Traffic Engineer Referral Response

Application Number:	DA2022/2152
Proposed Development:	Demolition works and subdivision of land into 9 lots including tree removal and infrastructure work
Date:	14/11/2023
Responsible Officer	
Land to be developed (Address):	Lot 295 DP 820302 , 122 A Crescent Road NEWPORT NSW 2106 Lot 111 DP 556902 , 124 Crescent Road NEWPORT NSW 2106 Lot 3 DP 210342 , 128 Crescent Road NEWPORT NSW 2106 Lot 21 DP 545339 , 57 The Avenue NEWPORT NSW 2106 Lot LIC 407538 , 57 The Avenue NEWPORT NSW 2106 Lot LIC 460612 , 57 The Avenue NEWPORT NSW 2106 Lot 1 DP 503390 , 126 Crescent Road NEWPORT NSW 2106 Lot 2 DP 210342 , 55 The Avenue NEWPORT NSW 2106 Lot 111 DP 556902 , 122 Crescent Road NEWPORT NSW 2106 Lot 112 DP 556902 , 122 Crescent Road NEWPORT NSW 2106 Lot LIC 188424 , 122 Crescent Road NEWPORT NSW 2106 Lot 295 DP 820302 , 122 Crescent Road NEWPORT NSW 2106 Lot 295 DP 820302 , 122 Crescent Road NEWPORT NSW 2106

Officer comments

SUPPORTED SUBJECT TO CONDITIONS

Referral comments 14/11/23

The latest amended Engineering Plans has considered some but not all of Councils comments regarding the required roadworks in The Avenue. Additional swept path analysis have also been provided for the Waste Vehicle and Fire Truck manoeuvres.

The alignment of the southern kerbline is irregular and appears to mirror the existing irregular northern pavement edge where there is no kerb and gutter. The design of the road and new kerb alignment on the southern side of The Avenue should be based on the property boundary of the development site with clean transitions between sections where the road width is reduced. The swept path analysis needs to be undertaken on the approved kerb alignment. The design requirements will be included as part of the Conditions of Consent with the final kerb alignment and road layout to be approved by Council's Traffic Engineer under Section 138 and 139 of the Roads Act 1993, prior to the issue of the

Construction Certificate. The required works within Council's Public Road Reserve are to be read in conjunction with comments and any additional works required by the Development Engineering section.

The proposal can therefore be supported subject to the recommended Conditions.

Referral comments 17/10/23

The Architectural Envelope Plan has been modified to provide six lots instead of seven. The areas for Lots 1 and 2 remain the same, while Lots 3, 4, 5, 6, 7 and 8 have increased in size. The vehicle entry to Lot 3 has moved from the northern end to the southern end of the internal road frontage, which reduces the effective length of the passing bay. The previous Plan situates the passing bay between the internal driveways to Lots 2 and 3, which allows a vehicle to use the additional width of the driveways to draw-in and draw-out so that an oncoming vehicle can pass. The previous passing bay layout and internal driveway locations should therefore be retained. The passing bay should be signposted 'No Parking' to prevent vehicles using the space for on-street parking.

The Applicant proposes 'No Stopping' restrictions on both sides of The Avenue. The Avenue is currently unrestricted which allows parking on either side of the road. Any changes to the existing parking restrictions would require consultation with affected residents prior to reporting to the Traffic Committee. The installation of 'No Stopping' restrictions is not supported; however Transport Network could recommend a proposal for 'No Parking' restrictions on the northern side of The Avenue. Each Lot is likely to provide a double garage for off-street parking and the proposed shared access driveway is 3.25m wide, which does not enable additional parking needs. It is therefore important to provide some on-street parking on the southern side for visitors and overflow of parking. The access driveway for Lot 1 should be directly off The Avenue and located at the eastern end of the Lot. This would maximise the available on-street parking east of the shared access driveway, providing up to five parallel parking spaces. The installation of parking restrictions on the southern side of The Avenue would only be considered west of the shared access driveway.

The Applicant has provided a General Roadworks Plan for The Avenue, and additional swept paths for a Waste Vehicle (10.5m length) reversing into the new shared access driveway to turn around in The Avenue. The General Roadworks Plan Drawing No.CI-0330 Rev.B, shows the proposed roadworks (approximate 8m wide road) from the intersection with Crescent Road to the new access driveway.

The Pittwater21 DCP requires the design and half-width road construction along the entire frontage of The Avenue. Upon further review of the amended plan, it appears that the southern kerbline is based on the road width and existing location of the northern edge of pavement and proposed swept path of the Waste Vehicle. However, the Plan seems to overlook that there is a power pole on the corner of The Avenue and Crescent Road and the verge is too narrow to provide a footpath connection at the eastern end. The new kerb will need to be realigned and radius adjusted to tie-in with the existing infrastructure in Crescent Road. At Chainage 26.3, the verge on the southern side measures approximately 3.5m wide, and it is recommended that this is the minimum verge width to be extended up to the corner property boundary of Lot 1. There is also a power pole with streetlight near this location and it should be checked that the new kerbline allows for sufficient offset of the power pole. The minimum verge width would also enable the construction of a 1.5m wide footpath along the frontage of The Avenue, as required under the DCP. The proposed overall road width of 8m should also extend to at least the western splay of the driveway near Tree T57 (approximate Chainage 53),

before tapering to the existing road width in front of Tree T59. Kerb and gutter are required up to the driveway of Lot 8.

The amended plans do not incorporate the critical swept paths for a Fire Truck to access and exit the site. The Applicant previously provided a swept path analysis for a Waste Vehicle and Fire Truck in response to the Traffic Engineer referral comments dated 15/8/23. It has been noted that the changes to the Architectural Envelope Plan include the removal of one of the Lots at the southern end of the site, which may provide additional area for the construction of a turning area at the southern end of the site. Council's preference is that a formal turning area be provided for larger vehicles. Our previous comments noted that the use of the driveway for trucks to turn around is not ideal, however could be accepted with the wider vehicle crossing design. The amended plans do not include any changes to improve truck access.

The swept path analysis demonstrates that the required manoeuvres for both Waste Vehicles and Fire Truck access are extremely difficult if not impossible, especially the Fire Truck movements which appears to mount the kerb of the shared access driveway when entering in the forward direction. The access driveway to the site is only 3.25m wide with a vertical faced kerb. On a straight section of road, a 2.5m wide 3 axle Heavy Rigid Vehicle will have minimal clearance between the kerbs, even before considering the additional turn and reversing movements. If a turning area is not provided for trucks in The Avenue or within the site, then the access driveway within Council's Public Road Reserve must be widened to 5.5m and incorporate 2m splays at the interface with The Avenue. The width at the property boundary is to transition to the shared driveway width of 3.25m over a length of 4m into the site. The modification will require an adjustment to the Right Of Way and area of Lot 1. The total area of Lot 1 would be slightly reduced however would still exceed 700m^2. The overall area of Lot 2 is 700m^2 and has not changed.

Waste Services have also raised concerns regarding the constrained driveway required for the reversing manoeuvres and have indicated that they would support a wider driveway design. The design should enable trucks to complete the manoeuvres in a 3-point turn and it unlikely that the current proposal can achieve this when in reality multiple attempts would have been required to draft the desired swept paths on the plans provided. The proposal therefore cannot be supported by Transport Network or Waste Services without the required changes to Lot 1, shared access driveway and works in Council's Public Road Reserve.

Referral comments 15/8/23

The amended plans have been reviewed along with the Response to Request for Information. The proposal does not address the access issues previously raised or infrastructure requirements in accordance with Council's Pittwater21 DCP.

C4.4 Subdivision - Public Roads, Footpath and Streetscape, requires the subdivision include the design and construction of the perimeter road for half width construction including road pavement, vertical kerb and gutter, footpaths or cycleways (minimum 1.5m width or minimum 2.1m width where a cycleway is required), street lighting and landscaping, for full width of the development site frontage to all public road reserves and shall include any intersection to provide access the subdivision all at the full cost to the applicant.

The Avenue is a no through road and access road which connects to Crescent Road. The sealed pavement width varies between 4-6m in width and there is no kerb and gutter or constructed footpath. The design road for The Avenue should be 7m wide, and include the road pavement, vertical kerb and gutter, and a 1.5m wide footpath behind the kerb. Crescent Road has existing kerb and gutter and Council recently constructed a 1.5m wide footpath along the western side of the road fronting the development. No additional infrastructure is therefore required along Crescent Road.

C4.6 Service and delivery vehicle access in subdivisions, requires that roads and accessways within the subdivision are to be designed and constructed to accommodate access for waste, recycling, service, emergency and delivery vehicles. It is noted that Waste Services supports the proposal for kerbside collection and therefore waste vehicles are not required to access the subdivision. The shared access driveway must still be able to provide adequate access for emergency and delivery vehicles. Delivery vehicles for removalists can be considered to be Medium Rigid Vehicles (8.8m length and 2.5 width), however the shared access driveway should be designed for the largest vehicle type being a fire truck (10m length and 2.5 width). The shared access driveway should be designed to cater for emergency vehicle access with swept paths undertaken to demonstrate turning movements entering and exiting the site.

Access and Parking

The shared access driveway off The Avenue is 3.25m wide and approximately 60m in length. A passing bay 2.5m wide and 6.5m in length is situated immediately south of the driveway to Lot 2, shown on the Subdivision Plan - Dwg No. AD-DA905. The internal driveway to Lot 2 must be 3.5m wide to provide an effective length of 10m for the required passing bay. The passing bay should be signposted 'No Parking' to prevent vehicles using the space for on-street parking.

Architectural Envelope Plan - Dwg No. AD-DA903, shows potential alternative driveway entries for Lot 1, 2 and 3 off Crescent Road. The driveway access for Lot 2 and 3 should be off the shared access driveway, and Lot 1 should be directly off The Avenue. These access arrangements are also supported in the Transport Statement prepared by JMT Consulting. The Transport Statement also indicates that the proposal makes provisions for pedestrian connections through the site. Shared Zone signage should be considered if there are no proposals for a footpath within the subdivision and pedestrians are required to walk on the road.

Waste Services has indicated that there are no provisions for waste collection vehicles to turn around at the end of the street. It is preferable that a turning facility for Heavy Rigid Vehicles be constructed at the western end of The Avenue as part of the required infrastructure works in the Public Road Reserve, however if this not possible due to site constraints then the provision of a wider vehicle crossing with splay to allow for easier turning could be used for larger vehicles to reverse into the shared access driveway to turn around. The alternative turning option would be subject to acceptance by Waste Services.

Referral comments 8/3/23

The Statement of Environmental Effects specifies that the proposal is for a subdivision which includes the demolition of the existing commercial and residential structure. The subdivision plan proposes

nine separate residential lots, however no residential dwelling designs are currently proposed at this stage. These will be subject to a future detailed Development Application, along with an appropriate Development Application to Council (with Office of Crown Lands consent) to convert the existing commercial marina to a residential marina of 9 berths.

Access and Parking

- A shared access driveway off The Avenue provides access to six of the lots within the proposed subdivision. There are two lots which have individual driveways off The Avenue, and one lot has a driveway off Crescent Road.

- The Applicant's Transport Statement indicates that car parking arrangements will be provided as part of the separate Development Applications for the individual lots, however the subdivision plan allows for two standard car parking spaces to be provided for each lot as required by the Pittwater DCP. The proposed shared access driveway is 3.25m wide, and approximately 60m in length with a passing bay provided mid-way between two individual driveways.

- A combined entry/exit width of 5.5m should be provided which extends for a minimum 6m length beyond the property boundary, to enable the provision of a waiting bay at the entry, so waiting vehicles are not encroaching on the Council Public Road Reserve. A passing bay should also be located approximately midway along the length of the shared access driveway. The location of the passing bay or individual driveways may need to be adjusted to ensure that the passing bay allows the entering and exiting vehicles to pass. Additional swept paths are required to demonstrate that the passing bay is designed to cater for the vehicle movements.

- The Applicant has completed a Waste Management Plan for the demolition works, however there is no information on how the subdivision will be serviced in the future with respect to weekly waste collection. Unless kerbside collection of waste bins is proposed, the internal road or access driveway will need to be designed to cater for a waste vehicle.

Infrastructure Works in the Public Road Reserve

The proposed subdivision should include the design and half-width road construction of The Avenue.

The design road for The Avenue should be 7m wide, and include the road pavement, vertical kerb and gutter, and a 1.5m wide footpath. The western end of The Avenue should incorporate a hammer head type design to allow a 10.5m waste vehicle to turn around at the end of the road. A 1.5m wide footpath is also required along the frontage of the site in Crescent Road. The Transport Statement indicates that the proposal provides for pedestrian connections through the site to the boat ramp. Shared Zone signage should be considered if there are no proposals for a footpath within the subdivision and pedestrians are required to walk on the road. Additional details and works may be specified by Council's Development Engineering section as part of their assessment.

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2013'. The transport statement estimates that development generates 9 trips during both the AM and PM peak hour periods. It also notes that the Sirsi Marina which previously occupied part of the development site (along with four separate

dwellings), could accommodate over 20 car park spaces and would generate greater volumes of traffic when compared to the proposed development. Although it is acknowledged that the new development would generate less overall traffic to the area than the previous combined sites, there would still be an additional increase of 5 vehicle trips in The Avenue, during both the AM and PM peak hour periods, as 5 additional dwellings have driveway accesses off The Avenue.

Additional considerations

It is noted that Council's Landscape section has raised concerns regarding the location of the proposed driveway to Lot 9 and impact on trees No.56 and 59. It was suggested that the driveway be relocated to the west or internally off the shared access driveway. It may not be possible for the driveway to be relocated to the western end of Lot 9, if provisions are made to enable a waste vehicle to turn around at the end of The Avenue.

The Applicant should consider the above comments regarding access and required infrastructure. Updated plans and details should be provided so that the proposal can be reviewed for further consideration. It is also recommended that the proposal be referred to Council's Waste Services section for comment. Unless kerbside collection of waste bins is proposed in The Avenue, additional changes may be required to the shared access driveway/internal road to facilitate waste collection within the subdivision.

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

Traffic Management
Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Certifier.

Reason: To ensure pedestrian safety and continued efficient network operation.

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 on-site parking once available.

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

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

Construction Traffic Management Plan
As a result of the site constraints, limited vehicle access and parking, a Construction Traffic Management Plan (CTMP) and report shall be prepared by a TfNSW accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

Truck movements must be agreed with Council's Traffic and Development Engineer prior to submission of the CTMP.

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
- 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
- Due to the proximity of the site near Newport Public School , no heavy vehicle movements or construction activities affecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays)
- 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.

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

Kerb Splay
A plan showing the modified kerb splay to enable Council's 11m waste vehicle to enter and exit the site without encroaching on to the proposed kerb shall be submitted to and approved by Council prior to the issue of the Construction Certificate.

Reason: To ensure vehicles do not impact the kerb and gutter and cause ongoing maintenance concerns.

Pedestrian sight distance at property boundary
A pedestrian sight triangle of 2.0 metres by 2.5m metres, in accordance with AS2890.1:2004 is to be provided at the vehicular access to the property and where internal circulation roadways intersect with footpaths or other pedestrian access areas.

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

Reason: To maintain pedestrian safety.

Submission Roads Act Application for Civil Works in the Public Road
The Applicant is to submit an application for Infrastructure Works on Council Roadway for approval under Section 138 and 139 of the Roads Act 1993.
The application is to include four (4) copies of Civil Engineering plans for the new development works within the road reserve. The design of the kerb and gutter, footpath, ramps, driveway crossings and road pavement; are to be in accordance with Council standard drawings and Council's specification for engineering works - AUS-SPEC #1. The plans shall be prepared by a qualified Civil Engineer. The design must include the following information:
a) Construct a new 5.5m wide driveway crossing with additional 2m splays at The Avenue. The driveway width at the property boundary tapers to the 3.25m wide internal driveway 4m into the site.

b) Construct a 1.5m wide concrete footpath east of the new driveway crossing, connecting the development with the existing footpath and kerb ramp at the intersection with Crescent Road.
c) Half-width road construction is required in The Avenue, including road pavement and vertical kerb and gutter, from the intersection with Crescent Road to tree T59. A minimum 8m wide carriageway width is to be provided from Crescent Road to the western side of the new driveway crossing. The road width reduces and tapers west of the driveway crossing to tree T59. Kerb and gutter are to be provided on the southern side along the full length of The Avenue. The kerb alignment is to be a smooth transition, offset from the property boundary of the development.
d) A swept path analysis is required to demonstrate that the proposed road layout can accommodate the critical turning manoeuvres for the largest vehicle types. The final kerb alignment and road layout must be approved by Council's Traffic Engineer.
e) Install 'Shared Zone' signage at the entrance and mid-way along the internal shared access driveway.
f) Install 'No Parking' signage for the passing bay located adjacent to the internal shared access driveway.
g) Install 'No Parking' signage for the full length of the northern side of The Avenue. 'No Parking' signs are also required on the southern side, for the section of road west of the driveway crossing to the end of The Avenue.
h) The provision of 'No Parking' restrictions in The Avenue requires the approval of Council and the Northern Beaches Local Traffic Committee prior to commencement of installation. A plan providing details of the proposed signage must be lodged for consideration at least twelve (12) weeks prior to work commencing.
Details demonstrating compliance are to be submitted to Council for approval prior to the issue of the Construction Certificate. The fee associated with the assessment and approval of the application is to be in accordance with Council's Fee and Charges.

Reason: To ensure engineering works are constructed in accordance with relevant standards and Council's specification.

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 Work Zone will only be considered in The Avenue. No Work Zone is permitted in Crescent Road.
A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

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

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

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.
- Due to the proximity of the site near Newport Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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.

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

Landscaping adjoining vehicular access
The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1,140mm

Reason: To maintain unobstructed sight distance for motorists.