road of the adjacent development 53A Warriewood Road to provide an overall 7.5m wide carriageway width.

(iii) Footpath 1.5m wide located within a 2.5m wide verge.

(iv) Driveways to be constructed perpendicular to the road at all vehicle access points. Shared driveway provided for Lot 10 and 11 to maximise on-street parking.

(v) Parking restrictions provided in and on the approach to the turning area on collection days to provide access for waste vehicles.

Reason: To ensure compliance with Council's specification for engineering works. (DACTRCPC1)

### **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 Certifying Authority 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;
- 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; and

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. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner’s property rights and protects amenity in the locality, without unreasonable inconvenience to the community. The CTMP 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. (DACTRCPC2)

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

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

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all

traffic management control must be undertaken by personnel having appropriate RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to the accredited certifier or 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. (DACTREDW1)