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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 in the Flannel Flower Room, Civic Centre, Dee Why on

TUESDAY 3 JUNE 2025

Beginning at 10:00 AM for the purpose of considering and determining matters included in this agenda.

A handwritten signature in blue ink, appearing to read 'CP Pfeiffer'.

Campbell Pfeiffer
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor
Member for Pittwater MP Representative
Member for Davidson Mr M Cross MP Representative
Member for Manly Mr J Griffin MP Representative
Member for Wakehurst Mr M Regan MP Representative
Transport for NSW – Senior Network & Safety Officer
Transport for NSW – Network & Safety Officer
Northern Beaches Police Command, Dee Why

Mr Nicholas Beugeard
Mr Matt Haran
Mr Michael Lane
Ms Adele Heasman
Mr Paul Murphy
Ms Vicky Walker
Ms Samantha Morley
Senior Constable Adam Castleden

Non Voting Members

Keolis Downer Northern Beaches Bus Operations
ComfortDelgro Company (ex Forest Coach Lines)
Manly Warringah Cabs Cooperative Society Ltd
Cycling Representative

Mr James Makasiale
Mr Steven Bakous
TBC
Mr Dave Musgrove

Officers

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

Mr Campbell Pfeiffer
Mr Brett Andrew

Mr Phil Devon
Mr James Brocklebank
Mr Ricky Kwok
Ms Leila Kazemnezhad
Ms Dolma Negi
Ms Jackline Shahho
Ms Gabriela Grano
Mr Linji Chen
Mr Nicholas Murace
Ms Robynann Dixon
Ms Pavica Kupcak
Ms Anneli Clasié
Mr Alex Yuen
Ms Anna Moore
Mr Scott Conroy
Mr Michael Davey
Ms Jordan Dussek

Visitor

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

to be held on Tuesday 3 June 2025

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

1.0 APOLOGIES

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

- 2.1 Minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 6 May 20253
- 2.2 Declaration of Pecuniary and Conflicts of Interest

3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL

Nil

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NEXT MEETING Tuesday 1 July 2025

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

2.1 MINUTES OF THE NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING HELD ON 6 MAY 2025

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 6 May 2025, 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 MANLY ELECTORATE - CURL CURL WARD - POWELLS ROAD, BROOKVALE - TIMED PARKING

GEOCODES: -33.766349, 151.272089

REPORT

BACKGROUND

Council has received requests from a care provider, regarding the long-term parking of vehicles in a section of the existing Eight Hour Timed parking on the northern side of the road outside No.12-14 Powells Road, Brookvale. The existing parking conditions provide limited opportunities to drop off or pick up community food services for this provider.

LOCATION

- Powells Road is a local road with a posted speed limit of 50km/h.
- Powells Road has a 12.5m wide carriageway, facilitating two-way east-west traffic direction between Mitchell Road to the east and Powells Lane to the west. Statutory 10m 'No Stopping' has been signposted at its intersection with Mitchell Road and a 6m 'Mail Zone' is currently signposted on the southern side of Powell Street, 80m west of its intersection with Mitchell Street. The remainder of on street parking is unrestricted on both sides of the road.
- The two-way traffic in Powells Road ceases at the western end and allows for One Way only through to the intersection of Orchard Road, Brookvale.
- Powells Road is in proximity of Pittwater Road bus routes, Brookvale bus depot, Brookvale industrial area, Brookvale Park, Brookvale Public School, St Augustine's College and Warringah Mall.
- Northern Beaches Council Local Traffic Committee approved the installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the northern side of Powells Road from the existing No Stopping sign outside No.2 to the eastern side of the driveway outside No.26 Powells Road, Brookvale. Further, the installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the southern side of Powells Road from the existing No Stopping sign outside No.1-3 to the last parking bay located opposite No.26 Powells Road, Brookvale as Item 4.8 on 4 July 2023.

ISSUES

- The existing restriction provides long term parking affecting short term parking turnover.
- Limited on-street parking availability.
- Illegal Parking.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to amend the existing Eight Hour (8P) timed parking restriction and install approximately 3 parking spaces of One Hour (1P) 6am-4pm EVERYDAY Timed Parking outside No.12-14 Powells Road, Brookvale. The short-term timed parking zone would assist with parking for delivery vehicles and other short duration parking activity for other premises in the vicinity.

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 impact on walking paths

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- Improve parking turnover.
- Allow legal and safe delivery of goods to the premise.

CONSULTATION

Consultation letters have been distributed to 139 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS (select options below)

1. If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING (select options below)

1. The proposal will be installed within 3 months of approval.

RECOMMENDATION

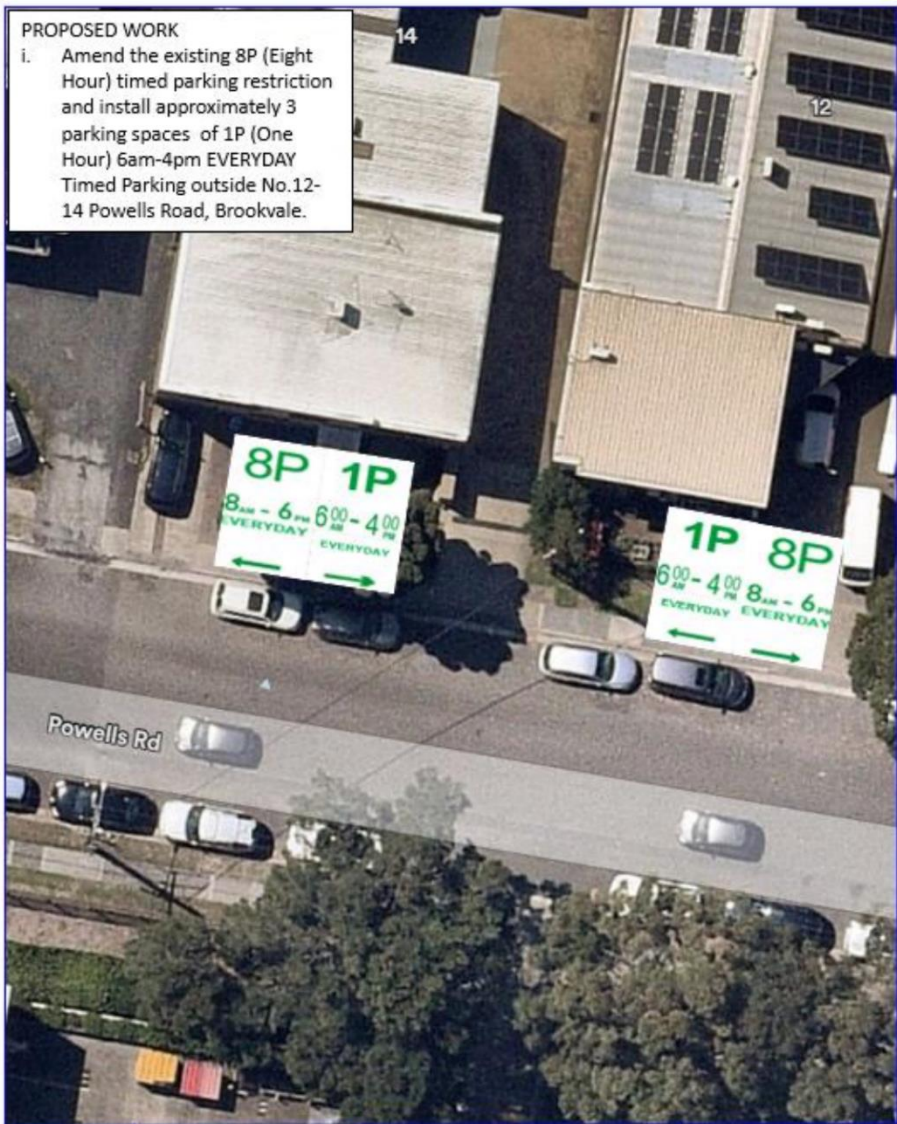
That the Traffic Committee supports the:


1. Amendment of the existing Eight Hour (8P) timed parking restriction and install approximately 3 parking spaces of One Hour (1P) 6am-4pm EVERYDAY Timed Parking outside No.12-14 Powells Road, Brookvale.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/213072
Attachments	1 Powells Road, Brookvale - Timed Parking - Plan 2 Powells Road, Brookvale - Timed Parking - Table Of Consultation

PROPOSED WORK


i. Amend the existing 8P (Eight Hour) timed parking restriction and install approximately 3 parking spaces of 1P (One Hour) 6am-4pm EVERYDAY Timed Parking outside No.12-14 Powells Road, Brookvale.






PROPOSAL

Powells Road, Brookvale
Timed Parking



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Drawn 


Approved 

Table of Consultation

Address	<u>Powells Road, Brookvale</u>
Proposal	<u>Timed Parking</u>

Properties Consulted	139
Responses Received	14
Support	12
Do Not Support	2

Issue	Resident Comment	Council Response
Affects business	<p>Small businesses in the building have employees that need to park. They have nowhere else to park in the area.</p> <p>Each small business in the building as at least one spot in the building they reserve for their customers to park.</p> <p>Instead of changing the time limit, give a ticket to those abusing the current rules. This is just revenue raising.</p>	<p>Powells Road is a public road, located in a industrial area and the long term parking of vehicles should be the responsibility of the property owner on private property or under a Development Application Approval with any additional vehicles sharing the available on-street parking.</p> <p>There is local business operating in the area and timed parking proposal offers the opportunity of parking turnover.</p>
Loss of parking	<p>Just a greedy grab for you vultures in council. 15 minutes is not enough time to even order a coffee and walk to the car.</p> <p>This is a dreadful proposal with zero actual thought going from 8 hours to 15 minutes and a 40% rate increase!!! Start cutting your costs you are bloated.</p>	<p>The timed parking restriction provides business and visitors parking opportunities in accordance with NSW Road Rules.</p>
Additional Comments	<p>While I support this proposal it will be useless without enforcement. We currently have 1 hour timed parking on Mitchell Road on that corner. We have vehicles parked there for days at a time and currently have a trailer that has been there for months.</p> <p>As the parent of a young adult with a disability who utilises a nearby premises this would greatly assist him accessing the premises safely</p> <p>I parent of an adult with disabilities and finding parking to drop off and pick my daughter is a challenge with very limited parking.</p>	<p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules.</p> <p>There is local businesses operating in the area and timed parking proposal offers the opportunity of parking turnover.</p>

ITEM 4.2 MANLY ELECTORATE - CURL CURL WARD – WARRINGAH GOLF CLUB - KENTWELL ROAD - TIMED PARKING RESTRICTIONS

GEOCODES: -33.775888, 151.268648

REPORT

BACKGROUND

Council has received concerns from Warringah Golf Club regarding the long-term parking of boats, trailers and campervans along Kentwell Road in front of the Club and the impact on parking availability for users of the club.

LOCATION

- Kentwell Road is a regional road with a pavement width of approximately 12m between kerbs.
- The area surrounding the subject site includes a golf course.

ISSUES

- long-term parking of boats, trailers and campervans along Kentwell Road in front of the Club and the impact on parking availability for users of the club.
- Limited on-street parking availability.
- Illegal Parking.

PROPOSAL

Council has undertaken a review of the location and proposes changing the existing unrestricted parking on the northern side of Kentwell Road from Condamine Street to Pittwater Road to “6P Every day”. This will enable Council Rangers to manage long-term parking activity more effectively.

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 impact on walking paths

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- Improve parking turnover.

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.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

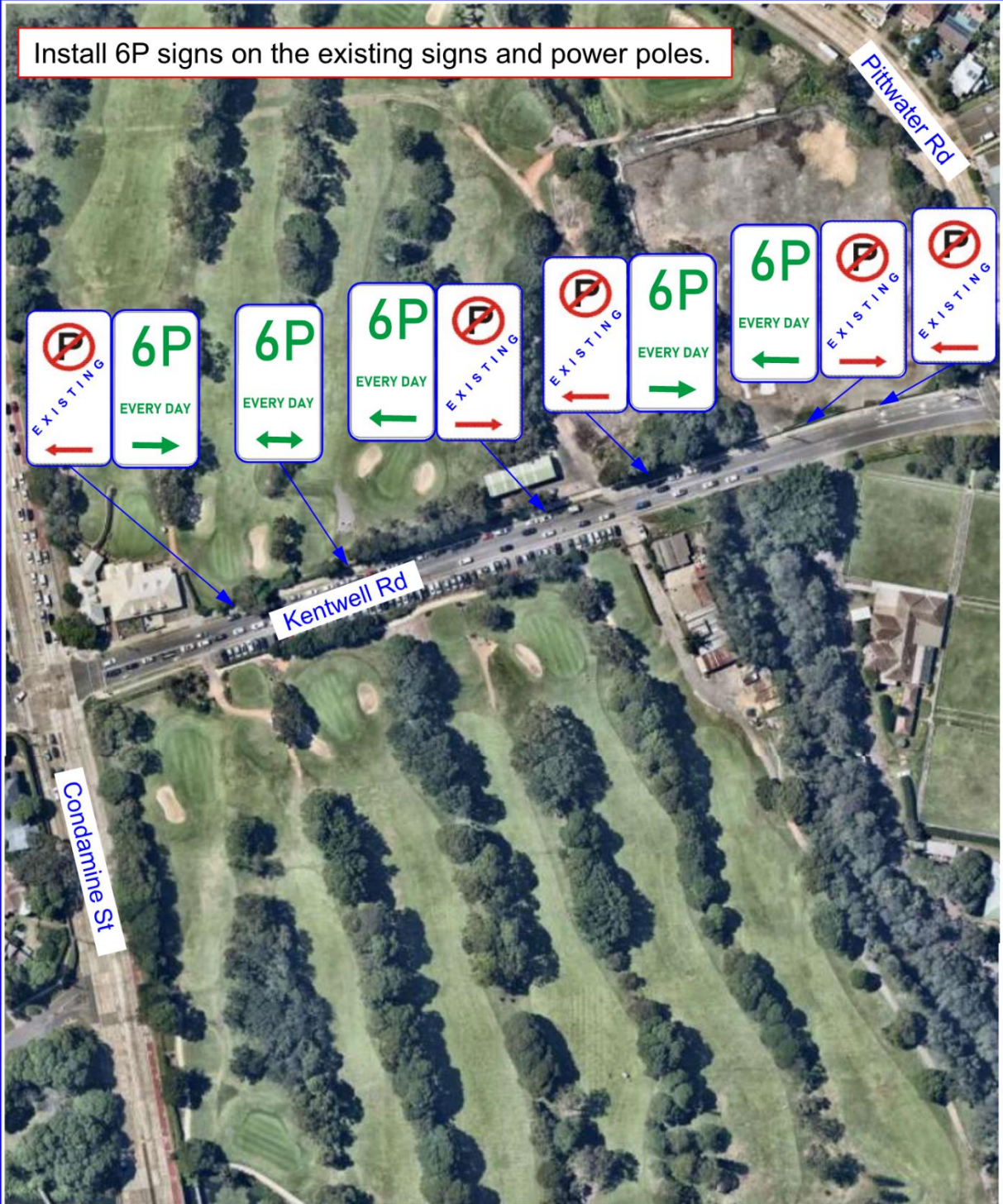
RECOMMENDATION

That the Traffic Committee supports the:

1. Change the existing unrestricted parking on the northern side of Kentwell Road from Condamine Street to Pittwater Road to "6P Every day"

Reporting officer	Manager, Transport Network
TRIM file ref	2025/323297
Attachments	1 Warringah Golf Club - Kentwell Road - Timed Parking Restrictions - Plan 2 Warringah Golf Club - Kentwell Road - Timed Parking Restrictions - Table of Consultation

Install 6P signs on the existing signs and power poles.



*NOT TO SCALE



PROPOSAL

Warringah Golf Club – Kentwell Road
Timed Parking Restrictions



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DRAWN	LK	APPROVED	<i>P. Devo</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	13/02/2025

Table of Consultation

Address	Kentwell Road, Allambie Hights
Proposal	Timed Parking Restrictions

Properties Consulted	11
Responses Received	2
Support	1
Do Not Support	1
Partial Support	0

Issue	Resident Comment	Council Response
On-street Parking Availabilities	There is still a persistent issue of parking on this street.	The long-term parking of vehicles should be on private property, with additional vehicles sharing the available on-street parking. The proposed plan aims to address issues associated with the long-term parking of boats, trailers and campervans and the impact on parking availability for users of the club.

<p>ITEM 4.3 MANLY ELECTORATE - MANLY WARD - DA2023/0987 - 35-43 BELGRAVE STREET, MANLY - PARKING CHANGES DUE TO THE DEVELOPMENT</p>

GEOCODES: -33.795806, 151.285455

REPORT

BACKGROUND

Development Consent (DA2023/0987) was granted on 17 July 2024 for the construction of a shop top housing development at 35-43 Belgrave Street.

As part of the Consent, Condition No.19 (attached in this report) requires the applicant to submit a Traffic Management Plan (CTMP). This plan proposes changes to the on-street parking arrangement to allow trucks to access the site from Whistler Street and exit onto Raglan Street.

Additionally, Condition No. 47 mandates the implementation of the CTMP.

Any modifications to the on-street parking arrangements and signage require approval from the Northern Beaches Local Traffic Committee.

LOCATION

Whistler Street is a local road that serves as one of the site frontages. It allows one-way traffic flow in a northbound direction only. Kerbside parking is generally permitted on both sides of the road, though it is subject to certain parking restrictions.

ISSUES

- The changes to on-street parking arrangements and signage require approval from the Northern Beaches Local Traffic Committee before they can be implemented.

PROPOSAL

Council has undertaken a review of the location and issues, and approved a 16-meter work zone on Whistler Street, along with the work zone plan proposed by the consultant in the CTMP report, which is included as Appendix E. This document is attached to this file.

This plan includes the removal of the "No Stopping" sign and two (2) left and right 1P timed parking restriction signs in front of the development. Instead, Work Zone signs will be installed, indicating the work hours as 7 AM to 5 PM from Monday to Friday and 8 AM to 1 PM on Saturday.

Additional changes along Whistler Street are detailed in Appendix G of the CTMP report. These changes include relocating the 1P and 15-minute loading zone signs approximately 5 meters north on the western side of Whistler Street. Additionally, the 15-minute loading zone will be revised to a No Parking zone, effective from 8 AM to 5 PM, Monday to Friday. On the right side of Whistler Street, the relocation of the 1P sign will also occur approximately 5 meters to the north, along with the installation of a No Parking zone effective from 8 AM to 5 PM, Monday to Friday, at that same distance.

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 impact on walking paths. Pedestrian movements along the footpath area outside the site frontage will be maintained at all times during the excavation and shoring stage. Traffic controllers will oversee the interaction between pedestrians and heavy vehicles entering and exiting the site, guaranteeing that pedestrians have the right of way at all times.

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- The plan will decrease on-street parking by about two spaces to facilitate truck movements.

CONSULTATION

Notification letters will be sent to affected residents and businesses prior to implementing the changes, informing them of the proposed modifications.

FINANCIAL CONSIDERATIONS (select options below)

1. If approved, this proposal will be funded by the developer.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING (select options below)

1. The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. A 16-meter work zone on Whistler Street, along with the work zone plan and the on-street parking plan proposed by the consultant in the CTMP report, which are included as Appendix E and Appendix G. These documents are attached to this file.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/327089
Attachments	<ol style="list-style-type: none"> 1 Belgrave Street, Manly - Parking Changes Due to the Development - Conditions of Approval 2 Belgrave Street, Manly - Parking Changes Due to the Development - Appendix E - CTMP - Works Zone Plan 3 Belgrave Street, Manly - Parking Changes Due to the Development - Appendix G - CTMP - Existing & Proposed On-Street Parking Plan



CONDITIONS OF APPROVAL

Application Number:	DA2023/0987
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Land to be developed (Address):	Lot 1 SP 14133, 39 Belgrave Street MANLY NSW 2095 Lot 2 SP 14133, 38 Belgrave Street MANLY NSW 2095 Lot 3 SP 14133, 36 Belgrave Street MANLY NSW 2095 Lot 4 SP 14133, 35 Belgrave Street MANLY NSW 2095 Lot 5 SP 14133, 1 / 37 Belgrave Street MANLY NSW 2095 Lot 6 SP 14133, 2 / 37 Belgrave Street MANLY NSW 2095 Lot 7 SP 14133, 3 / 37 Belgrave Street MANLY NSW 2095 Lot 1 DP 100633, 40 Belgrave Street MANLY NSW 2095 Lot 1 DP 104766, 41 Belgrave Street MANLY NSW 2095 Lot 1 DP 34395, 42 Belgrave Street MANLY NSW 2095 Lot 1 DP 719821, 43 Belgrave Street MANLY NSW 2095 Lot CP SP 14133, 35 - 39 Belgrave Street MANLY NSW 2095
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Proposed Development:	Demolition and construction of a shop top housing development with basement parking
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Terms and Reasons for Conditions

Under section 88(1)(c) of the EP&A Regulation, the consent authority must provide the terms of all conditions and reasons for imposing the conditions other than the conditions prescribed under section 4.17(11) of the EP&A Act. The terms of the conditions and reasons are set out below.

GENERAL CONDITIONS

- Approved Plans and Supporting Documentation**
Development must be carried out in accordance with the following approved plans (stamped by Council) and supporting documentation, except where the conditions of this consent expressly require otherwise.

Approved Plans				
Plan Number	Revision Number	Plan Title	Drawn By	Date of Plan
DA-0103	10	Site Plan and Site Analysis	SJB Architects	28 May 2024
DA-0110	8	Floor Plan - Basement 2	SJB Architects	22 April 2024
DA-0111	10	Floor Plan - Basement 1	SJB Architects	22 April 2024
DA-0112	10	Floor Plan - Ground	SJB Architects	22 April 2024



management arising from the development.

17. Erosion and Sediment Control Plan

An Erosion and Sediment Control Plan (ESCP) shall be prepared by an appropriately qualified person and implemented onsite prior to commencement. The ESCP must meet the requirements outlined in the Landcom publication Managing Urban Stormwater: Soils and Construction - Volume 1, 4th Edition (2004). The ESCP must include the following as a minimum:

- Site Boundaries and contours
- Approximate location of trees and other vegetation, showing items for removal or retention (consistent with any other plans attached to the application)
- Location of site access, proposed roads and other impervious areas (e.g. parking areas and site facilities)
- Existing and proposed drainage patterns with stormwater discharge points
- Locations and methods of all erosion and sediment controls that must include sediment fences, stabilised site access, materials and waste stockpiles locations, location of any stormwater pits on the site and how they are going to be protected.
- North point and scale.

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

Reason: Protection of the receiving environment.

18. Detailed Design of Stormwater Treatment Measures

A certificate from a Civil Engineer, stating that the stormwater treatment measures have been designed in accordance with the stormwater plans Van Der Meer Consulting, job number SY232-008, drawing number C000, C001, C401, C402, C405, C406, dated 10/7/2023 and Council's Water Management for Development Policy.

The certificate shall be submitted to the Certifier prior to the release of the Construction Certificate.

Reason: Protection of the receiving environment.

19. Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken
- Make provision for all construction materials to be stored on site, at all times
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck rates through the Council area and the location and



- type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP,
 - No materials or plant are to be located or parked in the private road/driveway, community title road or right of way
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
 - The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site
 - Make provision for parking onsite. All Staff and Contractors are to use the basement parking once available
 - Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior
 - Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety
 - The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure
 - Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees



- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent
- Proposed protection for Council and adjoining properties
- The location and operation of any on site crane

The CTMP shall be prepared in accordance with relevant sections of Australian Standard 1742 – “Manual of Uniform Traffic Control Devices”, RMS’ Manual – “Traffic Control at Work Sites”.

All fees and charges associated with the review of this plan is to be in accordance with Council’s Schedule of Fees and Charges and are to be paid at the time that the Construction Traffic Management Plan is submitted.

A copy of the approved CTMP must be kept on-site at all times while work is being carried out.

The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

20. **Geotechnical Report Recommendations have been Incorporated into Designs and Structural Plans**

The recommendations of the risk assessment required to manage the hazards as identified in the Geotechnical Report referenced in Condition 1 of this consent are to be incorporated into the construction plans.

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

Reason: To ensure geotechnical risk is mitigated appropriately.

21. **Building Code of Australia Fire Safety Requirements**

The Building Code of Australia fire safety requirements for the building as detailed and recommended in the BCA & Fire Safety Assessment Report prepared by HONTAS HATZI & Co, dated 4/7/2023, Report No BCADAR_23061_R1.1, including any required Performance Reviews, are to be considered as part of the assessment for any Construction Certificate. Details demonstrating compliance are to be provided to the Certifying Authority, prior to the issue of a Construction Certificate.



45. **Installation and Maintenance of Sediment and Erosion Controls**

Council proactively regulates construction sites for sediment management.

Sediment and erosion controls must be installed in accordance with Landcom's 'Managing Urban Stormwater: Soils and Construction' (2004) and the Erosion and Sediment Control Plan prior to commencement of any other works on site.

Erosion and sediment controls are to be adequately maintained and monitored at all times, particularly after periods of rain, and shall remain in proper operation until all development activities have been completed and vegetation cover has been re-established across 70 percent of the site, and the remaining areas have been stabilised with ongoing measures such as jute mesh or matting.

Reason: Protection of the receiving environment.

46. **Implementation of Demolition Traffic Management Plan**

All works and demolition activities are to be undertaken in accordance with the approved Demolition Traffic Management Plan (DTMP). All controls in the DTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the DTMP be impacted by surrounding major development not encompassed in the approved DTMP, the DTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved DTMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

Reason: To ensure compliance and Council's ability to modify the approved Construction Traffic Management Plan where it is deemed unsuitable during the course of the project.

47. **Implementation of Construction Traffic Management Plan**

All works and construction activities are to be undertaken in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate TfNSW accreditation. Should the implementation or effectiveness of the CTMP be impacted by surrounding major development not encompassed in the approved CTMP, the CTMP measures and controls are to be revised accordingly and submitted to Council for approval. A copy of the approved CTMP is to be kept onsite at all times and made available to Council on request.

Reason: To ensure compliance of the developer/builder in adhering to the Construction Traffic Management procedures agreed and are held liable to the conditions of consent.

48. **Ongoing Management**

The applicant shall be responsible in ensuring that the road reserve remains in a serviceable state during the course of the demolition and building works.

Reason: To ensure public safety.

49. **Removing, Handling and Disposing of Asbestos**

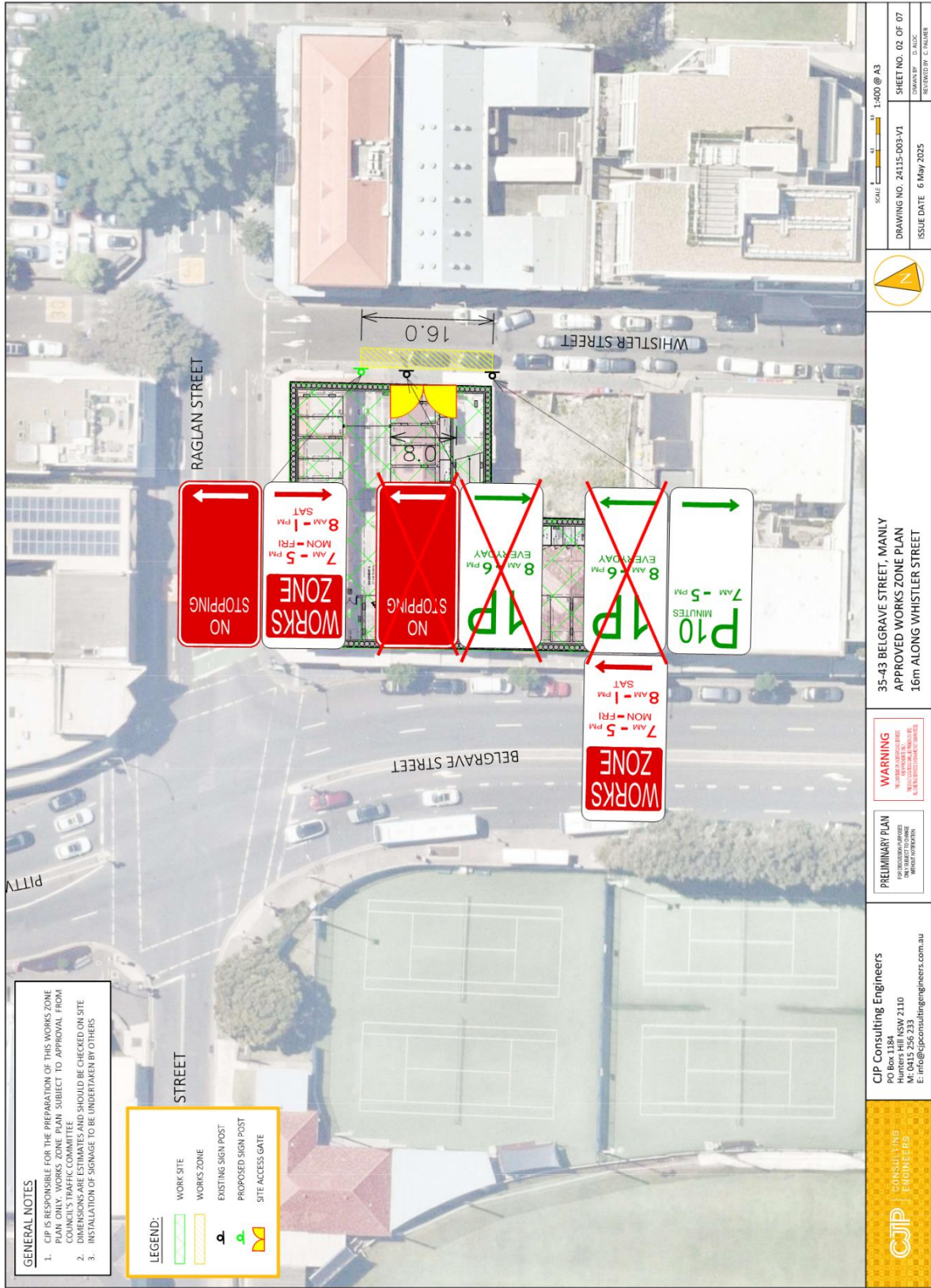
Any asbestos material arising from the demolition process shall be removed and disposed of in accordance with the following requirements:

- o Work Health and Safety Act;
- o Work Health and Safety Regulation;
- o Code of Practice for the Safe Removal of Asbestos [NOHSC:2002 (1998)];



Appendix E

Works Zone Plan



35-43 BELGRAVE STREET, MANLY
APPROVED WORKS ZONE PLAN
16m ALONG WHISTLER STREET

WARNING
WORKS ZONE PLAN FOR APPROVAL
ALSO APPROVED FOR APPROVAL

PRELIMINARY PLAN
FOR INFORMATION PURPOSES
WORKS ZONE PLAN

CIP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cipconsultingengineers.com.au

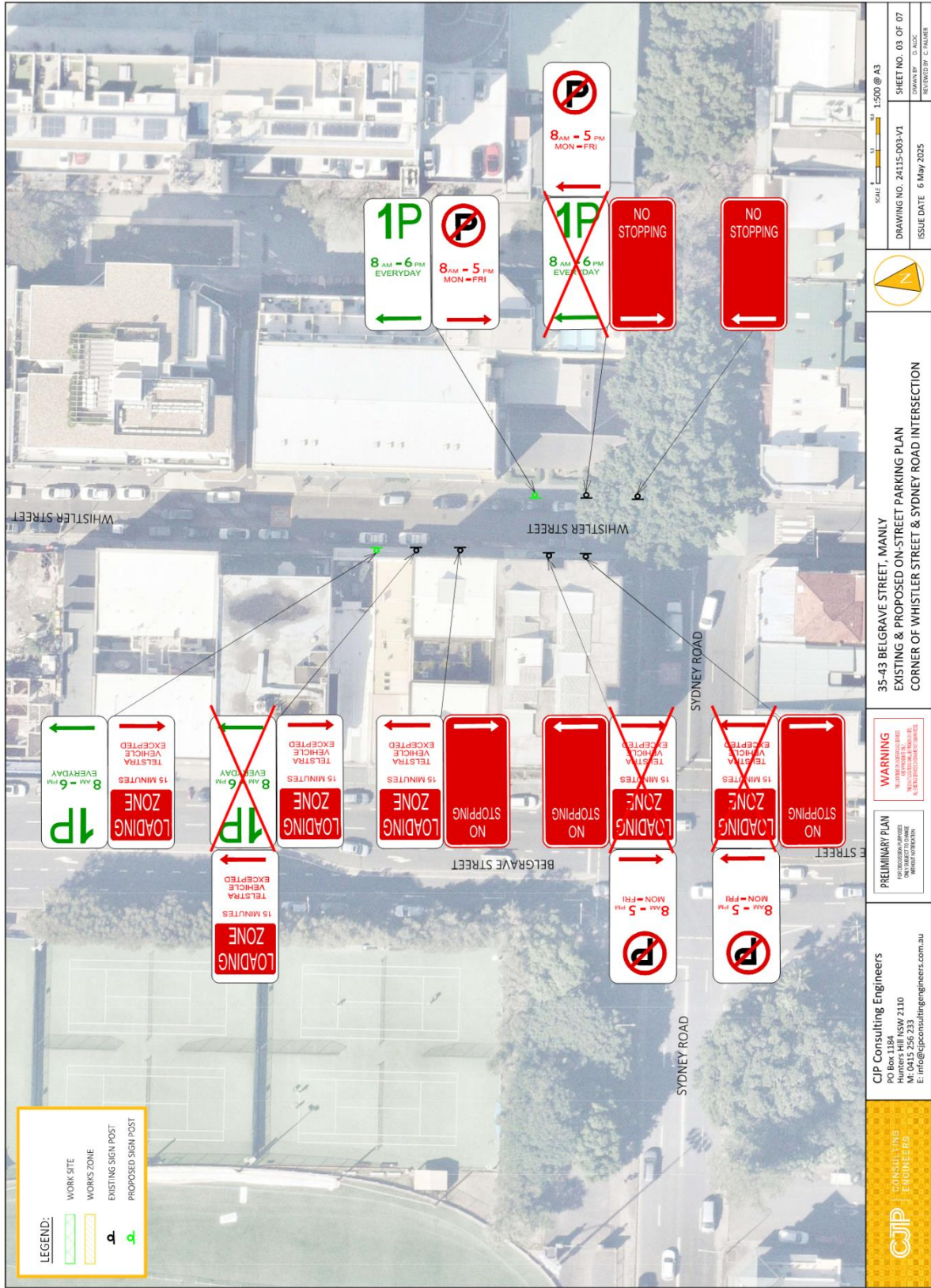
CIP CONSULTING ENGINEERS



Appendix G

Existing & Proposed On-Street Parking Plan

ATTACHMENT 3 : BELGRAVE STREET, MANLY - PARKING CHANGES DUE TO THE DEVELOPMENT - APPENDIX G - CTMP - EXISTING & PROPOSED ON-STREET PARKING PLAN - ITEM 4.3 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 3 JUNE 2025



ITEM 4.4 MANLY ELECTORATE - CURL CURL WARD - WATTLE ROAD, BROOKVALE - TIMED PARKING

GEOCODES: -33.767769, 151.274336

REPORT

BACKGROUND

Council has received concerns from local business regarding limited opportunities for short term parking in Wattle Road near Mitchell Road to assist local businesses and their customers.

The existing 8P timed parking, whilst allowing for long term parking for staff, is generally fully occupied during business hours with no short-term parking for local businesses.

LOCATION

Wattle Road is a local road of approximately 11m in width with parking permitted on both sides of the road. It carries low volumes of traffic. Its northern side is commercial comprised largely of light industrial premises while its southern side is residential. An 8P timed parking restriction has been introduced on the northern side of the street to manage long term parking of boats, trailers and other vehicles and to ensure some turnover of parking for business premises.

ISSUES

- Parking activity is generally long term with little turnover of parking throughout the day
- Drivers wishing to stop for a few minutes to drop off or pick up goods or passengers are often unable to find a vacant spot so will double park or park across a driveway
- Catholic Care who have a Disability Futures Centre at 44 Wattle Road and provide services to a disabled clientele have approached council requesting a drop off/pick up zone on Wattle Road near their premises to enable clients to be dropped off and picked up by carers.
- Staff have met with personnel from the centre and a 15min P timed parking restriction applying between 8am and 4pm has been agreed as the most appropriate restriction to meet their needs

PROPOSAL

Council has undertaken a review of the location and issues and proposes to introduce a 15min P timed parking restriction applying between 8am and 4pm Monday to Friday over a length of 14m of kerbspace on the northern side of Wattle Road in front of the premises

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

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- Will increase availability of short-term parking for the benefit of all business premises but particularly for the Disability Futures Centre at 44 Wattle Road
- Will reduce by two the number of 8P timed parking spaces on the north side of Wattle Road during the hours that the 15min P restrictions apply. These spaces would still be available for longer term parking on weekends and after 4pm

CONSULTATION

Consultation letters have been distributed to 208 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 3 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of 14m of 15min P timed parking applying 8am to 4pm Monday to Friday on the northern side of Wattle Road, Brookvale in front of No.44 Wattle Road

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2025/330608
Attachments	1 Wattle Road, Brookvale - Timed Parking - Plan 2 Wattle Road, Brookvale - Timed Parking - Table of Consultation

PROPOSED WORK

i. Amend the existing 8P (Eight Hour) timed parking restriction and install approximately 14 metres of P15 (15 Minute) 8am-4pm MON-FRI timed Parking in front of Catholic Care, with a centrally located kerb ramp outside No.42-46 Wattle Road, Brookvale.

PROPOSAL

Wattle Road, Brookvale
Timed Parking

northern beaches council

Drawn

Approved

Table of Consultation

Address	Wattle Road, Brookvale
Proposal	15min P timed parking

Properties Consulted	208
Responses Received	14
Support	12
Conditional Support	0
Do Not Support	2

Issue	Resident Comment	Council Response
Parking restrictions on south side of Wattle Road	Could restrictions also be considered for the south side of Wattle Road to manage boat and trailer parking	The number of boats and trailers parking on the south side is currently not high enough to warrant parking restrictions
15min P supported	Several staff members and clients of the disability centre have written in support of the change	Noted
revenue raising	The change to the parking restrictions is just revenue raising	The parking restrictions are being introduced to meet an identified and requested need for short term parking.
enforcement	The parking restrictions will need enforcement or they will not be effective. 1P timed parking in Mitchell Road is often occupied by vehicles that park for days without moving	Noted. Rangers will need to enforce the timed parking on a regular basis

ITEM 4.5 PITTWATER ELECTORATE - PITTWATER WARD - 1 SURFVIEW ROAD (MONA VALE BEACH) CARPARK, MONA VALE - NO PARKING SLSC VOLUNTEERS ONLY

GEOCODES: -33.678614, 151.313266

REPORT

BACKGROUND

Council has received a request from the president of Mona Vale Surf Life Saving Club regarding the conversion of 5 parking spaces within the Mona Vale Beach Parking Area to be dedicated to volunteer parking. The reserved parking spaces would help attract volunteers and encourage them to better fulfill their duties by addressing their parking requirements.

LOCATION

- Mona Vale Beach Carpark (Surfview Road) can be accessed through Darley Street East and Seabeach Avenue.
- The SLSC is located near the southern entrance from Darley Street East, whereas the most parking spots are further north. Due to the increasing parking demand in this area, SLSC volunteers may not find parking spaces which are reasonably close to the SLSC building.
- Council has implemented similar restrictions in several other beach carparks such as Dee Why Beach carpark, Collaroy Beach carpark, North Curl Curl Beach carpark, etc. Special parking permits are issued to the respective SLSC to occupy these spaces.

ISSUES

SLSC volunteer lifeguards have experienced difficulties in finding convenient parking spaces to efficiently carry out their duties, particularly during peak seasons when the parking demand is high.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to allocate 5 parking bays directly in front of the SLSC building to be “No Parking Authorised Vehicles Excepted”, with marked stencil on the pavement for “SLSA VOLUNTEERS ONLY”.

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

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- A conversion of 5x public parking spaces to be dedicated to SLSC volunteers.

CONSULTATION

No public consultation has been disseminated as the area is not near residential properties.

FINANCIAL CONSIDERATIONS

1. If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

1. The proposal will be installed within 3 months of approval.



RECOMMENDATION

That the Traffic Committee supports the:

1. Conversion of 5x parking spaces to be No Parking Authorised Vehicles Excepted, and dedicated to SLSC volunteers with the relevant special parking permits.

Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2025/187706
Attachments	1 1 Surfview Road Carpark, Mona Vale - No Parking SLSA Volunteers Only - Plan



	PROPOSAL				
	Surfview Road (Mona Vale Beach), Mona Vale No Parking SLSA Volunteers Only				
	DRAWN	LC	APPROVED	JB	
	LAYOUT	1 OF 1	REVISION NO.	A	

5.0 MATTERS FOR NOTATION

ITEM 5.1 WORK ZONE APPROVALS

GEOCODES: Various

REPORT

Council has approved the following Works Zones 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 reapply to Council if the approved Works Zone period is inadequate for completion of their work.

Applicant	Location	Works Zone Length and Time	Requested Period
Lords Group	4 Collaroy Street, Collaroy NSW 2097	Length: 22 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	5 May 2025 to 15 June 2025
Construct by Design Pty Ltd	27 Bellevue Avenue, Avalon Beach NSW 2107	Length: 9 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 May 2025 to 5 November 2025
Cadence & Co Pty Ltd	9 Florida Road, Palm Beach NSW 2108	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	19 May 2025 to 15 November 2025
Landmark Group	4 Delmar Parade, Dee Why NSW 2099	Length: 35 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 April 2025 to 4 October 2025
Landmark Group	4 Delmar Parade (Stony Range Carpark), Dee Why NSW 2099	Length: 47 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 April 2025 to 4 October 2025
Kane Constructions Pty Ltd	51 Eurobin Avenue, Manly NSW 2095	Length: 18 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 May 2025 to 30 May 2025
Mp Construct Pty Ltd	52-56 Darley Road, Manly NSW 2095	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	1 May 2025 to 5 August 2025

RECOMMENDATION

That the Traffic Committee notes the delegated approval or Works Zones described above

Reporting officer Manager, Transport Network

TRIM file ref	2025/331889
Attachments	Nil

ITEM 5.2 ONGOING ACTIONS UPDATE

REPORT

PREVIOUS MATTERS HAVE BEEN RAISED DURING GENERAL BUSINESS - THIS REPORT PROVIDES AN UPDATE ON THE PROGRESS OF THE ITEMS RAISED.

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>July 2023 Item 6.3</p>	<p>Forest Way, Belrose – pedestrian safety</p> <p>On behalf of MP’s Michael Regan’s and Matt Cross’ requests, Sally Carmody has asked TfNSW look into this matter urgently, due to pedestrian safety issues on Forest Way.</p> <p>An extension of the 40km/h School Zone is being considered for Wakehurst Public School, i.e: lengthen it to extend to Forest Way and potentially onto Forest Way.</p> <p>Samantha Morley advised that a review of an extension of the 40km/h School Zone is being reviewed by TfNSW which will take some time to be assessed.</p> <p>7/5/24 – Samantha Morley confirmed that TfNSW are also looking at traffic signals, lighting and fencing at this location. Plan to have this resolved for the June LTC meeting.</p> <p>Phil Corbett noted that his request to have the Member for Davidson, Matt Cross copied into relative correspondence had been recorded, however, his request to also be copied in via his personal email had been omitted. He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p>		

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Road Safety Team, and she will follow this up with them before next month's LTC meeting and advised the road has been resurfaced recently around the traffic lights.</p> <p>2/7/24: Samantha Morley advised this matter is still being investigated. She also noted that further line marking work was still to occur at the Glen Street intersection following recent re-sealing work.</p> <p>It was further advised that should MP representatives have further enquiries on this and other State Road matters, they should contact TfNSW directly through the usual MP channels of communication.</p> <p>6/8/24: Samantha Morley advised this matter is still being investigated.</p> <p>3/2/25: Samantha Morley advised there are no updates for this item.</p> <p>1/4/25: Samatha Morley advised this item is now sitting with TfNSW Policy team so is unable to provide an update. Ms Morley will bring a close out list to the next Local Traffic Committee Meeting, in order to close off item.</p> <p>Ongoing</p>	TfNSW	1/4/25 Pending

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>March 2024</p> <p>Item 6.2</p>	<p>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</p> <p>Staff have requested TfNSW review the rear-end crash history and design of signals at the corner of Government Road and Warringah Road intersection to determine whether any changes can be made to improve safety.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Network Operations Team, and she will follow this up with them before next month’s LTC meeting.</p> <p>6/8/24: Samantha Morley advised that the design is in the workflow.</p> <p>3/9/24: Samantha Morley advised she has received correspondence and that she has requested this be sent to the correct Department.</p> <p>6/11/24 upgrades are being performed and the review has been completed, and pending a work start date</p> <p>3/2/25: Samantha Morley advised no updates for this item</p> <p>1/4/25: Samantha Morley advised no updates for this item</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>1/4/25</p> <p>Pending</p>

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>June 2024 Item 6.3</p>	<p>Condamine Street, Balgowlah – road resurfacing request</p> <p>Adele Heasman advised that there are 3 very large potholes in Condamine Street, in the middle northbound lane between Kenneth Road and King Street and requested for this section of Condamine Street be resurfaced.</p> <p>Samantha Morley advised that she will speak to the TfNSW Maintenance Team to investigate these potholes and request they be made safe and repaired as soon as possible.</p> <p>6/8/24: Samantha Morley advised that this is still with Connect Sydney for maintenance.</p> <p>3/2/25 – Samantha Morley advised that she will follow up with Connect Sydney as the resurfacing still has not been done.</p> <p>1/4/25: Samantha Morley advised no updates for this item</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>1/4//25 Pending</p>

NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>November 2023</p> <p>Item 6.2</p>	<p>Roundabout Sydney Road/Frenchs Forest Road</p> <p>4/6/24: Phil Devon advised that he has discussed the solution improving pedestrian safety at this roundabout intersection with his Traffic Team in regard to installing combined traffic lights and a pedestrian crossing, and he noted that funding may be available as it is located in a school zone.</p> <p>Adele Heasman requested this matter be escalated as the proposed traffic signals are the safest option for pedestrian safety and she advised that James Griffin MP will provide a letter of support to TfNSW, requesting their assistance to fund the installation of traffic lights.</p> <p>It was agreed that Phil Devon write to TfNSW requesting funding for traffic lights and Adele Heasman will provide the letter of support to accompany his letter. Phil Devon will update the Traffic Committee at next month's LTC meeting.</p> <p>2/7/24: – Phil Devon advised he has spoken with TfNSW who are reviewing the traffic modelling.</p> <p>6/8/24: Phill Devon advised that there is no update from TfNSW regarding Roundabout signals.</p> <p>3/12/24 Funding has been accepted for the 25/26 period</p> <p>3/2/25: Phil Devon advised that the roundabout is to remain until funding becomes available for TfNSW to undertake upgrade works</p> <p>4/3/25: Adele Heasman expressed concern regarding the safety of the school children however there was no update on the project.</p> <p>1/4/25: Phil Devon advised that he has sent a responses to the local members office, regarding the proposal on adding a pedestrian crossing on Ethel Street and Sydney Road west of the intersection. No further updates.</p> <p>Ongoing</p>	<p>Council</p> <p>Adele Heasman/ Phil Devon</p>	<p>1/4//25 Pending</p>

RECOMMENDATION

That the Traffic Committee notes the Updated Ongoing Actions summary.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/331926
Attachments	Nil