

Traffic Engineer Referral Response

Application Number:	DA2025/0024
Proposed Development:	Demolition works and construction of shop top housing including strata subdivision
Date:	16/09/2025
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 34753 , 158 Pacific Parade DEE WHY NSW 2099

Officer comments

Referral Comments 16/9/25

The Applicant has provided amended plans with a traffic statement prepared by pdc consultants (Ref: 0818r02v02, dated 16/05/2025) for further consideration. The main access design changes include the provision of traffic signals, widening of the access driveway by 0.3m and set back of the roller door 6m from the property boundary to manage entering and exiting vehicles. All parking spaces located on the southern wall of the basement levels should be signed "Rear to Kerb Parking" so that vehicles are positioned in a forward direction to check traffic lights for entering vehicles prior to exiting the parking spaces. A swept path analysis has been provided demonstrating access.

A convex mirror is provided at the access driveway to improve sightlines of pedestrians for vehicles exiting the site, however the pedestrian crossing linemarking shown on the Architectural plans should be removed as Council does not permit the markings across access driveway in the Public Road Reserve. New kerb ramps are required on both sides of The Strand near the intersection with Pacific Parade for footpath access.

Changes to the on-street parking are necessary to enable waste collection and to provide a loading facility for the retail tenancies as no provisions have been included within the development site. Parking restrictions for Waste Collection days with Loading Zone restrictions are required in The Strand, south of the access driveway and near the bin storage area. The restrictions requires reporting to the Northern Beaches Local Transport Forum (formerly called Local Traffic Committee) for review prior to Council approval. The required provisions can be included as part of the Conditions of Consent, with updated plans to be submitted to the Traffic Team prior to issue of the Construction Certificate.

The amended plans do not show any changes to the parking allocation, with no car park spaces provided for the two retail tenancies. The traffic statement indicates concerns that "allocation of car parking to any persons related to the non-residential component of the development may cause operational issues as they would not know how to operate the car lift system". This is not an acceptable reason as a permanent staff member of the retail tenancy could be provided with an induction on how to operate the car lift in the same manner proposed for a new resident.

The development provides a total of 16 car parking spaces, and requires 12 resident spaces and 2 visitor spaces under the WDCP and SEPP for affordable housing. Concessions have already been made for reduced parking numbers for the retail component (27 spaces required for proposed retail and restaurant), and there has been a loss of 2 additional on-street parking spaces to provide for the loading

and servicing which should have been provided on-site. The 2 car park spaces which are above the minimum 12 resident spaces required must therefore be reallocated to the retail component with one car park space provided for each tenancy. The spaces should be located on the Basement 1 Floor adjacent to the 2 visitor spaces. The reallocation of parking requires the number of spaces for Unit 5 to be reduced from 2 to 1 and Unit 8 from 3 to 2 spaces, as well as rearrangements to the car space locations. The proposal can only be supported subject to the recommended Conditions.

Referral Comments 2/4/25

This development application involves the demolition of the existing structures to facilitate the construction of a shop-top housing development, comprising a retail tenancy (111 m²), restaurant (117 m²) and 9 residential apartments (5 x 3-bedroom units, 1 x 2-bedroom units, 1 x 2-bedroom Affordable Rental Housing (ARH) unit), and 2 x 1-bedroom ARH unit.

A Traffic Impact Assessment (TIA) has been prepared by pdc consultants (dated 22nd November 2024), with respect to access, parking, and traffic generation impacting the road network.

Access

The TIA indicates that vehicle access is off The Strand via a 6.1m wide combined access driveway (two-way roadway 5.5m wide with 0.3m kerbs). A mechanical car lift (minimum platform width 3.6m, length 6m, head clearance 2.2m) enables vehicle travel between basement levels. A roller door is located less than 6m from the property boundary which restricts the waiting and passing area for vehicles entering and exiting the development.

An Operational Management Plan (OMP) is required providing further details regarding the mechanical lift and access to the basement car park. It is not clear whether a Basement Traffic Signal System is also proposed but installation would help prevent conflict from entering and exiting vehicles.

The TIA includes a swept path analysis for a B99 Design Vehicle of the typical circulation movements within the basement levels and entering and exiting the car lift, with all vehicles able to enter and exit the site in a forward direction. Although swept paths have been provided using the B99, there are concerns with whether it is possible for the vehicle to pass the waiting vehicle in the passing area within the property boundary. Drawing No.001 - Ground Floor B99 Design Vehicle Swept Path analysis Site Entry and Exit Movement, shows the B85 waiting vehicle positioned with the tyres flush against the kerb of the entry driveway with the minimum 300mm clearance between the body of the exiting B99 vehicle. In reality the B85 is unlikely to be situated in the position but rather further away from the kerb. The exiting B99 would not be able to pass if the waiting B85 vehicle was positioned 0.3m from the kerb. It is high probably that the B99 would not be able to exit the site if a B99 was waiting within the property. The vehicle would then need to reverse onto the footpath to allow the oncoming B99 to exit onto The Strand. It therefore does not seem possible that a B99 vehicle could safely exit the property based on the existing driveway and access configuration without encroaching onto the footpath and impacting pedestrian safety. The applicant therefor needs to provide some additional measure to address this issue.

A 2.5 metre by 2.0 metre visual splay is to be provided on the egress side of the driveway, at the property boundary, in accordance with Figure 3.3 of AS/NZS 2890.1:2004. Clear sight lines shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or domestic driveway and pedestrians on the frontage road footpath. The Ground Floor Plan shows an entrance to the retail bike storage area as well as toilets and cleaner room. From street level this area would also appear as part of the building rather than the driveway from the pedestrian and would obstruct visibility regardless of whether the entry was open. Additional measures are required to enhance safety for pedestrians

along The Strand frontage, which should include convex mirrors, and LED warning signage (activated by a beam system as vehicles approach the exit). With respect to public domain works within Council's Road Reserve a minimum 1.5m footpath should be provided in Griffin Road and Pacific Parade and a 2.5m path in The Strand where possible. Any street planting should be appropriately located so as not to affect sightlines for vehicles.

Parking

The TIA states that the development will be served by a 2-level basement carpark containing a total of 16 car parking spaces, comprising 14 resident spaces and 2 visitor spaces. The development requires a total of 12 resident spaces and 2 visitor spaces for the residential component applying the relevant rates for WDCP and SEPP Housing 2021 for ARH.

The development proposes a retail tenancy (111 m²) and restaurant (117 m²) on the ground floor. The WDCP requires 7 spaces (1 space per 16.4m² GFA) for the retail. The parking requirement for a restaurant is the greater of 15 spaces per 100m² GFA, or 1 space per 3 seats. The proposal requires 20 car park spaces based on 60 patrons. A total of 27 spaces is therefore required for the non-residential component of the shop-top development.

The proposal does not provide any parking spaces for non-residential, indicating that no off-street parking has been provided for the existing 2 restaurants on the site and that a parking credit of 72 spaces should be applied for the existing usage. There is a high demand for on-street parking due to other nearby restaurants and cafes, proximity to recreational areas including Dee Why Rockpool, Dee Why Beach and playgrounds. The area is also zoned medium density residential with additional demand from the large number of units in the area. Although it is acknowledged that it's not possible to provide the required number of non-residential parking spaces on-site, the proposal does provide an additional 2 residential spaces above the WDCP requirements, and therefore 2 spaces should be reallocated for the retail and restaurant so that each tenancy is provided with at least 1 car park space.

There appears to be an error or discrepancy in the layout of the Architectural Drawings - Basement 1 Floor Plan, Drawing No. DA1001 Rev.DA1, where there is an additional wall/structure which extends into the circulation roadway which reduces the width from the 3880mm shown. The parking layout for Basemen1 and 2 are essentially the same however the wall/structure is not shown on the Basement 2 Floor Plan. The swept paths were provided using the Basement 2 Floor demonstrating access for the B99 vehicle, however this would not be possible if the wall shown on Basement 1 Floor Plan was part of the proposed basement layout. This appears to be a drawing error however further clarification is required to confirm whether this is the case.

The bicycle parking provisions are acceptable, and although there are no motorcycle parking requirements for Dee Why under the WDCP, provisions should be provided where possible due to the lack of on-site retail/restaurant parking and to support alternate traffic modes to the development.

Servicing and Loading

The proposal does not provide any facilities for service vehicles or waste collection. The TIA states that due to the configuration of the site, it would not be spatially feasible to accommodate a designated service bay on-site, and that this would be accommodated within the available parallel car parking spaces provided along The Strand and Pacific Parade site frontages. The TIA further adds that waste collection of the development be undertaken on-street along The Strand. Parking restrictions for Waste Collection days with Loading Zone restrictions applying 6am-2pm Mon-Fri, would be required in The Strand, south of the access driveway and near the bin storage area. The proposed restrictions would require approval by Council and reporting to the Northern Beaches Local Traffic Committee.

Traffic Generation

The future traffic generation has been assessed in accordance with Roads and Maritime Services (RMS) 'Guide to Traffic Generating Developments 2002' (GTTGD). The TPA states that the proposed development generates 10 vehicle trips during the am peak hours and 19 vehicle trips during the pm peak.

The TIA states that the most relevant use of the traffic generation is the net change in traffic from the new development. The TIA further states that the net increase of three vehicle trips/hour during the AM peak and a net decrease of one vehicle trip/hour during the PM peak once the traffic generation of the existing development is taken into consideration. This claim is illogical as the residential component from the required parking provided on site generates 6 vehicle trips/hour during the AM peak and 6 vehicle trips/hour during the PM peak, as a minimum. This is why full credit for parking or traffic generation is not acceptable. Regardless the anticipated increase from both residential and non-residential components of the shop-top housing development is unlikely to have a significant impact to the surrounding road network.

The proposal is not acceptable in its current form. The above suggestions and recommendations should be considered to address the issues raised, with further information and clarification provided where specified. The Architectural Plans and swept paths demonstrating safe access are to be updated accordingly prior to further review.

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

A Construction Traffic Management Plan (CTMP) and report shall be prepared by a Transport for NSW accredited person and submitted to Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>.

Approval of the permit application by the Northern Beaches Council Traffic Team is required prior to issue of any Construction Certificate.

The CTMP must address following:

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

- the development works,
 - Should any damage have occurred, identify remediation actions taken.
 - Be submitted to Council with the Occupation Certificate.
- The proposed method of loading and unloading excavation and construction machinery, excavation and building materials, formwork and the erection of any part of the structure within the site. Wherever possible mobile cranes should be located wholly within the site.
- Make provision for parking onsite. All Staff and Contractors are to use any basement parking once available.
- Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council prior.
- Include a Traffic Control Plan prepared by a person with suitable RMS accreditation for any activities involving the management of vehicle and pedestrian safety.
- The proposed manner in which adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process. It must also specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
- Take into consideration the combined construction activities of other development in the surrounding area. To this end, the consultant preparing the CTMP must engage and consult with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site.
- The proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve, any run-off from the washing down of vehicles shall be directed to the sediment control system within the site.
- Specify that the public roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
- The proposed method of support to any excavation adjacent to adjoining properties, or the road reserve. The proposed method of support is to be designed and certified by an appropriately qualified and practising Structural Engineer, or equivalent.
- Proposed protection for Council and adjoining properties.
- The location and operation of any on site crane.

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

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

A copy of the approved CTMP must be kept on-site at all times while work is being carried out. The development is to be undertaken in accordance with the Construction Traffic Management Plan approved by Northern Beaches Council Traffic Team.

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

Vehicle Access & Parking

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

The shop-top development is to provide 14 parking spaces for the residential component, comprising 12 resident (including 1 adaptable space) and 2 visitor spaces; and 2 parking spaces for the retail component.

Resident and visitor bicycle parking spaces are to be located on the Basement 2 Floor with vertical bike racks provided for 9 resident spaces and 1 visitor space. An additional 4 vertical bike racks are provided for the retail component on the Ground Floor.

With respect to this, the following revision(s) must be undertaken to the car park layout and parking allocation shown on the Basement Level plans, Drawing Nos. DA 1000 Revision DA2 and DA 1001 Revision DA3.

- a) Basement 2 Floor Plan - 8 resident parking spaces.
 - Resident space no.6 (Unit 8) is to be reallocated to Unit 6.
 - Resident space no.3 (Unit 8) is to be reallocated to Unit 5.
 - Resident space no.2 (Unit 5) is to be reallocated to Unit 8.
 - Resident space no.1 (Unit 5) is to be reallocated to Unit 8.
- b) Basement 1 Floor Plan - 4 resident parking spaces including 1 adaptable (AS4299), 2 resident visitor spaces and 2 retail spaces.
 - Resident space no.14 (Unit 3) is to be reallocated to Shop 01.
 - Resident space no.13 (Unit 6) is to be reallocated to Shop 02.
 - Resident space no.12 (Unit 8) is to be reallocated to Unit 3.

These amendment(s) must be clearly marked on the updated plans and submitted to Council's Traffic team for review prior to the issue of a Construction Certificate.

Reason: To ensure allocation of parking spaces for the development and compliance with Australian Standards and WDCP relating to manoeuvring, access and parking.

Submission of Engineering Plans - Traffic

The Applicant is to submit an application for approval for infrastructure works on Council's roadway. Engineering plans for the new development works within the road reserve and this development consent are to be submitted to Council for approval under the provisions of Sections 138 and 139 of the Roads Act 1993.

The application is to include four (4) copies of Civil Engineering plans for the design of works in the road reserve which are to be generally in accordance with Council's Standard Drawings and 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) Provision of a minimum 1.5m footpath in Griffin Road and a 2.5m footpath in The Strand and Pacific Parade. Any street planting should be appropriately located so as not to affect kerbside parking and sightlines for vehicles exiting The Strand or access driveway.

- b) Provision of new kerb ramps on both sides of The Strand near the intersection with Pacific Parade for footpath access.
- c) The proposed pedestrian crossing linemarking (across the access driveway) on the Architectural Plans is not permitted in Council's Public Road Reserve and should not be shown on the Engineering plans.
- d) Installation of 'Loading Zone' restrictions in The Strand, between the new access driveway and Pacific Parade; as advised by Council's Traffic team.

Additional 'No Parking' restrictions are required between 6am-6pm on waste collection days.

A plan providing details of the proposed signage within the Public Road Reserve must be submitted to Council's Traffic team at least three (3) months prior to the commencement of the works, so that the matter can be reported to the Northern Beaches Local Transport Forum (formerly called Local Traffic Committee) for review prior to Council approval.

The fee associated with the assessment and approval of the application is to be in accordance with Council's Fee and Charges.

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

Reason: To ensure engineering works are constructed in accordance with relevant standards and to Council specifications.

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 Principal Certifier prior to the issue of the Construction Certificate.

Reason: To maintain pedestrian safety.

Compliance with Standards

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

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.

The Work Zone will only be permitted along The Strand frontage of the 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) and report shall be prepared by a Transport for NSW accredited person and submitted to Council via an application for a Permit to Implement Traffic Control. The application form can be accessed via <https://www.northernbeaches.nsw.gov.au/council/forms>. Approval of the permit application by the Northern Beaches Council Traffic Team is required prior to issue of any Construction Certificate. The DTMP must:-

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

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

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

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

CONDITIONS TO BE COMPLIED WITH DURING DEMOLITION AND BUILDING WORK

Implementation of Demolition Traffic Management Plan

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

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

Implementation of Construction Traffic Management Plan

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

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

Ongoing Management

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

Reason: To ensure public safety.

**CONDITIONS WHICH MUST BE COMPLIED WITH PRIOR TO THE ISSUE OF THE
OCCUPATION CERTIFICATE****Signage and Linemarking – Implementation**

All car parking spaces designated for residents, resident visitor parking and retail staff parking are to be clearly signed and linemarked.

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

Reason: To ensure that all parking operates according to its intended use.

Basement Garage Traffic Signal System

To prevent conflicting vehicle flows in the internal basement and avoid vehicles having to reverse, a traffic signal system must be installed before the entrance to the roller door and car lift, to warn drivers about to enter any conflicting vehicle approaching.

The signal system must;

- be clearly visible from entrances,
- is to clearly indicate to an approaching driver, by way of red light or wording, that an opposing vehicle has entered,
- Incorporate linemarking to delineate traffic flow and nominate waiting bay locations to allow vehicles to overtake another.

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 Certifier that the system has been installed and operating as designed, in accordance with the requirements of this condition, prior to the issue of an Occupation Certificate issued for the development.

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

Allocation of parking spaces (strata title)

With the exception of the resident visitor parking spaces, all car parking spaces are to be assigned to individual residential units and retail tenancies.

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

Reason: To ensure parking availability for residents and retail tenancies.

Convex Mirror at Access Driveway

A convex mirror is to be installed adjacent to the access driveway within the property boundary.

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

Reason: To improve visibility of pedestrians for vehicles exiting the access driveway.

Adaptable parking space

Adaptable parking spaces must be 3.8m wide and allocated to the adaptable units.

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

Reason: To ensure adequate width to comply with AS4299

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.

Sight lines within car parks

The required sight lines to pedestrians and other vehicles in and around the carpark and entrance(s) are not to be obstructed by landscaping or signage.

Reason: To maintain unobstructed sight distance for motorists.

Allocation of Parking Spaces

The development is to maintain the following parking allocation for the life of the development:

- a) 12 x resident parking spaces including 1 adaptable (AS4299) space marked with the number of the respective unit
- b) 2 x resident visitor spaces
- c) 2 x retail spaces marked with the number of the respective tenancy

Car parking provided should be used solely for the designated uses within the development. Each car parking space allocated to a particular unit/tenancy. The linemarking and/or sign to identify the unit/tenancy is to be maintained accordingly.

Manoeuvring areas must be kept clear of obstructions at all times.

Reason: To ensure the appropriate management of parking on site for the life of the development.