

Traffic Engineer Referral Response

Application Number:	DA2024/1079
Proposed Development:	Community title subdivision into five (5) lots and civil works
Date:	09/07/2025
Responsible Officer	
Land to be developed (Address):	Lot 3 DP 1115877 , 53 B Warriewood Road WARRIEWOOD NSW 2102 Lot 3 DP 942319 , 53 Warriewood Road WARRIEWOOD NSW 2102 Lot 2 DP 1115877 , 53 A Warriewood Road WARRIEWOOD NSW 2102

Officer comments

Additional comments - 9 July 2025

The applicant has provided a response to Council's request for additional information and amended plans which have satisfactorily addressed the traffic engineering concerns.

It is noted, contrary to advice in applicants response, that a No Left Turn restriction for vehicles in excess of 6m remains in place on the plan number 220122-00-DA-C11.01 prepared by enspire. A review of the swept path plots provided with the original traffic impact assessment report reveals that vehicles in excess 6m would be unable to turn left out of Road 02 into Pheasant Place without removing parking opposite Road 02. As the number of vehicles impacted by this turn ban would be small, limited to waste collection vehicles and delivery trucks egressing via Road 02 its retention is not opposed.

It is noted that detailed conditions relating to the Roads Act approval for works on the road reserve have already been recommended by the development engineering team. These have satisfactorily addressed requirements relating to the required Civil works.

The subdivision can now be supported subject to conditions.

Additional comments - 13 May 2025

The revised Civil Engineering plans dated 1/4/2025 have been reviewed it is noted that the plans now appear to incorporate vertical faced kerb and gutter on the internal road network and 1.5m width footpaths on Roads 01 & 02. It is noted that indicative streetlighting details have also been plotted. These changes are supported.

The following concerns are still evident with the amended plans:

The road reserve width of Lorikeet Grove is still shown as 15m rather than the 16m approved under N0027/16. Road Reserve widths are to be consistent with those in existence on adjacent lots

The comments made in Council's landscape referral response regarding the Shared Path are supported. The shared path should be located in the Outer Creekline Corridor and not along Lorikeet

Grove. The shared path alignment must be demonstrated to connect to the shared path alignments approved under previous approvals on adjacent sites. Although the shared path is now shown wholly on the south side of Lorikeet Grove, the details for the 2.5m shared path are still not acceptable as they do not show connection to shared paths east or west of the subject site. The Shared Path must be shown to provide a continuous connection to the shared path on Brands Lane. The proposed 2.5 metre wide shared path should remain to the south of Lorikeet Grove with further details required to demonstrate how it is proposed to connect this shared path to existing shared path segments constructed and/or planned on adjacent lots east and west of the site as approved under past development consents. Updated details are to be reflected on amended DA plans.

The indented parking bay for Warriewood Road appears to show three vehicle crossings within the parking bay. All proposed lots having a property frontage to Road 01, Road 02, Lorikeet Grove or Pheasant Place must have their vehicular access from these roads and not Warriewood Road. There are only two lots which do not have a property frontage to any of these roads and these are the only lots that will be permitted to have vehicular access from Warriewood Road. The Warriewood Valley Roads Masterplan has an objective to limit the number of property access points to Warriewood Road. This objective will be achieved if only those two lots access Warriewood Road. This would also maximise on-street parking availability within the parking indent on Warriewood Road as the additional vehicle crossing to Warriewood Road would result in at least one additional lost parking space.

The indented bus bay on Warriewood Road now includes details for signposting of the bus stop and Bus Zone. It is also noted that a 2.1m shared path as required is shown on the western side of Warriewood Road along the frontage of the sub division. These details are supported however as outlined in the previous referral comments it is proposed that a Bus Shelter will be sited at the head of the bus stop however the design details for the bus indent do not appear to allow sufficient width to accommodate a bus shelter. Although it is not required that the developer install the bus shelter a hard stand area upon which a bus shelter can stand that is located clear of the shared path is required. This detail must be shown on the DA plans. A separate Roads Act approval will then be required for subsequent lodgement and this would be conditioned.

It is noted that the signage and linemarking plan includes details for a left turn ban out of Pheasant Place onto Lorikeet Grove. The reason for this left turn ban has not been outlined and in the absence of reasoning for its introduction it is not supported. The left turn ban should be deleted.

Given that there are still a number of issues and missing information in the revised plans the subdivision is still unable to be supported.

Original comments - 19/11/2024

The Development Application is for a residential subdivision of 53A & 53B into 5 lots. Further subdivision is to occur at a later stage to create a total of 29 lots on the land.

Road Network.

The proposed road network to serve the subdivision is generally acceptable comprising roads consistent with the requirements for Access Streets for the internal roads and generally in compliance with requirements for a Local Street for the design of Lorikeet Grove as outlined in the Warriewood Valley Roads Masterplan (WVRM). The following points of concern are however raised:

- It is noted that roll kerb and gutter is proposed for use on internal roads Road 1 & Road 2. The use of roll kerb is not supported as it will inevitably result in vehicles parking with one wheel up on the footpath/nature strip which is illegal, will result in deterioration of landscaping, narrowing of useable footpath widths and minimising of space for presentation of bins. Vertical faced kerb and gutter is be

used on all roads.

- footpaths of only 1.2m in width are proposed on roads 1 & 2 contrary to the WVRM requirement of 1.5m. The proposed 1.2m footpaths are considered inadequate as the WVRM requires 1.5m footpaths on an Access Street to allow sufficient width for a pram and wheel chair to pass consistent with AS1428.2
- the road reserve width of Lorikeet Grove does not match that approved on the adjacent site at 53C Warriewood Road which was approved at a 16m width under N0027/16. Road Reserve widths are to be consistent with those in existence on adjacent lots
- A 2.1m shared path is proposed along the site frontage to Warriewood Road, with a 1.5m footpath proposed on one side of Lorikeet Grove, consistent with WVRM requirements. A 2.5m shared path is also proposed to the south of Lorikeet Grove as required by the WVRM. The shared path is shown switching to the north side at Road No.1. The details for the 2.5m shared path are queried as it does not appear that there is a connecting shared path west of the subject site on the northern side of Lorikeet Grove. The Shared Path would therefore not provide a continuous connection to the shared path on Brands Lane. The proposed 2.5 metre wide shared path should remain to the south of Lorikeet Grove with further details required to demonstrate how it is proposed to connect this shared path to existing shared path segments constructed and/or planned on adjacent lots east and west of the site as approved under past development consents. Updated details are to be reflected on amended DA plans.

Property Access

It is noted that proposed lots 28 & 29 which front Warriewood Road and are located at the south eastern corner of the site do not have a property frontage to the internal road network so will have vehicle crossings to Warriewood. All other proposed lots, including lot 27, which is shown in the traffic report as having access to Warriewood Road, are to have property access to the internal private road network, to Pheasant Place or to Lorikeet Grove, this will be conditioned. In this way, the objective of the WVRM to limit the number of property access points to Warriewood Road will be achieved. This would also maximise on-street parking availability on Warriewood Road as the additional vehicle crossing to Warriewood Road would result in at least one additional lost parking space.

Intersection treatments

It is noted that it is proposed to construct threshold treatments in a stamped asphaltic concrete or porphyry paver treatment on Road 1 and at its junctions with Lorikeet Grove and Road 2. This is supported. Design details are to be provided for further review prior to release of the Construction Certificate. This will be conditioned

It is also noted that the applicant's traffic engineer has undertaken a sight distance assessment at the junction of Road 1 with Lorikeet Grove. This sight distance assessment has found that fences and landscaping for approximately the first 2m inside the front yards of lots 6,7,8 & 9 would need to be kept at less than 1m to allow adequate sight lines for motorists at a travel speed of 40km/h. This can be conditioned.

Indented Bus Bay & Parking Bay

It is noted that an indented bus bay of 3.0m in width and an indented parking bay of 2.1m in width have been proposed on the Warriewood Road frontage consistent with the requirements of the WVRM and the concept proposal previously approved by the Traffic Committee. It is noted that the Warriewood Valley Development Contributions Plan Amendment 16, Revision 3 envisages a bus shelter being provided on Warriewood Road between Manooka Place and Alameda Way (item 5.5). The indented bus stop proposed under this sub division would be an appropriate location for this bus shelter noting that there are no bus shelters currently in place on the northbound side of Warriewood

Road within reasonable proximity of the development . Detailed designs for both indents including provision of a bus shelter and the related parking restriction signposting will require separate approval under a Roads Act approval application. It is noted that the concept plans for signposting of the subdivision have proposed that the bus stop indent be signposted as No Stopping. This is inappropriate, with Bus Zone signposting required. The above requirements for a separate Roads Act approval will be conditioned.

Streetlighting

No details for streetlighting have been provided on the subdivision plans. To ensure that consideration has been given to potential locations for streetlighting and to ensure that such facilities are not in conflict with other required infrastructure or landscaping, concept details for streetlighting must be indicated on the DA plans. Ausgrid approved streetlighting details will be required for review prior to release of a construction certificate with an appropriate condition to be drafted. Lighting will also be required for the shared path south of Lorikeet Grove on any sections which deviate from away from the Lorikeet Grove road alignment.

Conclusion

There are amended and/or additional details required before the proposed subdivision can be supported

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

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.

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.

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

Signage and Linemarking – Implementation

The applicant is to install all signage and linemarking, as per any Roads Act approval. These works are to be completed prior to the issue of a Subdivision Certificate

Reason: To ensure compliance with the Road Act.