

## REFERRAL RESPONSE – TRAFFIC

**FILE NO:** Development Applications: 557/2024/1  
**ADDRESS:** 4 Manning Road DOUBLE BAY  
**PROPOSAL:** Demolition of existing structures and construction of a new 4 storey building for health services facility with basement car parking  
**FROM:** Ms E Fang  
**TO:** Ms S Soliman

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I refer to the memo from the Planning Department dated 31 January 2025 requesting comments in relation to the above.

### 1. DOCUMENTATION

I refer to the following documents received for this report:

- Statement of Environmental Effects, unreferenced, prepared by Paro Consulting, dated December 2024.
- Waste Management Plan & Operations Guide, Version 2.0, unreferenced, prepared by Lid Consulting, dated 11 December 2024.
- Traffic Assessment, referenced 2457, Version 01, prepared by One Traffic, dated December 2024.
- Architectural Plans, referenced 942, prepared by Shellshear Young Architects, dated 22 November 2024.

### 2. ISSUES

- Parking Provision
- Access Driveway

### 3. ASSESSMENT

The parking provision for the proposed development has been assessed in accordance with Council's *DCP 2015 Chapter E1 Parking and Access*:

Table 1: Car Parking Provision – DCP requirements

Non-Residential Component	Quantity	DCP Minimum Requirement per 100m <sup>2</sup> *	DCP Minimum Required Parking
Retail	254m <sup>2</sup>	3.3	5.0 (5)
Medical Centre	1213m <sup>2</sup>	5	36.4 (36)
Total			41

\*Note: A parking multiplier of 0.6 applies to Double Bay E1 Zone.

In response, the proposed development includes 22 car parking spaces, including two (2) accessible parking spaces and one (1) for deliveries/emergency parking, which would result in a shortfall of 19 spaces than DCP's minimum requirement.

Operational details for the day surgery centre, which indicates that all patients will visit the site by bookings and a maximum of four (4) patients will be scheduled for surgeries simultaneously. The proposed provision of four (4) spaces for patients is therefore

considered acceptable, noting valet parking services will be provided to allow patient drop-off and pick-up.

It is also noted that the day surgery centre would include 8 surgeons/anaesthesiologists, 12 theatre nurses, 6 recovery nurses, 2 admission staff, 3 CSSD staff, 4 porters, 1 DON, 1 QA staff, 2 reception and 2 admin staff. Inconsistent information however has been provided in relation to parking allocation for the staff. The architectural plans indicate that the 8 surgeons/anaesthesiologists will all be provided with onsite parking and half of the rest of staff will require parking, whilst the traffic report indicates that 50% of all staff, including the surgeons and anaesthesiologists, will be provided with onsite parking. Regardless, the minimum requirement for the staff is 20.5 (21) parking spaces which is less than proposed.

Council's Traffic Engineers note the traffic report adopts first principle approach to assess future parking demand for the staff, which is based on the number of staff and anticipated ratio of private car use for these staff. Noting the anticipated travel modes have already taken into consideration of local parking context, including parking provision onsite, availability of public transport and other alternative transport modes including car share, to further apply Council's parking multiplier for Double Bay Centre on that basis cannot be supported.

Furthermore, it appears that no space has been allocated for retail parking and no justification has been provided in this regard.

*Table 2: Bicycle and Motorbike Parking Provision*

<b>BICYCLE</b>			
	<b>Quantity</b>	<b>DCP Minimum Requirement</b>	<b>DCP Minimum Required Parking</b>
Health consulting rooms employees	8	1 per 5 practitioners	1.6 (2)
Health consulting rooms customers	1213m <sup>2</sup>	1 per 200m <sup>2</sup> GFA	6.1 (6)
Retail employees	254m <sup>2</sup>	1 per 250m <sup>2</sup>	1.0 (1)
Retail customers	254m <sup>2</sup>	2 + 1 per 100m <sup>2</sup> over 100m <sup>2</sup> GFA	3.5 (4)
Total required			13
<b>MOTORBIKE</b>			
	<b>Quantity</b>	<b>DCP Minimum Requirement</b>	<b>DCP Minimum Required Parking</b>
Car Spaces	41	1 per 10 car spaces	4.1 (4)
Total required			4

The proposed provision of ten (10) bicycle parking spaces and two (2) motorbike parking spaces would result in a shortfall of three (3) spaces for bicycle parking and two (2) spaces for motorbike parking than DCP's minimum requirement. Whilst it is acknowledged that the proposed development may depart from standard medical centre, a more quantifiable analysis should be provided to assess future motorbike and bicycle parking demand, particularly in light of the undersupply of car parking.

### Traffic Generation

Traffic generation from the proposed development has been calculated in accordance with TfNSW *Guide to Transport Impact Assessment (2024) – TS 00085*.

*Metropolitan Hospitals with High Transport Accessibility*

- Weekday AM peak hour vehicle trips: 41 staff x 0.3-0.5 per staff = 12.3-20.5 trips
- Weekday AM peak hour vehicle trips: 41 staff x 1.1-2.7 per staff = 45.1-110.7 trips

*Retail – Small Suburban Shopping Centre (0-1000m<sup>2</sup> GLFA)*

- Weekday peak hour vehicle trips: 254m<sup>2</sup> x 19.2-25.9 per 100m<sup>2</sup> GFA = 36.6-49.3 trips

*Total*

- Weekday peak hour vehicle trips = 48.9-131.2 trips

Insufficient information is provided for the existing use and GFA however based on the above calculations, future traffic generated by the proposed development is unlikely to generate unacceptable adverse impacts on surrounding road network in terms of road safety and traffic efficiency.

Access Driveway, Service Vehicles & Emergency Vehicle

The proposed 6.36m-wide access driveway exceeds the maximum width requirement stipulated in Table 3.2 of AS/NZS 2890.1:2004 for a Category 1 access facility.

Swept path analysis is provided for B85 vehicles accessing/egressing the site however without the frontage road width or existing on-street parking depicted. The locations of the vehicles in the swept path diagrams entering and leaving the car lift appear to be beyond the road carriageway and it is unclear if the suggested movements can be achieved without loss of on-street parking in Kiaora Lane.

In addition, swept path analysis identifies restricted manoeuvrability and encroachment into parking space No.8 when accessing space No. 9 on both basement levels. Vehicles wishing to access/egress parking spaces Nos. 9 & 10 are also required to either reverse into these spaces or into the car lift for approximately 20 metres which is challenging and consists of safety risks.

Further, it is noted that medical waste collection will be undertaken onsite using a private contractor. The Traffic Report should be updated to include the largest service vehicles anticipated to attend the site, including waste collections and deliveries. Swept path diagrams should be updated accordingly to demonstrate successful and efficient movements for the largest service vehicles accessing/egressing the service vehicle parking space.

The use of emergency vehicle parking is unclear however it should be noted that the current design for vehicular access and parking configuration does not meet the ambulance entry requirements.

#### **4. RECOMMENDATION**

Council's Traffic Engineer has reviewed the application and recommend that the development not be supported at this stage, until the following issues are addressed:

1. Parking provision –
  - a. A minimum of 21 parking spaces are required for staff parking using the first principle approach. The proposed provision would result in a shortfall of ten (10) parking spaces than minimum requirement, including five (5) for day surgery centre staff and five (5) for retail use.

- b. Inconsistent information has been provided on parking allocation for day surgery centre staff.
- c. A more quantifiable analysis should be provided to justify the zero provision for retail parking.
- 2. Access Driveway, Service Vehicles & Emergency Vehicle –
  - a. The proposed 6.35m-wide access driveway exceeds the maximum width requirement for a category 1 access facility, as per Table 3.2 of AS/NZS 2890.1:2004.
  - b. Swept path analysis fails to depict the frontage road width and existing on-street parking to demonstrate successful vehicular movements accessing/egressing the site without loss of on-street parking.
  - c. Swept path diagrams identify restricted movements for vehicles accessing parking spaces in the basement. Particularly, encroachment into parking space No.8 is identified for vehicles wishing to access parking space No.9. In addition, reverse movements are required for approximately 20 metres either into the car lift or into the parking spaces for vehicles wishing to enter/leave parking spaces Nos. 9 & 10, which is challenging and consists of safety risks.
  - d. The applicant is to confirm the largest service vehicles anticipated to attend the site, including deliveries and waste collections. Swept path analysis should be provided accordingly to demonstrate successful and efficient movements accessing/egressing the service vehicle parking space.
  - e. The applicant is to confirm the use of the emergency vehicle parking, noting the current design for vehicular access and parking configuration does not meet the ambulance entry requirements.

Ever Fang  
Traffic & Transport Team Leader

31/03/2025  
**Completion Date**

## REFERRAL RESPONSE – TRAFFIC

**FILE NO:** Development Applications: 557/2024/1  
**ADDRESS:** 4 Manning Road DOUBLE BAY  
**PROPOSAL:** Demolition of existing structures and construction of a new 4 storey building for health services facility with basement car parking  
**FROM:** Ms E Fang  
**TO:** Ms S Soliman

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I refer to the memo from the Planning Department dated 19 May 2025 requesting comments in relation to the above.

### 1. DOCUMENTATION

I refer to the following documents received for this report:

- Traffic Letter of Response to Council's RFI, referenced 25010, prepared by Hutcheson & Partners Traffic Engineering, dated 16 May 2025.
- Functional Design Statement, Rev 1, unreferenced, prepared by Shellshear Young Architects, dated 30 May 2025.
- Revised Architectural Plans, referenced 942, Issue No.2, prepared by Shellshear Young Architects, dated 26 May 2025.

### 2. ISSUES

Nil.

### 3. ASSESSMENT

#### Parking Provision

Parking and Traffic Generation for the proposal have been previously assessed, which identified insufficient parking provision for cars, bicycles and motorbikes. In response, the submitted Functional Design Statement and Traffic Letter indicated that 30% of day surgery centre staff will be driving to and from the site, and that ambulance attendance is not expected due to the nature of the proposed use.

The parking demand for the day surgery is calculated using First Principles approach, which accounts for a total of 41 staff and a maximum of 4 patients on a daily basis. The proposed provision of 4 spaces for the 4 patients, including 1 designed as an accessible space, is considered acceptable. Whilst the proposed 13 spaces for staff ( $41 \times 30\% = 12.3$ ) achieves a numerical compliance with the requirements, it is unclear how the target of 30% of all staff driving to and from the site can be reached. It is therefore requested that a Green Travel Plan be developed to demonstrate the goals, targets and measures to facilitate alternative transport modes and reach the abovementioned goals and targets. Should the development be approved, this requirement will be conditioned.

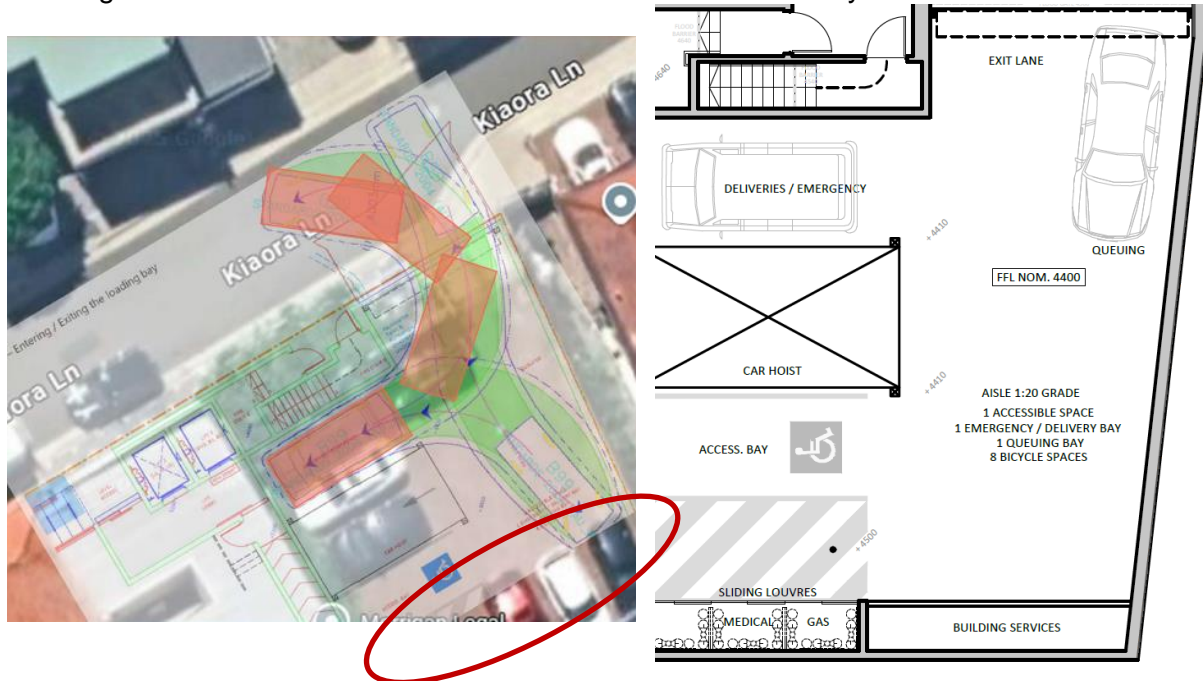
Council's DCP requires a minimum provision of 5 spaces for retail components of the proposal and the proposed provision of 5 spaces for retail use and is deemed satisfactory.

It is agreed that the shortfall of bicycle parking is minimal and can be readily provided on Ground Level within the proposed area for bike hoops. Should the development be approved, conditions will be imposed to ensure compliant provision.

### **Access Driveway**

The proposed 6.36m-wide access driveway exceeds the maximum width requirement stipulated in Table 3.2 of AS/NZS 2890.1:2004 for a Category 1 access facility.

The swept path analysis provided in traffic letter of response also identified cars parked within the turning area on the Ground Floor which restricts vehicular movements, as circled below. This space is not designed to accommodate car parking as per Architectural Drawings and should be vacant to allow sufficient manoeuvrability.



The access driveway is therefore considered excessive, and the width should be reduced to retain the existing driveway arrangement and avoid loss of on-street parking.

It is noted that the existing bus seat on Manning Road will be relocated to the north to accommodate the lobby access. Noting this does not impact the operations of the existing bus stop and 'Bus Zone', the relocation is considered acceptable. Should the development be approved, conditions will be imposed to request the applicant liaise with Council's Engineering Department on the relocation of the bus seat. All costs associated with the relocation must be borne by the applicant.

## **4. RECOMMENDATION**

Council's Traffic Engineer has reviewed the application and recommend that the development is satisfactory, subject to the following conditions:

### **A. GENERAL CONDITIONS**

#### **A.5 Approved Plans and Supporting Documents**

Those with the benefit of this consent must carry out all work and maintain the use and works in accordance with both the architectural plans to which is affixed a Council stamp "Approved" and supporting documents listed below unless modified by any following condition.

Where the plans relate to alterations or additions only those works shown in colour or highlighted are approved.

Reference	Description	Author	Date
25010	Traffic Response to Council's Request for Information	Hutcheson & Partners Traffic Engineering	16 May 2025
Unreferenced	Functional Design Statement	Shellshear Young Architects	30 May 2025

**Notes:**

Warning to Principal Certifier – You must always insist on sighting the original Council stamped approved plans. You must not rely solely upon the plan reference numbers in this condition. Should the Applicant not be able to provide you with the original copy Council will provide you with access to its files so you may review our original copy of the approved plans.

These plans and supporting documentation may be subject to conditions imposed under section 4.17(1)(g) of the Act modifying or amending the development.

**Condition Reason:** To ensure all parties are aware of the approved plans and supporting documentation that applies to the development.

## **B. BEFORE DEMOLITION WORK COMMENCES**

### **B.20 Construction Traffic Management Plan**

Before any site work commences, and as a result of the site constraints, limited space and access, a Construction Traffic Management Plan (CTMP) is to be submitted to Council for approval. Also, due to lack of on-street parking a Work Zone may be required during construction.

An application for the CTMP must be submitted for approval, and all associated application fees must be paid.

The CTMP must be submitted as a self-contained document that outlines the nature of the construction project and as applicable, include the following information:

- a) Detail the scope of the works to be completed including details of the various stages, e.g. demolition, excavation, construction etc. and the duration of each stage.
- b) Identify local traffic routes to be used by construction vehicles.
- c) Identify ways to manage construction works to address impacts on local traffic routes.
- d) Identify other developments that may be occurring in the area and identify ways to minimise the cumulative traffic impact of these developments. Should other developments be occurring in close proximity (500m or in the same street) to the subject site, the developer/builder is to liaise fortnightly with the other developers/builders undertaking work in the area in order to minimise the cumulative traffic and parking impacts of the developments.
- e) Detail how construction workers will travel to and from the site and parking arrangements for those that drive.

- f) Identify any proposed road closures, temporary traffic routes, loss of pedestrian or cyclist access, or reversing manoeuvres onto a public road, and provide Traffic Guidance Schemes (TGSs) prepared by an accredited SafeWork NSW Control Work Training Card holder to manage these temporary changes.
- g) Detail the size (including dimensions), numbers and frequency of arrival of the construction vehicles that will service the site for each stage of works.
- h) Provide for the standing of vehicles during construction.
- i) If construction vehicles are to be accommodated on the site, provide a scaled drawing showing where these vehicles will stand and the vehicle swept path to show that these vehicles can access and egress the site in a forward direction (including dimensions and all adjacent traffic control devices, such as parking restrictions, pedestrian facilities, kerb extensions, etc.).
- j) If trucks are to be accommodated on Council property, provide a scaled drawing showing the location of any proposed Works Zone (including dimensions and all adjacent traffic control devices, such as parking restrictions, pedestrian facilities, kerb extensions, etc.).
- k) Show the location of any site sheds and any anticipated use of cranes and concrete pumps and identify the relevant permits that will be required.
- l) If a crane/s are to be accommodated on site, detail how the crane/s will be erected and removed, including the location, number and size of vehicles involved in the erection/removal of the crane/s, the duration of the operation and the proposed day and times, any full or partial road closures required to erect or remove the crane/s and appropriate Traffic Guidance Schemes (TGSs) prepared by an approved SafeWork NSW Control Work Training Card holder.
- m) Make provision for all materials, plant, etc. to be stored within the development site at all times during construction.
- n) State that any oversized vehicles proposed to operate on Council property (including Council approved Works Zones) will attain a Permit to Stand Plant on each occasion (Note: oversized vehicles are vehicles longer than 7.5m or heavier than 4.5T.)
- o) Show the location of any proposed excavation and estimated volumes.
- p) When demolition, excavation and construction works are to be undertaken on school days, all vehicular movements associated with this work must only be undertaken between the hours of 9.30am and 2.30pm, in order to minimise disruption to the traffic network during school pick up and drop off times.
- q) Show the location of all Tree Protection (Exclusion) zones (Note: storage of building materials or access through Reserve will not be permitted without prior approval by Council).

**Notes:**

A minimum of eight weeks will be required for assessment. Site work must not commence until the Construction Traffic Management Plan is approved.

Failure to comply with this condition may result in fines and proceedings to stop work. Council and NSW Police approval is required prior to a partial or full temporary road closure. If you are seeking a partial or full temporary road closure you must comply with the relevant conditions of this consent and you must also gain the approval of the Eastern Suburbs Police Area Command.

If you partial or full close a road without compliance with Council and NSW Police requirements Council Rangers or the Police can issue Penalty Infringement Notices or Court Attendance Notices leading to prosecution.

Traffic Supervisors at the Eastern Suburbs Police Area Command can be contacted on [eastsubtraffic@police.nsw.gov](mailto:eastsubtraffic@police.nsw.gov)

**Condition Reason:** To facilitate the efficient operation of construction projects, minimise traffic disruption, and protect the public, and the surrounding environment, during site works and construction.

## **B.21 Works (Construction) Zone – Approval and Implementation**

If the Construction Management Plan relies upon a Works Zone, before any site work commences, a Works Zone application must be made.

If the works zone is approved, all fees for the Works Zone must be paid before it can be installed.

All Works Zone signs must have been erected by Council to permit enforcement of the Works Zone by Council's Rangers and NSW Police before commencement of any site work. Signs are not erected until full payment of Works Zone fees is made.

**Notes:**

A minimum of four to six weeks must be allowed (for routine applications) from the date of making an application to the Traffic Committee (Woollahra Local Traffic Committee) constituted under clause 20 of the Transport Administration (General) Regulation 2018 to exercise those functions delegated by Transport for New South Wales under section 31(3) of the Transport Administration Act 1988.

The enforcement of the Works Zone is at the discretion of Council's Rangers and the NSW Police Service. Any breach of the Works Zone must be reported to either Council or the NSW Police Service.

**Condition Reason:** To facilitate the efficient operation of construction projects and to minimise traffic disruption.

## **C. ON COMPLETION OF REMEDIATION WORK**

Nil.

## **D. BEFORE THE ISSUE OF A CONSTRUCTION CERTIFICATE**

### **D.4 Modification of Details of the Development (section 4.17(1)(g) of the Act**

Before the issue of any construction certificate, the approved plans and the construction certificate plans and specification, required to be submitted to the Principal Certifier under clause 7 of the Development Certification and Fire Safety Regulations, must detail the following amendments:

- a) The vehicular access should be reduced to 3.6m in width at property boundary to retain the existing parking provision in Kiaora Lane, Double Bay.
- b) Additional three (3) bicycle parking spaces be provided on Ground Level within the area for bike hoops.

**Notes:**

Clause 20 of the Development Certification and Fire Safety Regulations prohibits the issue of any construction certificate subject to this condition unless the Principal Certifier is satisfied that the condition has been complied with.

Clause 19 of the Development Certification and Fire Safety Regulations prohibits the issue of any construction certificate that is inconsistent with this consent.

**Condition Reason:** To require design changes and/or further information to be provided to address specific issues identified during the assessment under section 4.15 of the Act.

### D.13 Road and Public Domain Works

Before the issue of any construction certificate, a separate application under Section 138 of the Roads Act 1993 is to be made to, and be approved by Council, for the following infrastructure works. The infrastructure works must be carried out at the applicant's expense:

a) The removal of the existing vehicular crossing including layback and gutter and the construction of a new 3.6 metres wide vehicular crossing for the loading dock in accordance with Council's Crossing Specification, standard driveway drawing RF2\_D and to the satisfaction of Council's Assets Engineers. The new vehicular crossing must be constructed at a right angle to the street kerb in plain concrete where the centreline of the new crossing must align with the centreline of the internal driveway at the property boundary. Design longitudinal surface profiles along each side/edge for the proposed driveway, starting from the road centreline to the parking slab must be submitted for assessment.

b) The applicant must liaise with Council's Engineering Services Department on the relocation of the existing bus stop seat on Manning Road. All costs associated with the relocation must be borne by the applicant.

**b) Other conditions imposed by Development Engineers.**

**Condition Reason:** To ensure the design of the road, footpaths, driveway crossings and public stormwater drainage works are detailed and approved under section 138 of the Roads Act 1993 and to ensure the works are completed to Council's satisfaction.

### D.45 Parking Facilities

Before the issue of any construction certificate, the construction certificate plans and specifications required under clause 7 of the Development Certification and Fire Safety Regulation, must include detailed plans and specifications for all bicycle, car and commercial vehicle parking in compliance with AS2890.3: Parking Facilities - Bicycle Parking Facilities, AS 2890.6: Parking facilities - Off-street parking for people with disabilities, AS/NZS 2890.1: Parking Facilities - Off-Street Car Parking and AS 2890.2: Off-Street Parking: Commercial Vehicle Facilities respectively.

The plans must satisfy the following requirement(s):

- a) A 2m x 2.5m driveway sightline splay be provided, clear of sight obstruction, along both sides of the driveway to ensure visibility between vehicles leaving the car park. This should be clearly depicted on the architectural plans.
- b) Sight distance requirements must comply with Clause 3.2.4 and Figure 3.3 of AS2890.1:2004.
- c) Signage and/or line marking be provided to ensure compliant allocation of parking spaces to retail, day surgery staff and patients.
- d) Accessible parking space and the adjacent shared space must be designed to comply with parking configurations stipulated in AS 2890.6.
- e) A Green Travel Plan and Travel Access Guide be developed, to the satisfaction of Council's Traffic & Transport Development, to demonstrate the goals, targets and measures to facilitate alternative travel modes and reduce reliance on private cars.

The goals and targets should be consistent with the traffic letter, referenced 25010, prepared by Hutcheson & Partners Traffic Engineering and dated 16 May 2025, that a maximum 30% of all day surgery staff will drive to and from the site.

f) **Other conditions imposed by Development Engineers.**

Access levels and grades must comply with access levels and grades required by Council under the Roads Act 1993.

The Principal Certifier has no discretion to reduce or increase the number or area of car parking or commercial parking spaces required to be provided and maintained by this consent.

**Condition Reason:** To ensure parking facilities are designed in accordance with the Australian Standard.

## **E. BEFORE BUILDING WORK COMMENCES**

**Nil.**

## **F. DURING BUILDING WORK**

### **F.3 Compliance with Construction Traffic Management Plan**

While site work is being carried out, all development activities and traffic movements must be carried out in accordance with the approved Construction Traffic Management Plan (CTMP). All controls in the CTMP must be maintained at all times. A copy of the CTMP must be kept on-site at all times and made available to the Principal Certifier on request.

**Notes:**

Irrespective of the provisions of the Construction Traffic Management Plan the provisions of traffic and parking legislation prevails.

**Condition Reason:** To ensure compliance with the Construction Traffic Management Plan.

## **G. BEFORE THE ISSUE OF AN OCCUPATION CERTIFICATE**

**Nil.**

## **H. OCCUPATION AND ONGOING USE**

### **H.21 Provision of Off-street Public and Visitor Parking**

During the occupation and ongoing use, in compliance with AS2890.3: Parking Facilities - Bicycle Parking Facilities, AS 2890.6: Parking facilities - Off-street parking for people with disabilities and AS/NZS 2890.1: Parking Facilities - Off-Street Car Parking and AS 2890.2: Off-Street Parking: Commercial Vehicle Facilities, unimpeded public access to off-street parking must be maintained as follows:

<b>Use</b>	<b>Number of spaces</b>
Car parking (retail)	5

Day surgery (staff)	12
Day surgery (patient)	4 (including 1 accessible)
Bicycle parking (residential)	13
Motorbike parking	12

**Notes:**

Where there is a potential for the trespass of private motor vehicles upon private parking servicing the owner of the site may seek to enter into a free parking area agreement with Council. Council may under such agreement enforce parking restrictions under section 650 of the Local Government Act 1993.

Further information can be obtained from Council's Compliance Team by calling 9391 7000 or from the Office of Local Government at [www.olg.nsw.gov.au](http://www.olg.nsw.gov.au) or call 4428 4100.

**Condition Reason:** To ensure adequate on-site parking is maintained.

### H.23 Provision of Off-street Commercial Vehicle Facilities

During the occupation and ongoing use, in compliance with AS 2890.2: Parking facilities - Off-street commercial vehicle facilities, unimpeded access to off-street parking must be maintained as follows:

Use	Number of spaces
Loading bay	1

All deliveries to and dispatch from the site, excluding retail sales, must occur within the curtilage of the development and within the commercial vehicle parking facilities required to be maintained by this condition.

**Notes:**

Where there is a potential for the trespass of private motor vehicles upon private parking servicing the owner of the site may seek to enter into a free parking area agreement with Council. Council may under such agreement enforce parking restrictions under section 650 of the Local Government Act 1993.

Further information can be obtained from Council's Compliance Team by calling 9391 7000 or from the Office of Local Government at [www.olg.nsw.gov.au](http://www.olg.nsw.gov.au) or call 4428 4100.

**Condition Reason:** To ensure that commercial vehicles use loading facilities within the site to reduce impacts on the neighbourhood including noise and parking impacts.

### H.62 On-going Maintenance of the Mechanical Parking Installations

During the occupation and ongoing use, the Owner must ensure the ongoing maintenance of the mechanical parking installations in accordance with this condition and any positive covenant if applicable. The Owner must:

- keep the system clean and free of silt rubbish and debris;
- maintain renew and repair as reasonably required from time to time the whole of the system so that it functions in a safe and efficient manner;
- carry out the matters referred to in paragraphs (a) and (b) at the Owners expense;
- not make any alterations to the system or elements thereof without prior consent in writing of the Council and not interfere with the system or by its act or omission cause it to be interfered with so that it does not function or operate properly;

- e) permit the Council or its authorised agents from time to time upon giving reasonable notice (but at any time and without notice in the case of an emergency) to enter and inspect the land with regard to compliance with the requirements of this covenant;
- f) comply with the terms of any written notice issued by Council in respect to the requirements of this clause within the time stated in the notice; and
- g) where the Owner fails to comply with the Owner's obligations under this covenant, permit the Council or its agents at all times and on reasonable notice at the Owner's cost to enter the land with equipment, machinery or otherwise to carry out the works required by those obligations.

**The Owner**

- a) indemnifies the Council from and against all claims, demands, suits, proceedings or actions in respect of any injury, damage, loss, cost, or liability (Claims) that may be sustained, suffered, or made against the Council arising in connection with the performance of the Owner's obligations under this covenant; and
- b) releases the Council from any Claim it may have against the Council arising in connection with the performance of the Owner's obligations under this covenant.

**Notes:**

This condition is supplementary to the owner(s) obligations and Council's rights under any positive covenant.

**Condition Reason:** To ensure the ongoing maintenance of the mechanical parking installations.

### **H.63 Operation in Accordance with Green Travel Plan (GTP) and Travel Access Guide (TAG)**

During the occupation and ongoing use:

- a) The operation and management of the premises shall be in accordance with the approved GTP/TAG.
- b) The GTP/TAG cannot be altered without the written consent of Council.
- c) Monitoring annual reports must be submitted for a minimum of 5 years post occupation.

**Condition Reason:** To maximise road safety and performance.

### **I. BEFORE ISSUE OF A SUBDIVISION WORKS CERTIFICATE**

**Nil.**

### **J. BEFORE SUBDIVISION WORK COMMENCES**

**Nil.**

### **K. BEFORE ISSUE OF A SUBDIVISION CERTIFICATE (subdivision works)**

**Nil.**

### **L. BEFORE ISSUE OF A SUBDIVISION CERTIFICATE (no subdivision works)**

**Nil.**

**M. BEFORE ISSUE OF A STRATA CERTIFICATE**

**Nil.**

Ever Fang  
Traffic & Transport Team Leader

18/06/2025  
**Completion Date**