

Traffic Engineer Referral Response

Application Number:	DA2024/1376
Proposed Development:	Subdivision of one lot into two including demolition works, new driveway and carport
Date:	18/02/2025
Responsible Officer	
Land to be developed (Address):	Lot G DP 408223 , 7 Cooleena Road ELANORA HEIGHTS NSW 2101

Officer comments

Further Comments dated 18 February 2025 Comments

- It is noted that a response letter together with updated swept paths and updated grades have been provided to address previously raised concerns in Traffic referral comments. The developer has argued that Lot1 does not currently have provision of side by side parking and, as such, relies upon tandem parking and shuffling of cars to meet parking demands. The proposed double garage to serve that lot is therefore an improvement upon teh existing situation allowing two spaces to be independently accessible. In practice, this is likely to result in less on street parking activity associated with that lot. Furthermore, there are no changes being made to the number of bedrooms of both main dwelling and secondary dwelling in lot 1. Therefore, Council accepts the proposed two car parking spaces for lot 1. Lot 2 has also been shown to be capable of accommodating two side by side spaces in a garage.
- It is noted that an updated swept path analysis has been provided and is acceptable to Council.
- It is noted that an updated driveway long section along the vehicle access ramp and driveway
 has been provided although this long section suggests that there are excessive changes of
 grade between the kerb alignment and the front building alignment without adequate transition
 zones. As a result vehicle scraping is considered likely. It is noted that Council's development
 engineering referral has requested that the vehicle crossing be reconstructed to meet Council's
 Normal Low Profile. This would be supported. A ground clearance check to confirm that vehicle
 scraping does not occur for a B99 vehicle has not been provided as required by AS2890.1
 clause 2.6.2 and will be conditioned to be provided prior to the release of a Construction
 Certificate.

Conclusion

The application is supported subject to conditions.

Original Comments dated 18 December 2024

Proposal Description: Proposed subdivision of one lot into two lots with demolition works, new Right of Way, carport for lot 1 and double garage for lot 2 on 7 Cooleena Road, Elanora Heights

The Traffic Team has reviewed the following documents:

- Plans (Master Set) revision K, dated 08/10/ 2024 (unknown architect).
- The Statement of Environmental Effects, prepared by JV Urban, dated September 2024



- Pre-Lodgement Advice (PLM2024/0055) dated 20 June 2024
- Survey Plan, prepared by Structerre Surveying, dated 07/10/2015 (survey plan has a note stating, "Boundaries of the site have been identified onsite by survey on 27/04/2022).

Comments

- It is understood that the proposal is for a subdivision of the existing single lot into two lots. The proposal retains the existing primary dwelling with a granny flat and proposes a new double carport for the lot 1 and a double garage for lot 2 accessed via a new Right of Way.
- The Pittwater DCP applies to the subject site. According to the DCP, the subject site is required to provide a total of 3 carparking spaces for lot 1 and 2 car parking spaces for lot 2, as the lot 1 has primary dwelling and a granny flat. Although both the dwellings are existing with single garage, this proposal requires lot 1 to be provided with a minimum of 3 car parking spaces in compliance with DCP requirement because the granny flat previously approved under N0584/16 had opportunities for tandem parking on the driveway. In this proposal, there will be no opportunity for tandem parking in the driveway as the proposed RoW needs to be kept clear for access to lot 2. It has also been stated in the PLM notes for this development (PLM2024/0055) that a third off-street parking space for lot 1 must be provided for consistency with DCP requirements and as there is high on-street parking demand and congested traffic conditions on Cooleena Road.
- It is noted that at the time of this assessment, no Traffic report was provided.
- It is noted that swept path plots have been provided within the architectural plans to demonstrate access to the car parking spaces on lot 1 and lot 2. However, these swept path plots are incomplete as they do not show entry plots and are unsatisfactory as they are not show continuous movement swept paths, i.e. the positions of propped cars change in the exit manoeuvres. Furthermore, the swept paths do not consider the door widths of the garage for lot 2 and wheels are shown traversing the landscaped area for northmost vehicle of lot 2 even with one corrective manoeuvre.
- A new Right of Way (RoW) connected to the existing driveway is proposed to provide access to lot 1 and lot 2 car parking spaces. Due to the topography of the site, the internal driveway or RoW is very steep with a slope maximum of 24.79%. According to the Pittwater DCP, the gradient on internal driveway is be at a maximum of 20%, however, the gradient can be increased to maximum 25% for steeply sloping or difficult sites. While the gradients of 24.79% can therefore be accepted for the proposed development, the proposed gradients are not compliant with AS2890.1 as they do not have compliant transitions, most notably at the top of the driveway where AS2890.1 Clause 2.6.2 requires grades no more than 5% crossing a property alignment. The driveway is therefore considered excessively steep and non compliant in its current form. Amended driveway grades are required together with a ground clearance check using a B85 vehicle starting from the centre of the road and extending into the double garage of lot 2 must be provided to demonstrate suitable access without scraping.
- The internal driveway or Right of Way is proposed to be minimum 3 metres wide. with a kerb provided on alongside the driveway wherever a the driveway is elevated 600mm or more above surrounding land .
- As there is no traffic report, there is no information provided on projected traffic generation from the proposed development. However, Council believes that the proposal will generate minimal vehicular traffic during the peak, and it will not have any unacceptable implications in terms of road network capacity performance, considering the proposed development meets the car parking requirements as outlined in the council DCP.

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:

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

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.

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 2890.1 (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 including between the kerb alignment and the front building alignment, where scraping or height restrictions could potentially occur and is to demonstrate adequate clearance for the B99 vehicle as required by AS2890.1.

Plans prepared by a suitably qualified Engineer shall be submitted to the Council's Traffic Engineer for review and the traffic engineers approval provided 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.

Pedestrian sight distance at property boundary

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.



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

Reason: To maintain pedestrian safety.

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 and a Roads and Maritime Services Work Zone Permit shall be obtained for State Roads.

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. The required 2.0m x 2.5m pedestrian sight line triangle at the point where the driveway meets the property boundary is not to be obstructed by landscaping, solid fencing or signage.

Reason: To maintain unobstructed sight distance for motorists.