# Traffic Engineer Referral Response

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| **Application Number:** | DA2022/1164 |
| **Proposed Development:** | Demolition and construction of a commercial building |
| **Date:** | 27/04/2023 |
| **Responsible Officer** | |
| **Land to be developed (Address):** | Lot B DP 102407 , 34 - 35 South Steyne MANLY NSW 2095<br>Lot 2 DP 861591 , 34 - 35 South Steyne MANLY NSW 2095 |

**Officer comments**

**Additional comments relating to traffic and parking addendum and further revised plans received 22/3/23**

The additional information has addressed the following concerns raised in the previous referral comments:

1. A compliant pedestrian sight line triangle is available at the point where the pedestrian through site link meets Rialto Lane
2. A traffic signal system has been included to manage traffic movements in and out of the carpark. The signal will display as red when activated by a vehicle exiting the carpark requiring a vehicle seeking to enter to wait and/or circulate until the ramp is clear. As the creation of an internal waiting bay, as requested, would result in loss of parking and as the number of movements to and from the site will be low, the proposed arrangement is acceptable.
3. There is sufficient overhead clearance over the loading bay to allow for rear loading of the intended waste collection vehicle
4. There is adequate clearance over parking space No.8 to meet the requirements of AS/NZS2890.1 clause 5.3.1

The remaining outstanding traffic issue relates to the shortfall in parking. The DCP requires 40 parking spaces to support the proposed uses on the site with the developer proposing 13 parking spaces including 2 staff car pool spaces and 2 car stackers. A loading/servicing bay is also proposed. The parking provisions are therefore well below DCP requirements however the applicant has presented the reduced level of parking in a positive light arguing that it encourages workers to travel via sustainable transport and reduces car trip rates in the pedestrian dominated environment in Rialto Lane. These arguments are accepted noting that removing the basement commercial is likely to result in excessively steep ramps, additional but tighter parking arrangements and loss of the below ground loading bay. Given the above the 13 parking spaces are accepted in this instance

The development is therefore supported of traffic grounds subject to conditions

**Amended comments relating to amended report and plans – 07/03/2023**

**Proposal description:** Demolition and construction of a commercial building

The applicant has made some amendments and provided further information in relation to the concerns raised in Traffic Referral Response on 11 November 2022.

Some of the amendments/further information include:

- The proposal has slightly changed its development GFA comprising 192.4m$^2$ GFA of Restaurant Serviced Area and 1,394.02m$^2$ GFA of commercial premises (a total of 1,586.42m$^2$ GFA). Previously, it was 199.4m$^2$ GFA of Restaurant Serviced Area and 1,386.5m$^2$ GFA of commercial premises (a total of 1,585.9m$^2$ GFA)
- A total of 13 parking spaces, including 2 tandem stackers, 2 car share spaces plus a separate loading bay (for loading/delivery vehicles up to the size of a 6.4m long Waste Wise Mini Garbage Truck) has been provided for the development.
- It is proposed to allocate the car parking spaces to the employees and staff of the commercial offices and restaurants. The proposed parking arrangements would therefore minimise the level of traffic activity in Rialto Lane by restricting traffic flows to the less intensive employee and staff uses only, without the more intensive levels of traffic activity which would be generated by customer uses of those parking spaces. The constrained nature of the carpark and the presence of car stackers also means the layout of the carpark is more suitable for those who might use the facility on a regular basis.
- The applicant's traffic consultant advises that Council's traffic engineer has "indicated that car share spaces would be considered equivalent to 3 parking spaces each". This is not the case. The outcome of the discussion was that Council did not support the use of car share in this location as there was already a significant number of car share vehicles operating within the Manly Town Centre. If the applicant wanted to allocate the spaces for employee pool car use, this was not opposed however no reduction in parking requirements would apply as a result of such use. While consideration to approval of a lower level of parking than DCP rates would be given, in view of the site constraints, it was not envisaged that anything less than a 50% reduction in the required parking would be supportable.
- The proposed new mixed-use building is expected to be serviced by a variety of light commercial vehicles such as the Hyundai iLoad or similar white vans, and small trucks up to and including the 6.4m long Waste Wise Mini Garbage Truck which requires an overhead clearance of 2.08m.

The Traffic team has reviewed the following documents:

- Plans (Master Set), Amended – issue for DA, designed by DURBACH BLOCK JAGGERS, dated 10/01/2023,
- Amended Traffic and Parking Assessment report prepared by Varga Traffic Planning dated 23 January 2023,
- Addendum Statement of Environmental Effects prepared by Boston Blyth Fleming Town Planners dated 27th January 2023, and
- Traffic Referral Responses to DA2022/1164 dated 11/11/2022.

There were a number of traffic concerns raised in the Traffic referral comments dated 11 November 2022 that have not been adequately addressed in the Amended Traffic and Parking Assessment Report.

**Parking Requirements and Design**

- The parking requirements for the development are 39.6 parking spaces (rounded up to 40). The development proposes a total of 13 car parking spaces including two (2) carshare parking spaces, and two (2) tandem stackers. There is therefore a shortfall of 27 parking

spaces.

- As outlined in the Traffic Referral comments dated 11/11/2022, a 50% reduction in parking requirements is considered the maximum that could be supported and the use of car share spaces at this site is not supported. The allocation of spaces for staff car pool use (as opposed to car share) is not opposed but this does not reduce the development's parking requirements. In the original Traffic Referral comments, it was suggested that the removal of the basement commercial floor space could potentially free up space below ground for additional parking/loading areas as well as reducing parking requirements associated with the development.
- Swept path plots for access to and from the development have been provided for the largest vehicle (6.4m long Waste truck) entering/exiting the site from Rialto Lane and then entering/exiting the carpark ramp. It is noted that that this turning path is based upon entry via eastbound travel on Rialto Lane (which is appropriate) with sufficient space to pass a parked truck within the Loading Bay on the north side of Rialto Lane.
- Given that the ramp and the carpark circulation roadway are single-width, and as the carpark appears to have no where for opposing vehicles to pass, vehicles may encounter on another on the access ramp or in the carpark and be unable to pass. A waiting bay inside the carpark and a signal system to manage ingress/egress movements should be included in the amended plans. The above will ensure that passing opportunities for vehicles in opposing directions will be available and shall be demonstrated by swept path plots for a B99 passing a B85 vehicle.
- A vertical clearance assessment on the driveway ramps has been undertaken and demonstrates that the proposed waste truck can access the carpark with adequate clearance.
- It is noted that stairs are proposed above car space number 8. For compliance with AS2890.1 section 5.3.1, the height between the floor and an overhead obstruction shall be a minimum of 2.2m. This should be confirmed for this space.

**Loading/servicing**

- The Traffic report attaches a letter from a waste service provider confirming that their rear-loading vehicle is 6.4m in length and 2.2m in height. A dimension diagram attached to that letter shows an overhead clearance of 2.08m. The traffic report also advises that it requires an overhead clearance of 2.08m. As noted in the original Traffic Referral comments, it is unclear if the rear loading of the vehicle requires an increased overhead clearance beyond the quoted 2.2m. Further information clarifying the clearance height required when bins are emptied into the waste vehicle is required. This must confirm that there is adequate overhead clearance (2.5m) above the loading bay to cater for rear loading.
- Some information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development are required. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries including overhead clearance requirements. It is required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay.

**Pedestrian through Site Link**

- As per the Traffic Referral comments, for the pedestrian through site link, measures to enhance the Shared Zone and cater for pedestrian safety at the junction with Rialto Lane

should be considered. The corner splay and the sight line triangle should be plotted and dimensioned on the plans.

The amended plans and traffic report in their current form remain unacceptable given the concerns relating to the adequacy of the off-street parking and internal circulation arrangements. There are also areas where additional information is required to confirm the adequacy of the proposed arrangements.

The proposal therefore remains unsupported.

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**Comments - 11/11/2022**

**Proposal description:** Demolition of existing structures and construction of a multistorey commercial building at 34 - 35 South Steyne, Manly, including 4 levels of above-ground commercial, a below-ground commercial and a basement carpark.

The traffic team has reviewed the following documents:

· Plans (Master Set) – issue for DA, designed by DURBACH BLOCK JAGGERS, dated 22/06/2022,

· Traffic and Parking Assessment report prepared by Varga Traffic Planning dated 30 June 2022,

· Statement of Environmental Effects prepared by Boston Blyth Fleming Town Planners dated July 2022, and

· Pre-Lodgement Advice (PLM2022/0084) dated 09 June 2022.

It is noted that:

· Vehicular access to the off-street parking facilities is provided via a new combined entry/exit driveway off Rialto Lane.

· Off-street parking for the proposed development is provided for a total of 12 cars, including 2 car share spaces and 5 bicycles in a basement parking area beneath the building.

· Loading and servicing will be undertaken by commercial vehicles up to and including the 6.4m long Waste Wise Mini Garbage Truck with an overhead clearance of 2.08m.

· The applicant's traffic consultant advises that Council’s traffic engineer has

'indicated that a reduction of 50% (in DCP parking rates) would be considered acceptable and that car share spaces would be considered equivalent to 5 parking spaces each" . This is not the case. The outcome of the discussion was that Council would give consideration to a lower parking rate given the site constraints however anything less than a 50% reduction would be unacceptable. It was acknowledged that Council has accepted a privately operated car share space in lieu of up to 5 car car spaces when assessing some other development application and it was suggested that the use of one or two car share spaces may be a means of reaching that 50% figure. It was NOT suggested that car share spaces could be used to provide even less than 50% of the required parking under the DCP.

There were a number of traffic concerns raised in the Prelodgement meeting (PLM) traffic referral comments dated 9 June 2022 that have not been adequately addressed in the Traffic and Parking Assessment Report.

**Parking Requirements and Design**

· The parking requirements for the development comprising 199.4m$^2$ GFA of Restaurant Serviced Area and 1,386.5m$^2$ GFA of commercial premises (a total of 1,585.9m$^2$ GFA) are 39.6 parking spaces (rounded up to 40). The development proposes a total of 12 car parking spaces including two (2) carshare parking spaces, and one (1) shared loading/waste/retail parking space. It is noted that the size of the waste collection vehicle that will service the development is only small and regular servicing will therefore be required. The loading/waste bay cannot be considered a parking space as it will be in regular use for waste collection and deliveries. The development therefore provides only 11 parking spaces and, accordingly, there is a shortfall of 29 parking spaces.

· The use of car share parking on-site was suggested at the PLM meeting as a potential means to offset some of the development's parking requirements. The developer proposes two (2) car share parking spaces, and the developer wishes to consider these spaces the equivalent of five (5) parking spaces each. Upon further reflection, the use of car share spaces at this site is not supported. This part of Manly is well served by car share already as highlighted in the developers traffic report and while commercial tenants of the development are encouraged to sign up for individual or corporate membership of a car share organisation operating in Manly, the dedication of two spaces for car share use is now considered undesirable and unnecessary. The developer may elect to dedicate two of the spaces for pool car use which would make vehicles more accessible for workers in the building but this does not reduce the development's parking requirements.

· While some relaxation of DCP requirements in this location could be considered to reduce traffic levels and to encourage greater use of sustainable transport modes, having regard to the proximity of the site to good public transport, shops and recreational uses and the high level of walking and cycling activity in the vicinity, a 50% reduction in parking requirements is considered the maximum that could be supported.

· Section 4.2.5.4 of Manly DCP gives some exceptions to parking rates/ requirements in Manly Town Centre (including commercial premises) where the constraints of the site preclude the provision of some or all of the required parking spaces and where the movement of vehicles to/from the site would cause unacceptable conflict with pedestrian movements. This is not the case at this site as it is not constrained in terms of its ability to provide parking. The removal of the basement commercial floor space would free up space below ground for additional parking/loading areas as well as reducing parking requirements associated with the development.

· The development is not for alterations and additions to an existing building or change of use of an existing structure, and it is not unreasonable to expect that the developer should provide parking

· As outlined at prelodgement stage, there is no longer any capacity to levy contributions for parking from the Manly Section 94 Contributions plan, therefore each DA must now be considered on its merits in terms of the adequacy of parking.

· Any increased parking demand on-street as a result of parking shortfall for this development will exacerbate existing high levels of parking congestion in the Manly Town Centre.

· The driveway at the property line is measured to be approximately 6.1 metres wide, reducing to about 4.4 meters wide inside the property on the ramp. No plots for access to and from the development have been provided. As also outlined in the PLM referral, a swept path plot must be provided for B99 vehicles entering/exiting the site from Rialto Lane and then entering/exiting the carpark ramp. Noting that this must be based upon entry via eastbound travel on Rialto Lane past a parked truck within the Loading Bay on the north side of Rialto Lane. Entry from the south is not permissible under existing travel flow arrangements in Rialto Lane.

· The ramp and the carpark circulation roadway are single-width. There will therefore be no capacity for vehicles to pass on the ramp and through the circulation roadway. A waiting bay inside the carpark and a signal system to manage ingress/egress movements should be included in the amended plans. Passing opportunities for vehicles passing in opposing directions within the carpark are to be available and shall be demonstrated by swept path plots for a B99 passing a B85 vehicle.

· A vertical clearance test has been shown for the Waste Collection vehicle, which shows that this vehicle can negotiate the driveway. A vertical clearance assessment on the driveway ramps should be undertaken, using traffic engineering software such as Autotrack/Autoturn, for a B99 car entering and accessing the carpark to show any scraping and bottoming.

**Loading/servicing**

· Provision has been made for an off-street loading bay to cater for deliveries to the proposed commercial/ retail premises. The loading bay length is measured approx. 5.4m which is not sufficient length to accommodate a 6.4m SRV. The traffic

report attaches a letter from a waste service provider confirming that their rear loading vehicle is 6.4m in length and 2.2m in height. The traffic report however advises that it requires an overhead clearance of 2.08m The letter also advises that a dimension diagram is attached but this has not been provided to Council. There is a lack of clarity regarding the required dimensions for the waste service. In particular it is unclear if the rear loading of vehicle requires an increased overhead clearance beyond the quoted 2.2m. Further information clarifying the space requirements and in particular enclosing the dimension diagram is required to verify that the loading bay is appropriately sized and that the 2.5m overhead clearance above the loading bay is adequate.

· As noted in the PLM referral, the shared use of a parking bay/loading bay is not supported given that access for loading/waste collection is not feasible if the parking bay is occupied and noting the frequent waste collection regime that will be required as a result of the limited capacity of the vehicle. The parking bay should be reallocated a Loading Bay.

· It is reported in the traffic report that loading/servicing for the proposed development is expected to be undertaken by a variety of light commercial vehicles and small to medium-sized trucks up to and including the 6.4m long Waste Wise Mini Garbage Truck. Council requires clarification on the intended loading/unloading arrangements that will apply noting that the loading bay and overhead clearance is unsuitable for servicing by most small trucks and by no medium sized trucks. Some information regarding future deliveries/loading arrangements, together with details of the delivery arrangements for the proposed development are required. This should include an analysis of future delivery frequency and the suitability of the proposed loading bay to cater for such deliveries. It is required to demonstrate that the development can operate effectively without any reliance on an on-street loading bay. The loading bay should be plotted to conform with the dimensions of the largest vehicle anticipated to require access the site. Use of Loading Zones in Rialto Lane which are already overused is not appropriate

· As noted in the PLM comments, the bin store room is not located adjacent to the waste collection bay and requires waste collection staff to transport bins through the circulation area to reach the waste collection vehicle. This is unsafe and impractical.

**Pedestrian through Site Link**

· As per the PLM referral comment, for the pedestrian through site link:

o measures to enhance the Shared Zone and cater for pedestrian safety at the junction with Rialto Lane should be considered eg. Contrasting paving, warning signage and markings.

o For compliance with AS2890.1 clause 3.2.4 (b), the corner splay at the point where the pedestrian through sight link meets Rialto Lane should be 2.5m x 2.0m which will allow for visibility to/from pedestrians exiting the through site link onto Rialto Lane. The sight line triangle should be plotted and dimensioned on the plans

The plans and the traffic report in their current form are unacceptable due to the inadequacy of the provided information as outlined above.

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.

## 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 an RMS accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to issue of any Construction Certificate.

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

**Mechanical Car Stacker**
The applicant is to provide information on the proposed mechanical car stacker, operation details, maintenance plan and contingency plan during a malfunction.

Details are to be provided to Council for approval

Details demonstrating compliance are to be reflected on the Construction Certificate plans and any supporting documentation for the endorsement of the Certifying Authority prior to the release of the Construction Certificate.

Reason: To ensure ongoing access to parking spaces

## 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 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 RMS 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 RMS 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 RMS 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

**Basement Garage Traffic Signal System**
To prevent conflicting vehicle flows on the internal basement garage ramp and avoid vehicles having to reverse up/ down the ramp, a traffic signal system must be installed on Rialto Lane to control entry to the carpark ramp, the signal designed to warn drivers about to enter the ramp of any conflicting vehicle using the ramp.

The signal system must;

- be clearly visible from Rialto Lane for vehicles about to enter the ramp,
- is to clearly indicate to an approaching driver, by way of red light or wording, that an opposing vehicle has entered the ramp,

Details of the system, including the system operation, components and placement within the development, must be specified by a practising Traffic Engineer. This engineer is to submit a compliance certificate to the Principal Certifying Authority that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of any Occupation Certificate issued for the development.

Reason: To ensure no vehicle conflicts within the basement carpark.

**Disabled Parking Spaces**
Where disabled parking spaces are provided they must be in accordance with AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

**Operational Management Plan**
An Operational Management Plan (OMP) is required to be prepared and submitted to Council detailing the operation of the development. The OMP shall include, but not be limited to the following:

- Vehicle access and egress.
- Through-site circulation of vehicle movements.
- Management of car parking areas in particular the 2 x carpool spaces.
- The location and content of directional signage.
- Complaints management.
- Noise management.
- Truck delivery times and methods of control to manage access to the loading bay and avoid conflict with waste collection.
- Waste management.

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

Reason: To ensure that the development operates with minimum disruption to the surrounding area.

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

**Vehicle Parking and Loading**
The car parking area shown on the approved drawings must be used for vehicle parking only. Loading and unloading of vehicles and delivery of goods to the land must be carried out within the site.

Reason: To ensure the safety and amenity of the general public using public streets

**Parking Permits**

Any businesses and/or tenants of the subject site are not eligible for business parking permits. This condition is to be provided on the property Title.

Reason: to ensure businesses premises/tenants are aware that they are not entitled to permits irrespective of the location of the development within a permit parking area