

Traffic Engineer Referral Response

Application Number:	DA2024/0190
Proposed Development:	Demolition works and construction of a residential flat building
Date:	07/08/2024
Responsible Officer	
Land to be developed (Address):	Lot 2 SP 57603 , 2 / 32 Golf Avenue MONA VALE NSW 2103 Lot 2 SP 57603 , 2 / 32 Golf Avenue MONA VALE NSW 2103 Lot 4 SP 57603 , 4 / 32 Golf Avenue MONA VALE NSW 2103 Lot 4 SP 57603 , 4 / 32 Golf Avenue MONA VALE NSW 2103 Lot 1 SP 57603 , 1 / 32 Golf Avenue MONA VALE NSW 2103 Lot 1 SP 57603 , 1 / 32 Golf Avenue MONA VALE NSW 2103 Lot 3 SP 57603 , 3 / 32 Golf Avenue MONA VALE NSW 2103 Lot 3 SP 57603 , 3 / 32 Golf Avenue MONA VALE NSW 2103 Lot CP SP 57603 , 32 Golf Avenue MONA VALE NSW 2103

Officer comments

Further Comments - dated 2/08/2024

The applicant has provided additional information addressing the concerns except for bicycle parking. The amended traffic report prepared by Genesis Traffic, dated 27 June 2024 states that, "all the parking spaces will be oversized and there will be sufficient area within each parking module to accommodate bicycle spaces". While this is acceptable, these bicycle spaces must be shown on the plans and designed as per AS2890.3:2015.

The DA can now be supported subject to conditions.

Original Comments - dated 27/05/2024

Proposal description: Proposed demolition works and construction of Residential Flat Building at 32 Golf Avenue, Mona Vale

- The traffic team has reviewed the following documents:
- Plans (Master set) – Revision A, designed by Walsh Architects, dated 19/01/2024.
- Traffic Impact Assessment, prepared by Genesis Traffic, dated 23 February 2024 (Reference No. GT24001)
- The *Statement of Environmental Effects* prepared by Boston Blyth Fleming Town Planners, dated February 2024

Comments

- It is noted that the proposed development is for a Residential Flat Building consisting of 6 x 3-bedroom dwellings served by 14 parking spaces.
- Vehicular access is provided off Golf Avenue, via a new double width driveway.
- The development is required to provide 12 residential parking spaces (2 per dwelling) and 2 visitor spaces (one for each 3 units). Accessible parking is not required as only 3% of spaces are required to be accessible (0.42 of a space) and there is no requirement for adaptable parking spaces to be provided for the proposed silver level development.
- The traffic report states that the access driveway width is 5.8 metres and has 300mm kerb on both sides. However, these dimensions are not annotated on the plans. Furthermore, a two-way crossover is minimum 5.5metres wide between kerbs as per AS 2890.1:2004 clause 2.5.2 i.e. the total width of the driveway is 6.1metres (5.5m + 2x300mm) if the ramp is bordered by kerbs on either side in excess of 150mm in height. The above is to be clarified and the relevant dimensions must be shown on the plans.
- On the ground floor, RL, ramp widths, lengths and grades must be shown.
- It is noted that driveway longitudinal sections have been provided along with ground clearances checked for B85 and B99 vehicles. The longitudinal section 1 shows transition grade of 14% at 1.929 metres from the boundary and transition of 15% at the bottom of 25% ramp. Similarly, the longitudinal section 2 shows transition grade of 17.5% at 1.758 metres from the boundary and transition of 15% at the bottom of 25% ramp. Although no scraping is apparent on the ground clearance checks, these ramp transitions are not compliant with AS2890.1 Clause 2.5.3 and should be amended for compliance.
- Traffic report on page 16 states, "the proposed ramp is substandard as the grade of first 6m of the ramp exceeds 5% (12.5%)". The applicant's traffic consultant then justifies this steeper grade by saying that the the footpath gradient is flat so the driver will have adequate sight lines. The Australian Standard only allows a gradient steeper than 5% within the property where the driveway slopes down to street level. In this case the driveway slopes up to street level and, as the Golf Avenue footpath is well used by pedestrians carries high volumes of traffic and having high levels of parking activity, it is considered that there a significant reasons to require compliance with the standard. The driveway grades approaching the property boundary should be designed for compliance with the standard i.e sloping at no more than 5% for the first 6m inside the property.
- It is noted that there are RLs and grades provided in the basement level, although no RL is provided on ground floor. There is a note on the ground floor driveway that states, "driveway to basement as per Civil Engineer's drawing". However, it is noted that some RLs do not match on the Civil and Architectural plans. Consistent plans showing the same RLs must be provided.
- It is noted that a sight triangle is shown on the exit side of the driveway in the architectural plan. The dimensions of this sight triangle must be annotated on the plans. The sight triangle must be clear of any visibility obstructions in accordance with AS2890.1: 2004. Furthermore, the location of sight triangle in the driveway as shown in the architectural plan is not correct. The sight triangle should be placed along the edge of the driveway wall/kerb.
- It is noted that the Traffic report mentions loading and deliveries activities are to be carried out on on-street using the kerbside parking. Given the small size of proposed development and the development being only residential development, this provision is acceptable.
- It is noted that the traffic report states that a minimum of 45m of SSD is achieved for sight distance. A sight distance diagram is also provided in Attachment 2, page 29. However, the distance of 45m is not shown in the diagram. Hence, a complete diagram must be presented.
- The passing swept paths at the entry must be updated to show B99 entering and B85 exiting. Furthermore, the proposed driveway width and wings must be shown in order to see if the vehicle manoeuvres are accommodated within the driveway.
- It is noted that swept paths are provided for some of the parking spaces. It is required that a swept path plot be provided for a B85 vehicle entering and exiting the first parking space east

of the ramp, as this is a critically located space.

- A car turntable is provided in the northeast corner to assist with access to/from the four residential parking spaces located in the northeast corner. Swept paths are shown to demonstrate forwards entry and exit. The swept path plots for the vehicle entering the space in the north eastern corner should be replotted to show a continuous path of travel avoiding the break in the manoeuvre and avoiding encroachment into the adjacent parking space.
- the plans do not show any bicycle parking spaces. The Pittwater DCP requires one secure bicycle rack for each 3 dwellings. The development therefore requires at least 2 bicycle parking spaces. These should be shown on the plans

Conclusion

The application is not supported at this stage with further information as outlined above required prior to further consideration of the proposal.

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

Car Parking Standards

The driveway/access ramp grades (except the first 6m ramp*), 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.

*Note: The first 6m ramp is not fully compliant with AS2890.1:2004. However, the design presented on Civil Plans prepared by RTS Civil Constructing Engineers, dated 0.1.07.2024 is deemed acceptable with the maximum of 5% ramp provided from the footpath instead of property boundary.

Details demonstrating compliance with this condition are to 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.

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.

Vehicular Swept Paths

Vehicular manoeuvring paths must be provided to demonstrate all vehicles can enter or depart the site in a forward direction without encroaching on required car parking spaces. The drawings must be compliant with Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking.

Details demonstrating compliance with this condition must be submitted to the Principal Certifier prior to the issue of the construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase.
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.
- Make provision for all construction materials to be stored on site, at all times.
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.

- Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.
 - Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
 - Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
 - Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
 - Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.
 - The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
 - Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
 - Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult

with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.

- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site.
- Specify that the public roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.
- Proposed protection for Council and adjoining properties.
- The location and operation of any on site crane.

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

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

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Removal of Redundant Driveways

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to for an approval under and approved by Council prior to the issue of the Construction Certificate. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

Vehicle Mechanical Turntable

The applicant is to provide information on the proposed vehicular turntable, operation details, and instructions to residents on using the device, maintenance plan, and contingency plan during a malfunction.

Details are to be provided to Council for approval and this requirement is to be reflected on the Construction Certificate plans. 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.

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS4361.2 - Guide to lead paint management - Residential and commercial buildings**
- (c) AS4282:1997 Control of the Obtrusive Effects of Outdoor Lighting**
- (d) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (e) AS 4970 - 2009 'Protection of trees on development sites'***
- (f) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (g) AS 2890.3 - 2015 Parking facilities - Bicycle parking facilities**
- (h) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Principal Certifier to ensure compliance with this condition and that the relevant Australian Standards are adhered to.

The Australian Human Rights Commission provides useful information and a guide relating to building accessibility entitled "the good the bad and the ugly: Design and construction for access". This information is available on the Australian Human Rights Commission website.

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards.

Bicycle Parking

A minimum of two (2) 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 and access to the bicycle spaces must be provided at all times. Details demonstrating compliance with this condition must be submitted to the Principal Certifier prior to the issue of the construction Certificate

Reason: to ensure bicycle parking requirements are met and provided as per the Pittwater DCP

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.

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.