

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2023/0669
<b>Proposed Development:</b>	Demolition work and the construction of 28 dwellings, infrastructure, roadworks, tree removal, landscaping, community title subdivision and the dedication of the creekline corridor to Council.
<b>Date:</b>	16/09/2024
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 4 DP 553816 , 16 Macpherson Street WARRIEWOOD NSW 2102

### Officer comments

#### Supported with conditions

#### General comments

The development application is for demolition of the existing nursery and dwelling on the site and construction of a development comprised of a 28 lot community title subdivision including construction of 28 3 bedroom residences each with 2 offstreet parking spaces.

The following traffic comments are submitted.

- The location of the road 2 which is the primary access point to the development intersects with Brands Lane at the site of the existing mini roundabout and directly opposite the access road into the existing seniors housing development at 14 MacPherson street. The roundabout will be reconstructed and slightly relocated and facilitates turning into and out of both this development and the existing seniors housing development.
- Two way traffic flow is proposed along each of the roads in the subdivision which is supported
- Each lot has offstreet parking for two vehicles consistent with DCP requirements
- No parking is proposed along either side of any of the roads within the subdivision. Given the narrow widths of the roads and the turning path requirements for delivery/service and garbage collection vehicles parking is not feasible. This does then leave nowhere on the subdivision for visitors to park or for delivery vehicle parking. The outcome will be that such vehicles will be forced to park on MacPherson Street which already suffers from high levels of parking activity. The Pittwater DCP outlines in section C6.8 that details of the “proposed arrangements for maintenance and access (temporary or otherwise) of infrastructure associated with the development including roads, visitor parking spaces and water management facilities.” are to be provided. The absence of any provision for visitor parking is concerning.
- It is noted that it is proposed to formalise the indented parking along the MacPherson Street frontage of the site. This will provide for visitor parking along the site frontage. To maximise visitor parking on the property frontage the proposed kerb nib between the indented bay in front of No.18 and that bay in front of No.16 shall be deleted. In addition a signposting plan for the parking in front of No.16 that restricts it to a 4P time restriction shall be prepared. This will maximise parking for visitors along the property frontage and prevent monopolisation of the bay by boats, trailers and caravans or by residents owning multiple vehicles. In addition, it appears that there is scope to provide a 2.5m wide indented parking bay on the east side of

Brands Lane between MacPherson Street and the roundabout within the proposed 4.4m verge. This would yield at least 4 additional visitor parking spaces. If the above is agreed, there will be adequate provision made for visitor parking to serve the needs of the development. This detail should be provided on the DA and Civil plans.

- No streetlighting details are shown on the DA plans. Streetlighting will be required on all roads consistent with AS/NZS 1158 and Ausgrid requirements, probably to subcategory PR5. Streetlighting design plans signed off by Ausgrid will be required prior to the release of the construction certificate however concept details should be provided on the DA plans to confirm that streetlight poles will be appropriately located. Any streetlights must be located clear of any shared paths or footpaths and located clear of street trees to ensure that the streetlight spill is sufficient to illuminate the road and footpath areas and not prevented from doing so by tree foliage when the trees are mature.
- Landscaping plans show street trees located where they will restrict the available width of the shared path along Brands Lane. The shared path is already at the minimum acceptable width of 2.1m and further narrowing around street trees or other kerbside plantings or infrastructure is not acceptable. The trees and any streetlighting infrastructure should be located clear of the shared path to maintain a consistent clear width of 2.1m of shared path.
- Swept path plots for travel along the internal roads and also along Brands Lane have been provided and demonstrate satisfactory access for waste collection vehicles shown.
- The Warriewood Valley Roads Masterplan specifies that access streets should be a minimum of 7.5m in width between kerbs with 2.5m verges on either side (i.e 12.5m road reserve) and a 1.5m footpath on one side. The plans and cross section view of the community title Road 1 which should be constructed as an access street (as it will be in excess of 80m in length) is proposed as a 6m wide carriageway with a footpath of only 1m in width rather than the required 1.5m width. While the narrower road width and absence of kerbside parking is acceptable IF visitor parking is provided elsewhere (such as along Brands Lane) the footpath is of insufficient to meet council standards and must be widened to 1.5m. The footpath also does not connect to any other footpaths. There must be a footpath connection at both the north end of road 1 and along the south side of Road 2 to connect with the shared path on the west side of Brands Lane.
- It is noted that the typical cross section of Road 1 shows the use of edge strip rather than kerb and gutter. This is not supported. The use of edge strips will inevitably lead to vehicles parking on the verge. This will lead to erosion and obstruction of the carriageway. Any edge strip shall be replaced with kerb and gutter.
- The use of edge strip on Road 3 is not opposed as it is laneway however this road shall be signposted as 10km/h Shared Zone and of paved construction to highlight that pedestrians will share the carriageway with motor vehicles.
- The parking restriction details shown on appendix D of the traffic and parking impact assessment report are noted and supported in principle however the details for Brands Road will need to be referred to the Local Traffic Committee for adoption prior to implementation. This would be best undertaken prior to construction certificate.
- The use of a 15km/h speed restriction on the private roads is not supported. Road 1 should be signposted for a 20km/h speed limit which would be consistent with TfNSW speed zoning for a "neighbourhood street" while Road 3 should be signposted as 10km/h Shared Traffic Zone. Amended details to be provided prior to release of the construction certificate.
- The Warriewood Valley Roads Masterplan specifies construction of a roundabout on MacPherson at Brands Lane. While Council has prepared a design for the roundabout it is currently under review to take account of stormwater issues and construction of the roundabout is unlikely to occur within the next 12 months with it noted that construction may not take place until as late as 2028/29. Consideration could be given to this roundabout being constructed by the developer as part of the proposed voluntary planning agreement

Given concerns outlined above the development cannot be supported in its current form with additional information and amended details required to allow the plans to be supported by the traffic team

The proposal is therefore unsupported.

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**

### **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 park on site once available. All necessary facilities are to be provided to accommodate this requirement and be detailed in a construction traffic management plan, 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**

### **Car Parking Finishes**

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Principal Certifier prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

### **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 a TfNSW 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 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 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 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 by lodging an application for a Permit to Implement Traffic Control.

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.

### **Submission of Engineering Plans (standard from development engineers).**

The applicant is to lodge plans with Council for the design of the following works:

- the construction of an indented parking bay accommodating no less than 7 vehicles on the MacPherson Street property frontage including removal of the existing kerb nib at the common boundary alignment of No.16 & No.18 MacPherson Street
- the construction of an indented parking bay accommodating no less than 6 vehicles on the east side of Brands Lane
- the signposting of a 4P timed parking restriction applying 8am to 6pm everyday in the indented parking bays in MacPherson Street and Brands Lane
- the reconstruction of the roundabout in Brands Lane at its junction with Road No.02
- the construction of a 2.1m shared path on the west side of Brands Lane along the full frontage of the site and its connection via a 3m wide shared path connection to the footbridge over Narrabeen Creek
- streetlighting of Brands Lane and all internal roads consistent with AS/NZS 1158 and Ausgrid requirements, to a subcategory of at least PR5. All streetlight poles to be located clear of any concrete paths and sufficient distance from any trees to allow for adequate light spill when the trees are mature

These are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

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

### **Revised internal road and footpath designs**

Amended plans for the internal road network shall be prepared which make provision for the following:

- Road No.01 to be designed with a minimum boundary to boundary width of 9m and a minimum kerb to kerb width of 6m, vertical faced kerb on both sides and with a concrete footpath of a minimum width of 1.2m on the west side
- A continuous concrete footpath connection of minimum 1.2m width at the northern end of Road No.01 to the shared path on the west side of Brands Lane
- A lipless pram ramp connection from Road No.01 to the footpath on the south side of Road No.02
- Road No.3 to be designed with a 7.5m boundary to boundary width and no footpath but constructed, signposted and marked as a 10km/h shared zone with a contrasting paved surface to differentiate its shared zone status from the adjacent roads.

Reason: <to adequately cater for the safety and amenity of pedestrians and prevent parking on footpaths>

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

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



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

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

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

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

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

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

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

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

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

### **Ongoing Management**

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

Reason: To ensure public safety.

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

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

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

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

for this process

Reason: To ensure consistent parking amenity.

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

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

Reason: To ensure compliance with the Road Act.

### **Signage and Linemarking - Internal**

A plan demonstrating appropriate signposting and linemarking for the community title road network managed by a mix of No Stopping and No Parking restrictions, a 10km/h Shared Zone on Road No. 03 and a 20km/h speed limit for Roads 01 & 02 is to be submitted to Council's Traffic Engineer with the engineer's approval provided to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: to ensure appropriate signposting of the internal road network.

### **Shared Path Construction**

The shared paths of minimum clear width of 2.1m, in accordance to Council's standard specifications, shall be constructed along the Brands lane and MacPherson Street property frontages to Council's satisfaction in accordance with the approved designs. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To provide cyclist and pedestrian access to and from the property.

### **Indented parking bays**

The applicant is to construct the indented parking bays on Brands Lane and MacPherson Street, as per any Roads Act approval. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure adequate provision for visitor parking.

### **Implementation of Streetlighting**

Streetlighting in accordance with plans approved by Council and Ausgrid shall be implemented by the applicant. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: to ensure adequate lighting of the road and footpath areas