

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/0936
<b>Proposed Development:</b>	Demolition works and construction of a residential flat building
<b>Date:</b>	13/05/2025
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	Lot 1 DP 593609 , 45 Oaks Avenue DEE WHY NSW 2099 Lot 2 DP 593609 , 45 A Oaks Avenue DEE WHY NSW 2099

### Officer comments

#### Referral comments 13/5/25

The Applicant has provided an updated Basement Plan Drawing No.A1001 Issue D dated 8 April 2025 prepared by Mackenzie Architects International. The amended proposal has been reviewed with respect to access and parking.

The proposed basement layout differs from the design discussed at the previous s34 conference, whereby concerns were raised regarding the lack of provisions for visitor parking. A visitor parking space should not be considered purely for visitors of residents, but also as a non-resident parking facility for use by delivery vehicles (clearance less than 2,2m), as well as tradespersons, maintenance and other essential service providers for the development site. The previous Basement Plan Issue C, provided a total of 11 residential spaces with a layout that provided 5 adjacent parking spaces located south of the lift, including a storage cage at the southern end of the site. The storage was not accessible, as well as being located within the 1m blind aisle extension affecting vehicle access. It was therefore suggested that the storage cage be removed to maintain access for the end parking space. The latest design however shows a reduced basement plan area with increased rear setback from 6 to 6.63m. This results in the removal of the end parking space so that only 4 adjacent spaces are situated south of the lift including a storage area for 3 cages at the southern end of the site. The amended proposal provides a total of 10 residential spaces. Although the development has been reduced from 12 units to 10 units, there is still no provision for visitor parking.

The Transport Network team is not satisfied that the proposal meets the Schedule 9 design principles for amenity and safety under SEPP Housing 2021. Good design positively influences internal and external amenity for residents and neighbours, combining a number of factors including storage as well as efficient layouts and service areas. The amended proposal does not provide any parking space for a delivery vehicle or tradesperson to service the site. The basement layout also only provides external storage areas for three of the ten residential units. With respect to safety, good design should provide for quality public and private spaces that are clearly defined and fit for the intended purpose. The development does not provide any facility for deliveries or services. The provision of a non-resident on-site parking space would provide safe and convenient access for drivers undertaking deliveries and tradespersons servicing the development. The site is located in a medium-density residential area near the Dee Why Town Centre where there are high pedestrian and traffic volumes with a high demand for off-street parking. The combination of these issues provides difficulties in undertaking deliveries or moving goods and equipment from the street to service the property

Council's WDCP requires that residential flat buildings provide 1 visitor space per 5 units or part of dwellings. The proposed 10-unit development would therefore require 2 visitor spaces under the WDCP. Noting the site constraints, the provision of 1 visitor parking space marked for visitor and delivery use would be acceptable for this development. The provision of an additional parking space within the basement for visitor parking may be possible by removing the three proposed storage areas and extending the southern basement wall 1m further south, reducing the rear setback to 5m. Additional storage areas could be provided by widening the area directly opposite the car stackers by 0.5m. Relocating a 16m section of the western basement wall to the property boundary can provide eight storage cages (2m long x 1m wide) while providing the minimum 5.8m wide parking aisle. It may be possible to provide a further two storage areas (2.25m long x 1m wide) so that each of the 10 residential units are provided with external storage areas in the basement. This can be achieved by reconfiguring the layout of the Bicycle Parking area and the Services Room. An access path is currently located between the Services Room and Bicycle Parking providing access to both facilities. If the door to the Services Room can be relocated to the south-west corner, a modified Bicycle Parking area (4.5m long x 2.7m) wide can be provided so that all 11 vertical bicycle parking spaces (1.2m long x 0.5m wide) are located on one side with a 1.5m wide aisle. The modifications will allow two new storage areas (2.25m long x 1m wide) to be provided adjacent to the Bicycle Parking area.

#### **Referral comments 24/9/24**

This development application involves the demolition of the existing structures to facilitate the construction of a four storey in-fill affordable residential flat building. The proposal provides a total of 12 units including 1, 2 and 3 bedroom units, including 2 x affordable rental units. A Traffic and Parking Assessment (TPA) has been prepared by Terraflow Pty Ltd (dated 22nd May 2024), with respect to parking and traffic generation impacting the road network.

The development is required to provide 2 adaptable dwellings under the WDCP (at least five dwellings, 10% rounded up to next whole number). The development would also need to provide 3 dwellings incorporating Silver Level Living design features based on the Apartment Design Guide (benchmark of 20% of the total apartments).

#### **Traffic Generation**

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002'. The TPA states that the proposed development generates 7 vehicle trips during the weekday peak hours. The existing 2 dwellings generates 2 vehicle trips during the weekday peak hours. The proposed development would therefore generate an additional 5 vehicles compared to the existing site, and it is considered to not have any unacceptable traffic implications.

#### **Parking**

The TPA states that the proposed development will be served by a single level basement carpark containing a total of 11 resident only car spaces, including 4 spaces within a dual-width car stacker that will include a pit to enable all vehicles to have independent access to each parking space. A

turntable is also proposed in the basement to facilitate forward egress by cars parking in space 1 located alongside the access ramp.

The site will contain parking for 13 bicycles with 11 spaces in a secure storage area on ground level and 2 bicycle spaces in the secure basement.

Vehicular access to the carpark is via a 5.5m wide combined entry/exit driveway off Oaks Avenue located adjacent to the eastern site boundary. The access ramp narrows to a 3.0m wide single lane approximately 8m into the site.

The proposal provides a total of 11 car spaces which satisfies the minimum requirements under the SEPP for affordable housing. As there are 12 units within this development, at least one of the units will not be provided with a car park space and it is not clear how the parking spaces will be allocated for the development.

Car space 2 and 3 are accessible parking spaces which would meet the car parking space requirements for adaptable housing (Units 102 and 202).

If a parking space were to be provided for Unit G01, the space must be a minimum 3.2m width x 5.4m length to meet Silver Level Living requirements. Car space 11 is located at the end of the blind aisle with the 1m extension which could meet the additional width requirements. Regardless of whether car space 11 is to be designated for Unit G01 or not, additional swept paths are required to check whether the proposed storage areas located at the southern end of the car park do not affect access to car space 11.

The provision of the turntable to provide access to the single parking space 1 does not seem practical and is not supported. The location near the entrance of the access driveway also affects access for other vehicles using the car park. It is suggested that a better solution would be to provide a 4-car width stacker (comprising spaces 4, 5, 6 and 7) instead of the proposed dual-width car stacker. This proposal will provide 2 parking spaces to replace the location of car space 1 and would remove the need for a turntable. This change would increase parking supply and provide a total of 12 spaces for the site. The additional parking space would preferably be used for visitors or trades vehicles (limited clearance 2.65m) to service the development as it is noted that no visitor parking has been provided. Although not a requirement for this development, there is a high demand for off-street parking in the area with the limited available parking signposted as '1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' which is unlikely to provide the additional amenity necessary for visitors or trades.

Bicycle parking spaces are currently divided over the ground floor and basement levels. The removal of car space 1 may provide the opportunity to locate all bicycle spaces together in the basement. The current bicycle parking area on the ground floor could then be used for other purposes such as storage area or even incorporated into unit G02.

The proposal is not acceptable in its current form and it is requested that the above recommendations be considered and addressed in the amended plans. Further information should be submitted regarding how the parking spaces are allocated and additional swept paths provided prior to further review.

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:**

**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.

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.

**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 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.

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 7.00-8.00am and 4.30-6.00pm.

Additional restrictions will apply on School Days due to the proximity of the site adjacent to St Kevin's Primary School. No heavy vehicle movements or construction activities effecting vehicle and

pedestrian traffic are permitted during school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

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.



**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.

**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 2890.2 - 2002 Parking facilities - Off-street commercial vehicle facilities\*\*
- (h) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities\*\*
- (i) AS 2890.5 - 1993 Parking facilities - On-street parking\*\*
- (j) AS/NZS 2890.6 - 2009 Parking facilities - Off-street parking for people with disabilities\*\*
- (k) AS 1742 Set - 2010 Manual of uniform traffic control devices Set\*\*
- (l) AS 1428.1 – 2009\* Design for access and mobility - General requirements for access – New building work\*\*
- (m) AS 1428.2 – 1992\*, Design for access and mobility - Enhanced and additional requirements - Buildings and facilities\*\*

\*\*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.

**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) 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.

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 7.00-8.00am and 4.30-6.00pm.

Additional restrictions apply on School Days due to the proximity of the site adjacent to St Kevin's Primary School. No heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted during school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).

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.
- Specify that, due to the proximity of the site adjacent to ##### School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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 and Construction Traffic Management Plans**

The Demolition Construction Traffic Management Plan and Construction Traffic Management Plan that is required by this consent must be complied with at all times during the demolition and construction phases of the development

Reason: Traffic management.

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

### **Disabled Parking Spaces**

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

Details demonstrating compliance are to be submitted to the Principal Certifier 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 disabled spaces in accordance to Australian Standards AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

## **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 1,140mm

Reason: To maintain unobstructed sight distance for motorists.

### **Sight lines within carparks**

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.