

Traffic Engineer Referral Response

Application Number:	DA2023/1869
Proposed Development:	Demolition works and construction of a Residential Flat Building including the consolidation of 3 lots into 1
Date:	05/09/2024
Responsible Officer	
Land to be developed (Address):	Lot 5B DP 158658 , 58 Beaconsfield Street NEWPORT NSW 2106 Lot 6 DP 1096088 , 56 Beaconsfield Street NEWPORT NSW 2106 Lot 7B DP 162021 , 54 Beaconsfield Street NEWPORT NSW 2106

Officer comments

Supported with conditions.

Further comments - dated September 2024

The applicant has provided additional information addressing the concerns except for the swept path analysis of parking spaces no. P15 and P17. The swept paths of these spaces are not correct because the vehicle positions of entry and exits do not match and the exit manoeuvre of P17 has 4 turning points (maximum turning points permissible is 3). While the swept paths are non-compliant, it is noted that the parking spaces and aisle widths are designed in accordance with AS 2890.1:2004, so Council believes that adequate turning ability has been provided.

The DA can now be supported subject to conditions.

Further comments - dated July 2024

- It is noted that an amended master set has been provided dated 12/06/2024, followed by a traffic letter dated 18 June 2024.
- The amended architectural plans show some of the parking spaces are changed into single garage and double garage. The traffic letter states that the proposed garages are in accordance with AS 2890.1:2004. A swept path analysis for either P15 or P26, P21 and P17 should be provided.
- There is a shortfall of 1 visitor space due to the changes in car parking layout. The traffic letter provides justification for the shortfall. Given the close proximity to public transportation and availability of on-street parking, this shortfall of 1 visitor space is acceptable.
- It is noted that the length of 5% ramp is now 6m, which is in accordance with AS 2890.1:2004. The ramp grades shown on the plans are 5% @ 6m, 12.5% @2m, 25% @ 11.16m and 12.5% @ 2m, with RL 16.49 at the boundary and RL 13 at the basement. Calculation shows that with RL 13 in the basement, the 12.5% @2m transition cannot be correct. The grade is 7.5% instead of 12.5% or the RL is 12.9 instead of 13. If the RL is to be 12.9, then this should be updated in the architectural plans. However, if the grade is to be 7.5% instead of 12.5% then a ground

clearance check must be provided for a B99 vehicle as there is concern that the grade change may be too steep and lead to scraping or bottoming.

- The door clearance of Visitor Bay 2 is within the access aisle way. Although there is less traffic, it is considered unsafe to have door opening within a traffic aisle. Hence, there should be some hatching provided around the parking space to separate the car door opening clearance and the access aisleway.
- It is noted that there is storage provided next to car parking spaces P21 and P22. The door clearances of these car parking spaces encroach within the storage area. Hence, the architectural plans should be amended to show the door clearances of P21 and P22 to be clear of the storage or any other obstruction.

The DA remains unsupported until the above mentioned information is provided.

Further comments - dated June 2024

- It is noted that a response in a form of traffic letter responding to the original Traffic referral comments has been provided.
- It is noted that the location of intercom has been left on the egress side of the driveway. Council accepts this provision given the proposed development is only residential development and as per the response provided by the applicant, i.e that the intercom will be used by visitors only.
- It is noted that the architectural plans now show a reoriented location of the bicycle parking spaces, which is a safer option than originally proposed. However, attachment 2 of the provided response letter still shows the old bicycle parking layout in the base plans (pages 14, 16, 17, 18, 19). In addition, dimensions of the bicycle parking spaces must be annotated on the plans. This can be conditioned.
- It is noted that a sliding door has been provided at the lobby for ease of access by cyclists. This door width must be 1.5 metres minimum, and dimension must be shown on the plans. This can be conditioned.
- It is noted that sight triangles are annotated on both sides of the driveway in the updated plans. The sight triangle is required only on the exiting side (egress side) of the driveway and is to be clear of any obstructions as per AS 2890.1:2004. It appears that part of the hydrant booster encroaches within the sight triangle. While this is not fully compliant with AS 2890.1:2004, Council accepts this encroachment given it is very minor.
- It is noted that an updated swept path analysis has been provided on page 17 which shows the exiting vehicle waiting at the bottom of the ramp to give way to the entering vehicle. A convex mirror has been provided to assist the exiting vehicles. A stop holding line must be provided at the location where the vehicles would wait to give way to mark the location. This can be conditioned.
- It was previously requested to update the long section for ground clearance to start from the centre of the road and extend to the basement. The applicant has responded advising that this will be provided at CC stage when vehicle crossover details will be available. The Traffic team accepts this response.
- It is noted that the ramp from the property boundary with a maximum of 5% slope is provided for 5m length instead of the required 6m. Although, the grade has been reduced to 4%, Council is still unable to accept non-compliance in the required length of minimum 6 metres due to the high pedestrian activity in the area as the site is in close proximity to Newport Public school, Newport hotel, close to bus stops. Hence, a compliant grade as per AS2890.1:2004 must be provided.
- It is noted that a sight line assessment showing a full length of 45 metres of Safe Sight Distance (SSD) achieved for the egressing vehicle in accordance with AS25890.1:2004 is provided. This is acceptable.

- It is noted that one accessible parking space has been provided. It is recommended that the dedicated disabled parking space and shared zone be swapped so that the shared zone is next to the lift. This ensures wheelchairs can travelling to the lift without need to traverse along the circulation aisle.

Conclusion

There are minor non compliances that remain with minor adjustments to the plans required to ensure the plans can be supported.

Original Comments - dated April 2024

Proposal description: Proposed Residential Flat Building at 54-58 Beaconsfield Street, Newport

The traffic team has reviewed the following documents:

- Plans (Master set) – Revision A, designed by PBD Architects, dated 28/11/2023.
- Traffic Impact Assessment, prepared by Genesis Traffic, dated 13 November 2023 (Reference No. GT23082)
- The *Statement of Environmental Effects* prepared by Boston Blyth Fleming Town Planners, dated November 2023

Parking requirements and design

- The Pittwater DCP applies to the subject site. According to the DCP, car parking spaces should be provided at a rate of 2 spaces for each 3-bedroom units, visitor parking at a rate of 1 for each 3 dwellings, a wash bay and min 3% accessible parking spaces.
- The proposed development provides a total of 32 car parking spaces consisting of 27 residential spaces and 5 visitors spaces, including 1 wash bay and 1 accessible parking spaces. The provided number of car parking spaces meet the minimum requirements of the DCP.
- However, the submitted traffic report shows 4 disabled parking spaces on pages 26, 28, 29, 30 and 31. The total number of disabled spaces must be clarified, and consistent reports and plans must be provided. In addition, bollard should be placed in the shared zone as per AS2890.6 to ensure the shared zone remains available for loading/unloading of persons in a wheelchair. Furthermore, a height clearance of minimum 2.5m must be provided over the disabled space as required by AS2890.6 clause 2.4 This must be confirmed on the plans.
- The intercom is provided along the wall on the eastern side of the driveway. This means the entering vehicles would be driving on the right to access the intercom. The intercom must be moved to the middle where it can be accessed from the drivers side without impeding egress from the carpark . The driveway width shall be increased to accommodate a median with intercom.
- It is noted that 5 bicycle parking spaces are provided. This number satisfies the DCP requirement. However, the location of bicycle parking next to the accessway without any line of sight for the drivers would be considered as unsafe location. Hence, the bicycle parking spaces should be relocated in a safer place. All the bicycle parking spaces should be in accordance with AS2890.3:2015.
- It is understood that cyclists will use the 1:20 ramp at the lobby entry and lift B to access bicycle parking spaces, because the 1:4 ramp to basement is too steep for cyclists. The hinged door providing access to lobby B must be widened to minimum 1.5 metres to accommodate cyclists access into the lift while accessing the bicycle parking spaces. Consideration should be given to a sliding door instead of hinged door for ease of access for cyclists.

- It is noted that sight triangles are shown on the architectural plans. The dimensions of these sight triangles must be annotated. In addition, the sight triangles must be clear of any obstruction and in accordance with AS 2890.1: 2004.
- It is noted that there are four tandem parking spaces provided. These tandem spaces should be allocated to the same unit. This can be conditioned.
- It is noted that there is a car wash bay provided which complies with the DCP requirement. This car wash bay should be provided with bunding and a floor waste. This should be shown on the plans.
- It is noted that the Traffic Report mentions loading and deliveries activities to be carried out on on-street using the kerbside parking. Given the small size of proposed development and the development being only residential development, this provision is acceptable.
- In page 28 of the Traffic Report, swept path for B85 passing B99 at the bottom of the ramp are overlapping each other. This means there is no passing achieved. Passing should either be achieved or if not possible, a stop holding line must be provided for vehicles exiting the basement, giving way to the entering vehicles. Swept paths must be amended and provided to Council's satisfaction.
- In page 29 of the Traffic Report, a simultaneous passing of B85 and B99 is shown. However, the bodies of two vehicles are overlapping each other. This means there is no simultaneous passing achieved. This page should be amended for compliance with AS2890.1.
- It is noted that there is a long section showing ground clearance provided on page 32 of the Traffic Report. An updated long section with ground clearance using B85 starting from the centre of the road and extending into the basement must be provided to demonstrate suitable access without scraping.
- It is noted that the first ramp from the property boundary with a maximum of 5% slope is provided for 4m length instead of the required 6m. The required 6m should be available in accordance with AS 2890.1:2004, given the high pedestrian activity in the area and to allow a margin for driver error. Also, grade changes across a footpath and within the property, designed in accordance with AS2890.1 must be shown on the plans.
- It is noted that table 5-1 on page 12 of the traffic report mentions that there is adequate sight distance, but no diagram of the sight distance has been provided with the report. Although the sight distance is expected to be compliant, Council requires a diagram of the sight distance assessment to demonstrate compliance.

Conclusion

Given the concerns outlined above, the development cannot be supported at this time.

The proposal is therefore supported.

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

Recommended Traffic Engineer Conditions:

DEVELOPMENT CONSENT OPERATIONAL CONDITIONS

Fencing Height / Vegetation

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

Reason: To ensure maximum vehicular and pedestrian visibility.

Staff and Contractor Parking

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

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

Parking Enclosure

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

Reason: To ensure accessibility is maintained.

Stacked Parking Spaces (Residential)

Stacked parking space pairs are to be assigned to the same residential unit.

Reason: To minimize conflicts regarding parking areas.

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, garages and aisle widths in the car park are to comply with Australian/New Zealand Standard for Off-Street Parking AS/NZS 2890.1-2004.

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

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

Car Parking Finishes

All driveways, car parking areas and pedestrian paths are to be surfaced and sealed. Details of treatment to these areas are to be submitted to the Principal Certifier prior to issue of the Construction Certificate.

Reason: To provide suitable stormwater disposal and to prevent soil erosion and runoff.

Construction Traffic Management Plan

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

The CTMP must address following:

- The proposed phases of construction works on the site, and the expected duration of each construction phase.
- The proposed order in which works on the site will be undertaken, and the method statements on how various stages of construction will be undertaken.
- Make provision for all construction materials to be stored on site, at all times.
- The proposed areas within the site to be used for the storage of excavated materials, construction materials and waste containers during the construction period.
- The proposed method of access to and egress from the site for construction vehicles, including access routes and truck routes through the Council area and the location and type of temporary vehicular crossing for the purpose of minimising traffic congestion and noise in the area, with no access across public parks or reserves being allowed.
- Where access is required across private property not in the direct ownership of the proponent, such as a private road/driveway, community title road or right of way, the CTMP is to include:
 - Evidence of the legal right and terms to use the access route or provide owners consent from the owners/strata/community association.
 - Demonstrate that direct access from a public space/road is not viable for each stage of works.
 - An assessment to be carried out of the physical constraints of the Right of Carriageway to determine the maximum size of vehicle that may access the site via the Right of Carriageway during construction.
 - Unless owner/strata/community associations consent is obtained, vehicles are not to exceed 24 tonnes or 7.5 metres in length (an assessment must be undertaken that the surface is capable of supporting up to 24 tonnes, otherwise the weight limit should be reduced in the CTMP). If consent is obtained, a copy must be included in the CTMP.
 - No construction vehicles, materials or plant are to be located or parked in the private road/driveway, community title road or right of way.
 - How any disruption to other users of the private road/driveway, community title road or right of way will be minimised and all users kept informed of likely disruption where the access will be closed or blocked for any given time.
 - If trees are located within or overhang the access route, a tree protection plan prepared by an Arborist with minimum AQF Level 5 in arboriculture demonstrating how any trees within the Right of Carriageway will be protected from damage by construction vehicles. Should any tree protection measures be required on private land in accordance with AS4970-2009 Protection of trees on development sites, owner's consent must be obtained.
 - A Dilapidation report, including photographic surveys, of the private road/driveway/right of way must be included prior to any works commencing on the site. The report must detail the physical condition of the private road/driveway/right of way, and any other adjacent private property assets (including trees) or adjacent public property that may be adversely affected by vehicles servicing the development site to undertake works or activity during site works.
 - A requirement for Post-Construction Dilapidation Reports, including photos of any damage evident at the time of inspection, to be submitted after the completion of works and prior to the Occupation certificate. The report must:
 - Compare the post-construction report with the pre-construction report,
 - Clearly identify any recent damage or change to the private road/driveway/right of way and whether or not it is likely to be the result of the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.

- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
- Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
- Due to the proximity of the site adjacent to 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 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.

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.

Compliance with Standards

The development is required to be carried out in accordance with all relevant Australian Standards.

At the time of determination the following (but not limited to) Australian Standards applied:

- (a) AS2601.2001 - Demolition of Structures**
- (b) AS 4373 - 2007 'Pruning of amenity trees' (Note: if approval is granted) **
- (c) AS 4970 - 2009 'Protection of trees on development sites'***
- (d) AS/NZS 2890.1:2004 Parking facilities - Off-street car parking**
- (e) AS 2890.3 - 1993 Parking facilities - Bicycle parking facilities**
- (f) AS/NZS 2890.6 - 2022 Parking facilities - Off-street parking for people with disabilities**
- (g) AS 1742 Set - 2010 Manual of uniform traffic control devices Set**

**Note: the listed Australian Standards is not exhaustive and it is the responsibility of the applicant and the Principal Certifier to ensure compliance with this condition and that the relevant Australian Standards are adhered to.

Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Principal Certifier prior to the issue of the Construction Certificate.

Reason: To ensure the development is constructed in accordance with appropriate standards.

Bicycle Parking

The bicycle spaces must be designed in accordance with AS 2890.3:2015 and their dimensions must be annotated in the architectural plans.

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

Reason: To ensure bicycle parking spaces are designed as per Australian Standards.

Car wash bay

The car wash bay must have bunding and a floor waste connected to sewer.

Reason: To prevent contamination of stormwater disposal system by the wastewater from the car wash bay.

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

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 a 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

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.

Convex Mirror at Ramps

One (1) convex mirror is to be installed and maintained at the bottom of the ramp in basement. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To minimise vehicular conflicts at ramp.

Stop Holding Line

A stop holding line and "STOP for entering vehicle" sign must be provided in the basement for exiting vehicles. These to be provided at the location where the vehicles would wait to give way to the entering vehicle.

Reason: To prevent vehicle to vehicle conflict on the ramp

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

Landscaping adjoining vehicular access

The applicant must ensure that the planting chosen for any land immediately adjacent to the driveway and adjacent to any driveway intersections must not exceed a height of 1m

Reason: To maintain unobstructed sight distance for motorists.