

Traffic Engineer Referral Response

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| Application Number: | Mod2024/0104 |
| Proposed Development: | Modification of Development Consent DA2023/0374 granted for Construction of a studio and car parking structure |
| Date: | 03/06/2024 |
| Responsible Officer | |
| Land to be developed (Address): | Lot 4B DP 361236 , 18 The Serpentine BILGOLA BEACH NSW 2107 Lot 4A DP 361236 , 20 The Serpentine BILGOLA BEACH NSW 2107 Lot 5 DP 13497 , 20 The Serpentine BILGOLA BEACH NSW 2107 |

Officer comments

Further Comments - dated 3 June 2024

- It is noted that a supplementary traffic report has been provided to address the concerns raised in the original traffic referral comments.
- It is noted that the provided sight line assessment in the latest traffic report shows a sight line assessment done for the southernmost vehicle exiting in the forward direction. Although this is not the most critical position, Council accepts this sight line assessment given the trees (trees 9, 12 & 15) most affecting sight lines are being removed completely.
- It is noted that the driveway layout has been slightly adjusted on the eastern side of the driveway maintaining a 5.5metres width in order to allow for a B99 access as requested by the Council in the original referral comments. This is acceptable to the traffic team.
- It is noted that an appropriate sight line triangle for pedestrians is provided at the vehicular access to the property boundary through a note in the architectural plan that states, "Pedestrian sight line triangle 2m/2.5m is achieved through height of fence and balustrade below 900mm".

The proposal is supported subject to conditions.

Original Comments - dated May 2024

Proposal Description: Modification to DA2023/0374 (Construction of a studio and car parking structure)

The traffic team has reviewed the following documents:

- Plans (Master Set) - Amended DA Project No. 2236, Revision D, designed by GartnerTrovato Architects, dated 22/01/2024,
- Parking Design Statement Report, prepared by PDC Consultants, dated 30/01/2024, and
- The *Statement of Environmental Effects* prepared by GartnerTrovato Architects, issue B, dated March 2024.

Access and Parking Design

- The development proposes a combined entry/exit driveway with a width of 5.5 metres in accordance with table 3.1 of AS 2890.1. However, according to the Notice of Determination conditions of DA2023/0374, condition number 15 – Vehicle Crossing Application restricts the maximum width of the proposed driveway to be 4 metres in accordance with Northern Beaches Council Standard Drawing A4/3330/1 in accordance with Section 138 of the Roads Act 1993. Although this condition has been breached by the proposed 5.5metres wide driveway, the proposed driveway width is acceptable because the proposed driveway is two-way and is in accordance with AS2890.1:2004.
- The Parking Design Statement prepared by PDC Consultants, included a swept path analysis for the proposed driveway access using a B85 Design Vehicle, however swept paths for a B99 vehicle should be used in the design of access driveways. The swept path analysis on page 9 shows that the vehicle body hits the column on eastern side during both entry and exit movements. Moreover, the swept path on page 10 shows that the vehicle body will hit the stair handrail on western side during entry movement. The swept paths must be revised.
- The Traffic report mentions that at least one reverse manoeuvre into or out of the double garage car parking space is required. Hence, the swept path analysis for one reverse in movement must be provided.

Sight Distance

- It is understood that this is a modification to the approved DA2023/0374. Hence, a reference is made to the original DA and notes from the pre-lodgement meeting. The driveway location in original application was considered to be in close proximity to the bend, hence a sight line analysis was requested. The proposed modification proposes to move the driveway further to the north, resulting in closer distance to the bend. Hence, high emphasis should be given to the sightline assessment. The submitted traffic letter provides a sight line assessment on page number 12, Drawing number S.001, done only for the far left vehicle, but not for the right vehicle which is closer to the bend. Council believes that the sight line assessment should be carried out for the most affected vehicle (right vehicle which is closer to the bend). Furthermore, given the exit movement will be reverse out as shown in the swept path analysis, the position of driver on the sightline assessment must be amended as the driver's position at the moment is for the vehicle exiting in a forward direction. This sight line assessment shows that a minimum of 35m Stopping Sight Distance is achievable on the eastern side of the driver's position. However, to achieve the unobstructed sightlines, Tree 12 and 15 will need to be removed. The recommendation of the Arborist Report only appears to consider the impacts the location of the driveway and structures have on the existing trees and not any consideration of their effects on sight distance. The Arborist report mentions no pruning required for tree 12 and minor crown pruning for vision up (street to the north) for tree 15. Furthermore, Council notes that the architectural plan used on Arborist Report (page 7) is not same as the latest architectural plans submitted as the driveway width and shape are different to the one shown on the traffic report. The Transport Network continues to have concerns regarding visibility exiting the driveway and restricted sight distance due to the existing trees and vegetation.

Pedestrian sight distance at property boundary

- A pedestrian sight triangle of 2 metres by 2.5 metres, in accordance with AS2890.1:2004 (figure 3.3) is to be provided and shown on the plans at the vehicular access to the property boundary. The sight triangle should be clear of obstructions or lower than 900mm height or 50% transparent if higher than 1 metre.

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.

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

Car Parking Standards

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of carport/ double garage are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

Details demonstrating compliance with this condition are to be submitted to the 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 and car parking areas 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

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.
- 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.

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.

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 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.