

## Traffic Engineer Referral Response

<b>Application Number:</b>	DA2024/1091
<b>Proposed Development:</b>	Demolition works and construction of a mixed use development with basement parking comprising of retail uses and a childcare centre, including signage
<b>Date:</b>	04/07/2025
<b>Responsible Officer</b>	
<b>Land to be developed (Address):</b>	<p>Lot 5 S/P 32656 , 5 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 5 S/P 32656 , 5 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot B DP 385973 , 3 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 3 S/P 32656 , 3 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 3 S/P 32656 , 3 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 7 S/P 32656 , 7 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 7 S/P 32656 , 7 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 1 S/P 32656 , 1 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 1 S/P 32656 , 1 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 4 S/P 32656 , 4 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 4 S/P 32656 , 4 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 6 S/P 32656 , 6 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 6 S/P 32656 , 6 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 2 S/P 32656 , 2 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot 2 S/P 32656 , 2 / 1 Careel Head Road AVALON BEACH NSW 2107</p> <p>Lot CP SP 32656 , 1 Careel Head Road AVALON BEACH NSW 2107</p>

### Officer comments

#### Further comments dated 24/06/2025

The applicant has provided further information in a report from CJP Consulting Engineers dated 18 June 2025 addressing concerns outlined in the traffic engineering related contentions. The report is consistent with matters discussed and agreed upon during the Conciliation Conference held on 6 June

2025 with the exception of one outstanding matter. This relates to the provision of a splay at the exit driveway onto Barrenjoey Road to better accommodate the swept path of a Medium Rigid vehicle (MRV) existing left from the driveway. Rather than requiring additional reporting, Council will impose a condition requiring that plans be provided for Council and TfNSW review prior to release of the construction certificate with the driveway reconstructed to Council and TfNSW satisfaction prior to an occupation certificate.

Below is a brief summary of the additional information provided by the applicant:

- The combined floor area of two retail tenancies, excluding Dan Murphys has been reduced to 70 sqm (previously 90 sqm).
- The quantum of car parking spaces, bicycle parking spaces and motorcycle parking spaces remain unchanged and continues to satisfy the DCP requirements.
- A traffic letter addressing the Traffic and Vehicular Access contentions has been provided.
- It is noted that the road has been widened at the intersection of Barrenjoey Road and Careel Head Road, with new kerb, footpath, a raised pedestrian crossing and a central median also provided at the intersection. Furthermore, swept path analysis for articulated bus and 12.5m Heavy Rigid Vehicles have also been provided. While the swept path analysis indicate that both the articulated bus and HRV cross into the opposite lane when exiting onto Barrenjoey Road, Council accepts the proposed arrangement due to existing site constraints and the fact that these vehicle encroachments currently occur under existing conditions and the degree of encroachment is lessened. Please note that the plans for new kerb on Barrenjoey Road will also require approval from TfNSW as it involves works on the State Road (Barrenjoey Road).
- During the conciliation conference, some residents raised concerns regarding increased detoured traffic as a result of proposed central median on Careel Head Road to ban right turns into the site. Concerns were also raised about the potential increase in traffic generation by the proposed development. In response, the applicant has undertaken a further traffic assessment. The submitted traffic letter states that Burrawong Road, the primary road of concern, is expected to experience an increase of 26 vehicle trips during peak periods and is considered acceptable and of negligible impact on the traffic conditions in Burrawong Road.
- It is noted that the traffic letter outlines the proposed frequency of waste collection and deliveries. The letter states that the combined waste collection is expected to occur 5 times per week for each of general waste and recycling. However, it is noted that the size of the bin holding room is inadequate to accommodate both general waste and recycling bins simultaneously. As a result, separate waste collections may be required, potentially increasing the total number of waste collections to ten times per week. The traffic team does not raise any concerns regarding the proposed waste collection frequency. Council's waste services team may have additional commentary on this matter.
- Regarding the deliveries, the traffic letter indicates that Dan Murphys will receive 2-3 deliveries per day, which will be accommodated within the proposed loading bay. The other two retail tenancies are also expected to receive 2-3 deliveries per day, while the childcare centre will have 1-2 deliveries per day. Deliveries for the two retails and childcare centre are proposed to occur within standard basement car parking spaces, primarily using the designated childcare visitor spaces, which are anticipated to be available outside peak hours. Although the projected deliver frequencies appear high, the Traffic team does not raise any objections subject to a plan of management being prepared to limit deliveries to times outside of peak drop off and pick hours for the childcare centre so as to minimise any potential traffic or parking impacts.

Therefore, the application is now able to be supported subject to conditions.

**Original comments dated 10/12/2024**

**Proposal Description:** Proposed mixed use development consisting of retail tenancies, Dan Murphys liquor store and a childcare centre on 1-3 Careel Head Road, Avalon Beach

The Traffic Team has reviewed the following documents:

- Plans (Master Set) - revision A, prepared by CD Architects, dated July 2024.
- The Statement of Environmental Effects, prepared by Think Planners, dated 12 August November 2024
- Traffic Report, prepared by CJP Consulting Engineers, dated 12 August November 2024
- Pre-Lodgement Advice (PLM2023/0147) dated 30 November 2023
- Survey Plan, prepared by Geometra Consulting, dated 12/07/2023.
- Waste Management Plan, prepared by Dickens Solutions, dated August 2024.

### Comments

- It is understood that the proposal is for a demolition of existing local shopping village and dwelling house for a construction of two-storey mixed use development consisting of four retail tenancies (including one retail tenancy to be Dan Murphys) and a childcare centre accommodating 60 children.
- Pittwater DCP applies to the subject site. According to the DCP, the subject site is required to provide a total of 38 car parking spaces including 15 spaces for childcare centre, 17 spaces for Dan Murphys and 6 spaces for the remaining retail shops. The provision of 42 car parking spaces including 7 spaces for retail shops, 19 spaces for Dan Murphys, 15 spaces for childcare centre and 1 service car space, exceeds the requirement of 38 spaces. However, some of the childcare centre's parking spaces should be allocated for drop off and pick up and signposted with 10-minute timed parking restrictions during childcare centre's peak hours.
- It is noted that an MRV loading bay is provided on ground floor for Dan Murphys loading and deliveries and waste collection. As per section 6.3 of traffic report, height clearance on this loading bay is 3.8 metres. Therefore, the loading dock must be serviced by an MRV truck no higher than 3.6 metres or should be used by SRV truck only as a maximum sized truck.
- It is noted that there is a service car space provided in basement for loading and deliveries of other retail shops excluding Dan Murphys. Since, this car space can accommodate only smaller vans or utes, a low height clearance should be installed at the entry of the basement and the car space should be appropriately marked as smaller service vehicles only. No trucks should be allowed to enter the basement.
- The exit driveway on Barrenjoey Road should be signposted as "Left Only" to reduce the likely queue length within the site due to exiting vehicles. Also, "No Entry" sign should be installed facing towards Barrenjoey Road at the exit driveway.
- It is noted that the existing driveways are retained as entry only on Careel Head Road and exit only on Barrenjoey Road. Although, TfNSW referral for retaining of existing driveway on Barrenjoey Road is pending, it should be noted that a wider driveway is required for an MRV truck to exit the site through Barrenjoey Road because the swept path on page 64 of the traffic report shows that the MRV truck wheels run outside the driveway wings. Therefore, the exit driveway should be either widened, or the maximum truck size should be reduced to SRV only. Please note, if the driveway is to be widened, new concurrence from TfNSW will be required.
- A wide concrete median in the centre of Careel Head Road ending at the east of Entry driveway must be provided to stop vehicles from turning right into the subject site. This is due to the safety reasons. As a result, the swept path of MRV truck should also be amended to show left in and left out only.
- A ground clearance check using B85 starting from the centre of the road extending into the basement must be provided to demonstrate suitable access without scraping.

- The traffic report on section 3.3 states that waste collection will be undertaken by private contractor using a small to medium rigid garbage truck from the dedicated on-site ground floor level loading bay and no bins will be placed on kerbside. However, the report does not mention if this is the arrangement for all the retail shops and the childcare centre or only for Dan Murphys. The Waste Management Plan prepared by Dickens Solutions state that all the bins will be collected from the loading bay in ground floor as 3 times collection for all retail shops and twice a week collection for childcare centre. Council does not accept this high frequency of three times per week collection as the site will have left in only from Careel Head, which increases the number of trucks accessing local road. Considerations should be given to increasing the size of bin rooms to accommodate larger number of bins so that collection frequency is reduced. Furthermore, all the waste collection should be undertaken outside trading hours of the retail shops and childcare centre.

### **Traffic Generation**

- The traffic report has provided turning movement counts and SIDRA analysis which show manageable traffic volume and good level of service for the road and exit driveway. However, it has been noticed that the survey periods between 7am – 9am and 4pm to 6pm for weekdays and 10am – 2pm for Saturday does not consider the trading hours of existing retail shops as one of the retail shops close at 3pm and another retail shop closes at 4pm. Therefore, the survey periods are considered to be insufficient and new surveys must be undertaken considering the trading hours of all the existing retail shops and new peak periods of childcare centre must be considered as well. Also, SIDRA analysis should be updated to reflect left out only exit at the Barrenjoey Road.

### **Conclusion**

The application is not supported at this stage with further information as outlined above required prior to further consideration of the proposal.

The proposal is therefore supported.

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

### **Recommended Traffic Engineer Conditions:**

## **DEVELOPMENT CONSENT OPERATIONAL CONDITIONS**

### **Staff and Contractor Parking**

The applicant is to make provision for parking for all construction staff and contractors for the duration of the project. All Staff and Contractors are to use the basement parking once available. All necessary facilities are to be provided to accommodate this requirement including lighting in the basement, security cameras, etc.

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

### **Road Occupancy Licence (ROL) from Roads and Maritime Services**

The developer shall apply for a Road Occupancy Licence (ROL) from the TfNSW Transport

Management Centre (TMC) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified with 'Prepare a Work Zone Traffic Management' accreditation or equivalent. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TMC.

Reason: To inform the relevant Roads Authority of proposed disruption to traffic flows.

## **CONDITIONS TO BE SATISFIED PRIOR TO THE ISSUE OF THE CONSTRUCTION CERTIFICATE**

### **Car Parking Standards**

The driveway/access ramp grades, access and car parking facilities must comply with the Australian/New Zealand Standard AS/NZS 2890.1:2004 - Parking facilities - Off-street car parking. The dimensions of car parking bays and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

Details demonstrating compliance with this condition are to be submitted to the Principal Certifier prior to the issue of a construction certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

### **Construction Traffic Management Plan**

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

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase.
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.
- Make provision for all construction materials to be stored on site, at all times.
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
  - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
  - Demonstrate that direct access from a public space/road is not viable for each stage of works.
  - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.
  - Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the



surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.

- No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
- How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
- If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
- A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
- A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
  - Compare the post-construction report with the pre-construction report,
  - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
  - Should any damage have occurred, identify remediation actions taken.
  - Be submitted to Council with the Occupation Certificate.
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
- Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be

directed to the sediment control system within the site.

- Specify that the public roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.
- Proposed protection for Council and adjoining properties.
- The location and operation of any on site crane.

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

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

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

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

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

#### **Waste and Service Vehicle Access (8.8m Medium Rigid Vehicle)**

Access to the on-site loading bay area including ramp grades, transitions and height clearance shall be designed to comply with forward in and forward out access of an 8.8m Medium Rigid Vehicle (MRV), as a minimum requirement. The height clearance required is 4.5m. Swept path diagrams must include details of the road including, kerb line, line marking, signs, traffic devices, power poles, other structures and neighbouring driveways. Plans showing the ramp grades, transitions and height clearance and swept path diagrams of 8.8m MRV shall be submitted to and approved by the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To ensure adequate is room available for servicing the site.

#### **Removal of Redundant Driveways**

All redundant driveways shall be removed and reinstated to Council standard kerb and gutter. Suitably prepared plans shall be submitted to for an approval under and approved by Council prior to the issue of the Construction Certificate. All costs associated with the works shall be borne by the applicant.

A plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approval.

Reason: To maximise on street car parking by removing driveways that are no longer needed in accordance with Council policy.

#### **Vehicle Access & Parking**

All internal driveways, vehicle turning areas and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken to the parking allocation:

- 17 Dan Murphy's spaces
- 15 childcare spaces (11 spaces must be allocated for drop off and pick up and signposted with 10-minute timed parking restrictions during childcare centre's peak hours)
- 3 retail spaces

These amendments must be clearly marked on the plans submitted to the Principal Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicle.

### **Submission of Engineering Plans**

Civil Engineering plans are to be provided for the design of

- New kerb and gutter and realignment along Careel Head Road and Barrenjoey Road,
- a central median on Careel Head Road,
- new footpaths on both sides of Careel Head Road and on Barrenjoey Road
- a raised pedestrian crossing on Careel head Road.
- new vehicle crossings to both the Careel head Road and Barrenjoey Road frontage. The Barrenjoey Road vehicle crossing to incorporate a splay to accommodate the left turn egress of a Medium Rigid Vehicles without encroachment into the opposing traffic lane on Barrenjoey Road.

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

Section 138 and/or 139 applications are to be submitted to Council for Local Traffic Committee approval and to TfNSW for review and approval of any works impacting upon Barrenjoey Road. .

Reason: To ensure compliance with Council's specification for engineering works and gain acceptance from TfNSW due to modifications in State Road.

### **Pedestrian sight distance at property boundary**

A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is not possible due to existing fence and vegetation of the neighbouring property. Therefore, it is required that a speed hump and STOP sign and line be provided on the driveway exiting to Barrenjoey Road .

Details are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

## **CONDITIONS THAT MUST BE ADDRESSED PRIOR TO ANY COMMENCEMENT**

### **Work Zones and Permits**

Prior to commencement of the associated works, the applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site.

A separate application is required with a Traffic Management Plan for standing of construction vehicles



in a trafficable lane and a Transport for NSW Work Zone Permit shall be obtained for State Roads.

Reason: To ensure Work zones are monitored and installed correctly.

### **Road Occupancy Licence**

Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows.

Reason: Requirement of TMC for any works that impact on traffic flow.

### **Demolition Traffic Management Plan**

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) shall be prepared by an suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

Due to heavy traffic congestion throughout the area, truck movements will be restricted during the major commuter peak times being 8.00-9.30am and 4.30-6.00pm.

The DTMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- The DTMP is to be adhered to at all times during the project.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site is not permitted unless prior approval is granted by Council's Traffic Engineers.
- Include a Traffic Control Plan prepared by an TfNSW accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Specify that a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes, structures proposed on the footpath areas (hoardings, scaffolding or temporary shoring) and extent of tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the DTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
- Specify spoil management process and facilities to be used on site.
- Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of demolition. At the direction of Council, the applicant is to undertake remedial treatments such as patching at no cost to Council.

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

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

Reason: This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems. The DTMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

## **CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK**

### **Implementation of Demolition Traffic Management Plan**

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

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

### **Implementation of Construction Traffic Management Plan**

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

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

### **Ongoing Management**

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

Reason: To ensure public safety.

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

### **Signage and Linemarking - Internal**

A plan demonstrating signage for 11 childcare parking spaces as "Drop off and pick up only Maximum 10 minutes" during childcare centre's peak hours, is to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: to ensure parking availability for childcare pick up and drop off

### **Loading and Delivery Management Plan**

A Loading and Delivery Management Plan shall be prepared by the applicant and submitted to and approved by the Principal Certifier prior to the issue of any Occupation Certificate.

The Plan will need to demonstrate how

- loading and deliveries will be managed to ensure that there will be only one delivery vehicle entering and exiting the loading dock access at any time period
- safe servicing arrangements including waste collection will be undertaken without interrupting general traffic.
- deliveries will be scheduled so as not to coincide with child care drop off and pick up hours
- Truck queuing or standing on public road(s) will be prevented.
- The size of delivery vehicles will be managed to ensure that delivery vehicles are not in excess of an 8.8m Medium Rigid Vehicle

Reason: to ensure loading and deliveries are managed appropriately and that tenants are aware of the conditions of use.

#### **Allocated Parking Spaces (retail/commercial)**

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

Reason: To ensure parking availability.

#### **Disabled Parking Spaces**

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

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

Reason: To ensure compliance with Australian Standards.

#### **Shared Zone Bollard**

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

#### **Construction of Works in Road Reserve**

All works with the Road Reserve shall be constructed to Council's satisfaction in compliance with design drawings approved under the Section 138A Roads Act approval. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To ensure appropriate provisions for vehicle and pedestrian access to and from the property are in place

### **ON-GOING CONDITIONS THAT MUST BE COMPLIED WITH AT ALL TIMES**

#### **Implementation of Loading Dock Management Plan**

All vehicle ingress and/or egress activities are to be undertaken in accordance with the approved Loading Dock Management Plan. Vehicle queuing on public road(s) is not permitted.

Reason: To allow for vehicular access.