

Attachment C

Referrals



memo

TO David Pirie

CC

FROM Wade Holmes, Traffic Engineer

DATE 9 June 2011

SUBJECT DA 312/2011 - JRPP deferred commencement condition (loading dock)

JRPP deferred commencement condition states:

The proposed design and function of the loading dock is to be modified to satisfactorily address concerns raised in relation to residential amenity, pedestrian safety, traffic impacts on the surrounding road network and car parking.

A review of the additional material provided in relation to this deferred commencement condition is as follows:

Roadnet Traffic Impact Study with Addendum 19 May 2011:

The Addendum indicates that there are no traffic related reasons to refuse the development application.

It explains that the report has assessed the total impact of the development including the impact of additional delivery vehicles on the road network. It has found that in most cases there are only minor increases in intersection delays attributed to the development. It has recommended minor modifications to the intersection of Kent Street and Manning Street following advice from the Roads and Traffic Authority.

The Addendum identifies that the only works to facilitate all heavy vehicle movements is minor modifications to the eastern kerblines at the intersection of South Street / Manning Lane. The original Traffic Impact Study indicated that kerb works and land acquisition would be required at this location. However, further analysis submitted has indicated that there would not be a need for acquisition. The difference in methods used relate to the design speed of a turning vehicle. *AS2890.2 Parking facilities - off-street commercial vehicle facilities* provides turning templates for vehicles not exceeding 10km/h. These templates have been used in the new information submitted. Roadnet previously used a design speed of 30km/h.

The proposed conditions of consent as submitted to the JRPP previous to the deferred commencement included conditions for the modification of the kerb line at this location.

Attachment C - Referrals

The Addendum states that "*Roadnet now accepts this assessment however notes the manoeuvre will be tight and recommends investigation be made to also make adjustments to the western kerb return to provide additional space*". Accordingly, Roadnet now agrees with the new articulated turning template and as such there is no need for land acquisition for any turning manoeuvres

Roadnet confirms that the location of the loading dock is correctly located at the rear of the building to completely separate loading operations from customer pedestrian activity. Pedestrian activity will be to the south of the loading dock and as such there will be minimal conflict. The Addendum indicates that there is only one area of pedestrian movement from the site to Manning Street, which is via Dolphin Arcade. This movement will be facilitated via proposed road improvements such as a raised pedestrian crossing.

The Addendum does highlight that loading activities during the reversing manoeuvre in the loading dock will cross the pedestrian footpath on the eastern side of Peel Street. In order to minimise the impact of this truck movement, Roadnet has proposed improvements such as a pedestrian crossing, improved markings and additional signage at the western exit of the loading dock onto Peel Street.

Roadnet's original report (pre Addendum) did indicate the loss of one parking space on Manning Lane to accommodate the turning of delivery vehicles accessing the dock. The loss of this one space has been taken into consideration for the calculation of car parking numbers and the calculation of the necessary Section 94 contributions. There is no other impact on car parking due to the separation of the loading dock from the public car park on southern side of the site.

Woolworths Delivery Management Plan May 2011:

The Plan identifies the dedicated route that all loading activities will take when accessing the store. This route aligns with the assessment undertaken by Roadnet (above). It should be noted that the heavy vehicle route accessing the site has not changed since lodgement of the application and is described as follows:

Manning Street-> South Street -> Manning Lane-> loading dock-> Peel Street-> South Street-> Manning Street.

The Plan identifies door opening procedures which minimise the conflict between loading vehicles and allows two vehicles (but not two articulated vehicles) to access the loading dock at the same time. The Plan also specifies that two articulated vehicles cannot access the site at once and specifies plans for vehicles to wait at the industrial area in Tuncurry if there is conflict.

Coastplan Submission for Deferred Commencement Condition, May 2011

The Coastplan Submission provides a summary of the Roadnet report and the Delivery Management Plan. The Submission specifies each stage of the loading process and demonstrates that these activities can occur with minimal impact on the surrounding road network and pedestrian safety.

The additional information has not been submitted to the Roads and Traffic Authority as the proposed kerb modifications occur on the local road network. It should be noted that the RTA's determination did not indicate any concerns with the loading operations.

Attachment C - Referrals

An additional assessment has been carried out into the loading movements by producing a turning template of all movements accessing the site (Annexure D by Coastplan). It has been demonstrated that an articulated vehicle can access the site with the modification of the kerb on the south-eastern corner of Manning Lane and South Street as identified in the above reports. It is also noted that the development complies with several requirements to improve pedestrian safety as outlined in the relevant Australian Standards, namely pedestrian sight triangles at driveway locations and marked pedestrian crossings at the western exit onto Peel Street.

In summary, the applicant has provided clarification and additional information to demonstrate that the development will have minimal impact on the surrounding road network, subject to the recommendations for kerb realignment as discussed above. Further there will be no detrimental impact on pedestrian safety, subject to the adoption of the recommendations for improved signage and line marking.

Objections:

Objections received and the appropriate comment is shown below:

Concerns with access from South Street to Manning Lane, in particular turning template used and speed of vehicle

In relation to the difference in turning templates used to assess the level of kerb alteration required at this location, the Addendum by Roadnet indicates that they now accept the assessment using a slower truck turning speed. The slower speed used for the templates is based on guidance from the relevant Australian Standard, which shows templates for articulated vehicles up to 10km/h.

In terms of accessing the site from an easterly direction from Beach Street as suggested in the objection, the Delivery Management Plan indicates that all articulated vehicle access will come off Manning Street and will not come from the easterly direction (Beach Street).

As such, the concerns raised in the submission have been adequately addressed by the additional information provided.

Concerns with the western exit of the loading dock at Peel Street, namely the reversing manoeuvre to access the dock.

The initial Traffic Impact Assessment by Roadnet indicated that articulated vehicles will extend onto the footpath at the western exit of the loading dock when performing the reversing manoeuvre. The Addendum has indicated that this impact will be satisfactorily minimised by introducing a pedestrian crossing, introducing sight lines for pedestrians and warning signage being placed in the area concerned. This will address the concerns raised relating to pedestrian conflict.

Concerns with the pedestrian use of Manning Lane conflicting with articulated vehicles

The Addendum by Roadnet indicates that pedestrian activity along the section of Manning Lane that will be used by articulated vehicles is minimal. Manning Lane is currently utilised by service vehicles accessing properties fronting Manning Street and as such no footway is provided. No formal footway is proposed on Manning Lane between South Street and the loading dock, as it is not a desirable route for

Attachment C - Referrals

pedestrians. The Addendum also states that "there is expected to be minimal conflicts between pedestrians and the access to the loading dock".

As such, the concerns raised in the submission have been adequately addressed by the additional information provided.



memo

TO David Pirie (Senior Assessment Planner)

CC

FROM Ryan Fenning, Environmental Health Officer

DATE 9 June 2011

SUBJECT DA 312/2011 - New Full-Line Supermarket

Hi David,

I refer to DA 312/2011 which seeks consent for a 'New Full-Line Supermarket' on the corner of Peel and Kent Street in Tuncurry. Consent for the development was granted on 14 April 2011 by the Joint Regional Planning Panel (JRPP), which contained a deferred commencement condition. The deferred commencement condition required that *"the proposed design and functioning of the loading dock is to be modified to satisfactorily address concerns raised in relation to residential amenity, pedestrian safety, traffic impacts on the surrounding road network and car parking"*.

Noise impacts associated with the loading dock were assessed by Hunter Acoustics in an Acoustic Assessment (AA) dated 22 December 2010 (Report Ref 8179-401.2) and in additional statements dated 1 February 2011 and 4 March 2011. Hunter Acoustics in these reports have stated that the proposed development will comply with the Project Specific Noise Goals, which have been set in accordance with the Industrial Noise Policy and the Local Government Noise Guide.

The project specific noise goals are as required by the Industrial Noise Policy set over a 15 minute period. While the loading dock has been shown to comply with the project specific noise goals over a 15 minute period, short term irregular noises associated with the loading dock may be found annoying at immediately surrounding residences. In order to further assess possible noise and amenity impacts of the loading dock on residents, particularly with respect to short term maximum sound levels, Hunter Acoustics prepared a 'Supplementary Acoustic Report' (SAR) dated 23 May 2011 (Report Ref 8179-404.3). The SAR was submitted as part of the material for the satisfaction of the deferred commencement consent.

Hunter Acoustics in the SAR examined a number of options available to control noise associated with the loading dock. Options included:

- a) No additional treatments.

Attachment C - Referrals

- b) The construction of an acoustic barrier 4.5 metres high following the line of the proposed landscaping and extending a distance of approximately 16 metres from the eastern end of the dock towards Manning Lane.
- c) Provision of a roofed enclosure over the dock entry extending a distance of 16 metres towards Manning Lane.
- d) The construction of an acoustic barrier 4.5 metres high at the boundary and extending a distance of approximately 8 metres towards Peel Street.
- e) Provision of additional acoustic attenuation material within the dock area to reduce sound emissions from the dock area when the roller shutters are open.
- f) Provision of alternative ventilation configurations for the dock exhaust fan.

The abovementioned options were modelled by Hunter Acoustics (using CadnaA) in order to *'calculate external sound propagation from the dock to residences and account for the effect of the proposed additional noise control barriers'*.

Based upon exploration of attenuation options Hunter Acoustics have advised that while *'there is no strongly compelling argument to provide additional noise control structures to control noise associated with vehicles accessing the dock area'* there is *'tangible benefit to be derived from the provision of either a noise barrier or a dock extension to the eastern portion of the dock allowing the eastern dock doors to remain open for improved operations and smoother dock access'*. Furthermore, allowing the eastern loading dock roller door to remain open will provide noise reduction benefits as trucks will no longer have to sit and wait for the door to open and the door will no longer have to close after entering.

The enclosed dock option extending 16 meters towards Manning Lane has been proposed to be constructed on the eastern end of the dock, as it will provide an 8 dB(A) reduction for the upper floors at the eastern end of Mountview units and a 12 dB(A) reduction for the lower floors for approximately 20-30 seconds as a truck enters the dock.

Treatments for the western end of the loading dock have not been recommended by Hunter Acoustics as additional treatments *'will not have any effect on the noise levels received at residences on the western side of Peel Street'*. Rather than additional treatments, Hunter Acoustics provide that *'the only barrier that can be imposed between a noise source within the dock and 20 Peel Street is the western roller door'*. Hunter Acoustics require that the western dock door be closed after a refrigerated vehicle or garbage collection vehicle has entered the dock, but is permitted to remain open at all other times. Hunter Acoustics provide that for all other deliveries, the body of the vehicle being unloaded will provide adequate screening to ensure that no excess sound reaches either 20 Peel Street, or Mountview unit residences.

It has been advised that in order to comply with the requirements of the Building Code of Australia (BCA), a wall the height of the loading dock extending from the north western end of the loading dock approximately one metre towards Peel Street has been included on the proposed site plans. It is considered that this wall may also provide some limited acoustic benefit to the residents on the western end of the Mountview units by acting as a supplementary barrier.

As described by Hunter Acoustic's SAR and Woolworths Transport Delivery Management Plan (TDMP) dated May 2011, the loading dock is proposed to operate as follows:

1. Delivery vehicles enter the site from Manning Lane.

Attachment C - Referrals

2. The eastern loading dock roller door will remain open to allow direct uninterrupted access to the loading dock.
3. Vehicles will manoeuvre into position to unload. The loading dock will accommodate more than one delivery vehicle, with the exception of articulated vehicles which will be restricted to only one being permitted on-site at any point in time.
4. Should the delivery vehicle be either a refrigerated vehicle or garbage collection vehicle then the western roller dock door shall close to provide attenuation. The roller door shall only be opened long enough to allow other delivery vehicles to exit the dock if circumstances require.
5. Following completion of the delivery vehicles will exit the loading dock onto Peel Street.
6. The stock room doors shall remain closed other than for conducting receiving activities or accessing the garbage area.
7. Controls for the external dock doors will be placed within the stock room to facilitate ease of operation.

Hours of operation for the loading dock have been proposed in Woolworth's TDMP. Hunter Acoustic in their AA required that large vehicles and garbage collection be restricted to daytime hours (being 7am to 6pm) to avoid sleep disturbance for adjoining residents. The hours of operation requested by Woolworths conform to this requirement, with proposed hours being between 7am and 6pm on Monday through to Saturday and between 8am and 5pm on Sundays. It is considered therefore that the hours of operation for the loading dock are acceptable.

Alternative requirements in relation to the loading dock fan were also proposed by Hunter Acoustics as part of the SAR. Hunter Acoustics state that it is difficult to locate a fan with suitable performance characteristics to enable it to be roof mounted and located centrally to the dock roof. It is now preferred that the fan be located within the dock area and be provided with insulated intake and exhaust ducting. The discharge for the fan is now also proposed to travel through the roof and up the wall of the mezzanine area to discharge to the south over the top of the mezzanine roof. This proposal provides not only acoustic benefits, but also results on the discharge point being located further away from Mountview residences. It is recommended that condition number E.15 of the development consent be altered to reflect Hunter Acoustic's recommendations. Similarly, condition number F.1 should be amended to include the SAR dated 23 May 2011 (Report Ref 8179-404.3) prepared by Hunter Acoustics.