

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2022/0581
<b>Date:</b>	16/08/2022
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 2 DP 1275526 , 1 Golf Avenue MONA VALE NSW 2103 Lot 249 DP 752046 (SPL 76319) Lot 323 DP 824000 (Crown Lease 200108) , 3 Golf Avenue MONA VALE NSW 2103 Lot 249 DP 752046 (SPL 76319) Lot 323 DP 824000 (Crown Lease 200108) , 3 Golf Avenue MONA VALE NSW 2103

### Officer comments

### SUPPORTED SUBJECT TO CONDITIONS

#### Comments 16/8/22

The proposed development is for alterations and additions to the Mona Vale Golf Club with upgraded facilities for golf club members and casual visitors.

The main works include refurbishments to the existing bar and restaurant, on-site fire protection system with the provision of a new pump room and water tank adjoining the pro-shop building. The application has been reviewed with respect to impacts to parking and fire truck access to the new facilities. The Traffic & Parking assessment undertaken by The Transport Planning Partnership (TTPP) also provides advice on the provision of parking for people with a disability in an area adjacent to the club building.

The assessment notes that Council's DCP requires the provision of accessible parking spaces for people with disabilities at the rate of 3% of the required car parking spaces. The Mona Vale Golf Club has an at-grade car park with approximately 118 car spaces and an overflow hardstand area with a capacity of 50 additional parking spaces. The additional parking area is available when the lower ground floor members area is used during the late afternoon/ early evening period following a round of golf. The required accessible parking spaces, based on the total car parking is therefore five spaces.

The Applicant proposes two new spaces for people with disabilities to be provided at the south-eastern corner of the main car park adjacent to the club building, and notes that there are two existing accessible spaces in Golf Avenue near the pro-shop. The on-street parking spaces provide suitable access to the pro-shop only and not the club building due to the distance and level difference between the street and building entry points. Council therefore requires that two additional accessible parking spaces be provided in the car park area directly in front of the club building. The two accessible spaces with shared area will displace three existing staff parking spaces which can be relocated to the parking adjacent to the pro-shop. The Notification Plan Drawing No. NP-001, actually shows the location of the recommended accessible parking in the front parking area. This location provides convenient access to the main entrance, using the existing ramp near the porte cochere.

The proposal and location of the new facilities for firefighting will result in the displacement and removal of six parking spaces on the western side of the pro-shop. Fire truck access off Golf Avenue to the pump room will also impact vehicles parked in the central parking modules opposite the facilities. It is therefore appropriate that suitable measures be undertaken to reduce these impacts.

The Applicant has adopted some but not all of Council's recommendations regarding parking layout and circulation within the car park. The updated plan Drawing No.22012CAD006 Figure 1 Revision A, shows three 60 degree angled spaces (2.5m wide with 5.7m aisle width). The existing central parking modules are poorly marked and not aligned with the other parking modules. The circulation roadway narrows from the access driveway, with the swept path for the fire truck encroaching slightly on the central parking module. As a result, the Applicant proposes that the two adjacent spaces be removed. The central parking spaces (and the overall car park in general) have irregular sized spaces varying between 2.35-2.5m wide and 5.1-5.3m long. Rather than the removal of two parking spaces, the central parking modules can be remarked (12 spaces, 2.4m wide and 5.4m long) and shifted westwards, with the horizontal line separating the parking modules retained to facilitate installation. The provision of a minimum 4.6m aisle width would widen the circulation roadway to enable fire truck access.

The existing car park layout is restrictive and lacks any pavement markings to direct visitors. Circulation within the main car park can be significantly improved by installing directional arrows and introducing one-way flow in a clockwise direction. The eastern driveway access should be made entry only. The western driveway can be combined entry and exit to allow direct access to the overflow car park area. Furthermore, the first parking aisle (closest to Golf Avenue) can be two-way to allow vehicles to circulate within the car park without exiting and re-entering from Golf Avenue.

The additional changes specified by Council provides an additional two accessible parking spaces (total four within the car park) at convenient locations near entrances to the club building, minimises loss of parking, reduces traffic conflict and improves overall circulation without redesigning the entire car park.

The proposal can therefore be supported subject to the above changes and required Council Conditions. Engineering plans generally in accordance with the Australian Standards and/or otherwise specified by Council are to be submitted for approval prior to the issue of the Construction Certificate.

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**

#### **Traffic Management**

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Consent Authority.

Reason: To ensure pedestrian safety and continued efficient network operation.

#### **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 existing car park where possible.

Reason: To ensure minimum impact of construction activity on local parking amenity.

## 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 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, or otherwise specified by Council.

Details demonstrating compliance with this condition are to be submitted to the Certifying Authority prior to the issue of a construction certificate.

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

### Construction Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Due to heavy traffic congestion throughout the town centre, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm. Truck movements must be agreed with Council's Traffic and Development 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.

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

### **Submission of Engineering Plans - Parking**

The submission is to include four (4) copies of Civil Engineering plans for the car park design.

The proposal shown in Drawing No.22012CAD006 Figure 1 Revision A is to be updated to include the additional requirements specified in Council’s Traffic Referral response. The plans shall be prepared by a qualified Civil Engineer and the design must include the following information:

- Provision of two accessible parking spaces in the car park area directly in front of the club building. The location of the spaces is shown on Notification Plan Drawing No. NP-001. The existing three staff parking spaces displaced can be relocated to the parking adjacent to the pro-shop.
- Provision of a 4.6m circulation roadway between the central parking module and the three new 60 degree angled parking spaces provided on the western side of the pro-shop.
- Remark car spaces in the central parking modules of the main car park. Two rows containing twelve 90 degree angled parking spaces (2.4m wide and 5.4m long).
- Designate the eastern driveway access as entry only. The western driveway is to be combined entry and exit to enable direct access to the overflow car park area.
- The first parking aisle (closest to Golf Avenue) is to be two-way to allow vehicles to circulate within the car park without exiting and re-entering from Golf Avenue.
- Introduce one-way flow in a clockwise direction for the remainder of the main car park with installation of directional arrows.

Details demonstrating compliance are to be submitted to Council prior to the issue of the Construction

Certificate.

Reason: To ensure compliance with Council's requirements to provide accessible parking spaces at convenient locations near entrances to the club building, minimise loss of parking, reduce traffic conflict and improve overall circulation within the car park.

## CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT

### 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 RMS 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 RMS 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 RMS accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to 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**

### **Accessible Parking Spaces**

Where Accessible parking spaces are provided they must be in accordance with AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.

### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between Accessible parking spaces in accordance to Australian Standards AS2890.6:2009.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the



issue of any Occupation Certificate.

Reason: To ensure compliance with Australian Standards.