



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held via Teams in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 2 MARCH 2021

Beginning at 10am for the purpose of considering and determining matters included in this agenda.

Jorde Frangoples
Director Transport and Assets

Voting Members

Chair – Mayor – Northern Beaches Council
Member for Pittwater Mr R Stokes MP Representative
Member for Davidson Mr J O’Dea MP Representative
Member for Wakehurst Mr B Hazzard MP Representative
Member for Manly Mr J Griffin MP Representative
Transport for NSW
Northern Beaches Police Command, Dee Why

Mr Michael Regan
Mr Andrew Johnston
Mr Phil Corbett
Mr Toby Williams
Ms Adele Heasman
Mr Raymond Tran
Sergeant Nino Jelovic

Non Voting Members

State Transit Authority, Brookvale Depot
Forest Coach Lines
Manly Warringah Cabs Co-operative Society Ltd
Cycling Representative

Mr Egwin Herbert
Mr Robert Bicakcian
TBC
Mr Owen Dunne

Officers

Director Transport and Assets
Acting Executive Manager Transport and Civil Infrastructure
Manager Transport Network
Traffic Engineer
Traffic Engineering Coordinator
Traffic Engineer
Traffic Engineer
Traffic Engineer
Traffic Officer
Traffic Officer
Traffic Officer
Transport Project Officer
Engineering Intern
Ranger Coordinator
Strategic Transport Coordinator
Transport Project Officer
Road Safety Officer
Road Safety Officer
Specialist Administration Officer
Specialist Administration Officer

Mr Jorde Frangoples
Mr Grant Tighe
Mr Phillip Devon
Mr Ricky Kwok
Mr James Brocklebank
Mr Velsamy Sankaran
Mrs Rezvan Saket
Mr Anwar Subel
Mr Luke Nickson
Mr Brian Duong
Mr Ali Samimi Haghighi
Mrs Kajal Todd
Mr Jenzy Ocampo
Mr Michael Davey
Ms Michelle Carter
Mr Phillip Gray
Mrs Karen Menzies
Ms Robynann Dixon
Ms Caty Pilley
Ms Sandra Calci

Visitors

Nil

Agenda for a meeting of the Northern Beaches Council Local Traffic Committee

to be held on Tuesday 2 March 2021

via Teams in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10am

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NEXT MEETING Tuesday 6 April 2021

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 2 FEBRUARY 2021

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 2 February 2021, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	GRASMERE CRESCENT, WHEELER HEIGHTS – SAFETY AT THE CURVE
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2020/474964
ATTACHMENTS	1 Grasmere Crescent, Wheeler Heights – Plan 2 Table of Consultation

GEOCODES: -33.727642, 151.281633

REPORT

BACKGROUND

Council has received concerns from local residents regarding safety issues at the sharp corners of Grasmere Crescent, Wheeler Heights. They advise that often vehicles park at both sides of these corners and visibility is compromised, which creates potential risks for two-way traffic. In-addition, as there is no footpath, pedestrians may be forced to walk on the road and face safety risks due to lack of visibility. Further, parked vehicles are causing access issues to properties at the corners.

LOCATION

- Grasmere Crescent is a local road with an average width of 7m and a speed limit of 50km/h.
- Curved sections of road in front of property numbers 15 and 27 are sharp corners.
- No footpath is available on both sides of the street.

ISSUES

- Visibility concerns have been observed at the sharp corners of Grasmere Crescent.
- Grasmere Crescent is a narrow street.
- Cars parking at these corners create further visibility issues, hence the potential risks for safety.
- Parked vehicles at the corners create access issues to corner properties.
- As there is no footpath, pedestrians may be forced to walk on the road and face safety risks.

PROPOSAL

Council has undertaken a review of the above location and proposes 'Dividing Barrier Line two-way (BB)' at these corners to improve safety.

The proposal includes the following as shown in the attached plan:

- Install 10m 'Dividing Barrier Line two-way (BB)' between driveways of properties 13 and 17.
- Install 13m 'Dividing Barrier Line two-way (BB)' between driveways of properties 25 and 29.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal improves pedestrian safety.

CONSULTATION

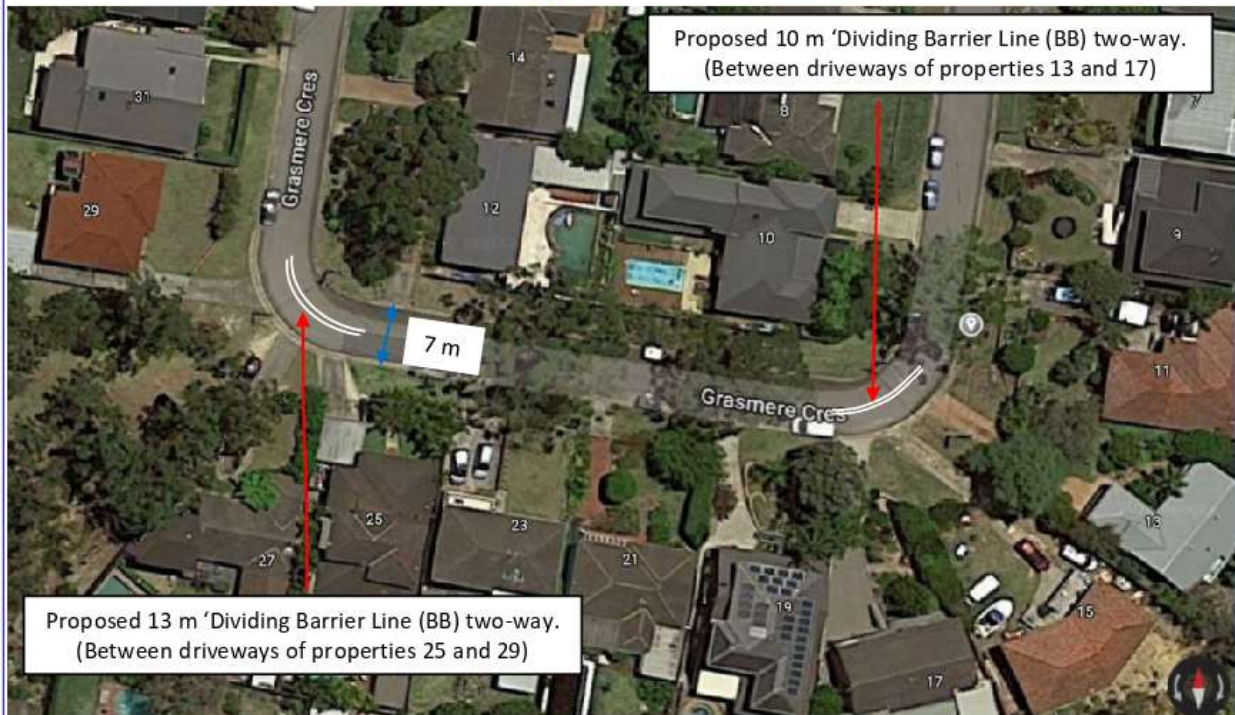
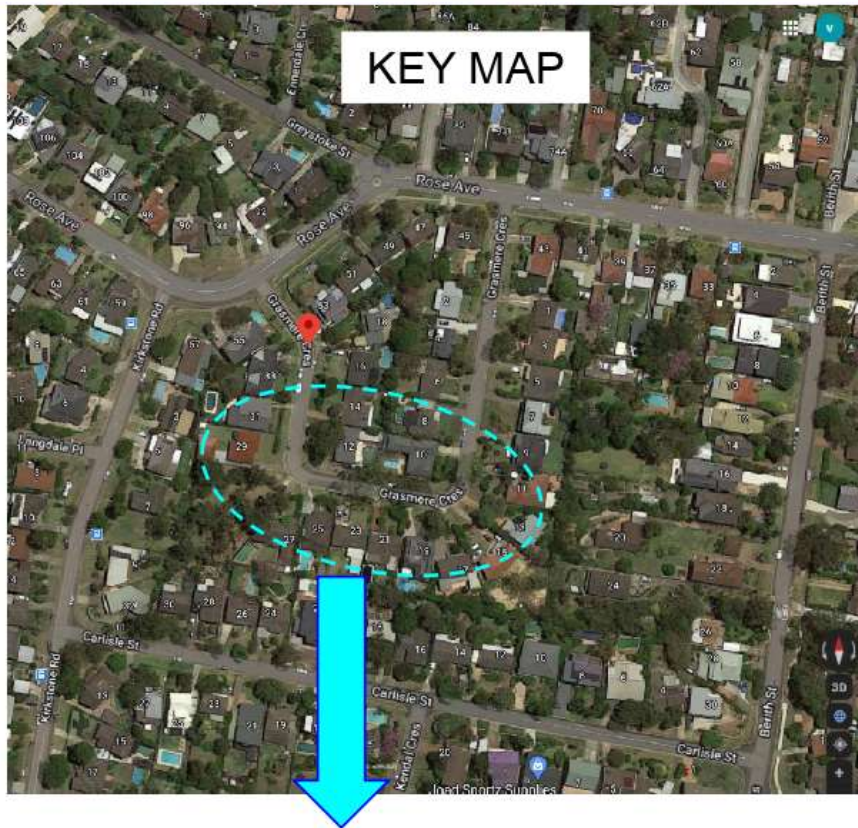
Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes.

The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Installing 10m 'Dividing Barrier Line two-way (BB)' between driveways of properties 13 & 17.
- B. Installing 13m 'Dividing Barrier Line two-way (BB)' between driveways of properties 25 & 29.





	PROPOSAL	 northern beaches council	
	Grasmere Crescent, Wheeler Heights Safety at the curve		
	Drawn VS		Approved <i>P. Dean</i>

Table of Consultation		
Address	Grasmere Crescent, Wheeler Heights	
Proposal	Safety at the Curve	
Properties Consulted	30	
Responses Received	10	
Support	6	
Do Not Support	4	
Issue	Resident Comment	Council Response
Parking	Parking is premium and loss of parking cannot be tolerated. Off-street parking is not enough and long vehicles need to park on-street.	Parking impact is very minimal and safety at the curve has been improved. Safety cannot be compromised.
Intersection safety	More safety risks at the intersection than curves. Request to install no stopping lines at the intersection.	'Statutory no stopping' enhances the safety at the intersection. No need to install 'No Stopping Yellow line' to reinstate the statutory 'no stopping'.
Suitability of 'Double barrier line (BB)'	Not enough lane width to negotiate the curve.	Double barrier line can be installed if the road width is more than 5.5m and horizontal or vertical curve has compromised sight distance. Grasmere Crescent is about 7m wide and the curve is sharp and has restricted sight distance. Therefore double barrier two-way line (BB) regulate conflicting traffic flow and helps motorists to safely negotiate the curve.
Boat and trailer parking	Occupy the valuable parking spots.	LGA wide issue and Council looking for a strategical approach and solution.
One-way	Request to make the street one-way.	Road is suitable for two-way traffic and no need to change for one-way traffic. Also one-way creates wider traffic flow impact on the road network.
Safety of curve	There is another curve need to be considered for safety.	As the other curve is not that sharp and visibility is not an issue, Council is not considering to treat the curve.
Perception of the proposal	Waste of money. No issues or accidents on the street. Kids play safely on roads and good for them to get fresh air.	As there are potential risks, the proposal has been prepared to improve safety. It is a low cost proposal.
Footpath	Request for footpath	Council will carry out footpath works according to the Council's Footpath Program.

ITEM 4.2	HILLSIDE ROAD, NEWPORT - TRUCK LENGTH RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/017057
ATTACHMENTS	1 Hillside Road, Newport - Plan 2 Table of Consultation

GEOCODES: -33.650924, 151.320714

REPORT

BACKGROUND

Council has received concerns from local residents in Hillside Road, with reported instances of large trucks obstructing access to the street as they are unable to negotiate the hairpin curve near the intersection with Hillslope Road.

LOCATION

- Hillside Road is a no through road approximately 700m in length with a speed limit of 50km/h.
- Hillslope Road forms an intersection with Hillside Road on a hairpin bend that is effectively a 'Y' intersection.
- Hillside Road narrows and increases in elevation as it winds north of Neptune Road. The section of road between Neptune Road and Hillslope Road varies between 5.5 to 7m. The pavement width between Hillslope Road and the cul-de-sac varies between 4.5 to 5.5m.
- There is existing kerb and gutter only on the high side of the road from Hillslope Road to Neptune Road, however, there is no constructed footpath.
- Council previously installed 'No Parking' restrictions on one side of Hillside Road between Hillslope Road and the cul-de-sac, and 'No Stopping' restrictions on both sides of the bend between No.51-55, for access and safety reasons. Restrictions have also been installed in the turning area located at the northern end of Hillside Road to prevent parking on waste collection days.

ISSUES

- There have been reported instances of long vehicles becoming stuck on the hairpin curve, causing damage within Council's Road Reserve, safety concerns, and inconvenience to local residents.
- Council's Waste collection vehicles do not exceed 10.5m in length and are able to service the street without major issues.
- Increased building activity and home renovations in the street has resulted in longer vehicles frequenting the street for deliveries.
- Large trucks over 10.5m are unable to negotiate the curve at the intersection of Hillside Road and Hillslope Road.
- A Traffic Management Plan is not required, as the proposed truck length restrictions signage is to be erected for the purposes of protecting the road from damage by the passage of larger vehicles.
- It is considered that overall traffic safety would be improved if access for trucks more than 10.5m are prevented from entering the street.

PROPOSAL

Council has undertaken a review of the above location and proposes to install 'No Trucks - Vehicles Under 10.5m Excepted' signage to prevent long vehicles from entering Hillside Road and obstructing access to the street. The proposed restrictions will enable Council's Waste collection trucks to continue providing services to the area. Advanced warning signs are also proposed in Neptune Road on the approach to the intersection with Hillside Road. A plan of the proposal is shown in Attachment 1 - Hillside Road, Newport - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The northern section of Hillside Road is a No Through Road and generally not used by people cycling. The proposal will have no impact on people cycling and does not affect any future planned facilities.
- Pedestrians are required to walk on the road as there is no footpath or kerbs and gutters in the street. The proposal does not affect pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 90 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 - Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals in Hillside Road, Newport:

- A. Installation of 'No Trucks - Vehicles Under 10.5m Excepted' located at the entry to Hillside Road.
- B. Installation of 'No Trucks - Vehicles Under 10.5m Excepted On Side Road' advanced warning signs located in Neptune Road on the approach to the intersection with Hillside Road.





	PROPOSAL	 northern beaches council	
	HILLSIDE ROAD, NEWPORT TRUCK LENGTH RESTRICTIONS		
	Drawn RK		Approved <i>James Brocklebank</i>

Table of Consultation

Address	Hillside Road, Newport
Proposal	Truck Length restrictions

Properties Consulted	90
Responses Received	5
Support	4
Do Not Support	1

Issue	Resident Comment	Council Response
Truck Length restrictions	<p>- As one of the residents who couldn't get out for a protracted period of time, when I needed to, as a result of a very long truck getting stuck on the hairpin bend on Hillside Rd/Hillslope Rd intersection a few months ago I whole heartedly support your installation of signage to prevent long vehicles from entering Hillside Rd.</p> <p>- We do not-support to proposed truck length-restrictions. We are about to embark on renovations, and feel the limit to the truck length could make it even more difficult for our builders.</p>	<p>- The proposal will maintain access for essential services and prohibit long vehicles entering the narrow and winding street. Large trucks over 10.5m are unable to negotiate the hairpin curve, obstructing access and causing inconvenience to local residents.</p> <p>- A Construction Traffic Management Plan (CTMP) is generally required as part of any Development Application and provides information and details of impacts on the local road network created by development. The proposed restrictions would ensure that building activity and deliveries use appropriately sized vehicles to service the street and alert residents of the issues prior to arranging any works.</p>
Suggestions	<p>- Could you also give consideration to erecting additional NO Parking signage on Hillside Rd so that parking is allowed on one side of the road only. Currently parking is allowed on both sides of the road at the beginning of Hillside Rd as you enter the road from Neptune Street. This is causing a problem and cars both leaving and entering Hillside Rd constantly have to stop to allow cars through.</p> <p>- I would also propose that parking be prohibited in this cul-de-sac during working hours, (perhaps 8 am - 5 pm) enabling cars and trucks to turn around.</p>	<p>- The section of Hillside Road south of the hairpin bend is wider compared to the remainder of the street north towards the cul-de-sac. Council previously implemented 'No Parking' restriction in the most critical areas only in the northern section of Hillside Road, where existing parking restricts both the road width and sight distances due to the road geometry.</p> <p>- Council needs to consider providing a balance of parking restrictions for access, and retain some on-street parking for the local community. There are no current proposals to further restrict parking at the northern section of Hillside Road.</p>

ITEM 4.3	GEORGE STREET, MANLY - TIMED PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2020/710529
ATTACHMENTS	1 George Street, Manly - Plan 2 George Street, Manly - Table Of Consultation

GEOCODES: -33.797815, 151.279708

REPORT

BACKGROUND

Council has received concerns from local residents regarding limited access to available parking for home deliveries by retailers, post and courier vehicles. Due to the issues raised, residents experience illegal parking on or across driveways, double parking, parking on the footpath/nature strip and vehicles overstaying the existing designated timed parking restrictions.

LOCATION

- George Street is a one-way local road running in a southbound direction towards Fairlight Street from Sydney Road, Manly.
- George Street has a posted speed limit of 40km/h.
- There are statutory No Stopping restrictions at the intersections of Sydney Road, Griffin Street, Fairlight Street and George Street, Manly.
- As part of the Manly Parking Scheme, on-street parking is generally restricted to 2P 8AM-10PM (Area Tower Hill) PERMIT HOLDERS EXCEPTED.
- Adjacent land use in George Street consists of low to medium density housing.

ISSUES

- Illegal parking on or across driveways, double parking, parking on the footpath/nature strip and vehicles overstaying the existing designated timed parking restrictions.
- On-street parking turnover is limited, residents have raised concerns, some residents have up to six (MPS) permits due to the former Manly Council operated parking scheme and requested increased Ranger patrols.
- Residents' visibility entering and exiting their driveways is affected by vehicles parked too close to their driveways.
- Residents have missed or received late deliveries of goods and services.

PROPOSAL

Council has undertaken a review of the location and issues and proposes a (1/4P)15 minute 8am-5pm Monday-Friday and 2P 8AM-10PM (Area Tower Hill) PERMIT HOLDERS EXCEPTED at other times, timed parking space approximately 6 metres in length at the south-western side of George Street, outside No.1 George Street, Manly.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 106 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a (1/4P)15 minute 8am-5pm Monday-Friday and 2P 8AM-10PM (Area Tower Hill) PERMIT HOLDERS EXCEPTED at other times, timed parking space approximately 6 metres in length at the south-western side of George Street, outside No.1 George Street, Manly.

		<p>PROPOSED WORK</p> <p>i.  Install a (1/4P)15 minute 8am-5pm Monday-Friday and 2P 8AM-10PM (Area Tower Hill) PERMIT HOLDERS EXCEPTED at other times, timed parking space approximately 6 metres in length at the south western side of George Street, outside No.1 George Street, Manly.</p>
		<p>PROPOSAL</p> <p>George Street, Manly Timed Parking Restrictions</p>
	<p>Drawn </p>	<p>Approved </p>

Table of Consultation

Address	George Street, Manly
Proposal	Timed Parking Restrictions

Properties Consulted	106
Responses Received	22
Support	11
Do Not Support	11

Issue	Resident Comment	Council Response
Building Sites	At present there are several housing renovations occurring in George Street for many months. As a result, several car spaces are being taken up by at least 5 trade/ute vehicles 5 days per week. There is limited parking already for a heavily populated street also with several apartment buildings making car parks extremely scarce already.	Depending on the development application, sites may apply for a work zone permit. Rangers have been requested to conduct patrols to improve on-street parking turnover consistent with existing restrictions.
Affects Residents	As I am sure you are aware parking in our street is impossible at the best of times. It is also the main road used for access from Sydney Road to Fairlight street into Manly Wharf etc, for everyone including tourists and outer suburbs people who use the street for parking, for easy access to the ferries and beach, just a short quick walk down the hill. God help us if we try to take our car out and arrive home after 4pm. It usually takes a good 45 mins driving around to find a spot in Tower Hill and forget it on a Thursday or Friday late afternoon/early evening, it's just impossible. Summer is much worse again. We have had to park miles away on occasions after spending an hour driving around, and/or spent an hour driving around at other times to get a spot. To take another spot away is just hopeless.	The proposed update of the resident parking scheme in the Tower Hill precinct will provide increased parking opportunities on-street, however, the parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking.

<p>Loss Of Parking</p>	<p>I'm sure you realise just how difficult it can be for local residents to find a parking spot near their dwellings. I live on the corner of George and Fairlight Street. It can take 2-3 laps of George and James street to find a spot at certain times of the day. I often park 500-700m away. So, the idea of losing a spot or two to accommodate a very small number of residents sounds incredibly unfair to me. Not only is there already grossly insufficient parking in the Tower Hill region due to the number of parking permits per household and the number of closed garages along street frontages, but to remove viable resident parking space. So people can have their Uber Eats delivered faster is ridiculous.</p>	<p>Northern Beaches Council has conducted a review of the former Manly Council Parking scheme and update of the review indicates that there will be an increase of on street parking available.</p>
<p>Additional Comment</p>	<p>I support the proposal to create a short-term parking slot for deliveries by retailers, post and courier vehicles on George Street in Manly. We suggest that once the parking area is created, regular visits should be made by parking inspectors to ensure the privilege is not being abused. Today I asked who would monitor the timed parking and was told Rangers. We rarely see Rangers in George Street so many people take the chance. We cannot imagine rangers coming up to check 15 minutes parking.</p>	<p>The proposed update of the resident parking scheme in the Tower Hill precinct will provide increased parking opportunities on- street and increased proactive Ranger patrols have been requested. Customers can contact Council and report illegal parking when witnessed or request parking patrols.</p>

ITEM 4.4	LAITOKI ROAD TERREY HILLS- EXTENSION OF NO STOPPING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/036805
ATTACHMENTS	1 Table of Consultation 2 Plan

GEOCODES: -33.679779, 151.219986

REPORT

BACKGROUND

Council has received concerns from local residents regarding the lack of visibility for the exiting vehicles from driveway at 83 Booralie Road into Laitoki Road. Vehicles parked close to the northern side of the abovementioned driveway provide insufficient sight distance to allow vehicles to exit the driveway into the main road safely.

LOCATION

Laitoki Road is a local road of 9.5m in width carrying moderate volumes of two-way traffic. The proposed location on Laitoki Road intersects Booralie Road at its northern end with a 7m in width and it intersects Nambucca Road at its southern end with 7m in width. There is a bus route that services Booralie Road, while no bus routes have been allocated for Laitoki Road and Nambucca Road.

ISSUES

- Parked vehicles close to the northern side of driveway at 83 Booralie Rd located on Laitoki Road obstruct vision for the entering/exiting vehicles from the abovementioned driveway into Laitoki Road or vice versa.
- Resident's concern regarding poor visibility at the time of exiting vehicles from driveway into Laitoki Road.

PROPOSAL

Council has undertaken a review of the location and proposes 6m of the extension of the existing No Stopping (L) sign at frontage of 83 Booralie Road located on Laitoki Road toward right, on the northern side of the abovementioned driveway.

The proposal will restrict the on-street parking of vehicles on the northern section of the abovementioned driveway.

- Extend the existing No Stopping (L) sign at driveway 83 Booralie Road located on Laitoki Road toward right.
- The proposal will help to have more visibility for the exiting vehicles from driveway at 83 Booralie Road into Laitoki Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have impact on people cycling, but it does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 70 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 11 submissions were received with 11 letters of support to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. That the Traffic Committee supports the extension of 6m No Stopping (L) sign toward right on the northern side of driveway No. 83 Booralie Road.

Table of Consultation

Address	83 Booralie Road, Terrey Hills NSW 2084
Proposal	Extension of No Stopping Restriction

Properties Consulted	70
Responses Received	11
Support	11
Do Not Support	0

Issue	Resident Comment	Council Response
Lack of visibility	Poor visibility exiting from driveway at 83 Booralie Rd into Laitoki Rd.	Extension of No Stopping restriction will provide a clear lane for the proposed location so that the amount of visibility will be enhanced.
Safety Issue	It is dangerous and difficult to exit driveway into Laitoki Rd as the road is a busy bypass and vehicles move fast so that number of residents have had near accidents exiting from driveway.	By extension of No Stopping sign the possibility of car collision will be reduced and more safety will be provided.
Parking restriction	We really do need a parking restriction immediately adjacent to the left hand side of the driveway.	Extension of No Stopping restriction will provide a parking restriction in favour of providing more safety and elimination of risks and hazards.



PROPOSAL



**83 Booralie Road, TERREY HILLS,
Installation of No Stopping RESTRICTION**



Drawn: A.S.H

Approved

ITEM 4.5	GARDEN STREET, NORTH NARRABEEN INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/064527
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.695541, 151.289825

REPORT

BACKGROUND

Council has received concerns from local residents regarding obstructed sightlines when exiting vehicles from driveway into Garden Street and vice versa. Vehicles parked on the southern side of the driveway at 168 Garden Street create insufficient sight distances and unsafe conditions to allow vehicles to exit from driveway safely.

LOCATION

Garden Street is a local road of 10.5m in width, carrying medium volumes of two-way traffic. This road meets Taiyul Road at its southern west side and it meets Irawong Road at its northern west side. The proposed location has been located on a curve point at 168 Garden Street with the existing double barrier white lines. No parking or No Stopping restrictions are allocated on Garden Street. There is a bus route that services Garden Street

ISSUES

- Parked vehicles on the southern side of the driveway at 168 Garden Street obstruct vision and create unsafe conditions for residents in order to exit their driveway into Garden Street safely.
- Residents are concerned about the possibility of car colliding with the parked vehicles while exiting from their driveway into Garden Street, due to unsafe situation of the location.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 5m No Stopping yellow line on southern side of driveway at 168 Garden Street. The proposal will restrict on-street parking of vehicles on southern side of the abovementioned driveway and will create safer situation at the existing turn point at the proposed location.

- Install 5m No Stopping yellow line at southern side of driveway at 168 Garden Street.
- The proposal will help to create more visibility for exiting/entering vehicles from the abovementioned driveway into Garden Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal has an impact on people cycling and it does affect future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

- Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 5 submissions were received with 4 objections and 1 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 5m No Stopping Yellow Line on southern side of 168 Garden Street.



PROPOSAL



**168 Garden Street NORTH NARABEEN
Installation of No Stopping Yellow Line**



northern
beaches
council

Drawn: A.S.H

Approved

Table of Consultation

Address	<u>168 Garden Street North Narrabeen</u>
Proposal	<u>Installation of No Stopping Yellow Line</u>

Properties Consulted	11
Responses Received	5
Support	1
Do Not Support	4

Issue	Resident Comment	Council Response
Lack of Safety	The road is at curve and is a big blind spot when cars are parked too close to the driveway.	Installation of No Stopping Yellow line on eastern side of the driveway at 168 Garden Street will create a clear lane on southern side of the driveway and the amount of visibility will be enhanced.
Lack of Room/Visibility	It has been a nightmare trying to come out the property where cars have been parked on the street.	Council has note about the unsafe condition of the proposed location and proposes the installation of No Stopping yellow line at southern side of the driveway at 168 Garden Street.

ITEM 4.6	BINDOOK CRESCENT, TERREY HILLS - INSTALLATION OF NO STOPPING YELLOW LINE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/068720
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.683731, 151.227036

REPORT

BACKGROUND

Council has received concerns from United Resource Management regarding parked vehicles and trailers that cause unsafe conditions for garbage trucks that are unable to turn around easily in the existing cul-de-sac, resulting in the drivers having to reverse dangerously along Bindook Crescent up to Wanari Road.

LOCATION

Bindook Crescent is a local road of 7m in width, carrying low volumes of two-way traffic and it ends to a 12m radius cul-de-sac on its eastern side. Bindook Crescent intersects with Wanari Road on its southern side. No bus route services Bindook Crescent and Wanari Road and no timed parking or No Stopping restrictions are allocated at the proposed location.

ISSUES

- Parked vehicles at the end of cul-de-sac on Bindook Crescent create unsafe conditions for garbage trucks, so the trucks are unable to turn around in the cul-de-sac safely. Consequently, they have to reverse dangerously along Bindook Crescent up to Wanari Road.
- United Resource Management are concerned about the unsafe situation of the proposed location due to parked vehicles in the cul-de-sac and the possibility of the collision of garbage trucks with parked vehicles or pedestrians.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 25m No Stopping Yellow line between driveway number 7 and 1B.

This proposal will restrict on-street parking of the vehicles in the cul-de-sac and it will create a safer condition.

- Install 25m No Stopping Yellow line between driveway number 7 and 1B.
- The proposal will help to create more space for turning vehicles such as garbage trucks in the cul-de-sac.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal has impact on people cycling and it does affect future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

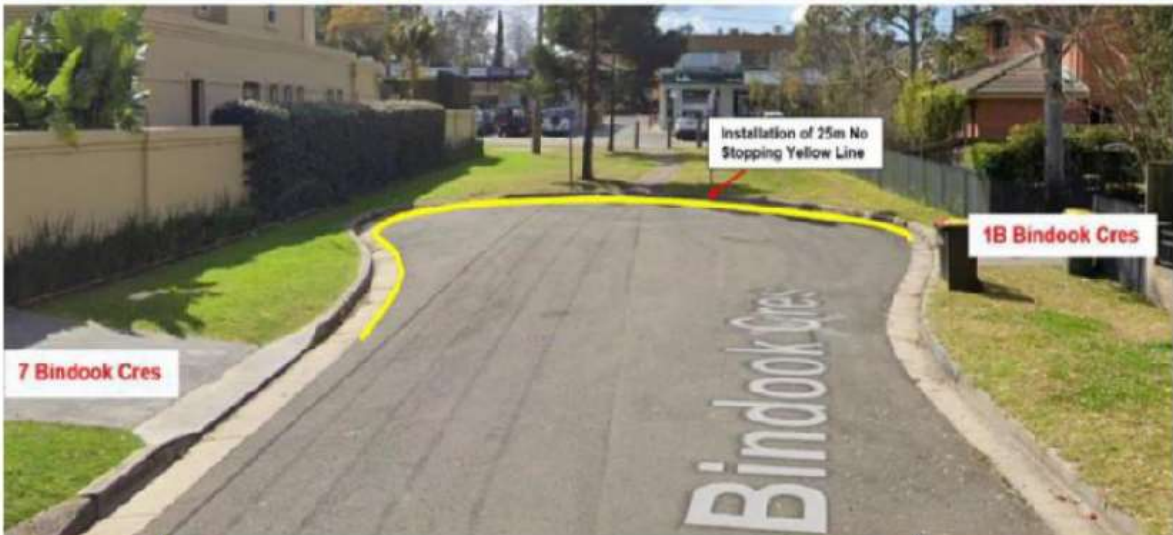
CONSULTATION

- Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 5 submissions were received with 2 objections and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 25m No Stopping Yellow line in the cul-de-sac between driveways number 7 and 1B Bindook Crescent.
-



PROPOSAL



**Bindook Crescent, TERREY HILLS
Installation of No Stopping Yellow Line**



Drawn: A.S.H

Approved

Table of Consultation

Address	7 Bindook Crescent Terrey Hills
Proposal	Installation of No Stopping Yellow Line

Properties Consulted	9
Responses Received	5
Support	3
Do Not Support	2

Issue	Resident Comment	Council Response
Lack of Safety	There is no safety issue, as the trucks are incapable moving at less than pedestrian pace- especially if there is a car parked at the end of the cul-de-sac. Removing the cars as proposed would allow for faster	Trucks would not able to speed up at the end of 12m radius cul-de-sac. Reversing of long vehicles cause unsafe conditions such as collision with the parked vehicles or having accident with pedestrians.
Lack of Room/Visibility	The turning circle is a proplem on Tuesdays particularly and something needs to be done to help the garbo's. However we would not like to see that all parking be restricted in Bindook at other times.	Long term parking of private vehicles must be on private properties as the residents are responsible to utilise garages. Tuning of long vehicles on the cul- de-sac may happen at any time rather than on Tusedays.

ITEM 4.7	ORLANDO ROAD, CROMER - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/071725
ATTACHMENTS	1 Orlando Road, Cromer - Plan 2 Orlando Road, Cromer - Table of Consultation 3 Orlando Road, Cromer - Speed and Volume Count Summary

GEOCODES: -33.736527, 151.287501

REPORT

BACKGROUND

Council has received concerns from the local Child Care Centre regarding parking and visibility concerns at peak pick-up and drop-off times.

LOCATION

- Orlando Road is a local road with a speed limit of 50kmh
- 606N Narraweena to Mackellar Girls High School Bus travels along Orlando Road
- There is unrestricted parking along Orlando Road, with businesses located in the western end and residential on the eastern end of Orlando Road
- Orlando Road is a connection between Cromer and Collaroy Plateau

ISSUES

Council initially proposed '1/4P 7AM - 10AM, 3PM – 6PM Mon – Fri'. Following consultation and further discussions with the Child Care Centre, the plan was amended to 'No Stopping 7AM – 10AM, 3PM – 6PM Mon – Fri' and all consultation responders and the Child Care Centre notified of the changes.

There are visibility concerns for vehicles exiting the driveway of the Child Care Centre (38 Orlando Road, Cromer) when a vehicle is parked to the eastern side of the driveway.

A 'Driveway Warning' sign has been installed on the power pole outside 32 Orlando Road for vehicles travelling west on Orlando Road.

A speed and volume count was undertaken and the summary results are located in Attachment 3. The west directional traffic speed will be investigated and addressed separately.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Stopping 7AM – 10AM, 3PM – 6PM Mon – Fri' on new stems outside 38 Orlando Road, Cromer.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

CONSULTATION

Consultation letters have been distributed to 41 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. 'No Stopping 7AM – 10AM, 3PM – 6PM Mon – Fri' on new stems outside 38 Orlando Road, Cromer.



i. Install 'No Stopping 7AM – 10AM, 3PM – 6PM Mon – Fri' on new stems outside 38 Orlando Road, Cromer

PROPOSAL		 northern beaches council
Orlando Road, Cromer No Stopping Restrictions		
Drawn KT	Approved <i>P. Devon</i>	



Table of Consultation

Address	Orlando Road, Cromer
Proposal	No Stopping Restrictions

Properties Consulted	41
Responses Received	2
Support	0
Do Not Support	2

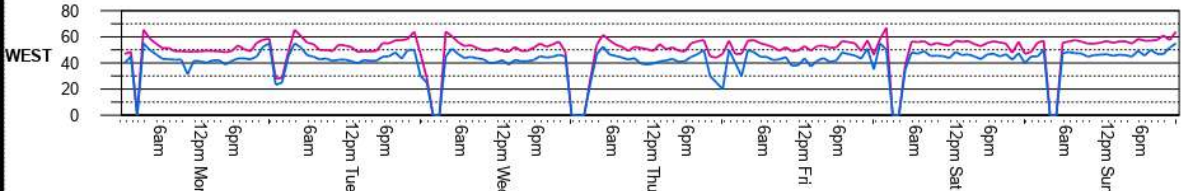
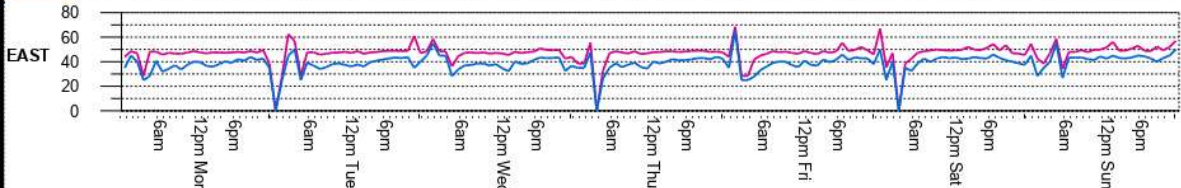
Issue	Resident Comment	Council Response
Location	Located on the crest of a hill and in the morning the rising sun affects visibility for traffic coming up Orlando Road in an easterly direction. In the afternoon it is traffic heading west	Following consultation the plan was amended and changed to No Stopping restrictions. This will alleviate turnover in peak times, which is similar to the sunrise and sunset
Location	This space when descending the hill from 20m and 10m is not visible as vehicles have to get around the bend in the road	Amending to No Stopping restrictions will alleviate turnover in peak times to assist with visibility to road users and vehicles exiting the driveway
Parking behaviour	Have their rear passenger doors open for an extended time while they remove their children from their car seats	No Stopping restrictions during peak times will ensure a large number of visitors to the centre will utilise the on-site parking
On-site parking	Led to believe that all clients of the business were to drive into the centre, drop off, then drive back out onto Orlando Rd	No Stopping restrictions during peak times will ensure a large number of visitors to the centre will utilise the on-site parking
Pedestrians	Pedestrians can also not see vehicles as the road goes up a hill and around a bend. It is also downhill for vehicles that then travel faster	No Stopping restrictions, which will alleviate turnover in peak times to assist with visibility. Speed and volume counts have been undertaken and a driveway warning sign erected at the top of the hill

CfeIT bob.white@cfeit.com (02) 9740 8600

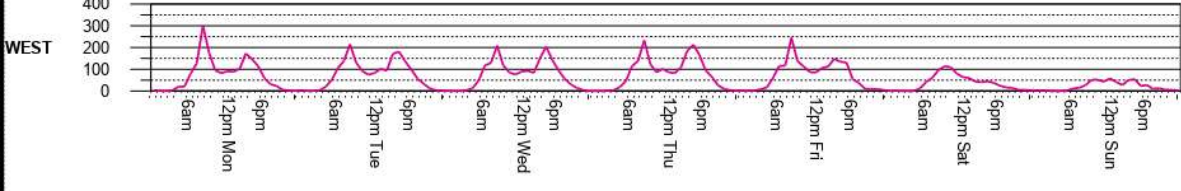
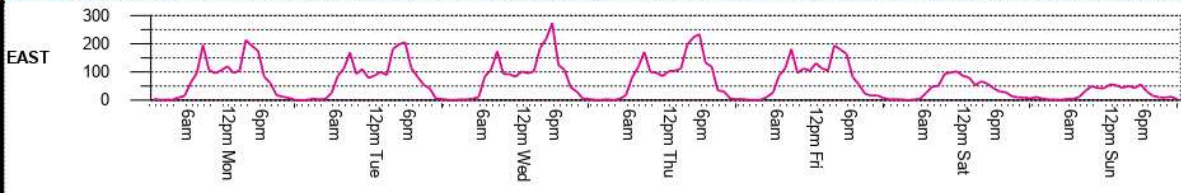
One Page Summary

Count Number 9217		Lat/Long : S33 44.191 / E151 17.247			
Street ORLANDO ROAD, CROMER : Between INMAN ROAD & PARKES ROAD (bidirectional)		Speed Limit 50			
Location Near House No. 38 on ELP at Kindy Kids, ELP		EAST WEST COMBINED			
Start Date 23-OCT-20	Start Time 1800	Weekly 50th Percentile Speed	40	43	42
Duration 7 DAYS	Interval 1 HOUR	Weekly 85th Percentile Speed	48	52	50
		Five Day AADT	1874	1800	3673
		Seven Day AADT	1553	1488	3041

	MON 26-OCT-20			TUE 27-OCT-20			WED 28-OCT-20			THU 29-OCT-20			FRI 23-OCT-20			SAT 24-OCT-20			SUN 25-OCT-20			SEVENDAY AVERAGE		
	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir
85thile	47.4	49.4	48.6	47.0	52.2	49.4	47.9	51.3	49.2	48.1	51.0	49.4	48.1	52.3	49.5	49.5	55.4	53.1	49.8	56.2	53.9	48.4	52.7	50.4
50thile	38.2	42.0	40.6	39.6	43.1	41.4	39.5	42.8	41.2	40.4	42.8	41.6	40.0	42.7	41.3	42.7	45.8	44.2	43.3	46.3	44.6	40.5	43.6	42.1
> 80 k	3	8	11	7	31	38	10	19	29	7	31	38	11	19	30	10	15	25	9	22	31	8.143	20.71	28.86
%age	.2	.3	.4	1.7	1.0	5	1.1	.8	4	1.6	1.0	.8	1.1	.8	1.1	1.7	1.4	1.5	4.1	2.8	3.7	1.7	1.2	1.2
> 70 k	0	0	0	0	2	2	1	3	4	0	1	1	2	0	2	0	3	3	0	0	0	.4286	1.286	1.714
%age	.0	.0	.0	.0	.1	.1	.1	.2	.1	.0	.1	.0	.1	.0	.1	.0	.3	.2	.0	.0	.0	.0	.1	.1



Short %	94.6	90.8	92.7	93.9	90.2	92.1	94.8	91.1	93.0	94.9	90.3	92.3	94.1	91.1	92.7	96.7	91.0	93.0	97.3	93.8	95.6	94.7	90.9	92.8
Med %	5.4	9.1	7.3	6.0	9.8	7.9	5.2	8.7	6.9	5.7	9.6	7.6	5.8	8.7	7.2	3.3	9.0	6.1	2.7	6.2	4.4	5.8	9.0	7.1
Long %	.0	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.1	.1	.1	.1	.0	.0	.0	.0	.0	.0	.0	.1	.1
AM Pk Vo	195	301	496	189	215	384	173	208	383	171	233	404	181	245	426	102	114	208	49	53	101	149	196	343
PM Pk Vo	213	173	386	205	181	379	273	203	420	234	213	435	194	148	342	86	64	150	56	58	114	180	149	316
7-7pm AHR Tot	1582	1660	3142	1538	1517	3055	1646	1479	3128	1673	1620	3293	1573	1473	3046	808	777	1585	512	472	984	1333	1271	2604
	1776	1759	3531	1852	1809	3681	1943	1770	3718	1972	1914	3886	1825	1751	3576	914	881	1795	588	533	1122	1555	1488	3041
Class 0	94	98	190	132	160	292	116	153	266	139	164	303	113	128	241	9	14	23	3	6	9	8	103	190
Class 1	1579	1495	3074	1601	1466	3067	1721	1455	3178	1716	1561	3277	1598	1465	3063	872	788	1680	566	494	1063	1378	1246	2626
Class 2	7	4	11	6	6	12	4	5	4	4	7	7	3	3	10	3	0	0	0	0	0	1	3	8
Class 3	87	155	242	92	165	257	92	143	236	103	170	273	81	135	216	27	75	102	16	32	48	7	125	196
Class 4	7	4	11	18	10	28	7	9	16	8	8	16	21	14	35	3	4	7	0	0	1	1	7	16
Class 5	23	11	22	2	2	4	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0	0
Class 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



ITEM 4.8	TEPKO ROAD, TERREY HILLS- INSTALLATION OF 10P TIME PARKING RESTRICTION.
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/072890
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.681911, 151.223755

REPORT

BACKGROUND

Council has received concerns from a local resident about parking of trailers and long vehicles for a long period of time along Tepko Road. Parked vehicles and trailers for long duration minimize the amounts of available vehicle parking for the rest of the community including residences and business owners of the area.

LOCATION

Tepko Road is a local road of 12m in width, carrying medium volumes of two-way traffic. This road meets Myoora Road on its eastern side and it meets Booralie Road on its northern side. No time parking and No Stopping restrictions have been allocated on Tepko Road. There is no bus route that services Tepko Road.

ISSUES

- Parked long vehicles and trailers for long period of time on Tepko Road cause shortage of parking for the business owners and residences and it creates lack of visibility and unsafe conditions on Tepko Road.

PROPOSAL

Council has undertaken a review of the location and proposes the installation of 10P time parking signs from 7:00am to 7:00pm along Tepko Road. The proposal will restrict on-street parking of the vehicles on Tepko Road and it will create more available parking spaces for the community including business owners and residences of the area.

- Install 10P time parking signs (7:00am to 7pm) along Tepko Road.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

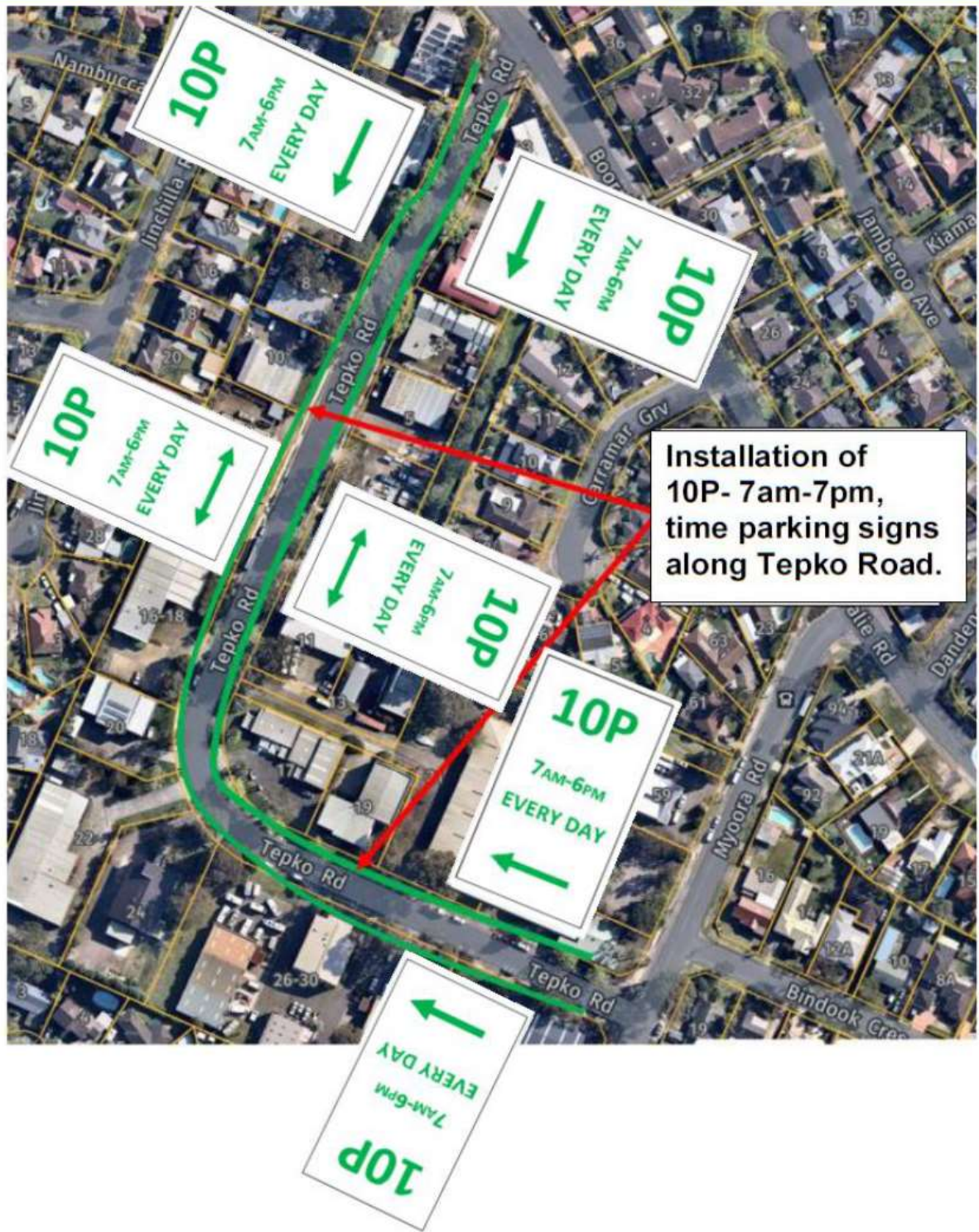
CONSULTATION

- Consultation letters have been distributed to 105 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 14 submissions were received with 11 objections and 3 supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 10P time parking restrictions from 7:00am to 7:00pm along Tepko Road.



PROPOSAL



**Tepko Road, TERREY HILLS
Installation of 10P Time Parking signs**



northern
beaches
council

Drawn: A.S.H

Approved

Table of Consultation

Address	<u>Tepko Road, Terrey Hills</u>
Proposal	<u>Installation of 10P Time Parking Restriction</u>

Properties Consulted	105
Responses Received	14
Support	3
Do Not Support	11

Issue	Resident Comment	Council Response
Lack of Parking	If Council wish to be proactive in this area you may wish to look at Caravans , Boats and trailers which get dumped in our street along with certain people running businesses in Tepko Road .	Council proposes the installtion of 10P time parking restrictions, 7:00am to 7:00 pm in order to resolve this issue.
Lack of Visibility/Safety	As the shop fronts are lower than the street, timer parking restriction will help in visibility from the street, when large vehicles are not parked there all day. These large vehicles which park in this area also block vision of any vehicle coming in and out of our business complex driveway).	Council proposes time parking restriction at the proposed location in order to create more visibility and safety and to prevent parking of long vehicles and trailers for long period of time.

ITEM 4.9	PARK STREET, MONA VALE - CHANGES TO PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2021/080037
ATTACHMENTS	1 Park Street, Mona Vale - Plan

GEOCODES: -33.675699, 151.304102

REPORT

BACKGROUND

Council is proposing changes to the angled parking area outside No.18-20 Park Street, as part of the drainage upgrades in Mona Vale, to improve the capacity and efficiency of the stormwater network and traffic safety.

LOCATION

- Park Street is a local sub-arterial road connecting Barrenjoey Road with Pittwater Road. The section of Park Street under consideration lies within a designated High Pedestrian Activity Area, with a reduced 40km/h speed limit.
- The intersection of Pittwater Road, Park Street and Bungan Street is controlled by a roundabout, and a marked pedestrian crossing is located in Park Street east of the affected parking area.
- Timed parking '1P 8.30AM-6PM MON-FRI 8.30AM-12.30PM SAT' restrictions apply to the existing four 90° angle parking spaces.
- The Village Park carpark is located on the opposite side of the road and there is also another Council carpark located on the corner of Pittwater Road and Park Street to the west of the site.
- A number of bus routes including the 155, 156, 196 and 197 services operate along Park Street.

ISSUES

- The 90° angle parking area is located in the Mona Vale Village Centre, and is situated on a curve between the Pittwater Road/Park Street roundabout and a marked pedestrian crossing.
- Council is undertaking improvements to the drainage network to reduce flow depths in Pittwater Road and in front of 18-20 Park Street.
- Upgrades to the public footpath area in front of No.18-20 Park Street will prevent the majority of the overland flow from escaping the gutter, and significantly reduce the frequency of flooding for these properties.
- The works include widening of the footpath area, construction of a planter box and associated drainage, requires changes to be made to the angled parking area.
- The proposed works will improve traffic safety by reducing overland flow across Pittwater Road between Keenan and Bungan Streets, as well as at the roundabout at the junction of Park Street and Pittwater Road.

PROPOSAL

Council has undertaken a review of the area and proposes to convert the existing four angled parking spaces into two parallel parking spaces, to facilitate safe entry and exit from the parking area. A plan of the proposal is shown in Attachment 1 - Park Street, Mona Vale - Plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

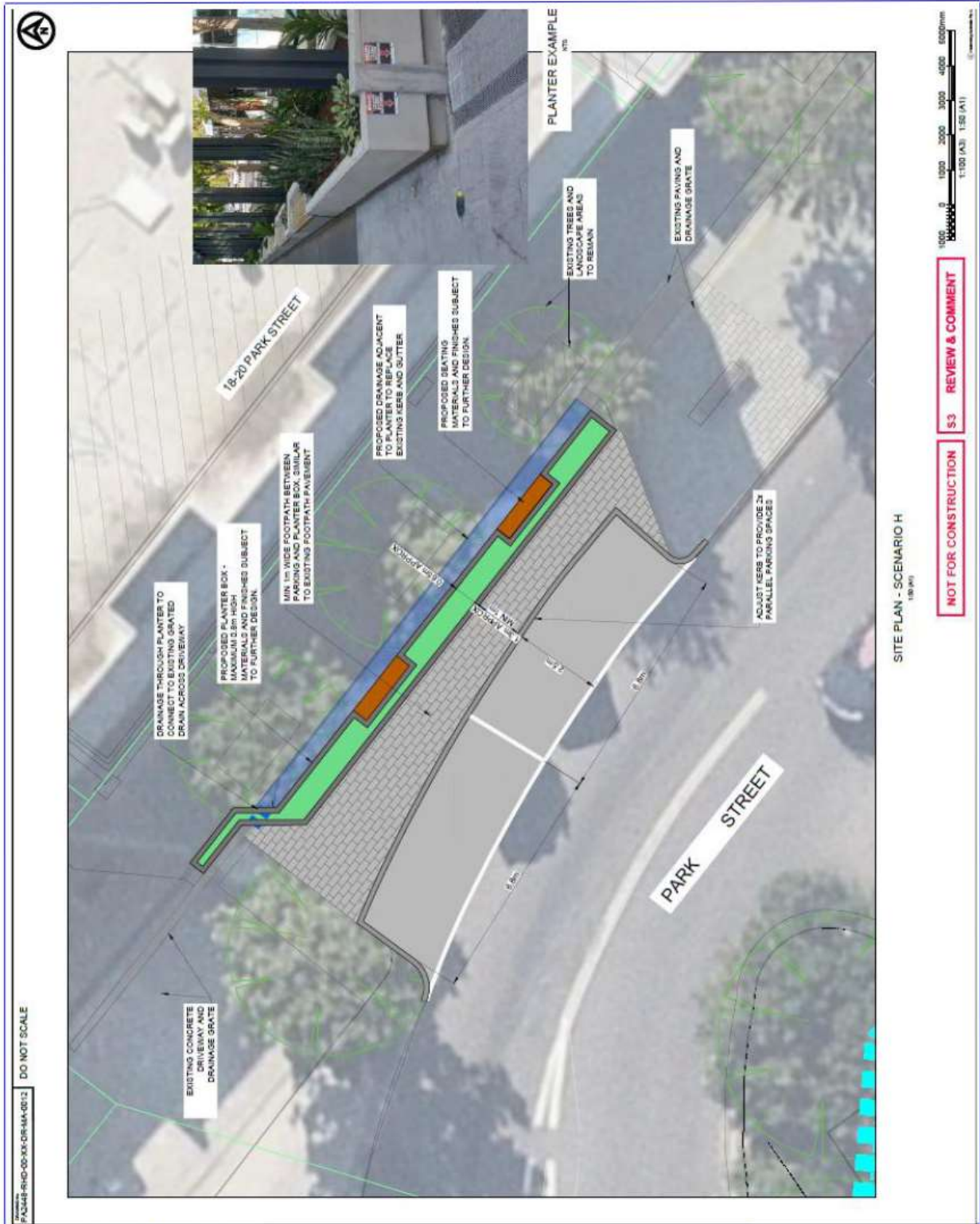
- Improves safety for all road users including people cycling along Park Street by providing safer entry and exit for vehicles to the parking area, and reducing conflict from drivers reversing out of the parking spaces.
- The proposal will improve pedestrian facilities by widening the existing footpath area.

CONSULTATION

- Community and stakeholder engagement was conducted as part of the Park Street Mona Vale Drainage Improvements project, which included the 'Have Your Say' page on the Council website, where comments could be submitted online.
- Comments regarding the proposed changes to parking included concerns with loss of parking and impact on nearby businesses. Council is currently reviewing changes to the parking in the Village Park carpark on Park Street, to increase the number of general use spaces for the public.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the proposed changes to the parking area outside No.18-20 Park Street, Mona Vale; by converting the existing four 90° angle parking spaces to two parallel parking spaces.



	PROPOSAL	<p>northern beaches council</p>	
	PARK STREET, MONA VALE CHANGES TO PARKING		
	Drawn RK		Approved <i>P. Deane</i>

ITEM 4.10	GEELONG ROAD, CROMER - NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/081362
ATTACHMENTS	1 Geelong Road, Cromer - Plan

GEOCODES: -33.739121, 151.277470

REPORT

BACKGROUND

Council has received concerns from waste services regarding the parking of vehicles narrowing the road and affecting waste collection services in sections of Geelong Road, Cromer.

LOCATION

- Geelong Road is a local road that caters for two-way traffic, with a speed limit of 50km/h. The road lies between the intersection of Carawa Road and the cul-de-sac of Geelong Road.
- The section of Blackbutts Road under consideration has a variable pavement width with an average of approximately 7.6m and unrestricted kerbside parking available on both sides of the road.
- Adjacent land use consists of low to medium density housing and Geelong Reserve is located on the eastern side.
- Pedestrian access to Geelong Road is available by footpaths located from Ryrrie Avenue (North) and Alfred Street (East), Cromer.

ISSUES

- Recent housing developments have increased the population, therefore, increased the need for on-street parking.
- Vehicles parked on both sides of the road create a potential traffic hazard to road users by restricting the road width for through traffic.
- Waste services have difficulty accessing the northern end of Geelong Road, due to limited road width created by parked vehicles.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install No Parking restrictions 6:00am–4:00pm Wednesday, beginning on the western side outside No.8, north to outside No.18 and south on the eastern side to No.15 Geelong Road, Cromer.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths


CONSULTATION

Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. Four responses were received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE





That the Traffic Committee supports the:

- A. Introduction of No Parking restrictions 6:00am–4:00pm Wednesday, beginning on the western side outside No.8, north to outside No.18 and south on the eastern side to No.15 Geelong Road, Cromer.



PROPOSED WORK

i. Install 5 x No Parking (R5-41) 6am- 4pm Wednesday, on existing power poles beginning outside No.8 north to outside No. 18 and south to outside No.15 Geelong Road, Cromer.

PROPOSAL		 <p>northern beaches council</p>
	Geelong Road, Cromer No Parking Restrictions	
Drawn 	Approved 	

ITEM 4.11	WEST STREET, BALGOWLAH - NO STOPPING & TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/081916
ATTACHMENTS	1 West Street, Balgowlah - Plan 2 West Street, Balgowlah - Table Of Consultation

GEOCODES: -33.790466, 151.261292

REPORT

BACKGROUND

Council has received concerns from local residents and business regarding illegal parking and unrestricted parking conditions affecting parking turnover to attract customers.

LOCATION

- West Street is a local road that caters for two-way traffic, with a speed limit of 50km/h. The road lies between the intersection of Sydney Road and Kitchener Street, Balgowlah.
- The section of West Street under consideration is located between Kitchener Street and Griffiths Street has unrestricted kerbside parking available on both sides of the road.
- Adjacent land use consists of low to medium density housing and the Cafe is located on the north-eastern side of the road. No Stopping restrictions are located on the north-western side outside No.1 Kitchener Street, Balgowlah.
- Pedestrian access to West Street is available by a footpath located from Lodge Street, Balgowlah.

ISSUES

- The existing section of unrestricted parking outside the Café is providing limited parking opportunities, therefore, the businesses are having difficulty providing on-street parking for customers.
- Illegal parking does occur with vehicles parking in No Stopping areas, across driveways and double parking.
- Pedestrian and road safety issues, in particular, with an increased number of vehicles performing three point turns, U-turns and turning into resident driveways to stop at the Café.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce 30 minute (P30) timed parking restrictions from 6:00am-2:30pm Everyday approximately 30m in length outside No.94 West Street, Balgowlah.

To improve pedestrian and road safety to reinforce existing No Stopping restrictions on the western side of West Street outside No.1 Kitchener Street and introduce No Stopping restrictions on the eastern side from the intersection of West Street & Kitchener Street to the proposed P30 restriction adjacent to No.94 West Street, Balgowlah.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 53 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of 30 minute (P30) timed parking restrictions from 6:00am-2:30pm Everyday approximately 30m in length outside No.94 West Street, Balgowlah.
- B. Reinforcement of existing No Stopping restrictions on the western side of West Street outside No.1 Kitchener Street and the introduction of No Stopping restrictions on the eastern side from the intersection of West Street & Kitchener Street to the proposed P30 restriction adjacent to No.94 West Street, Balgowlah.

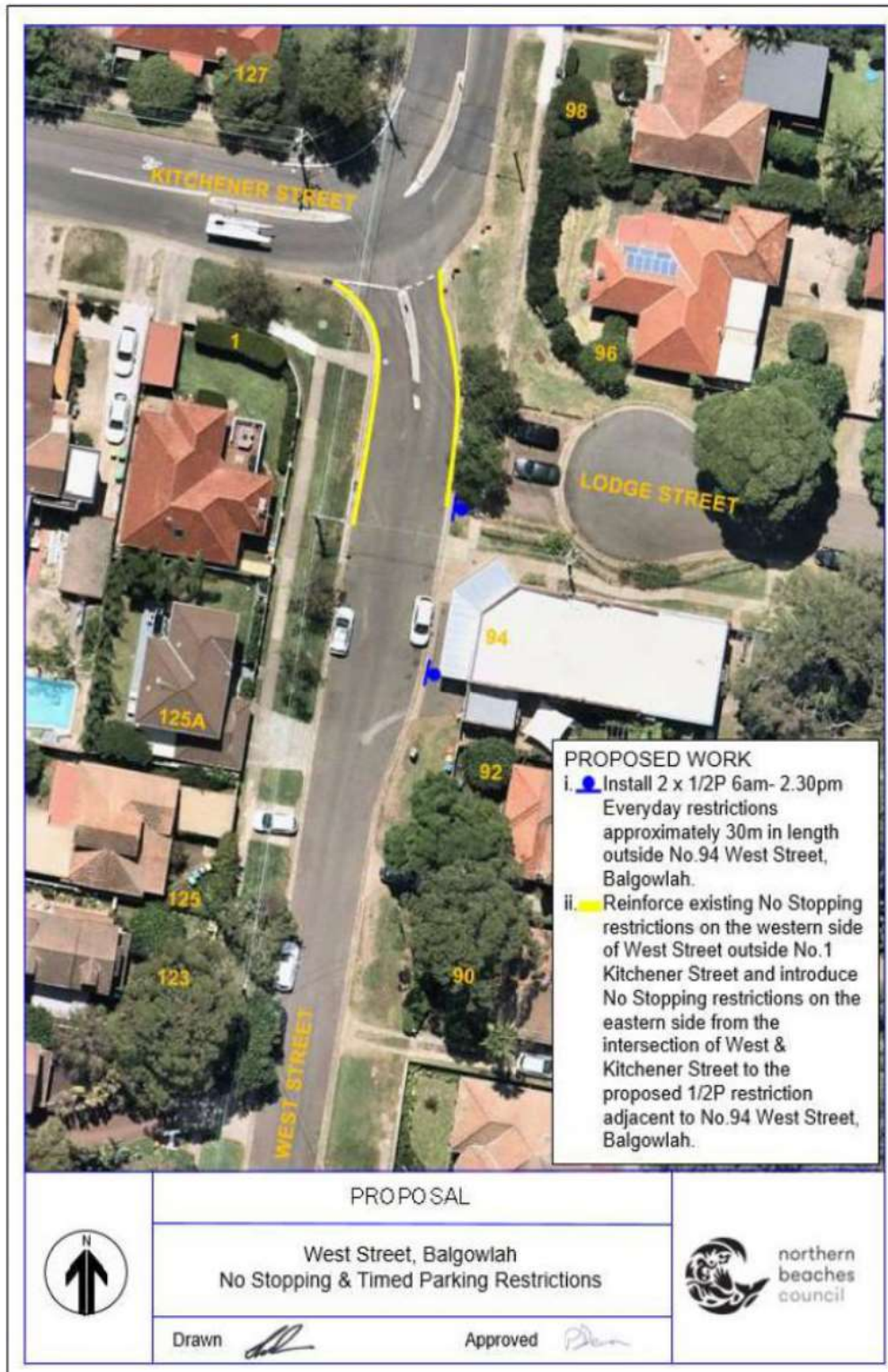


Table of Consultation

Address	<u>West Street, Balgowlah</u>
Proposal	<u>No Stopping & Timed Parking Restrictions</u>

Properties Consulted	53
Responses Received	6
Support	3
Do Not Support	3

Issue	Resident Comment	Council Response
Affects Private Property owners	The proposed 30 mins time limit will not deter people from parking illegally across or even in driveways when they come to visit the cafe. We are plagued by drivers, visiting Aggys, who choose to park illegally and obstruct our driveways almost on a daily basis. These parked vehicles obstruct access and vision for residents who need to come and go from their properties safely.	Council Rangers will monitor timed parking restrictions in West Street and any illegal parking reported. Council Rangers have recently conducted patrols of the area in relation to the issues raised. The timed parking will assist with parking turnover outside the cafe, therefore, improving compliance. Residents can contact Council to request Ranger investigation or the NSW Police for any dangerous driving/ road safety concerns.
Delineation Lines	I would like to propose that Council mark white lines on the street as they have done outside 117 and 119 West Street for all the residences on West St between Griffith and Kitchener St. This should be done before any prospective signage goes up outside the café.	Residents can apply to Council for driveway delineation lines. Online forms are available on Council's website.
Road Safety	Since the café opened we have had to endure regular incidents of cars obstructing access to our property by parking across it. If not parked across our driveway many customers at the café will park so close to our street access, that the narrow street makes it necessary to perform a 5 or 6 point turns to egress our driveway. This has been the cause of several near misses, as traffic roars up West St and nearly collides with us as we go back and forth to get out. Large, 4 wheel drive, siege vehicles, parked right up to our driveway, restrict visibility.	Council Rangers will monitor existing timed parking restrictions to assist on street parking turnover. Residents can contact Council to request Ranger patrols or NSW Police for road safety concerns.
Impacts Residents	As for your time limited parking proposal, (as indicated on a highlighted aerial map, on the back of your notice), I see it as having little bearing on the traffic problems that have exponentially increased with the café's popularity	The intention of the proposal is to improve parking turnover outside the café and reduce the illegal parking and dangerous driving concerns.

ITEM 4.12	LISMORE AVENUE, DEE WHY - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/082606
ATTACHMENTS	1 Lismore Avenue, Dee Why - Plan

GEOCODES: -33.747202, 151.288955

REPORT

BACKGROUND

Council has received concerns from local residents in regard to the parking of vehicles affecting visibility and traffic flow for vehicles entering and exiting Lismore Avenue, Dee Why.

LOCATION

- Lismore Avenue is a two-lane road with a posted speed limit of 50km/h, with the exception of a 40km/h School Zone area located within the intersection of Fisher Road and Lismore Avenue, Dee Why.
- Lismore Avenue runs in an east/west direction between Pittwater Road and Fisher Road and performs a minor 'Collector' function, providing the last opportunity for a right hand turn off Pittwater Road for southbound traffic before the Dee Why Shopping Centre strip.
- Lismore Avenue terminates at Fisher Road to form a T-junction, with Fisher Road being the priority road. The existing traffic controls at the intersection includes No Stopping restriction on the intersection of Fisher Road and Lismore Avenue, as well as No Stopping at the intersections of Grafton Crescent and Pittwater Road, Dee Why. The remainder of on-street parking is unrestricted.
- A Pedestrian Traffic Island exists at the intersection of Westminster and Lismore Avenue, Dee Why.
- Adjacent land use in Lismore Avenue consists of medium density housing.
- Lismore Avenue is located in close proximity to Fisher Road School, Dee Why Public School and Dee Why Reserve.

ISSUES

- Vehicles exiting Grafton Crescent have limited visibility due to legally and illegally parked vehicles on the north-western side of the intersection at Lismore Avenue, Dee Why.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the existing No Stopping Unbroken Yellow Kerb Line approximately 6m in length west of the existing line position outside No.7 Lismore Avenue, Dee Why.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities

- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 212 properties within the immediate vicinity of the location providing notification of the proposed changes. One response in support of the proposal was received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extension of the existing No Stopping Unbroken Yellow Kerb Line approximately 6m in length west of the existing line position outside No.7 Lismore Avenue, Dee Why.



ITEM 4.13	WATTLE ROAD, NORTH MANLY - TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/082693
ATTACHMENTS	1 Wattle Road, North Manly - Plan

GEOCODES: -33.767712, 151.273572

REPORT

BACKGROUND

Council has received concerns from local business regarding limited parking opportunities in the area and the existing parking restrictions are affecting the turnover of parking for customers attending business in the area.

LOCATION

- This section of Wattle Road is a local road that caters for two-way traffic, with a speed limit of 50km/h. Wattle Road is used by traffic to reach Brookvale and the surrounding suburbs.
- On-street parking is generally unrestricted on Wattle Road, with the exception of No Stopping restrictions at the intersection of Wattle Road and Ada Avenue, Brookvale.
- Adjacent land use consists of industrial, business and medium density housing along the northern and southern sides of Wattle Road, correspondingly.

ISSUES

- The existing section of parking in Wattle Road is providing limited parking turnover, therefore, businesses are having difficulty attracting customers, as there is limited on-street parking availability.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to amend the existing one hour (1P) 8.30AM – 6PM MON-FRI, 8.30AM-12.30PM SAT timed parking restrictions to fifteen minutes (1/4P) 6AM-3PM MON-SAT outside No.59 Wattle Road, North Manly.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

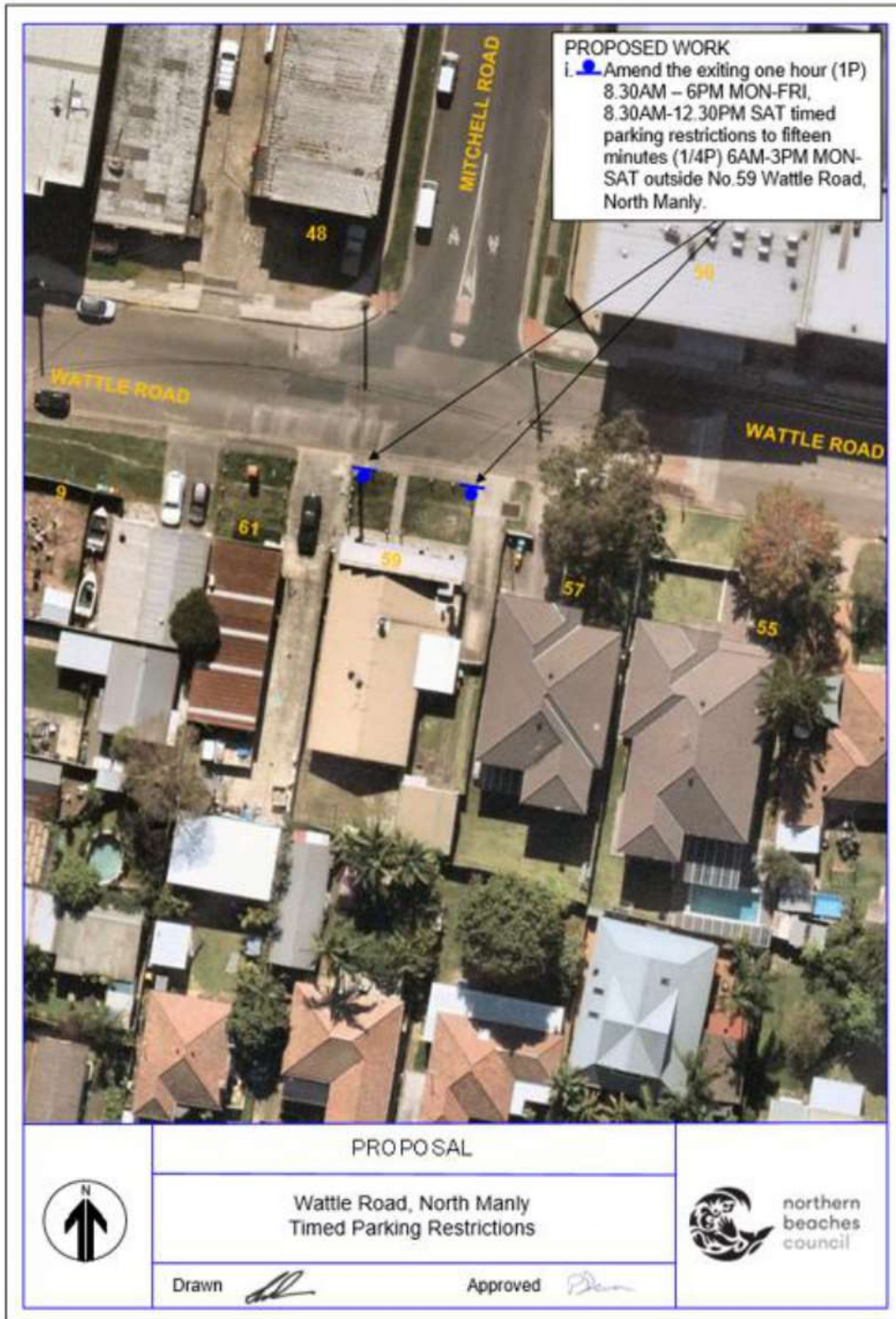
CONSULTATION

Consultation letters have been distributed to 245 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Amendment of the existing one hour (1P) 8.30AM – 6PM MON-FRI, 8.30AM-12.30PM SAT timed parking restrictions to fifteen minutes (1/4P) 6AM-3PM MON-SAT outside No.59 Wattle Road, North Manly.



ITEM 4.14	GLENAEON AVENUE, BELROSE - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/082940
ATTACHMENTS	1 Glenaeon Avenue, Belrose - Plan

GEOCODES: -33.720173, 151.217716

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles narrowing affecting sight distances of vehicles exiting the private driveway (Melaleuca Drive) onto Glenaeon Avenue, Belrose.

LOCATION

- This section of Glenaeon Avenue is a local road that caters for two-way traffic, with a speed limit of 50km/h. Glenaeon Avenue is used by traffic to reach Belrose and the surrounding suburbs.
- On-street parking is generally unrestricted on Glenaeon Avenue, with the exception of No Stopping restrictions at the intersection of Glenaeon Avenue and Forest Way, Belrose.
- Adjacent land use consists of low to medium density housing along the southern side of Glenaeon Avenue and Glenaeon Retirement Village is located on the northern side.

ISSUES

- Vehicles exiting Melaleuca Drive have limited visibility due to legally and illegally parked vehicles side on the north-western side of the intersection at Glenaeon Avenue, Belrose.

PROPOSAL

Council has undertaken a review of the location and proposes to install a No Stopping Unbroken Yellow Kerb Line approximately 20m in length west of the intersection of Melaleuca Drive onto the northern side of Glenaeon Avenue, Belrose.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. One response was received in support of the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line approximately 20m in length west of the intersection of Melaleuca Drive on to the norther side of Glenaeon Avenue, Belrose.



ITEM 4.15	VILLIERS PLACE, CROMER - NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/083287
ATTACHMENTS	1 Villiers Place, Cromer - Plan 2 Villiers Place, Cromer - Table Of Consultation

GEOCODES: -33.735732, 151.287726

REPORT

BACKGROUND

Council has received concerns from local residents regarding the illegal parking of trucks, and the parking of box and boat trailers limiting sight distances and affecting traffic flow of vehicles entering and exiting Villiers Place, Cromer.

LOCATION

- This section of Villiers Place is a local road that caters for two-way traffic, with a speed limit of 50km/h. Villiers Place is used by traffic to reach Cromer and the surrounding suburbs.
- On-street parking is generally unrestricted on Villiers Place, with the exception of No Stopping restrictions at the intersection of Orlando Road and Villiers Place, Cromer.
- Villiers Place is located adjacent to the Cromer Industrial area and in close proximity of Cromer Park and Cromer Campus.
- Adjacent land use consists of industrial, business and low to medium density housing along Villiers Place, Cromer.

ISSUES

- Increased parking in the area due to recent development has increased illegal parking across driveways, double parking, parking on the nature strip and within 10m of the intersection of Villiers Place and Orlando Road, Cromer.
- Vehicles parked on the kerb create a potential traffic hazard to road users by restricting visibility of through traffic.
- Pedestrian and road safety issues, and in particular, an increase in the number of deliveries and the unloading of trucks.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the double-parked vehicles.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install two (2) No Stopping Unbroken Yellow Kerb Lines. The first to be installed in the area outside No.4-7 Villiers Place, to provide an additional turning circle area and an additional line approximately 20m in length located on the kerb outside No.17 Villiers Place, Cromer to improve visibility concerns.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 435 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two (2) No Stopping Unbroken Yellow Kerb Lines. The first to be installed in the area outside No.4-7 Villiers Place, to provide an additional turning circle area and an additional line approximately 20m in length located on the kerb outside No.17 Villiers Place, Cromer, to improve visibility concerns.

PROPOSED WORK

- i. Install a existing 'NO STOPPING' Unbroken Yellow Line(C3) 100mm width outside the entrance to No.4-7 Villiers Place, Cromer.
- ii. Install a existing 'NO STOPPING' Unbroken Yellow Line(C3) 100mm width approximately 20m in length located on the kerb outside No.17 Villiers Place, Cromer

	PROPOSAL		 northern beaches council
	Villiers Place, Cromer No Stopping Restrictions		
	Drawn 	Approved 	

Table of Consultation

Address	Villiers Place, Cromer
Proposal	No Stopping Restrictions

Properties Consulted	435
Responses Received	7
Support	6
Do Not Support	1

Issue	Resident Comment	Council Response
Effects Private Property owners	We also believe parking time limits need to be installed as many businesses park cars overnight and across weekends even when not working. Perhaps limited time parking on weekends (such as 4hr parking sat-sunday) or 8hr parking only (every day) would easily rectify this situation and allow clearer roads for traffic and safety and minimise double parking.	If the proposal is implemented and requires improvements, Council will conduct reviews to determine if further amendments to existing conditions are required. Any Illegal Parking concerns will be investigated by Council Rangers.
Resident Parking Scheme	We also suggest the installation of residence only signs in the residential section of the street there is no reason why cars and truck need to drive into this part of the street and trucks using residential driveways to turn around has caused damage to residential driveways.	RMS guidelines for resident parking schemes generally refer to the availability of residential parking which the majority of households have.
Illegal Parking & Road Safety Concerns	We have cars and trucks from the industrial area double parking across residential driveways and blocking access. Businesses also park trucks to unload with fork lifts on the road in the residential section of villiers place. This is also unsafe for all residents but particularly those who may walk or bike ride out of their homes and can easily be hit by cars who are driving on wrong side of road to avoid the trucks unloading on the street. This happens multiple times a week not a rare occurrence.	Council Rangers will monitor on street parking. Residents can contact Council to request Ranger patrols or NSW Police for road safety concerns.
Impacts Residents	As for your time limited parking proposal, (as indicated on a highlighted aerial map, on the back of your notice), I see it as having little bearing on the traffic problems that have exponentially increased with the cafes popularity	The intention of the proposal is to improve parking turnover outside the café and reduce the illegal parking and dangerous driving concerns.
Additional Comment	Could you possibly put in cars only signage as the jetskis, trailers and trucks have been a menace for years.	Villiers Place is a public road, therefore available for public use. Any abandoned vehicles have and can be reported to Council Rangers and any unroadworthy vehicles to NSW Police.

ITEM 4.16	HOLMES AVENUE & MONASH CRESCENT, CLONTARF - FRONT TO KERB & TIMED PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/085238
ATTACHMENTS	1 Holmes Avenue & Monash Crescent, Clontarf - Plan 2 Holmes Avenue & Monash Crescent, Clontarf - Table Of Consultation

GEOCODES: -33.807556, 151.252294, -33.807016, 151.252911

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of campervans, box and boat trailers limiting parking availability on Holmes Avenue and Monash Crescent, Clontarf.

LOCATION

- Holmes Avenue and Monash Crescent, Clontarf are two-lane roads with a posted speed limit of 50km/h. Holmes Avenue is in an east/west direction between Amiens Road and Monash Crescent, Clontarf. Monash Crescent is in a north/south direction between Holmes Avenue and the cul-de-sac at the end of Monash Crescent, Clontarf.
- On-street parking is generally unrestricted on Holmes Avenue and Monash Crescent, however, No Parking restrictions are located on the western side of Monash Crescent which merges into No Stopping through to the cul-de-sac.
- Adjacent land use consists of low to medium density housing and Clontarf Reserve.
- Monash Crescent Track is part of the Spit Bridge to Manly Walk.
- A monument and pine tree are located at the intersection of Holmes Avenue and Monash Crescent, Clontarf.

ISSUES

- Boat trailers, trailers and campervans parked long term, affecting available parking for residents and visitors.
- Some trailers are left projecting out facing traffic creating risks to pedestrians.
- Number of boat trailers in the area are an eyesore.
- Illegal parking.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install Six Hour Timed Parking (6P) 7:00am – 7:00pm Everyday restrictions 7am-7pm Everyday & Front to Kerb Only Restrictions on the northern side of Holmes Avenue between opposite No.1 Holmes Avenue to No.38 Monash Crescent, Clontarf and on the eastern side of side of Monash Crescent between opposite No.38 to No.36 Monash Crescent, Clontarf.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultation letters have been distributed to 95 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of Six Hour Timed Parking (6P) 7:00am – 7:00pm Everyday restrictions 7am-7pm Everyday & Front to Kerb Only Restrictions on the northern side of Holmes Avenue between opposite No.1 Holmes Avenue to No.38 Monash Crescent, Clontarf and on the eastern side of side of Monash Crescent between opposite No.38 to No.36 Monash Crescent, Clontarf.

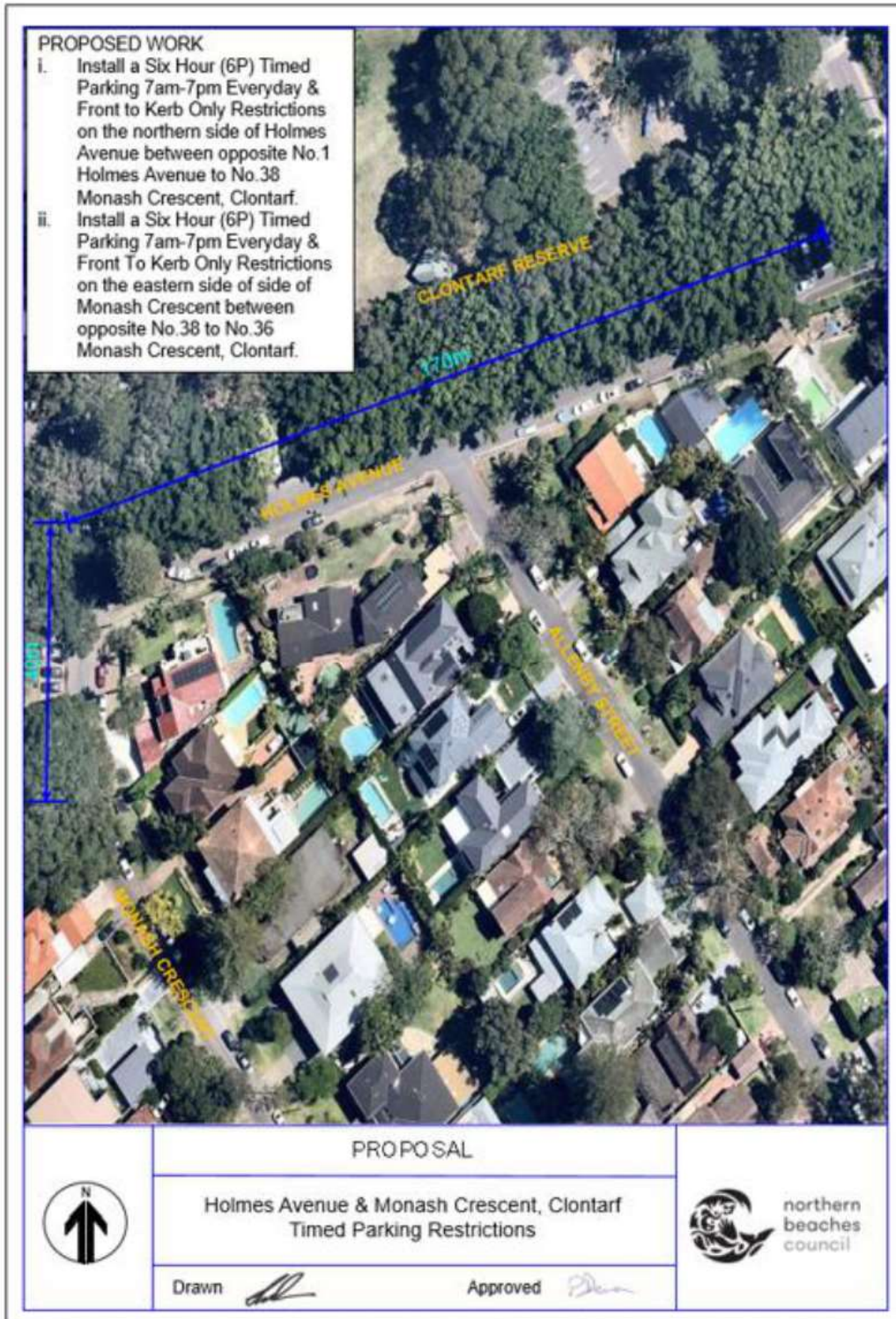


Table of Consultation

Address	Holmes Avenue and Monash Crescent, Clontarf
Proposal	Front to Kerb Only & Timed Parking Restrictions

Properties Consulted	95
Responses Received	20
Support	12
Do Not Support	8

Issue	Resident Comment	Council Response
Affects Private Property owners	The need for local residents, their visitors and tradespeople being able to exceed the parking restriction in a controlled manner.	The proposal will increase available parking for residents and visitors alike. The residential area appears to provide sufficient off-street parking for residents, therefore, it appears that the area may not meet RMS guidelines for a resident parking scheme.
Loss of Parking	Presently, with parking only allowed on the eastern side of Monash, parking for residents is already at a premium and at many times of the day, residents and particularly, their visitors can not find parking places. Having regard to the rates paid by these residents and the time and money they expend in beautifying the nature-strips in these streets, it is unfair that at many times they are unable to park in front of their own homes. With respect, something must be done about that before Council seeks to encourage more visitors to the area and providing them with parking at the expense of residents. Furthermore, were this proposal to go ahead, there would need to be an residents exemption for the section in Monash Cres. opposite Nos. 36-38.	The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Holmes Avenue and Monash Crescent are public roads and parking should be available for residents and visitors alike. The residential area appears to provide sufficient off street parking for residents, therefore, it appears that the area may not meet RMS guidelines for a resident parking scheme.

<p>Planning and Environment factors</p>	<ul style="list-style-type: none"> • Subject to removing the clearly abandoned boats/trailers, the boat parking area preserves the rustic residential ambience of the area. Replacing the beautiful tree-lined area of Holmes with sealed tarmac, parking space lines and parking signs, is going to convert that pretty residential environment to one resembling, with respect, a commercial or council car-park, which in the winter months, will be just bare vacant parking spaces making no aesthetic or environmental contribution whatsoever. Provision for major organised parking has been made in the Clontarf Park Management Plan. • The conversion to vehicle parking spaces must inevitably result in many of the trees along that stretch of Holmes being removed. The area is beset with the roots from those trees and interference with those to create parking bays must also lead to the loss of trees. • Overall, the greatest contribution that could be made to this area would be for Council together no doubt with Sydney Water, to beautify the Holmes St area in question by way of beautifying the planting in that section of Holmes Avenue, just with limited boat parking for community based boats such as surf boats which are already parked there . 	<p>The long term parking of vehicles should be on the private property with additional vehicles sharing the available on-street parking. Holmes Avenue and Monash Crescent are public roads and parking should be available for residents and visitors alike.</p> <p>The proposal provides parking availability for residents and visitors to the area for public use. Council will monitor the status of the trees to determine any damage, with a view to preservation.</p>
<p>Safety Issues</p>	<p>Presently, the weekend situation presents the potential for a major serious incident arising from the following facts:</p> <ul style="list-style-type: none"> • On a typical sunny weekend day, the traffic in Monash Crescent and Holmes Ave. is often grid-locked for long periods at a time, when cars seek to wait in the street, whilst drivers typically unload beach-goers or are waiting for a parking spot to arise. These cars often stop their vehicle in the middle of the road regardless of the hold-up they are causing. I have in recent times seen the street blocked for 5-10 minutes at a time. The scenario that presents for emergency vehicles seeking access is obvious. <p>Those cars typically come down Holmes and into Monash heading south, looking for the non-existent parking spot, then they either reach the end of Monash, do a three point turn and come back head on into the traffic which was immediately behind them. Alternatively, seeing there is no parking, at any point along Monash they then turn into a drive-way and head back the other way, north back into Holmes and so it goes on for a good part of the day.</p>	<p>The intention of the proposal is to improve parking availability and turnover, therefore, improving traffic flow.</p> <p>Further, with the restrictions in place Rangers can monitor parking and improve existing conditions.</p> <p>Any dangerous driving should be reported to NSW Police.</p>

<p>Additional Comment</p>	<p>I suggest that the Timed Parking Restrictions be for up to 12P instead of 6P. This allows visitors to our area sufficient time to do the harbour walk to Manly and return, go sailing on our beautiful harbour or spend a day at the beach. 6P might not be long enough to participate in these activities.</p> <p>That construction of proper marked bays, garden areas etc is undertaken to maximise the number of spaces.</p> <p>We also request that council consider applying new bitumen surfacing as that part of Holmes Avenue is dirt and turns to mud every time it rains.</p> <p>Clontarf has one of the few beach boat ramps in this area used routinely by locals and us. The site is invaluable for this purpose.</p> <p>There are limited facilities for boat parking nearby so this would inevitably move the problem somewhere else and onto the surrounding streets</p>	<p>The intention of the proposal is to improve parking availability and turnover. 12P allows no vehicle movement for the duration of a day and maybe ineffective in the movement of boat trailers.</p> <p>The area will be reviewed prior to installation to determine if marked bays are required.</p> <p>The area is available for public use and not for the storage of privately owned boat trailers. The long term parking of boat trailers should be the owners responsibility to park on private property.</p>
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ITEM 4.17	PONSONBY PARADE, SEAFORTH - NO PARKING
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/086317
ATTACHMENTS	1 Ponsonby Parade, Seaforth - Plan 2 Table of Consultation

GEOCODES: -33.798375, 151.248426

REPORT

BACKGROUND

Council has received concerns from local residents regarding poor sightlines when exiting their driveways onto Ponsonby Parade due to the bend in the road, the presence of parked vehicles and the speed of westbound traffic.

LOCATION

Ponsonby Parade is a local road carrying moderate volumes of traffic, it is approximately 11.3m in width with parking generally permitted on both sides of the road, and buses travel in both directions along Ponsonby Parade to and from Seaforth shops. There is a sharp bend in the road at its intersection with Old Sydney Road

ISSUES

- Sightlines to traffic approaching from the east is limited, due to parked vehicles and the bend at Old Sydney Road. Introducing the No Parking zone will improve sightlines.
- Some residents have insufficient off-street parking, so they rely on parking on-street. The proposed No Parking zone is only two car spaces in length, so it limits the amount of lost parking.
- Residents wishing to turn into driveways on the north side of the road have concerns about traffic following too closely on their rear and the potential for rear-end collisions. The proposal will allow through traffic to deviate around a vehicle stopping to turn into a driveway.
- In the past, vehicles have lost control on the tight bend and run off road. The No Parking zone will create a greater margin for error, allowing drivers who misjudge the bend to regain control.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a No Parking zone between the existing No Stopping zone at Old Sydney Road and the western boundary of No.1 Ponsonby Parade.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

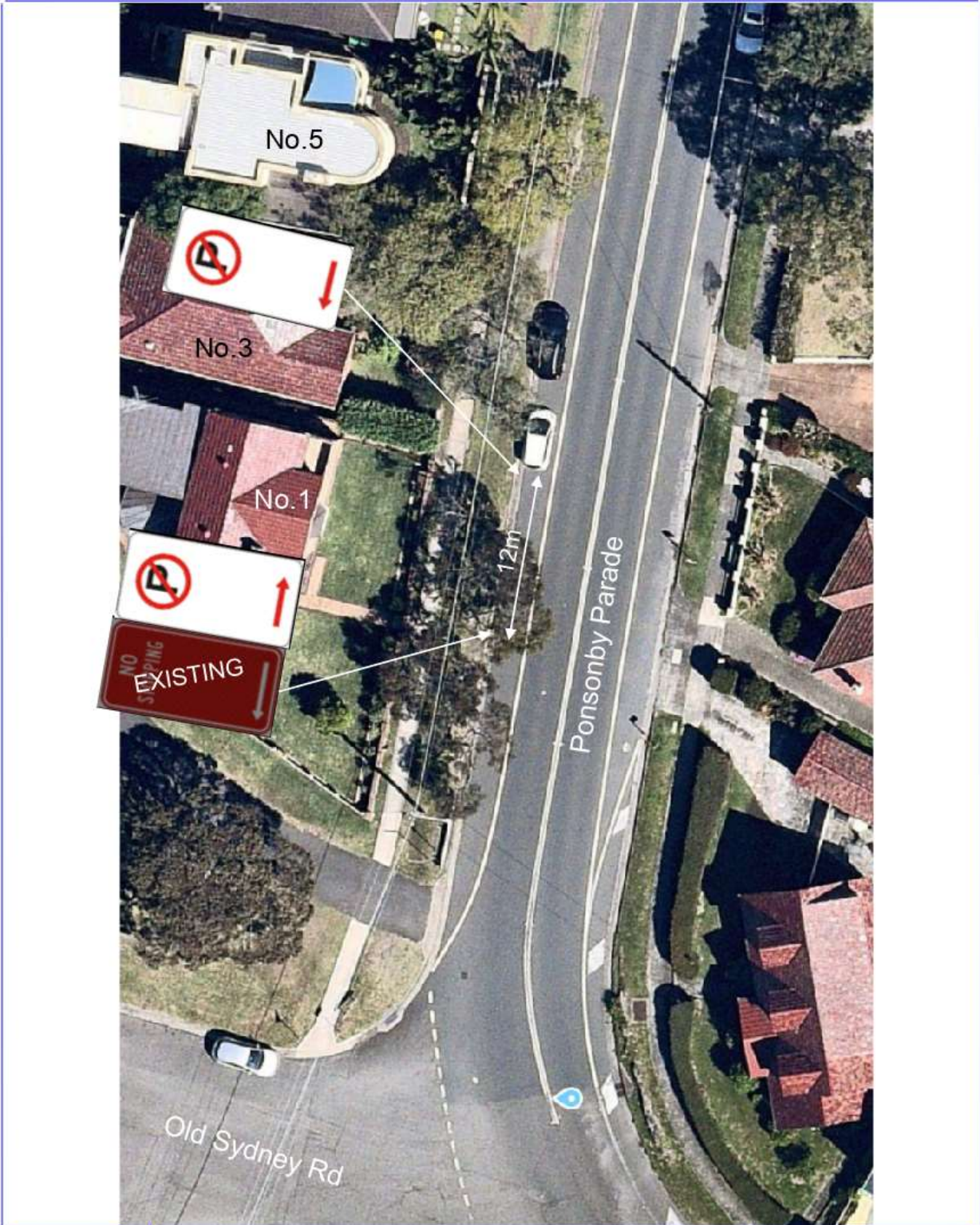
CONSULTATION

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of 12m of No Parking on the south side of Ponsonby Parade, west of the existing No Stopping zone on the departure side of Old Sydney Road.





	PROPOSAL	 northern beaches council
	Ponsonby Parade, Seaforth No Parking	
	Drawn JB Approved <i>James Brodie</i>	

Table of Consultation

Address	Ponsonby Parade, Seaforth
Proposal	No Parking

Properties Consulted	11
Responses Received	4
Support	2
conditional support	1
Do Not Support	1

Issue	Resident Comment	Council Response
relocation of parking	installing restrictions as far west as No.5 will relocate parking in front of No.7	the extent of the proposed No Parking zone has been reduced to minimise the amount of parking shift
disabled parking	if restrictions are installed in front of No. 3 they will no longer be able to park in front of their home to allow easy wheel chair access for their disabled child. Will require a disabled parking space in front of No.5	the extent of the proposed No Parking zone has been reduced to allow parking to remain in front of No.3
driveway access	fast moving vehicles heading west and following you make it difficult to safely slow to enter driveways on the north side of Ponsonby Rd	the proposed No Parking zone will allow such vehicles to drive around a vehicle slowing or stopping to enter a driveway
improved directional and warning signs	the streetname and warning signage on approach to Old Sydney Road needs improvement	there are two sets of bend ahead signs with a 35km/h advisory speed on the westbound approach to the bend. Streetname signs are present at intersections for all nearby streets

ITEM 4.18	CHURCH POINT CARGO WHARF, CHURCH POINT - BOLLARDS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2021/089152
ATTACHMENTS	1 Church Point Cargo Wharf, Church Point - Plan 2 Pittwater Road, Bayview & McCarrs Creek Road, Terrey Hills - Plans

GEOCODES: -33.645471, 151.282103

REPORT

BACKGROUND

Council has received concerns from local residents regarding the wharf's hours being disregarded and the ongoing misuse of its intended purpose.

LOCATION

- Church Point Cargo Wharf, Church Point is located on McCarrs Creek Road, Church Point. McCarrs Creek Road is located between Pittwater Road, Church Point and the Ku-ring-gai Chase National Park boundary near Church Point (Cicada Glen Creek), was reclassified from a State Road to a Regional Road on the 1st July 2012, with the transfer of care and control to Council.
- McCarrs Creek Road provides a link between Barrenjoey Road in Mona Vale (via Pittwater Road), to Mona Vale Road in Terrey Hills. The section of McCarrs Creek Road between Church Point and McCarrs Creek Reserve has a 50 km/h speed limit.
- The sealed pavement width is generally 6.5m wide, and the road contains several sharp, alternating curves in succession, with Dividing Barrier Lines installed along the centre of the road. There are no formal footpaths, and generally no kerb and gutter, except for irregular sections of dish drains. Parking is intermittent along the section of road where the road is wide enough to enable parking on the road shoulder. Numerous property access driveways are steep, skewed and concealed run off McCarrs Creek Road providing access to single and multiple properties.
- Church Point Cargo Wharf operating conditions are signposted with permitted use only between 7am and 5pm on any day including Public Holidays.
- Church Point Reserve & Rostrevor Park Reserve, Church Point General store and shops, the Pasadena, low to medium density housing and two public carparks are located in close proximity to Church Point Cargo Wharf.
- The facility enables a wide range of services to NBC ratepayers, including home construction and maintenance, wharf construction and maintenance, mooring maintenance, salvage operations, home removals, horticulture and other purposes.

ISSUES

- Church Point Cargo Wharf hours of operation are often disregarded by the use of heavy vehicles, late night visitors, chainsaws, wood chipping, waste collection and other industrial noise affecting resident's sleep patterns.

- Lack of effective patrols, Ranger start/ finish times, in particular 10pm, means they are not often available in the area during hours of alleged offences to maintain compliance of wharf regulations.

PROPOSAL

Council has undertaken a review of the location and proposes to install 8 x removable x140 mm bollards with in ground sleeves on the roadside of the footpath to prevent queuing in the entry to the wharf, but would allow parallel parking. Advanced warning signs will be advisory, indicating the potential for fines and camera monitoring. Two access points located at Pittwater Road, Bayview and McCarrs Creek Road, Terry Hills will have signs on approach at a suitable point where there is a safe layover.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Ongoing consultation has been undertaken with a variety of stakeholders. The proposal has been supported.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of eight (8) x removable x140 mm bollards within ground sleeves on the roadside of the footpath to prevent queuing in the entry to the wharf, but would allow parallel parking.
- B. Installation of advisory signs at two (2) access points at Pittwater Road, Bayview and McCarrs Creek Road, Terry Hills will have signs on approach where there is a safe layover.

PROPOSED WORK

i. Install eight (8) x removable x140 mm bollards with in ground sleeves on the road side of the footpath to prevent queuing in the entry to the wharf, but would allow parallel parking.

PROPOSAL

Church Point Cargo Wharf, Church Point
Installation of Bollards

Drawn Approved



PROPOSED WORK

i.  Install 1 x advisory sign indicating Church Point Cargo Wharf & restrictions on the southern side of the bridge facing south outside No.1825 Pittwater Road, Bayview.

PROPOSED WORK

i.  Install 1 x advisory sign indicating Church Point Cargo Wharf & restrictions on the western side of McCarrs Creek Road outside No.1 Naroo Road, Terrey Hills.

	PROPOSAL		 northern beaches council
	Pittwater Road, Bayview & McCarrs Creek Road, Terrey Hills Installation of Advisory Signs		
	Drawn 	Approved 	

ITEM 4.19	ANANA ROAD, ELANORA HEIGHTS - TRAFFIC CALMING
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2021/091713
ATTACHMENTS	1 Anana Road, Elanora Heights - Plan 2 Anana Road, Elanora Heights - Table of Consultation

GEOCODES: -33.702159, 151.284051

REPORT

BACKGROUND

Council has received concerns from local residents regarding speeding. This is predominantly with downhill traffic, however, it has also been reported for uphill traffic too. The site is on Anana Road, between Georgina Avenue and Rickard Road. There have been 2 crashes reported to Transport for NSW (between 2015 and 2019) and there was a recent collision with a vehicle and a tree.

LOCATION

- Anana Road is a local road with a speed limit of 50km/h.
- Elanora Heights Public School is located in this area, putting a 40km/h School Zone in Anana Road.
- There is also a Child Care Centre and a few businesses at the corner of Anana Road and Elanora Road.
- Anana Road has a varying road width of approximately 9.5–10.2m, with parking only on one side of the road.
- This street has low density housing.
- Anana Road has the 182 Bus Service.

ISSUES

- Residents have raised concerns regarding speeding and crashes.
- Residents have raised concerns regarding oversized and heavy (over 3T) vehicles using Anana Road, even though there are signs at the entry points to Elanora Heights (on Pittwater Road, and Wakehurst Parkway).

PROPOSAL

Council has undertaken a review of the location and issues, and proposes

- To alter the existing parking layouts (shifting a section from the southern side to the northern side of the road). This will narrow the road for downhill traffic.
- Install a separation line to define the parking and the trafficable lanes.
- Construct kerb blisters and median islands.
- Install speed cushions and lane separators.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will not impact pedestrians and cyclists.

CONSULTATION

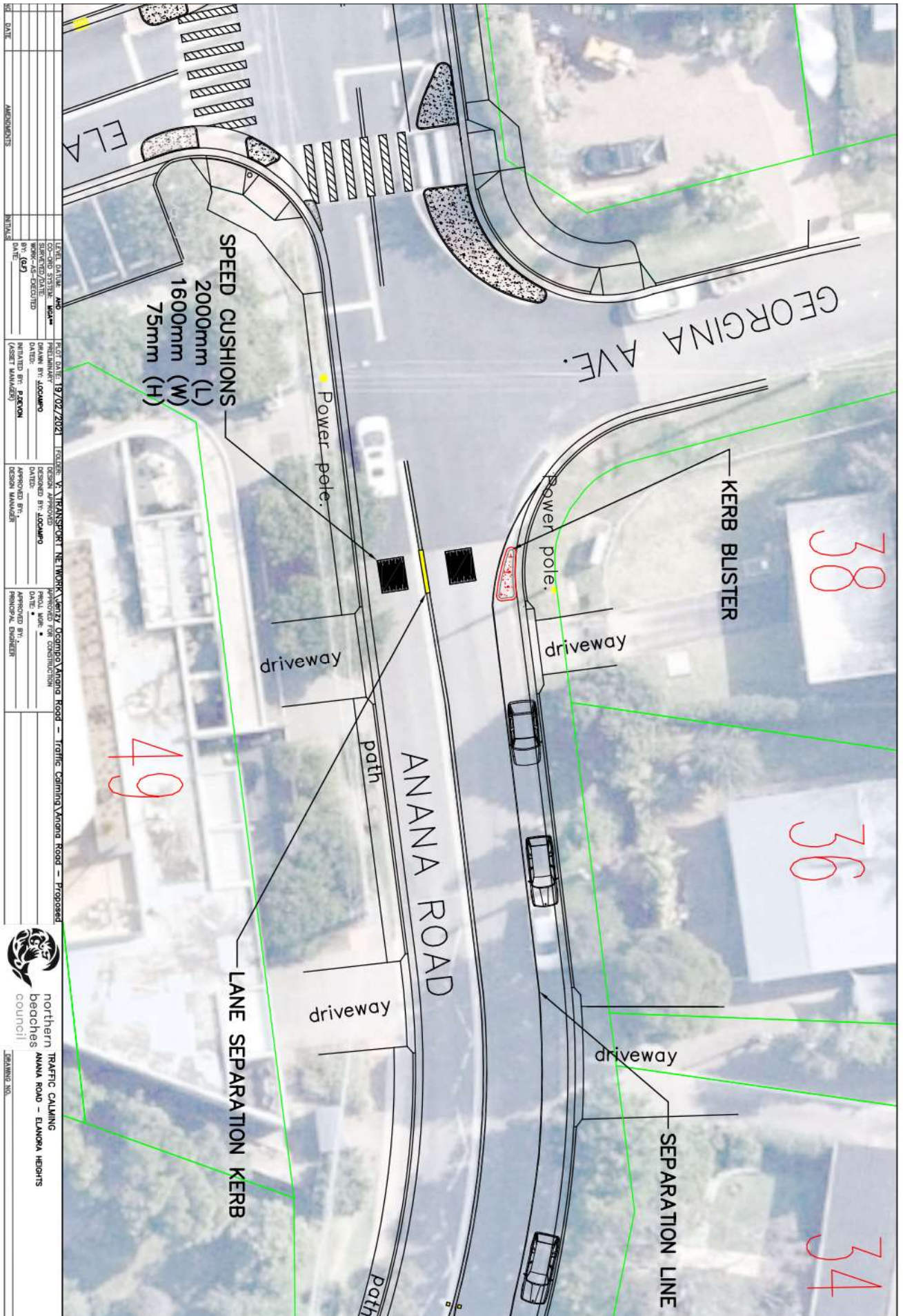
Consultation letters have been distributed to 42 properties within the surrounding vicinity of the location providing notification of the proposed changes. 14 responses were received, 11 supporting the proposal. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

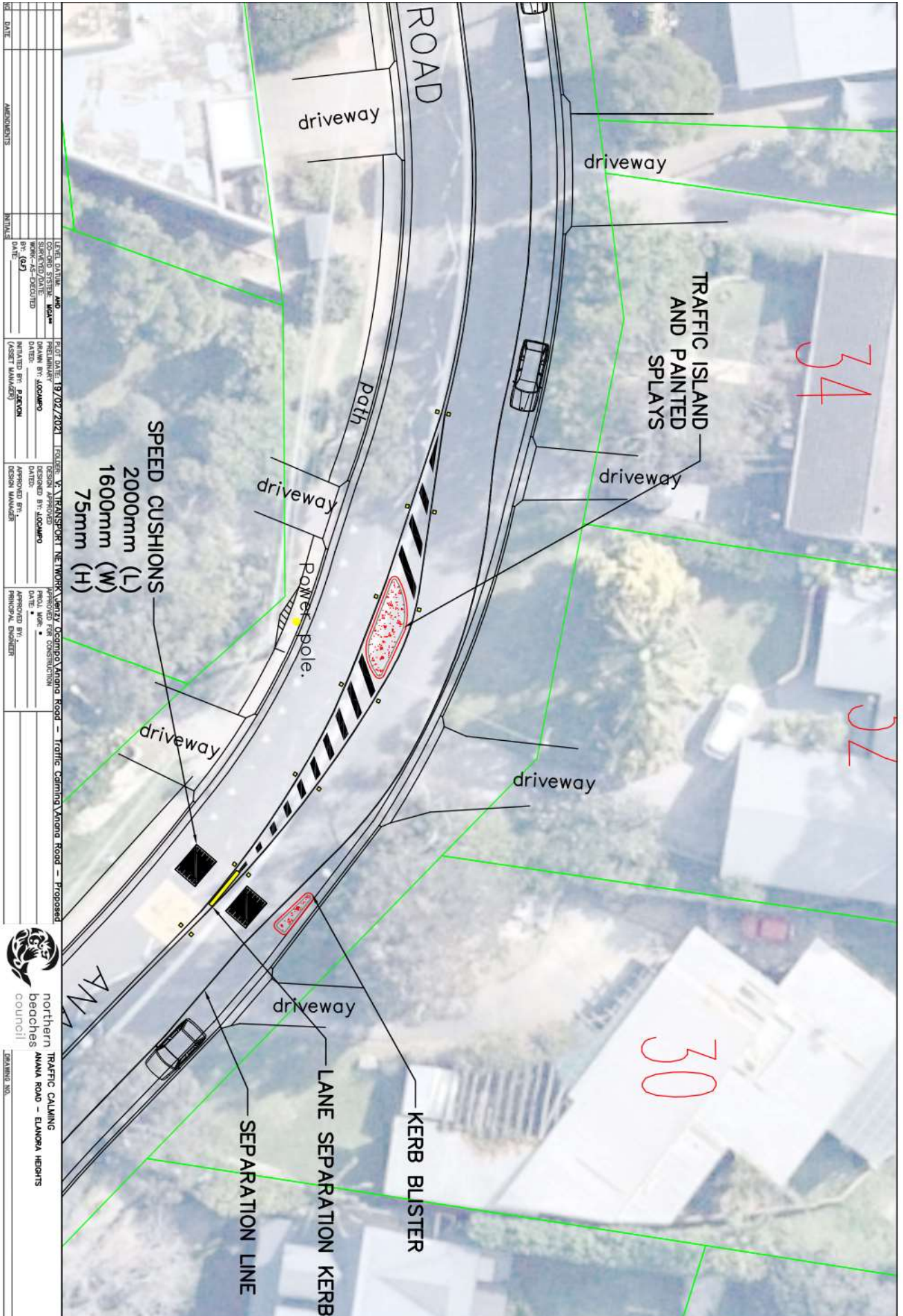
That the Traffic Committee supports the:

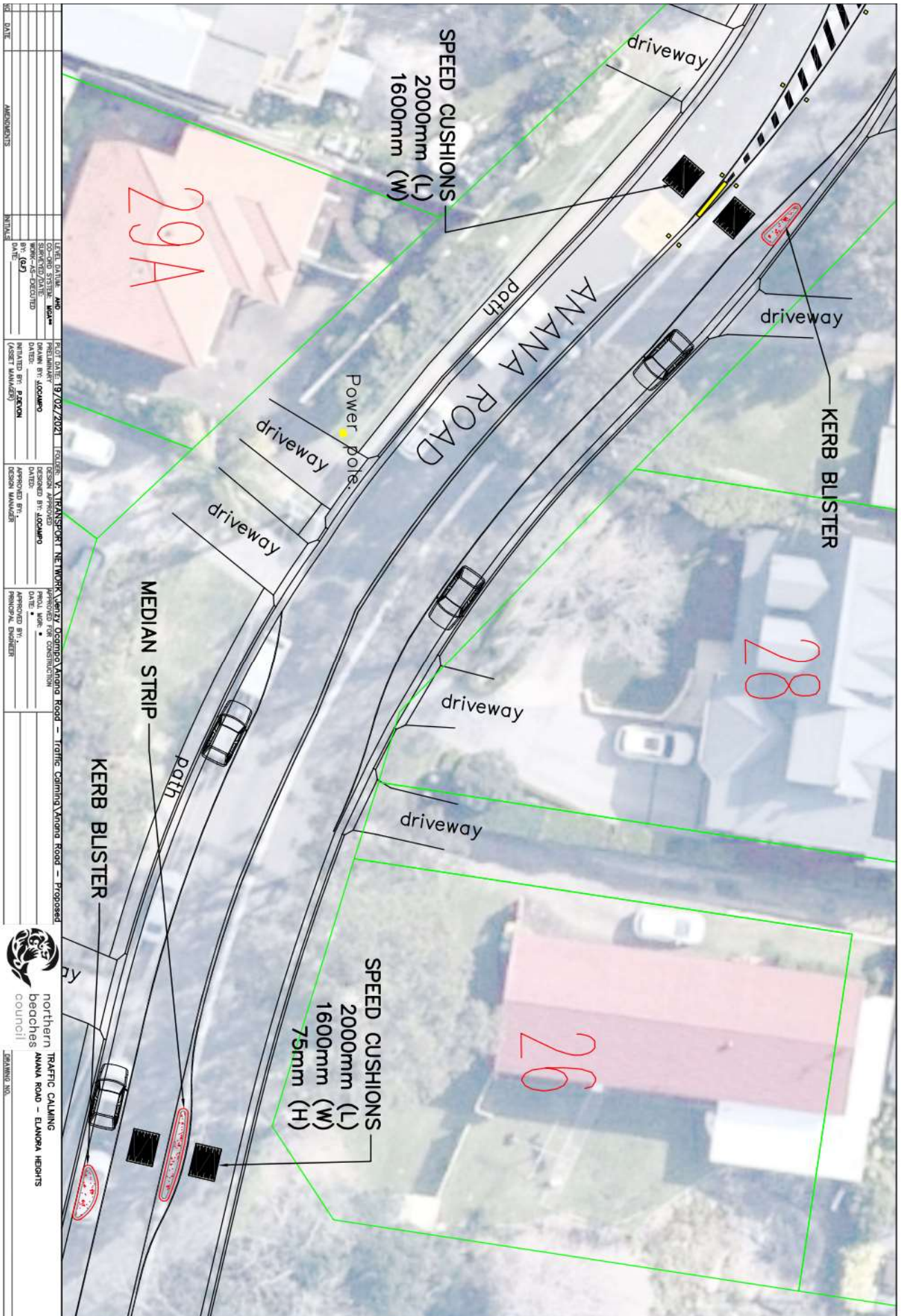
- A.** Changing the on-street parking in front of No.33 to No.27, to now be in front of No.28 to No. 30.
- B.** Install separation line to define the parking lane and traffic lanes.
- C.** Construction of kerb blisters on approach to the parking lanes.
- D.** Construction of Median Islands outside No. 32 and No.23.
- E.** Construction of a kerb blister outside No.23 to prevent vehicles from dodging the speed cushion.
- F.** Install 2x speed cushions outside No.38, 30, 23 and 17, with Lane separators.





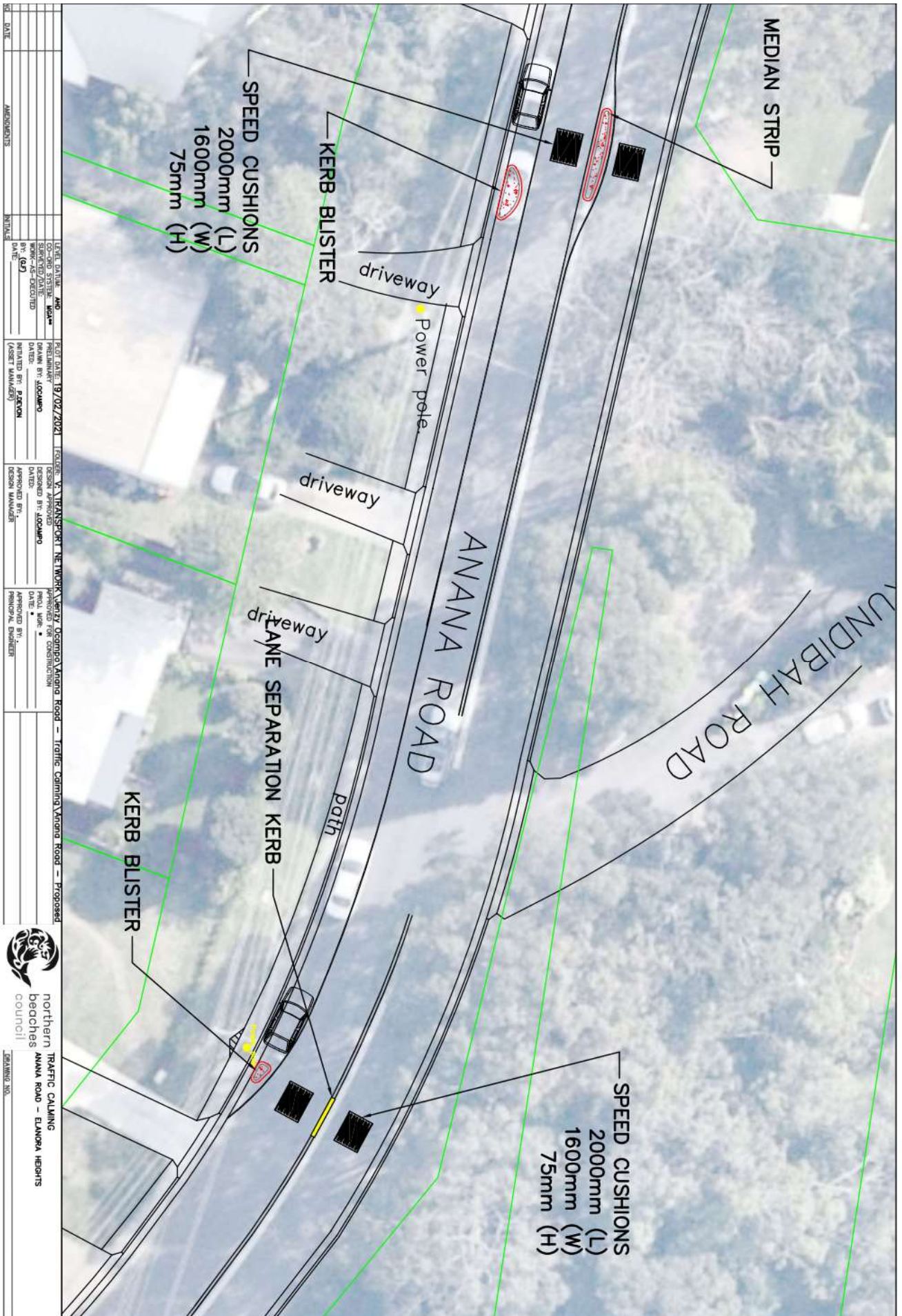
LEVEL DATE: 19/02/2021	DESIGNER: V. TRANSPORT NETWORK	PROJECT: TRAFFIC CALMING ANANA ROAD - Proposed
CO-ORD SYSTEM: MAP	DRAWN BY: JOCAMP	APPROVED FOR CONSTRUCTION: DATE: [blank]
SUBMITTED DATE: [blank]	DATED: [blank]	APPROVED BY: [blank]
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DATE: [blank]	(ASSET MANAGER)	PRINCIPAL ENGINEER: [blank]
AMENDMENTS:	DESIGN MANAGER: [blank]	DATE: [blank]
INITIALS:		

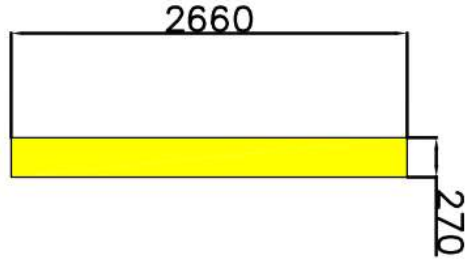




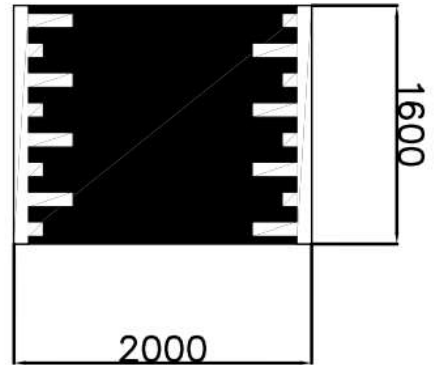
DATE	AMENDMENTS	INITIALS	LEVEL DATE	AND	CO-ORD SYSTEM	SCALE	PROJECT DATE	19/02/2021	DESIGNER	V. TRANSPORT NETWORK GROUP	APPROVED FOR CONSTRUCTION	DATE	20/02/2021	APPROVED BY	PRINCIPAL ENGINEER
			SUBMITTED DATE	DATE	DESIGNED BY	DATE	DESIGNED BY	DATE	DESIGNED BY	DATE	DESIGNED BY	DATE	DESIGNED BY	DATE	DESIGNED BY
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LANE SEPARATION KERB



SPEED CUSHION

NO.	DATE	AMENDMENTS	INITIALS	LEVEL DATE: AMC	CO-ORD SYSTEM: MAP	PRELIMINARY DATE: 19/02/2021	DESIGN APPROVED DATE: 19/02/2021	APPROVED FOR CONSTRUCTION DATE: 19/02/2021	TRAFFIC CALMING ANANA ROAD - ELANORA HEIGHTS
				DESIGNED BY: ADOLPHO	DESIGNED BY: ADOLPHO	DESIGNED BY: ADOLPHO	DESIGNED BY: ADOLPHO	DESIGNED BY: ADOLPHO	
				INITIATED BY: FJERON	INITIATED BY: FJERON	INITIATED BY: FJERON	INITIATED BY: FJERON	INITIATED BY: FJERON	
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				PRINCIPAL ENGINEER	PRINCIPAL ENGINEER	PRINCIPAL ENGINEER	PRINCIPAL ENGINEER	PRINCIPAL ENGINEER	



Table of Consultation

Address	Anana Road, Elanora Heights
Proposal	Traffic Calming

Properties Consulted	42
Responses Received	14
Support	11
Do Not Support	3

Issue	Resident Comment	Council Response
Heavy Vehicles	"Pease enforce the 3T Limit, they are still entering the area from Pittwater Road"	Council will forward this matter to Rangers and/or Police for enforcement
Access and Egress from Properties	"Concrete medians and islands will make entrace and egress impossible"	Vehicle Tracking Testing has been done with B99 vehicles (representing 99% of standard vehicles, including 4WD). Testing has also been done with a 4WD & Trailer. All properties next to where the median islands are will be able to access and exit their properties from both left or right turns. Council can also modify the length and widths of these medians
Parking and Speed Cushion Issues	"We take issue with the black pads proposed which do nothing for SUV and Ute's who can drive over them with little affect as well as the proposal to use parked cars as safety barriers"	The distance between wheels of a B99 vehicle is 1.47m. The proposed speed cushions will be effective to SUVs and Utes. Existing speed cushions are on Macpherson Street Warriewood for reference. Removal of on-street parking will negatively affect residents with multiple vehicles. The parking bays will be 2.3m wide with a traffic lane of minimum 3.2m wide. B99 vehicles are 1.94m in width. The separation lines and Kerb Blisters will guide drivers to remain in their lane. Furthermore, with a reduction of speed, the probability of collisions will be reduced

<p style="text-align: center;">Request for Raised Thresholds</p>	<p>Resident requested raised pedestrian crossings at the the corner of Elanora Road and Anana Road, and raised thresholds at various locations</p>	<p>Previous recorded crash data showed that vehicles veered into the opposing lane. Thresholds don't have a median to separate traffic. Furthermore raised thresholds are larger in length and width will restrict the entrance and exit of residents from their properties, hence are not recommended. The proposal will have lane separators which will reduce chances of collisions.</p>
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ITEM 4.20	FISHER ROAD NORTH AND SOUTH CREEK ROAD, CROMER - ROUNABOUT AND REFUGE ISLAND
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2021/091773
ATTACHMENTS	1 Fisher Road North and South Creek Road, Cromer - Plan 2 Fisher Road North and South Creek Road, Cromer - Table of Consultation

GEOCODES: -33.735734, 151.280065

REPORT

BACKGROUND

Council has received concerns from local residents regarding road and pedestrian safety for the Cromer Industrial Area, specifically around St Matthews Reserve. Many students and young children use this area as a route home via active and public transport and recreation at the reserve and skate park.

LOCATION

- Fisher Road North and South Creek Road are local roads with a speed limit of 50km/h.
- South Creek Road houses Cromer High School approximately 250m from the site, having a 40km/h school zone.
- Fisher Road North has a road width of approximately 11m and South Creek Road has a road width of approximately 13m (which widens at the intersection with Fisher Road North)
- These streets have mixed use, having low density housing and industrial businesses.
- These streets meet at a T-intersection.
- Fisher Road North and South Creek Road has the 179 bus service.

ISSUES

- Road users have expressed difficulty in turning from Fisher Road North into South Creek Road and vice versa.
- Pedestrians have expressed difficulty in crossing South Creek Road.
- Residents have expressed difficulty in exiting Grover Avenue.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to construct a Roundabout at the intersection of Fisher Road North and South Creek Road. This roundabout will be mountable for heavy vehicles. Council also proposes to construct a refuge island on the eastern leg of the intersection. This is in addition to the Raised Pedestrian Crossing that was approved in October 2020 Traffic Committee.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will not impact pedestrians and cyclists.

CONSULTATION

Consultation letters have been distributed to 159 properties within the surrounding vicinity of the location providing notification of the proposed changes. 13 responses were received, 9 supporting the proposal. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A.** Construction of a roundabout with splitter islands at the intersection of Fisher Road North and South Creek Road
- B.** Construction of a refuge island on the eastern leg of the roundabout

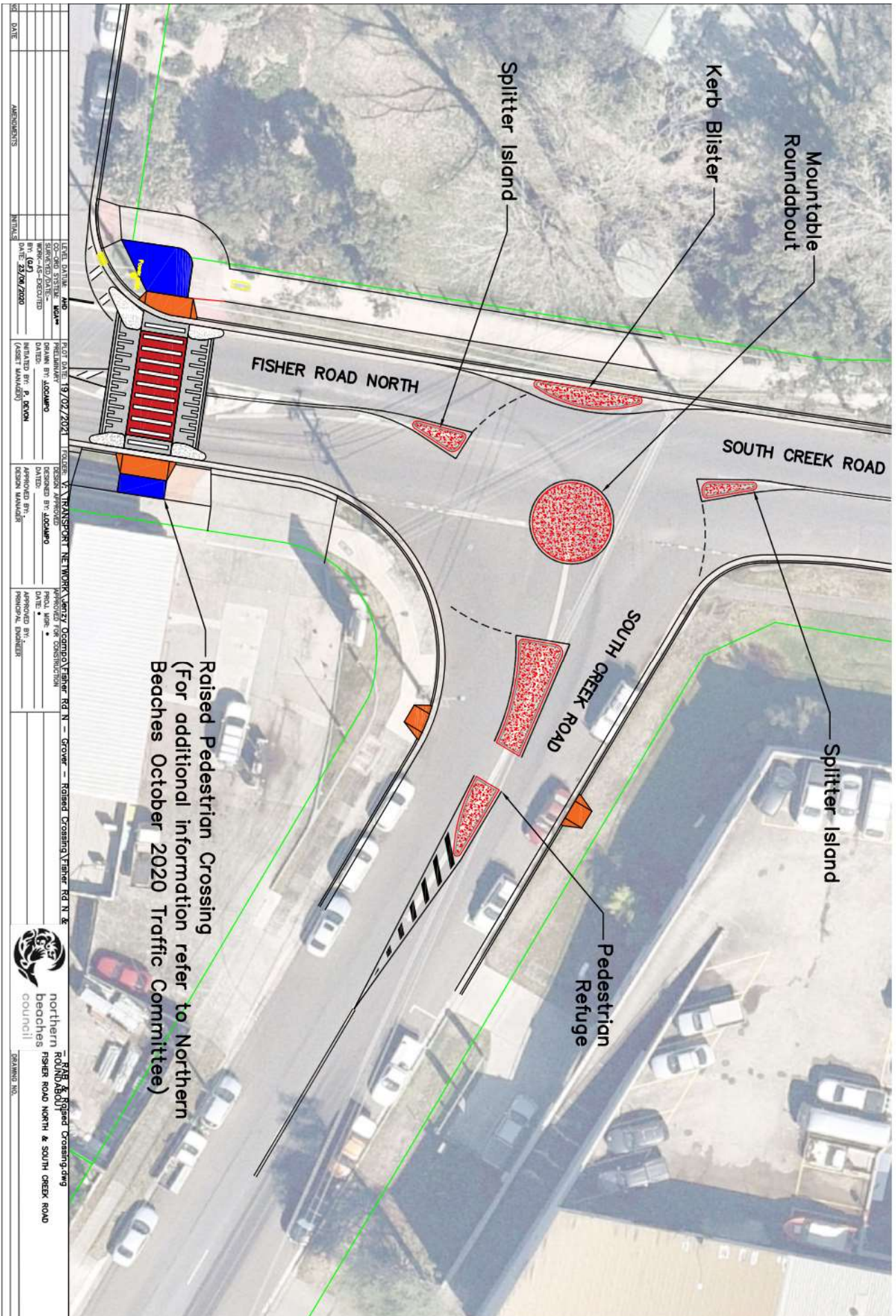


Table of Consultation

Address	Fisher Road North and South Creek Road
Proposal	Roundabout and Refuge Island

Properties Consulted	159
Responses Received	13
Support	9
Do Not Support	3
Neither	1

Issue	Resident Comment	Council Response
Traffic Flow	"The roundabout will prevent and reduce traffic flow"	The proposed roundabout is to reduce speeding and improve the intersection as a whole. Currently there is difficulty in turning at this intersection particularly during peak hours, as breaks in traffic can be rare. The refuge island is to aid pedestrians wishing to cross South Creek Road, the existing placement of the pram ramps causes pedestrians to cross at the widest point of South Creek Road, which is close to Fisher Road North and visibility is impeded due to the bend.
Exit from Grover Avenue and Raised Crossing	"The raised crossing will make exiting Grover more difficult"	Council will monitor the intersection of Grover and Fisher Road North. We will request to install a "DO NOT QUEUE ACROSS INTERSECTION" sign in addition to the current proposal. The Raised Crossing has already undergone consultation and was approved in the October 2020 Traffic Committee. Comments are available on Council's website.
Noise from Heavy Vehicles	"The raised crossing and roundabout will increase noise from heavy vehicles overnight as they decelerate and accelerate"	Heavy vehicles in this area are restricted overnight (7pm-6am) and can only travel through during the day, this includes garbage vehicles.

ITEM 4.21	SIR THOMAS MITCHELL DRIVE, DAVIDSON - ADDITIONAL LINE MARKING
REPORTING OFFICER	ENGINEERING INTERN
TRIM FILE REF	2021/092057
ATTACHMENTS	1 Sir Thomas Mitchell Drive, Davidson - Plan

GEOCODES: -33.740948, 151.192440

REPORT

BACKGROUND

Council has received concerns from local residents requesting additional line marking to improve road safety on Sir Thomas Mitchell Drive, specifically between Alt Crescent and Chesterman Crescent.

LOCATION

- Sir Thomas Mitchell Drive is a local road with a speed limit of 50km/h.
- Kambora Public School and St Martins Primary School are located near the site, having a 40km/h School Zone.
- Sir Thomas Mitchell Drive has a road width of approximately 11.5m–12m.
- This street has low density housing.
- Sir Thomas Mitchell Drive meets Chesterman Crescent and Alt Crescent at T-intersections.
- Sir Thomas Mitchell Drive has the 274, 281 and 282 Bus Services.

ISSUES

- Residents have raised concerns with vehicles driving in an unsafe manner occasionally in the opposing lane of traffic.

PROPOSAL

Council has undertaken a review of the location and issues, and proposes to extend the existing Dividing Barrier Lines on Sir Thomas Mitchell Drive to the intersection with Alt Crescent. Dividing Barrier lines are also proposed for the intersection of Chesterman Crescent and Sir Thomas Mitchell Drive, to guide vehicles turning in and out Chesterman Crescent. A request was also made to Transport NSW to install a School Zone 40km pavement marker outside No.46 where the school zone sign is, this has already been installed.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will not impact pedestrians and cyclists.

CONSULTATION

Consultation letters have been distributed to 33 properties within the surrounding vicinity of the location providing notification of the proposed changes.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Extend the Dividing barrier lines on Sir Thomas Mitchell Drive to Alt Crescent
- B. Install Dividing Barrier lines 10m from the intersection of Chesterman Crescent and Sir Thomas Mitchell Drive



	PROPOSAL	
	Additional Lines Marking Sir Thomas Mitchell Drive, Davidson	
	Drawn: JO Approved <i>P. Devo</i>	

ITEM 4.22	DELMAR PARADE, DEE WHY - MEDIAN ISLAND
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2021/097486
ATTACHMENTS	1 Plan
	2 Consent Condition

GEOCODES: -33.756212, 151.283187

REPORT

BACKGROUND

Council has approved the development application, **DA2017/1183**, for the construction of a mixed use development at 2 Delmar Parade, Dee Why. The development consists of 71 residential apartments, 340m² of commercial floor and 208m² of retail over basement car park spaces, two service vehicle bays and bicycle parking spaces. As a consent condition (27 of DA2017/1183), the applicant is required to install a median island at Delmar Parade fronting the driveway of the subject property.

LOCATION

- Delmar Parade is an unclassified local road with a posted speed limit of 50km/h.
- It is a two-way, two-lane road with a pavement width of approximately 12m between kerbs.
- Delmar Parade runs in an east-west direction and forms an unsignalised T-intersection with Pittwater Road.
- Kerbside parking is generally permitted on both sides with time restriction of two hours.

ISSUES

The proposed development will generate a considerable level of traffic. Due to the location of the driveway in close proximity to the intersection of Pittwater Road, there are potential queuing and conflict possibilities at the access point.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to construct a median island to restrict right turn movements in and out of the access driveway at Delmar Parade, Dee Why.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

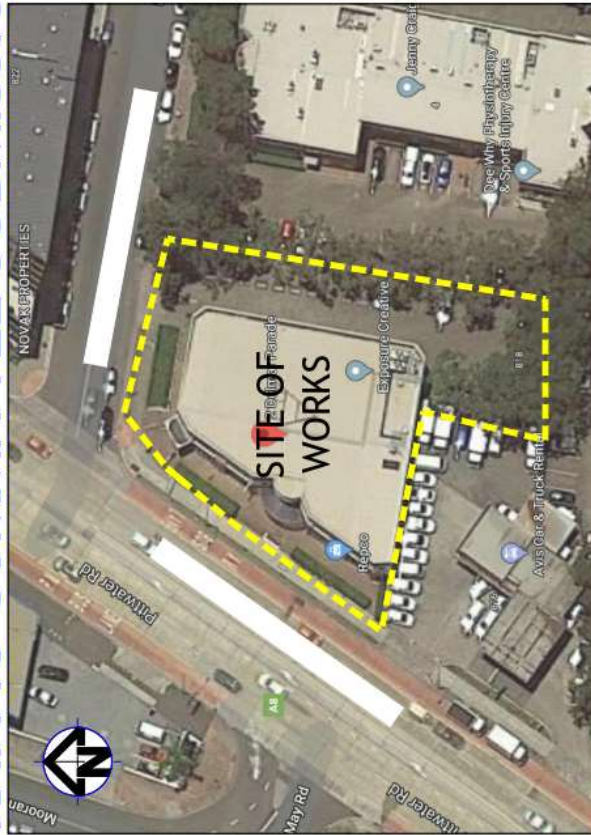
Consultations were undertaken as part of the Development Application. A notification letter will be distributed to the impacted residents prior to construction commencement.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of the Median Island at the centre of Delmar Parade for approximately 23.7m in length and aligning from the eastern edge of the driveway.
- B. Council to obtain TfNSW technical advice prior to the implementation of the device.
- C. The applicant constructing the island at no cost to Council and notifies the impacted residents & businesses, prior to installation.

**PROPOSED MIXED USE DEVELOPMENT
2 DELMAR PARADE, DEE WHY
PUBLIC DOMAIN - CIVIL WORKS
TRAFFIC COMMITTEE SUBMISSION**



LOCALITY PLAN
NOT TO SCALE
CONTINUED ON THE NEXT PAGE

PREPARED BY:
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St. Leonards, NSW 2065
T: +61 2 8883 4239
Email: office@sgce.com.au
Web: www.sgce.com.au



ARCHITECT:



CLIENT:

LANDMARK GROUP

DIAL BEFORE YOU DIG
DIAL BEFORE YOU DIG SHOULD BE CONTACTED PRIOR TO ANY EXCAVATION ON SITE. YOU ARE ADVISED TO USE YOUR OWN DISCRETION.

GENERAL

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

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CONCRETE

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SURVEY CONTROL

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

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SETTING OUT NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

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KERBING NOTES

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SURVEY LEGEND

EXISTING GRAVED SERVICES (S&T)

EXISTING UTILITY (U)

EXISTING TRENCH (T)

EXISTING TRENCH (T)

EXISTING STOP WALL (SW)

EXISTING GAS VALVE (GV)

EXISTING POWER POLE (PP)

EXISTING STUMP (S)

EXISTING LIGHT POLE (LP)

AUTHORITY ELECTRICITY LINE (EL)

AUTHORITY TELEPHONE LINE (TL)

EXISTING WATER (W)

AUTHORITY WATER (AW)

AUTHORITY SEWERAGE LINE (SL)

AUTHORITY FIBRE LINE (FL)

AUTHORITY CABLE LINE (CL)

AUTHORITY USE LINE (UL)

PAVEMENT

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

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9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE RELEVANT AUTHORITIES.

SITING LEGEND

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

REGULATED AREA (RTA)

QUALITY CONTROL

CONCRETE

CONCRETE

CONCRETE

CONCRETE

CONCRETE

CONCRETE

CONCRETE

CONCRETE

CONCRETE

CONCRETE

DRAWINGS LIST

SHEET No.	DWG No.	TITLE	REV
1	C01	COVER SHEET	01
2	C02	PUBLIC DOMAIN - CIVIL WORKS - SPECIFICATION SHEET	01
3	C03	PUBLIC DOMAIN - CIVIL WORKS - S&T PLAN	01
4	C04	PUBLIC DOMAIN - CIVIL WORKS - MEDIAN, SIDEWALK & LINE MARKING PLAN - SHEET 1 OF 2	01
5	C05	PUBLIC DOMAIN - CIVIL WORKS - MEDIAN, SIDEWALK & LINE MARKING PLAN - SHEET 2 OF 2	01

ALL FINISHES AND SERVICE PIT LOSS THROUGHOUT THE PUBLIC DOMAIN SHALL BE WELL PIT LID TYPE AND RECYCLE S&S. FINISH FLUSH WITH THE ADJACENT PAVEMENT TO AVOID TRIP HAZARDS AND BE CLEAR OF OBSTRUCTIONS FOR EASY CLEANING AND OPENING.

REFER LANDSCAPE ARCHITECT, LIGHTING TECHNICIAN AND TRAFFIC ENGINEER FOR PROPOSED WORKS RELATIVE TO LANDSCAPING, LIGHTING AND TRAFFIC CONTROL.

SERVICES SHOWN ON PLAN ARE INDICATIVE. EXACT LOCATION AND DEPTH SHALL BE DETERMINED BY THE CONTRACTOR TO LARRY DIAL BEFORE YOU DIG CONTRACTOR TO ENGAGE A REGISTERED SURVEYOR TO PREP BUT ALL EXISTING SERVICES PRIOR TO ANY WORK COMMENCING ON SITE.

RELATION ADJUSTMENTS OF THE SERVICES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR/APPLICANT/DEVELOPER OF THE SITE.

REFERENCE CONSTRUCTION DRAWING

NO.	DATE	DESCRIPTION
1	10/10/20	CONCRETE
2	10/10/20	CONCRETE
3	10/10/20	CONCRETE
4	10/10/20	CONCRETE
5	10/10/20	CONCRETE
6	10/10/20	CONCRETE
7	10/10/20	CONCRETE
8	10/10/20	CONCRETE
9	10/10/20	CONCRETE
10	10/10/20	CONCRETE

PROJECT INFORMATION

PROJECT: PROPOSED MIXED USE DEVELOPMENT

CLIENT: PUBLIC DOMAIN - CIVIL WORKS

ADDRESS: 2 BELMAR PARADE, MARRICKVILLE, NSW 2204

DATE: 20190331

DRAWN BY: [Name]

CHECKED BY: [Name]

DATE: [Date]

SCALE: 1:50

PROJECT NO: C101

REV: 02

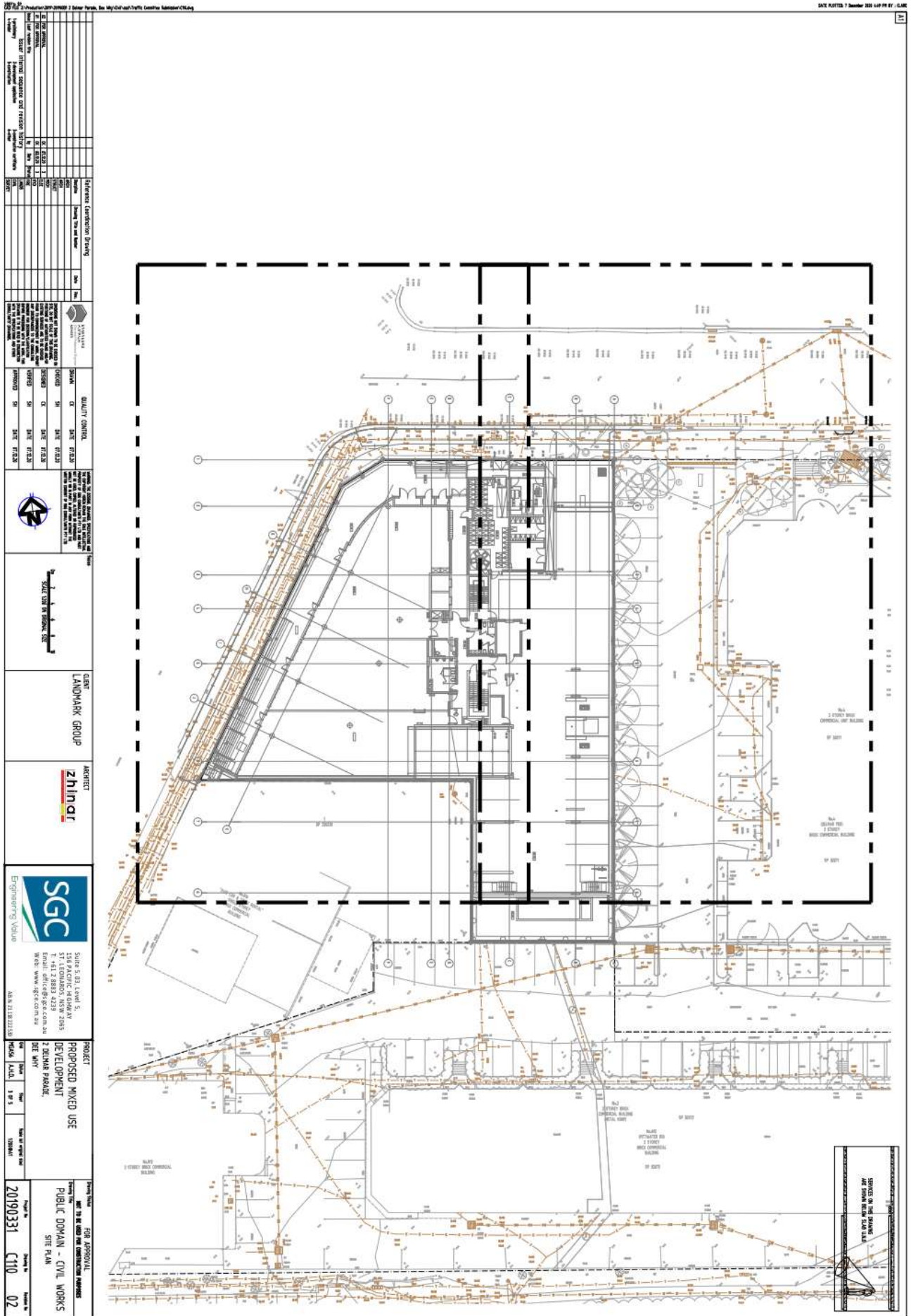
SGC Engineering Value

156 PACIFIC HAWWAY ST, LEONARDS, NSW 2065

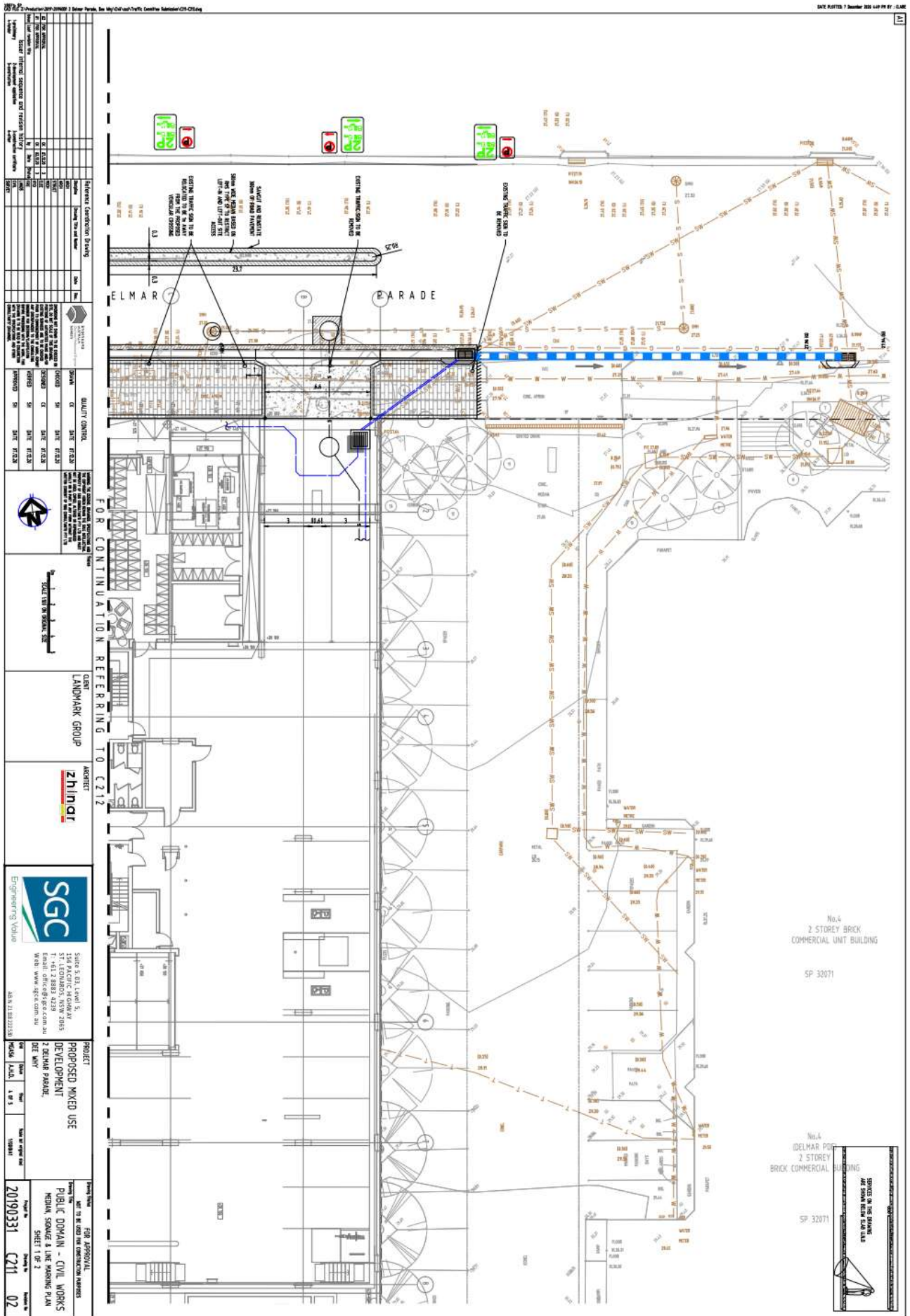
Phone: 02 9339 9339

Email: office@sgc.com.au

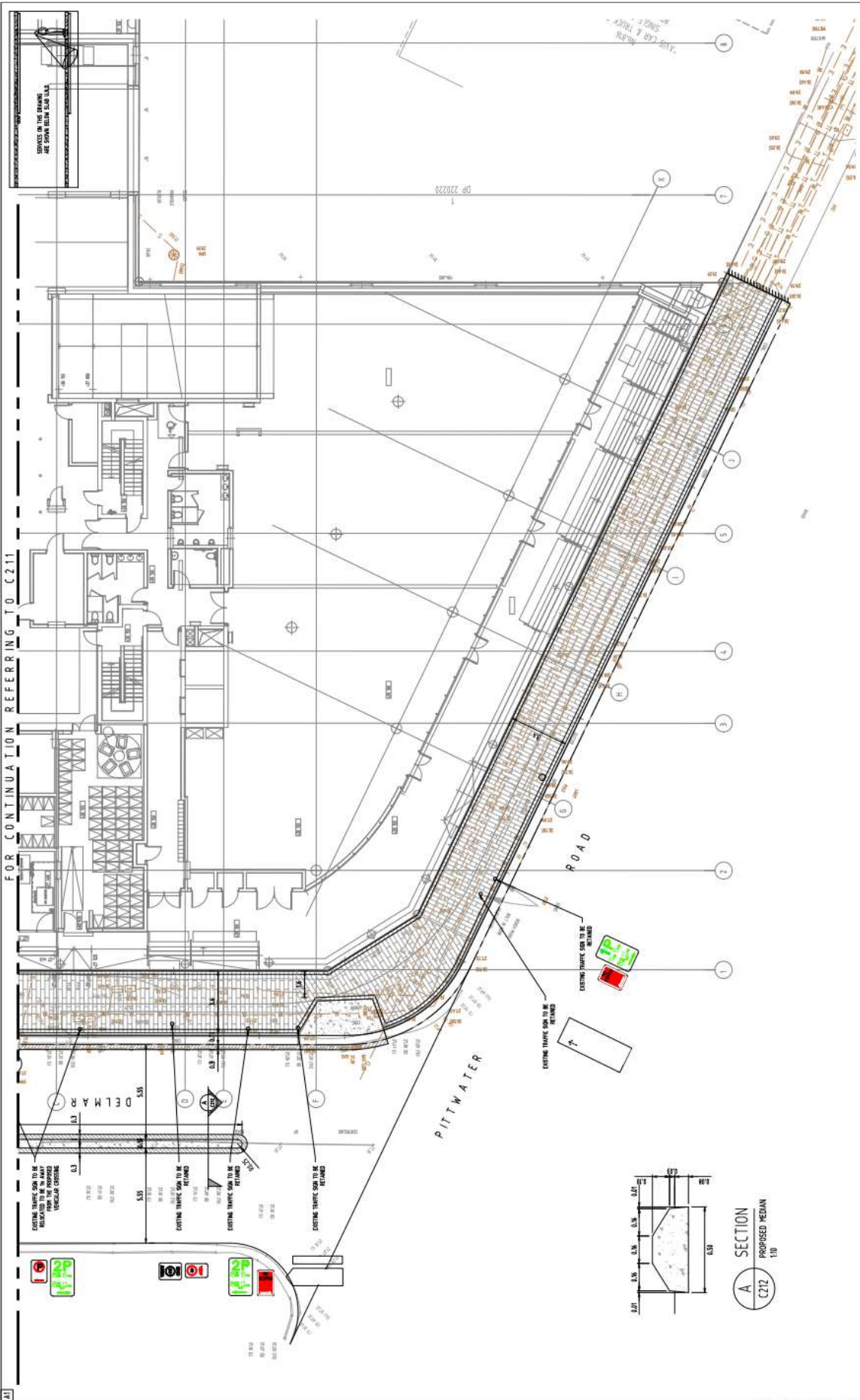
Web: www.sgc.com.au



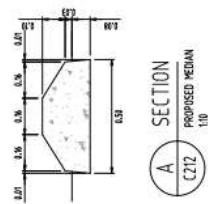
<p>DATE PLOTTED: 7 December 2020 10:44 AM BY: J.L.M.</p>	
<p>20190331 C110 02</p>	
<p>PROJECT: PROPOSED MIXED USE DEVELOPMENT 2 DENHIR PARADE, DENHIR</p>	
<p>ENGINEERING: SGC 157 PACIFIC HIGHWAY ST. LEONARDS, NSW 2080 Email: office@sgc.com.au Web: www.sgc.com.au ABN: 61158222139</p>	
<p>ARCHITECT: zhinqr</p>	
<p>CLIENT: LANDMARK GROUP</p>	
<p>SCALE: 1:500 (AS SHOWN)</p>	
<p>QUALITY CONTROL: [Table with columns for Design, Drafting, etc.]</p>	
<p>DATE: 10/12/20</p>	
<p>PROJECT NO: 20190331</p>	
<p>DATE: 10/12/20</p>	
<p>SCALE: 1:500</p>	
<p>PROJECT: PROPOSED MIXED USE DEVELOPMENT 2 DENHIR PARADE, DENHIR</p>	
<p>ENGINEERING: SGC 157 PACIFIC HIGHWAY ST. LEONARDS, NSW 2080 Email: office@sgc.com.au Web: www.sgc.com.au ABN: 61158222139</p>	
<p>ARCHITECT: zhinqr</p>	
<p>CLIENT: LANDMARK GROUP</p>	
<p>SCALE: 1:500 (AS SHOWN)</p>	
<p>QUALITY CONTROL: [Table with columns for Design, Drafting, etc.]</p>	
<p>DATE: 10/12/20</p>	
<p>PROJECT NO: 20190331</p>	
<p>DATE: 10/12/20</p>	
<p>SCALE: 1:500</p>	



<p>DATE PLOTTED: 1 December 2020 10:49 AM BY: J.L.M.</p>																																																																																																																																																																																																																																																																																																																																																																																																																					
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FOR CONTINUATION REFERRING TO C211



FOR APPROVAL
NOT TO BE USED FOR CONSTRUCTION PURPOSES

PROJECT
PROPOSED MIXED USE
DEVELOPMENT

Site 5, DL Level 5,
156 PACIFIC HAGWAY
ST. LEONARDS, NSW 2065
Email: office@sgc.com.au
Web: www.sgc.com.au

ARCHITECT
zhinar

CURT
LANDMARK GROUP

Scale 1:50 BY SURFACE

DATE: 15/03/2021

Drawn by: C212_02

Project No: 20190331

SGC
Engineering Value

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QUALITY CONTROL

DRIVER	DATE	FILE NO.
DESIGNED	SI	FILE NO.
CHECKED	CI	FILE NO.
APPROVED	SI	FILE NO.
APPROVED	SI	FILE NO.

Reference Construction Drawings

NO.	DESCRIPTION	DATE	STATUS

APPROVED

Consent Condition 27 of DA2017/1183

27. **Submission of Engineering Plans (standard from development engineers).**
Engineering plans are to be submitted to the Certifying Authority for approval. The submission is to include four (4) copies of Civil Engineering plans for the design of:

- Median island along Delmar Parade to restrict right turn movements in and out of the access drive

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 Certifying Authority 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.
(DACTRCPC1)

ITEM 4.23	PATANGA ROAD, FRENCHS FOREST - BUS STOP RELOCATION
REPORTING OFFICER	CONTRACTOR - TRAFFIC ENGINEER
TRIM FILE REF	2021/097576
ATTACHMENTS	1 Plan 2 Consent Condition

GEOCODES: -33.750831, 151.243815

REPORT

BACKGROUND

Council and the applicant have reached an agreement for the development application, **DA2018/1598**, at the Land and Environment Court of New South Wales. The development is for the demolition of the existing structure and construction of a two-storey boarding house with 18 rooms and basement parking spaces located at 22 Frenchs Forest Road East, Frenchs Forest. As part of the Consent condition 3 & 4 of **DA2018/1598**, the existing Bus Stop outside the property fronting Patanga Road needs to be relocated.

LOCATION

- Patanga Road is an unclassified local road with a posted speed limit of 50km/h.
- It is a two-way, two lane road with a varying pavement width of approximately 9.5m between kerbs.
- Patanga Road runs in a north-south direction between Frenchs Forest Road East and Iris Street.
- This section of the road forms a signalised T-intersection with Frenchs Forest Road East.
- Kerbside parking generally permitted on both sides with time restriction of 1 and 3 hours.

ISSUES

The development requires construction of a new vehicular crossing 5.5 metres wide, to be constructed near the northern edge of the property. To avoid potential conflict, the existing Bus Stop (Stop ID 208621) located at the eastern boundary of 22 Frenchs Forest Road, needs to be relocated to the south of the approved driveway.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to relocate the existing Bus Stop to the south of the approved driveway.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities
- The proposal does not affect the pedestrian facilities or impacts on walking paths

CONSULTATION

Consultations were undertaken as part of the Development Application. A notification letter will be distributed to the impacted residents prior to construction commencement.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The relocation of the existing Bus Stop (Stop ID 208621) to the south of the proposed driveway of 22 Frenchs Forest Road.
- B. The proposed Bus Stop must comply with DDA. The edge of the Bus Stop concrete slab must commence from the edge of driveway wing. The signage must be at least 600mm from the back of the kerb and from the edge of the driveway.
- C. The installation of signage within the property boundary to enforce left out only from the proposed driveway onto Patanga Road. Installation of additional advanced warning signs to enforce the access restrictions from Patanga Road onto Frenchs Forest Road East.
- D. The applicant constructing the island at no cost to Council and notifies the impacted residents & businesses, prior to installation.



Consent Condition 3 and 4 of **DA2018/1598**

3. Relocation of Existing Bus Stop on Patanga Road

The existing bus stop located on the eastern boundary of No. 22 Frenchs Forest Road East is to be relocated to the south of the approved driveway. An application to the Northern Beaches Local Traffic Committee detailing the relocation of the bus stop must be approved by the Committee prior to the commencement of this consent.

Unless the Local Traffic Committee specifies otherwise, the bus stop is to comply with the following:

- o The bus stop must be DDA compliant
- o The edge of the bus stop concrete slab must commence from the edge of the driveway wing
- o The signage must be at least 600mm from the back of kerb and from the edge of the driveway

4. Signage and Line Marking Plan

The applicant is to submit a Signage and Line Marking Plan to the Northern Beaches Local Traffic Committee detailing the following:

- o A DDA compliant Bus Stop relocated south of the proposed driveway.
- o Signage enforcing a left out only scenario from the proposed driveway onto Patanga Road.
- o Update of all line marking along Patanga Road to a visible and compliant standard (including BB centre line and directional arrows on the pavement).
- o Additional advanced warning signs to enforce the access restrictions from Patanga Road onto Frenchs Forest Road East.

The Signage and Line Marking Plan must be approved by the Northern Beaches Local Traffic Committee prior to the consent becoming operative.

5.0 MATTERS FOR NOTATION

ITEM 5.1	TABLE OF APPROVALS UNDER DELEGATION
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2021/086534
ATTACHMENTS	1 Table of approvals

GEOCODES: Various

REPORT

- Council's Transport Network Team obtained delegation from the Northern Beaches Council Local Traffic Committee on the 4 June 2019 to implement measures to reinforce existing controls under the NSW Road Rules as well as minor proposals, without reporting these matters to the Traffic Committee meeting
- It was agreed that a plan of the proposals will be forwarded to the Traffic Committee members for consideration. If no objections are received within the specified response time, the proposals will be approved under delegation and be presented in the agenda as a Matter for Notation.
- Except for statutory requirements, consultation with affected residents and businesses within the immediate vicinity of the proposal will still be required prior to consideration.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. notes the delegated approval of actions detailed in Attachment 1 – Table of Approvals Under Delegation

Table of Approvals Under Delegation - 2 March 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
Montauban Ave, Seaforth	Extend existing No Stopping to driveway to No. 4 Clontarf Street	Properties consulted: No consultation undertaken however notification to residents has been carried out prior to implementation. Support: n/a Object: n/a Reason for approval: provide greater room for opposing vehicles to pass near the intersection with Clontarf Rd (a State Road) and improved sightlines to/from vehicles exiting driveway to No.4	11 February 2021	18 February 2021
Woodbine Street, North Balgowlah	Extend No Stopping zone on north side, east of Illalong Ave - departure side of pedestrian crossing	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a Reason for approval: Improve sight lines to/from pedestrian crossing and to meet standards requirements	11 February 2021	18 February 2021
Wickham Lane, Avalon Beach	No Parking 8PM Sunday to 6PM Monday due to waste collection in one car parking space on Wickham Lane at rear of 21-23 Old Barrenjoey Road	Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a Reason for approval: Assist waste collection vehicles to collect from unit block	11 February 2021	18 February 2021

Location	Action	Consultation	Referral Sent Date	Approval Date
McCarrs Creek Road, Church Point	<ul style="list-style-type: none"> - Convert one angled parking space adjacent to the driveway to the Holmeport Marinas to two 'Motorcycle Parking' spaces (1.2x2.5m). - Install 'Give Way' and dividing lines at the entry/exit to the Holmeport Marinas car park. 	<p>Properties consulted: No consultation undertaken however notification to residents will be carried out prior to implementation. Support: n/a Object: n/a Reason for approval: Improve sightlines for vehicles exiting the driveway of Holmeport Marinas. Linemarking to help delineate entry/exit to car park.</p>	11 February 2021	18 February 2021

ITEM 5.2 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2021/078890**
ATTACHMENTS **NIL**

GEOCODES: Various

REPORT

Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Applicant	Location	Works Zone Length and Time	Requested Period
Keenwill Pty Ltd	31 Bellara Avenue NORTH NARRABEEN NSW 2101	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	01 February 2021 to 28 March 2021
PBS Building (NSW) Pty Ltd	60 Beaconsfield Street NEWPORT NSW 2106	Length: 40 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	22 February 2021 to 2 May 2021
Colin Wood	30 Monterey Road BILGOLA PLATEAU NSW 2107	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 February 2021 to 4 July 2021
Craig Kpi Services NSW	4 Cross Street BROOKVALE NSW 2100	Length: 30 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	1 March 2021 to 27 June 2021
Delaney Civil Pty Ltd	1178 Pittwater Road NARRABEEN NSW 2101 (on Clarke Street)	Length: 30 metres	3 February 2021 to 30 June 2021
Delaney Civil Pty Ltd	1178 Pittwater Road NARRABEEN NSW 2101 (on Wetherill Street)	Length: 12 metres	3 February 2021 to 30 June 2021
Gubler & Associates Pty Ltd	39 Darley Road MANLY NSW 2095	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	8 February 2021 to 8 March 2021

NL Celtic Constructions	16 Birkley Road MANLY NSW 2095	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	18 January 2021 to 9 May 2021
Northern Beaches Council	703 Pittwater Road DEE WHY NSW 2099 (On St David Avenue DEE WHY NSW 2099)	Length: 26 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	22 February 2021 to 31 July 2021

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of Works Zones as described above.