Traffic Engineer Referral Response

Application Number:	DA2024/0460
Proposed Development:	Demolition works and construction of shoptop housing
Date:	31/03/2025
Responsible Officer	
Land to be developed (Address):	Lot 188 DP 16719 , 3 Gondola Road NORTH NARRABEEN NSW 2101 Lot 187 DP 16719 , 1 Gondola Road NORTH NARRABEEN NSW 2101

Officer comments

Further comments dated 24/03/2025
It is noted that an amended plan together with a traffic letter, ground clearance check and swept paths as requested in previous referral comments are provided. Therefore, the new plans and reports are as follows:

- Plans (Master Set) - Amended - revision F, prepared by Mackenzie Architects International, dated 14/03/2025.
- Traffic letter providing response to location of waiting bay in basement and loading/ servicing activities and garbage collection associated to commercial units, prepared by Terrafic Pty Ltd, dated 20/03/2025 and reference number 22016.
- Swept paths separately provided, prepared by Terrafic Pty Ltd
- Ground Clearance checks, prepared by Martens and Associates, reference number P2310036JC01V02, dated 10 March 2025.

Comments

- It is noted that the amended architectural plans now reflect the dimensions of car parking spaces, bicycles, correct RL and grades on the ramp leading to basement, both wall and kerb shown on the ramp leading to basement and the waiting bays marked on both the ground floor and basement level as requested previously.
- The location of the waiting bay on the basement level is on the right hand side of the circulation aisle. As we drive on the left hand side, this is unideal however as the carpark caters for low volumes of traffic and is for use by residents only, and faciliates passing, teh location is deeemed acceptable.
- It is noted that all the swept paths as requested previously have been provided. The egressing swept path of small car parking space number 13 although not a correct simulation as it is not a single movement reversing manoeuvre it is never-the-less acceptable as aisle widths and car parking space dimensions are compliant with standards. Furthermore, since this car parking space is allocated to residents only, Council believes that the residents would be familiar to the parking bay constraints.
- It is noted that the shared zone of disabled parking spaces are overlapping with a column located in the shared zone. AS2890.6:2022 allows the shared zone to be overlapped. AS2890.6:2022 also allows to have a column in place of bollard. As there is a minimum of 1m provided between the column and any adjacent parking space from the parking space and a minimum of 750mm from the end of the shared zone. The arrangement is considered acceptable, allowing adequate space for wheelchair access from both parking spaces.

- It is noted that the traffic letter provides a response to previously raised concerns relating to the intended arrangements for removalist trucks and loading/servicing activities for commercial units. The developers response stating that the proposed development is not required under the DCP to to provide an off-street loading bay as the total GFA of the commercial units does not exceed 400 sqm is accepted. The response also states that the residential waste collection will occur at kerbside from Minarto Lane while removalist vans will utilise the courier van bay provided in the basement, with delivery trucks using any available on-street parking. However, no commentary has been provided relating to commercial waste collection. Noting the support from the waste referral team, to traffic team does not further press this issue however will require the creation of a Loading Zone on the property frontage with a No Stopping restriction introduced opposite the property on Minarto Lane. This will facilitate kerbside waste collection and deliveries by vehicles too large to be accommodated offstreet. This will be conditioned.

The DA can now be supported, subject to conditions.

Further comments dated 24/02/2025
It is noted that amended plans together with an amended traffic report and amended statement of modification has been provided. Therefore, the new reports and plans are as follows:

- Plans (Master Set) - Amended - revision E, dated 05.02.2025, prepared by Mackenzie Architects International.
- Traffic and Parking report, prepared by Terrafic Pty Ltd, dated 25th October, 2024 (reference number: 22016).
- Statement of modification and schedule of amendments report, prepared by Mackenzie Architects International, dated 05/02/2025.

Comments

- It is noted that the total number of residential units is reduced to 12 units including 3 adaptable units (previously 14 units and no adaptable units). The 2-bed units have been decreased to 2 (previously 6) and number of 3-bed units have been increased to 10 (previously 8). Also, the combined GFA of 2 commercial suites have been decreased to 348.48 sqm (previously 396.4 sqm). Therefore the new requirements for car parking spaces as per the updated area and unit mix are 24 residential spaces, 4 visitor spaces and 9 commercial spaces. The provision of 23 residential spaces, 3 visitor spaces and 9 commercial spaces result in a shortfall of 1 residential space and 1 visitor space. Given the close proximity to bus services including the B-line, Council accepts the shortfall of total 2 parking spaces.
- It is noted that there are three small car spaces provided in the basement level allocated for residential use. These small car spaces should be appropriately signposted and marked for use by residents with small cars only. This can be conditioned.
- It is noted that previously requested ground clearance check using B99 vehicle on a long section to demonstrate that scraping will not occur at the driveway/road junction or at any point along the driveway and carpark ramps has not been provided. Furthermore, it is noted that changes have been made to grades along the ramp leading to basement. The new grades in the ramp leading to basement as shown in the amended plans are are 1.5m@8.33%, 1.5m@ 16.67%, 9.5m@ 25% and 2.5m @ 10%. However, these grades shown on the plans do not match with the grades calculated by Council's Traffic Engineer based on the provided RL values and lengths. The grade for 9.5m is calculated to be 26.3% not 25%. If the ramp grade is in excess of 25% it would be contrary to AS2890.1 clause 2.5.3 and unacceptable. Also, there is a note on the plan which states, "Refer to Engineer's drawings for ramp details", but these engineer's drawings are not provided. This information must be provided and ramp grades

reviewed to confirm consistency with AS2890.1. In addition, the requested ground clearance check for a B99 vehicle traversing the full length of the ramp must be provided.

- The ramp leading to basement level is missing either a wall or a kerb in the southern side, although both walls and kerb are provided in ground floor plan.
- It is noted that typical dimensions of car parking spaces have been shown on the plans. However, Council would like to see the dimensions of car parking spaces 19 to 23 also shown to confirm that they compliant with AS2890.1 minimum of 5.4m
- The car parking space C08 must be provided with minimum 300mm door clearance as per AS2890.1:2004.
- The columns locations in car parking spaces C06 and C07 must be checked and designed details provided to confirm consistency with the parking envelope outlined in Clause 5.2 of AS2890.1:2004.
- It is noted that an entering vehicle is required to wait partially on a 12.5% ramp to give way to an exiting vehicle on the ground floor due to the one way ramp leading into the basement. Although the proposed one way ramp is acceptable with traffic signals, the waiting bay for the entering vehicle is not ideally located as it requires the vehicle to stop partially on the ramp. The waiting bay is however acceptable as there are no preferable alternative locations. The waiting bay must however be line marked and signposted. Also, a waiting bay for vehicles to stop to give way to entering vehicles in the basement level must also be provided. This bay must be shown to clear of the path of a vehicle entering the basement. These details must be provided. Council requires more details with regard to the siting, signage and line marking for waiting bays.
- Swept paths for all the critical parking spaces such as space number 13, 05, 08, 09, 23 and C09 must be provided.
- It is noted that a 100mm bunding has been provided to the proposed car wash bay. A floor waste connected to sewer must also be provided for this wash bay.
- The previously raised concern about intended arrangements for removalist trucks, loading/servicing activities and garbage collection for commercial units noting that such activities will clearly not always be undertaken by vans or other small passenger vehicles is not addressed in the amended traffic report. These details are required.
- It is noted that a total of 10 bicycle parking spaces have been provided. This provision satisfies the DCP requirement of 8 spaces.
- The proposed 10 bicycle spaces are provided as 7 vertical parking and 3 horizontal parking. The 3 horizontal parking spaces satisfy the AS2890.3:2015 clause 2.1 (e) requirement for minimum 20% spaces to be horizontal parking. However, the provided horizontal parking spaces are designed to be 1.7m long, whereas according to AS2890.3:2015, the horizontal parking space for bicycles should be minimum 1.8m long. The plans shall be amended to reflect the above.
- A minimum of 1.5m aisle must be provided for both horizontal and vertical bicycle parking spaces. This aisle must be shown for the vertical bicycle parking spaces on the basement level. Furthermore, the walkway between car parking spaces 05 & 06 which is to be used for bicycle access must be hatched and kept clear at all times.
- The horizontal bicycle parking space next to car parking space number C01 must be either deleted or relocated as it is within the access aisle of vehicle traffic and the location is deemed unsafe for a cyclist parking or removing a parked bicycle.
- It is noted that the projected traffic generation section has been updated in the amended traffic report to provide a breakdown of incoming and outgoing traffic for commercial and residential uses during peak hours. Given the low volume of increased traffic (4 additional vehicles), Council agrees that there will not be significant impact on Minarto Lane by the traffic generated from proposed development.

Conclusion

Given the concerns outlined above as new and outstanding, the development cannot be supported at

this time with additional information required addressing the outlined concerns.

Original comments dated 09/08/2024
Proposal description: Proposed Shop top housing development
The traffic team has reviewed the following documents:

- Plans (Master Set) - Issue A, designed by Mackenzie Architects International, dated 03/04/2024.
- Traffic Impact Assessment, prepared by Terrafic Pty Ltd, dated 8/04/2024 (reference no. 22016)
- The *Statement of Environmental Effects* prepared by Boston Blyth Fleming Town Planners, dated April 2024

Comments

- It is noted that the proposed development is for a Shop top housing consisting of 14 residential units (6 x 2 bed units and 8 x 3 bed units) and 2 commercial suites with a combined GFA of 396.4 sqm.
- Vehicle access is provided off Minarto Lane via a double width driveway of 5.5 metres width between 300mm kerb on both sides. Currently these kerbs end at the wall. These kerbs must be extended up to the property boundary.
- The Pittwater DCP applies to the subject site. According to the DCP, the required number of car parking are 28 resident spaces, 5 visitor spaces and 10 commercial spaces, resulting in a total of 43 car parking spaces. However, the proposed development provides only 25 resident spaces, 3 visitor spaces and 10 commercial spaces. Although the parking number for commercial units are compliant, there is a shortfall of 3 resident spaces and 2 visitor spaces. While Council will consider a slight shortfall in the residential parking component noting the proximity to transport and services this must be adequately justified in a traffic report. The provided traffic report, while noting the the location of bus services, provides no other information to support a shortfall in offstreet parking. The traffic report must be updated to provide details on available parking opportunities on street on Gondola Road, Rickard Road, Minarto Lane, Verona Street supported by occupancy surveys to demonstrate that any excess residential or vsitor parking activity could be accommodated on-street. Information relating to the destinations and frequency of bus services and access to Keoride should also be provided. The parking shortfall is not accepted at this stage
- it is noted that two motorcycle spaces are provided in the basement. While the number satisfies statutory requirement, these spaces must be appropriately dimensioned and designed in accordance with AS 2890.1:2004. Additional details on the plans are required
- It is noted that a total of 10 bicycle spaces are provided; 4 on ground floor and 6 in basement level. All the bicycle spaces are provided as vertical parking. While the number satisfies the DCP requirement, a minimum of 20% spaces should be provided as horizontal parking in accordance with AS 2890.3:2015 clause 2.1 (e). Furthermore, the bicycle spaces on the ground floor must be relocated or a wider pedestrian path provided around the spaces as the existing arrangements are considered unsafe as bicycles will be partially within the circulation area of cars. All the bicycle spaces must be designed as per AS 2890.3:2015 and dimensions must be shown on the plans.
- It is noted that a total of five accessible car parking spaces are provided, including three for residents, one for commercial and one for visitors. While the number satisfies the statutory requirement, these spaces must be designed in accordance with AS 2890.6:2022. The column in shared zones must be placed in accordance with AS 2890.6:2022 and the minimum width of shared zones must be 2400mm. A minimum height clearance of 2500mm must be provided over each accessible parking space and adjacent shared zone as required by AS2890.6.

- It is noted that a combined loading and car wash bay, which is able to sized to accommodate a B99 vehicle such as a van has been provided on the ground floor. The Pittwater DCP requires that the development provide a car wash bay for the residential units together with provision for garbage collection, removalists and emergency vehicles. Since, the GFA of commercial units is less than 400 sqm, the development is not required to provide an on-site loading bay for the commercial units. The combined loading/car wash bay is therefore acceptable, however, since it can only accommodate vans, the maximum size of a delivery or removalist vehicles able to access the site will be limited to B99 vehicles. Larger vehicles will therefore need to park on street and a height clearance must be signposted at the carpark entry. Moreover, the car wash bay which is also used as loading bay must have a minimum of 100mm bunding around it and a floor waste connected to sewer.
- The traffic report does not include commentary on the intended arrangements for removalist trucks, loading/servicing activities and garbage collection for commercial units noting that such activities will clearly not always be undertaken by vans or other small passenger vehicles. This information is required.
- It is noted that a series of swept path plots have been provided to demonstrate how vehicle to vehicle conflict will be managed when entering and exiting the basement as the basement can only accommodate one vehicle at a time. The arrangement requires the exiting vehicle to pulls over into the adjacent ground floor aisle while the entering vehicle passes into the basement. After the vehicle enters the basement, the waiting vehicle reverses and exits the property in a forward direction. It is understood that the vehicles used are B99. Council does not support this arrangement in its current form because this arrangement does not solve the issues of conflict on the one-way basement ramp. Council is also not in favor of vehicle reversing in order to the exit the property. Hence, provision should be made for traffic light control of vehicle movements between the two levels. In addition, the location of waiting bays at the top and bottom of the ramp to allow passing must be provided. Furthermore, a probability analysis and queuing analysis must be carried out in order to see the probability of two vehicles meeting at the ground floor single ramp and queue length of vehicles waiting to enter the property and the basement.
- The provided swept path shows an entering vehicle waiting within the property boundary on ground floor. This swept path must be extended in order to show the movement of entering vehicle from the Minarto Lane. Furthermore, a swept path for B99 vehicles turning into and out of the driveway with vehicles parked opposite the driveway must be provided.
- A swept path analysis must be provided for all the critical parking spaces such as C06, 09, 13 and 14.
- A typical dimension of a car parking space must be provided and all the car parking spaces must be sized in accordance with AS 2890.1:2004. The location of columns must be checked in accordance with the design envelope as shown in clause 5.2 of AS 2890.1:2004.
- It is noted that there is storage provided next to car parking space 08. This parking space must be provided with a door clearance of minimum 300mm from the storage in accordance with AS 2890.1:2004 and this must be shown on the plans.
- The first 6m ramp from the boundary has a grade of 10%. According to AS 2890.3:2004 clause 2.6.2, this grade must be a maximum of 5%. Council will accept this grade given the narrow road reserve and existing flood issues. However, the applicant must provide a ground clearance check on a long section to demonstrate that scraping will not occur at the driveway/road junction or at any point along the driveway and carpark ramps for travel by a B99 vehicle.
- A roller shutter door has been shown on the architectural plans. An intercom security card point has been provided on the driver side but on the 25% ramp and in a location which will be difficult to access given that it is on immediate departure from a tight 90 degree turn and on steep grade. Hence, this access card point must be relocated to a more appropriate location with a flatter grade.

Traffic Generation Impact
The traffic report estimates the proposed development will generate around 5 vehicles per hour based upon the rates in the RTA Guide to Traffic Generating Developments. The traffic report calculates the projected traffic generation from the proposed development by getting a total traffic generation and subtracting it from the traffic generated by the existing development. While this approach is acceptable, it should be noted that the commercial units will have entering traffic during morning peak when residential units will have exiting traffic. Similarly, during afternoon peak, commercial units will have vehicles departing whereas residential development will have entering traffic. The above must be discussed and the traffic generation impact must be amended to show the total number of incoming and outgoing traffic during peak hours. In addition, the generated traffic will ingressing and egressing to/from a laneway. the laneway has less traffic holding capacity compared to a road, and carries traffic in one direction only with parking occurring oposite the development's driveway. Commentary addressing these issues should be provided to demonstrate that Minarto Lane can accommodate the increased traffic from the proposed development.

Conclusion
Given the concerns outlined above with regard to insufficient swept paths, insufficient detail regarding garbage collection, commercial loading activities, traffic generation impact, car parking space dimensions etc the development cannot be supported at this time.

The proposal is therefore supported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Fencing Height / Vegetation
All fencing and/or vegetation along the frontage road(s) shall not impede pedestrian or driver visibility. This requires that vegetation does not exceed one (1) metre in height. Appropriate plants shall be selected within the 2.0 x 2.5m splay to ensure this condition is met.

Reason: To ensure maximum vehicular and pedestrian visibility.

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 basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

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

Parking Enclosure
No parking spaces, or access thereto, shall be constrained or enclosed by any form of structure such as fencing, cages, walls, storage space, or the like, without prior consent from Council.

Reason: To ensure accessibility is maintained.

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.

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 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.

Vehicle Access & Parking
All internal driveways, vehicle turning areas and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (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, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall 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.

Submission of Engineering Plans
The developer is to provided Civil Engineering plans for the following:

- Kerb and gutter along the full length of the site frontage in Minarto Lane.
- signposting for A Loading Zone of sufficient length to accommodate Councils 10.5m waste collection vehicle and a No Parking restriction on the remainder of the western side of Minarto Lane. The Loading Zone to apply on a full time basis

- A No Stopping restriction on the east side of Minarto Lane opposite the site.

These are to be generally in accordance with the civil design approved with the Development Application and Council's specification for engineering works - AUS-SPEC #1 and or Council's Minor Works Policy. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval.

Reason: To ensure compliance with Council's specification for engineering works.

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 Guidance Scheme for the 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

Kerb and gutter and parking restriction signage – Implementation
The applicant is to construct kerb and gutter and install all required parking restriction signage as per any plans approved by the Traffic Committee. These works are to be complete at the applicant's cost to Council's satisfaction prior to the issue of an Occupation Certificate.

Reason: To ensure compliance with the Road Act.

Basement Traffic Signal System
To prevent conflicting vehicle flows on the one-way basement ramp and avoid vehicles having to reverse up/ down the ramp, a traffic signal system must be installed at each ramp entry, designed to warn drivers about to enter the road of any conflicting vehicle approaching.

The signal system must;

- be clearly visible from ramp entrances,
- is to clearly indicate to an approaching driver, by way of red light or wording, that an opposing vehicle has entered the ramp,
- Incorporate linemarking to delineate traffic flow and nominate waiting bay locations to allow vehicles to overtake another.

Details of the system, including the system operation, components and placement within the development, must be specified by a practising Traffic Engineer. This engineer is to submit a compliance certificate to the Principal Certifier that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of an Occupation Certificate issued for the development.

Reason: To ensure no vehicle conflicts within the basement carpark.

Allocated Parking Spaces (retail/commercial)
Parking allocated to this development must be clearly signposted and linemarked as being for the exclusive use of this development. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure parking availability.

Disabled Parking Spaces
Where disabled parking spaces are provided they must be in accordance with AS2890.6:2022.

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 or column is to be provided at the shared zone of each disabled parking space in accordance to Australian Standards AS2890.6:2022.

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

Reason: To prevent parking in the shared zone and 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 1m

Reason: To maintain unobstructed sight distance for motorists.