

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2025/0447
<b>Proposed Development:</b>	Demolition works and construction of a residential flat building containing eleven (11) units with basement car parking, swimming pool and associated site works
<b>Date:</b>	23/06/2025
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	<p>Lot 2 SP 57603 , 2 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 2 SP 57603 , 2 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 4 SP 57603 , 4 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 4 SP 57603 , 4 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 1 SP 57603 , 1 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 1 SP 57603 , 1 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 3 SP 57603 , 3 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot 3 SP 57603 , 3 / 32 Golf Avenue MONA VALE NSW 2103</p> <p>Lot CP SP 57603 , 32 Golf Avenue MONA VALE NSW 2103</p>

### Officer comments

**Proposal description:** Proposed demolition works and construction of a residential flat building containing eleven (11 units) with total of 32 bedrooms and two levels of basement car parking  
The traffic team have reviewed the following documents:

- Plans (Master Set), designed by Walsh Architects, revision A and dated 09.04.2025
- Traffic Impact Assessment, prepared by Genesis Traffic, dated 23 April 2025
- Driveway Plans, prepared by RTS Civil Consulting Engineers, dated 11.04.2025, revision A.
- Statement of Environmental Effects, prepared by Boston Blyth Fleming Town Planners, dated April 2025
- Access Assessment Report, prepared by EastCoast Accessibility Pty Ltd, dated 11/04/2025, report number Q240009-ACC

### Comments

#### Car and Bicycle parking requirements

- It is noted that the proposed development is for a Residential Flat building consisting of 11 apartments (2 x 2-bed, 8 x 3-bed and 1 x 4-bed) over 4 levels with basement car parking for 24 vehicles including 2 visitor spaces.
- It is noted that the proposed site has an existing approval (DA2024/0190 which was later modified with Mod2024/0679) for a construction of a 2 storey residential flat building containing

6 apartments (6 x 3 bed units) with a basement level carparking for 14 vehicles including 2 visitor spaces.

- It is understood that this application is made pursuant to Chapter 6 of State Environmental Planning Policy (Housing) 2021 relating to low and mid rise housing. The minimum car parking requirements as stated in the SEPP of 0.5 spaces per dwelling would be applicable to the proposed development. The SEPP 65 Apartment Design Guide states that, "On land zoned and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use, or equivalent in a nominated regional centre, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less". The previous Guide to Traffic Generating Developments has been superseded by Guide to Transport Impact Assessment which came into effect on 2024. Therefore, this new guide will be used to calculate the car parking requirement of the proposed development. Although, the new guide does not have any requirement for visitor parking for proposed Medium density residential development (the old guide did have a requirement for visitor parking), council's traffic team will reference the visitor parking requirements as set out in the Pittwater DCP i.e 1 space per 3 dwellings given the high on-street parking demand in the vicinity of the proposed development site.
- According to the Guide to Transport Impact Assessment (2024), the proposed development is required to provide a total of 16 car parking spaces for residents (table 8.3 in the Guide, site falls under Category 2). Also, the development is required to provide a minimum of 4 visitor parking spaces, 1 car wash bay and 1 disabled parking space calculated at a rate of 3% of the required parking spaces in accordance with Pittwater DCP. The requirement for a disabled parking bay will require reallocation of two parking spaces as a disabled parking bay and proposed development proposes to provide a total of 24 car parking spaces proposed to be allocated as 22 resident spaces and 2 visitor spaces. The residential parking exceeds the rates outlined in the SEPP Housing and also in the TfNSW guide while the visitor parking is less than that outlined in the Pittwater DCP. It will be conditioned that the proposed car parking spaces be reallocated as 4 visitor parking spaces, 1 car wash bay, 1 disabled parking space and 17 resident parking spaces to comply with both TfNSW guide and Pittwater DCP.
- 2 visitor parking spaces are provided on basement 2, which are accessed via the proposed car lift. It will be conditioned to provide all visitor parking spaces on basement 1 for ease of access. It is not acceptable to rely on on-street parking to meet the visitor parking requirements
- The car wash bay should be designed with a bunding and floor waste connected to sewer.
- The proposed development is required to provide a minimum of 4 bicycle parking spaces (at a rate of one secure bicycle rack for each 3 dwellings) in accordance with Pittwater DCP. This will be conditioned.

### **Vehicle access and ramp**

- Vehicular access is provided off Golf Avenue via a new two way driveway. The proposed two-way driveway is 5.8 metres wide including 300mm kerb on both sides. The kerb along the exit side of the driveway ends at the end of 1:8 ramp.
- Driveway plans with RLs, grades in the ramp, longitudinal sections of the proposed ramp and ground clearance plots are designed by Civil Engineers and provided for the assessment.
- The proposed development does not have first 6m ramp from the boundary as maximum 5% in accordance with AS2890.1:2004 with the ramp being 7%. It is however noted that the development engineering team have accepted proposed driveway. On this basis and noting that driveway grades are near compliant, the traffic team will not object to the proposed 7% grade.
- It is noted that the RTS Civil Consulting Engineers have provided ground clearance plots for B85 vehicle. For compliance with AS2890.1 requirements ground clearance plots must be provided for B99 vehicle instead of B85 vehicle. This will be conditioned.

- There is a sight triangle shown on the exit side of the driveway in the architectural plans. It appears that there are some landscaping within this sight triangle. It will be conditioned that any planting with the sight line triangle must be less than 1m in height in accordance with AS2890.1:2004.

#### **Car lift**

- A car lift is proposed to provide access to the lower basement carpark.
- The waiting bays where vehicles would wait to enter the car lift must be appropriately line marked and sign posted. This will be conditioned.
- Further information on how the car lift will be operated is also required. This will be conditioned.

#### **Loading/ removalists activities and Waste collection**

- It is noted that the Traffic report states loading, deliveries, removalists activities and waste collection will be carried out on on-street using the kerbside parking. Given the small size of proposed development and the fact that development is purely residential in nature, the absence of an offstreet loading bay is not pressed.
- The proposed development must satisfy council's waste team in terms of the bin room size, bulky waste room dimensions and access paths to/from the bin room.

#### **Traffic Generation**

- The submitted traffic report states that the proposed development will generate 1 vehicle movement every 30 minutes, which is calculated based on the traffic generation rates provided in Guide to Traffic Impact Assessment for Medium density residential dwelling in Sydney region. This level of traffic generation is acceptable and unlikely to have any appreciable impact upon existing conditions on the local road network.

#### **Conclusion**

The development can be supported on traffic grounds, subject to conditions.

The proposal is therefore supported.

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

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

### **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

#### **Fencing Height / Vegetation**

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

Reason: To ensure maximum vehicular and pedestrian visibility.

#### **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.

### **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 Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>. Approval of the permit application by the Northern Beaches Council Traffic Team is required 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 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/NZS 2890.1 for access by the B99 vehicle.

Waiting bays must be line marked and appropriately signposted on basements 1 & 2 to assist with the vehicles waiting to enter into the car lift. The waiting bays must be shown to be located clear of the swept path of a B99 vehicle exiting the lift.

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.

### **Parking Requirements and Allocation**

Car Parking requirements are to be allocated as follows:

- 17 residential carparking spaces
- 4 visitor spaces (all visitor spaces must be line marked as "Visitor Only" and be provided on basement 1 so that the visitors do not need to use car lift).
- 1 car wash bay (appropriately bunded, drained and connected to sewer)
- 1 disabled parking space

These amendment(s) must be clearly marked on the plans submitted to the Principal Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with SEPP and Council DCP requirements.

### **Vehicle Car Lift**

The applicant is to provide information on the proposed car lift, operation details, and instructions to visitors on using the device, maintenance plan, and contingency plan during a malfunction.

Details are to be provided to Council for approval. Details demonstrating compliance are to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Principal Certifier prior to the release of the Construction Certificate.

Reason: To ensure no vehicle conflicts within the basement carpark.

### **Bicycle Parking**

A minimum of four (4) bicycle parking spaces are to be provided as per the requirements of Pittwater DCP. The bicycle spaces must be designed in accordance with AS2890.3:2015. Details demonstrating compliance with this condition must be submitted to the Principal Certifier prior to the issue of the construction certificate.

Reason: To ensure adequate provision for bicycle parking as per the Pittwater DCP requirements.

## **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.

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) and report shall be prepared by a Transport for NSW accredited person and submitted to Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>. Approval of the permit application by the Northern Beaches Council Traffic Team is required prior to issue of any

## Construction Certificate.

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.
- 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**

### **Disabled Parking Spaces**

A minimum of one (1) disabled parking space must be provided to comply with Pittwater DCP. The proposed disabled parking space must be in accordance with AS2890.6:2022.

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 and Pittwater DCP.

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards 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.

## **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 1m

Reason: To maintain unobstructed sight distance for motorists.