



TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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14 April 2022
Our Ref: 21308

Coronation

Thomas Gould
Development Manager
Email: T.Gould@coronation.com.au

Dear Thomas,

Re: 165-171 Milton Street, Ashbury Response to RFI (Ref: DA-512/2021)

I refer to Council's RFI of 6 April 2022 and my response to Item 4 traffic matters is contained herewith.

4. Updated traffic Management Plan - control (traffic light system) of any HRV for both the interim conditions for one site developed and final road conditions when both sites identified in the site specific DCP are developed.

- No reference has been made to details for a manual override system, and maintenance agreement to be entered into by the developer for the turntable. This needs to be provided
- The current traffic management plan indicated a HRV will need to swing onto the opposite side of the driveway to enable it to swing into the loading dock. A Site-specific traffic Management Plan needs updated to include:

*Council is after the same details as provided for DA-826/2020 at 149 Milton St, Ashbury.

In formulating this response, a separate discussion was held with Council's officers on 11 April 2022.

Dot Point 1

It was eventuated from the discussion that Council is satisfied with the details provided in relation to the proposed turntable's manual overriding system. Council requests a

Statement of Commitment be provided by Coronation confirming its financial commitment to the first 3 years of the turntable's maintenance contract.

Coronation confirms it will cover the financial costs associated with the maintenance of the loading dock turntable for a period of 3 years following occupation of the building, and this can be reflected as a development condition of consent.

Dot Point 2

Interim Traffic Management Strategy

Council clarified that the underlying outstanding interim traffic management issues are:

- a. How will traffic flow be managed on the half width road (new road) when a HRV approaches from Milton Street.
- b. How will the HRV be notified and prevented from entering the new road when the loading dock is occupied.
- c. How will the internal driveway be managed when a HRV is entering or leaving the premises.

In addressing the interim circumstance, it is proposed to adopt a similar signal system to the northern neighbour, however, it is proposed for the eastern control point to be marked as a Stop line, as indicated in Figure 1 followed by a summary in Table 1.

I note that Figures 1 and 2 in the following are an extract of a full-size plan which is reproduced in Appendix A of this submission.

Figure 1 Street Level Traffic Management



Table 1 Details

Device	Description	Default Setting	Trigger
S1	No Truck Access to the left (to prevent truck access when dock is	Blackout	Occupied Dock

	occupied)		
S2	No Truck Access to the right (to prevent truck access when dock is occupied)	Blackout	Occupied Dock
S3	Loading Dock Occupied, Turn Around (to warn truck drivers to turnaround)	Blackout	Occupied Dock + IR(A-B)
S4	Loading Dock Occupied (to serve a final notification to driver of dock status)	Blackout	Dock Occupied, or Manual push button in Dock (for maintenance contractors)
S5	Stop – Give Way to Trucks (to allow trucks enough space to turn)	Physical sign	Normal road rules (Stop at Stop Line)
V1	Red/Green Traffic Signals (to control approaching traffic on new road)	Green	IR (A-B) Opening Dock Shutter
A-B	Infrared (IR) sensors (to detect passage of oversized trucks)	Always on	

While the proposed arrangement in the basement level will comprise a signal to hold exiting traffic when the HRV is approaching or leaving the loading dock, as indicated in Figure 2 and summarised in Table 2.

Figure 2 Basement Level Traffic Management

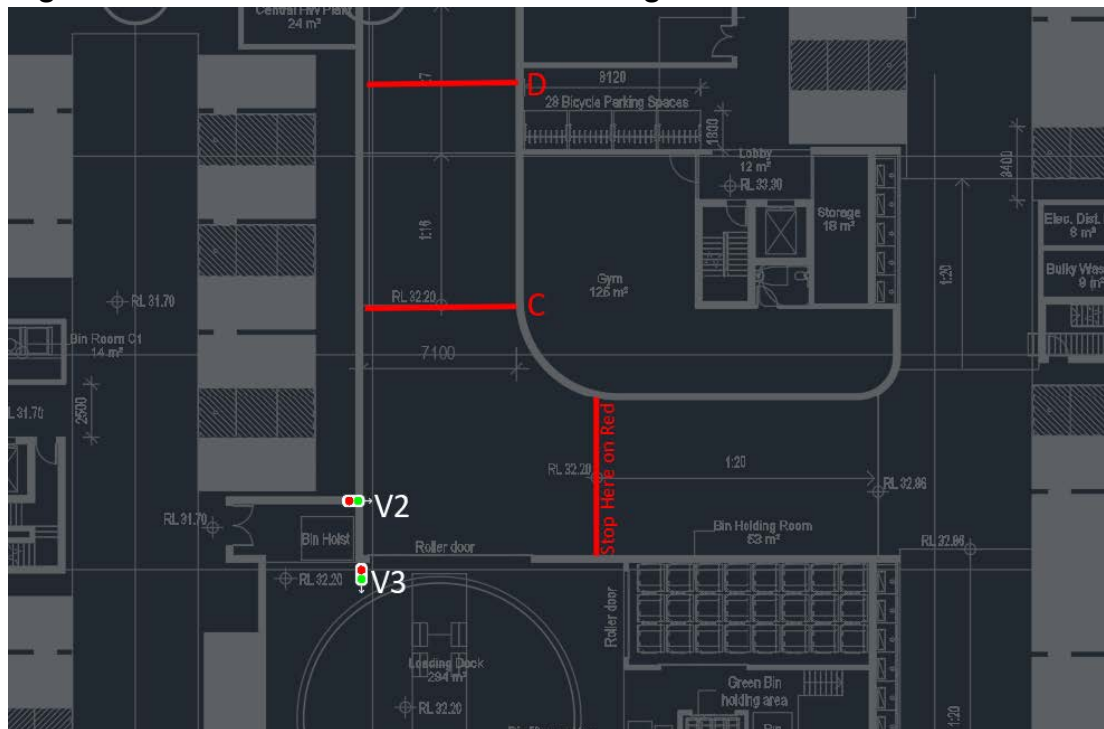


Table 2 Details

Device	Description	Default Setting	Trigger
V2	Red/Green Traffic Signals (to control departing traffic coming from the car park)	Green	IR (A-B) Opening Dock Shutter
V3	Red/Green Traffic Signals (to control truck exit movement from the Dock)	Red	V1 Default Opened Dock Shutter
Stop Line	Stop Line Delineation (Physical marking) (to indicate departing residents' stop position)	-	-
C-D	Infrared (IR) sensors (to detect passage of oversized trucks)	Always on	

In reply to parts (a), (b), and (c), the proposed operating principles are:

1. Under normal circumstance, eastbound and departing vehicles will be held momentarily by the Stop line some 15m west of the Milton Street intersection (refer to Figure/Table 1, S5). Motorists will be informed to give way to entering trucks at this location. They may proceed to turn onto Milton Street if there are no approaching/turning trucks in sight.
2. When a truck turns onto the new road, it would activate infrared sensors A-B at the corner of Milton Street on the new road (refer to Figure/Table 1, IR(AB)). When the IR detects an oversized vehicle, it would trigger a red signal on traffic signals V1 on the new road just to the driveway's east and V2 in the basement, next to the loading dock. When V1 and V2 display a red signal, no vehicles will be allowed to enter or exit the ramp, except vehicles that were on the ramp before the signals' trigger. They will be given approximately 10s to enter/exit the premises via the ramp. Once this period has lapsed, traffic signals V1 on the new road will return to its default green signal to allow the waiting truck to proceed down the ramp. Traffic signals V2 will remain red at this stage and will only be returned to a green signal following the truck's entry to the loading dock or after a nominated duration of say 20s has lapsed.
3. When the loading dock is occupied, the flashing yellow lights on road signs S1 and S2 (refer to Figure/Table 1) will be activated. During this period, it is expected that truck drivers would not enter the new road. However, if they turn onto the new road, their vehicle body's passage over the IR sensors A-B will trigger the flashing yellow lights on S3, which instruct the drivers to turnaround and leave. A final sign S4 is provided at the building's entry point stating

Loading Dock is occupied at this time. The ability for HRV to turnaround at the half width road has been demonstrated accordingly in a previously issued supplementary assessment.

It is nonetheless noteworthy that all loading dock usage/occupancy must be pre-booked, and a slot be allocated before arrival, as documented in the OTMP.

4. When the truck departs the loading dock, the opening roller shutter will trigger a red signal to V1 and V2. Signal V3 will display green once the door is open. When the departing truck has passed IR(C-D) plus a set period e.g. 5s, signals V1 and V2 will revert to the default green, allowing held vehicles to continue up and down the ramp. The 'set periods' are programmable and should be tested prior to the building's occupancy.

Additional Requested Information

Council requested a swept path diagram clarifying how a HRV may turn onto the proposed driveway from the kerbside of the new road. This is demonstrated on the plan in Appendix A.

Long Term Traffic Management Strategy

When both the northern and southern developments have been constructed, the full-width new road will comprise 4 trafficable lanes. It is apparent that the local traffic movements will be afforded with more generous circulating manoeuvring areas under the future circumstance.

While the new road's alignment is finalised and consistent between the 2 developments, the ultimate traffic management arrangement on the road is yet to be finalised and is a matter subject to Council's consent at the appropriate planning stage.

The proponent commits to liaising with its northern neighbour to formulate a mutually acceptable long term traffic management strategy. Should it be that the long-term strategy triggers a need to modify the interim arrangement, the developers will undertake these works at their own costs to Council's satisfaction.

Finally, it is understood that the neighbouring site's approved traffic management scheme (interim) as well as the long-term arrangement remain conceptual at this stage, with the detailed operations a subject of consent condition. It is intended for this proposal to be subject to a similar condition.

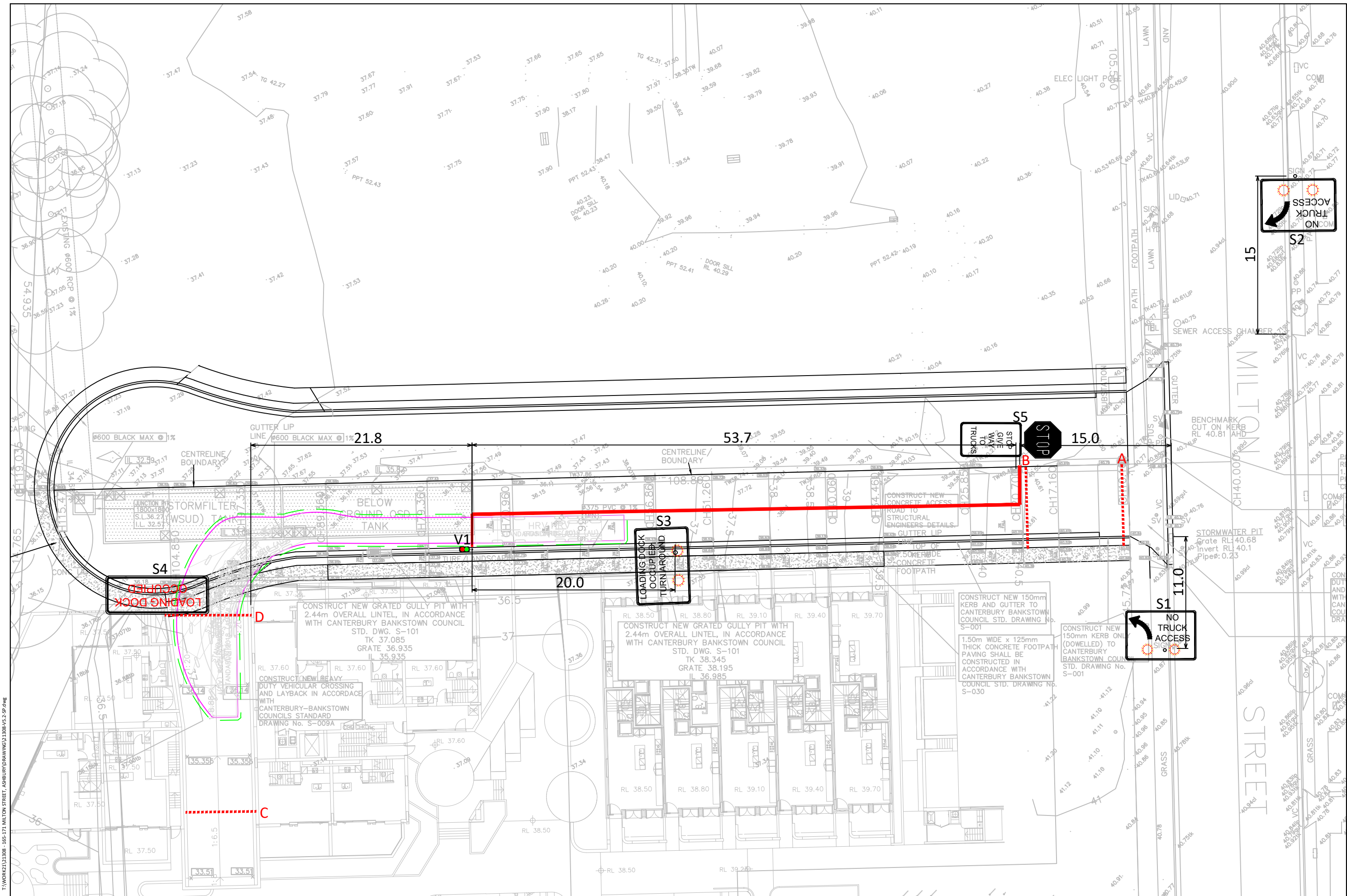
Yours faithfully,



Bernard Lo BE(Civil), MTrans, MIEAust
Director
Transport and Traffic Planning Associates

Appendix A

Traffic Management Plan



165-171 MILTON STREET, ASHBURY
HRV TURNING AROUND WITHOUT UTILISING THE TURNTABLE
SWEEP PATH ASSESSMENT

DRAWING REF NO. 21308-V5.2-SP

SHEET NO. 1 OF 2

ISSUE DATE 13 April 2022

DESIGNED BY
I. OBERMAIER

REVIEWED BY
B. LO

SCALE
A3

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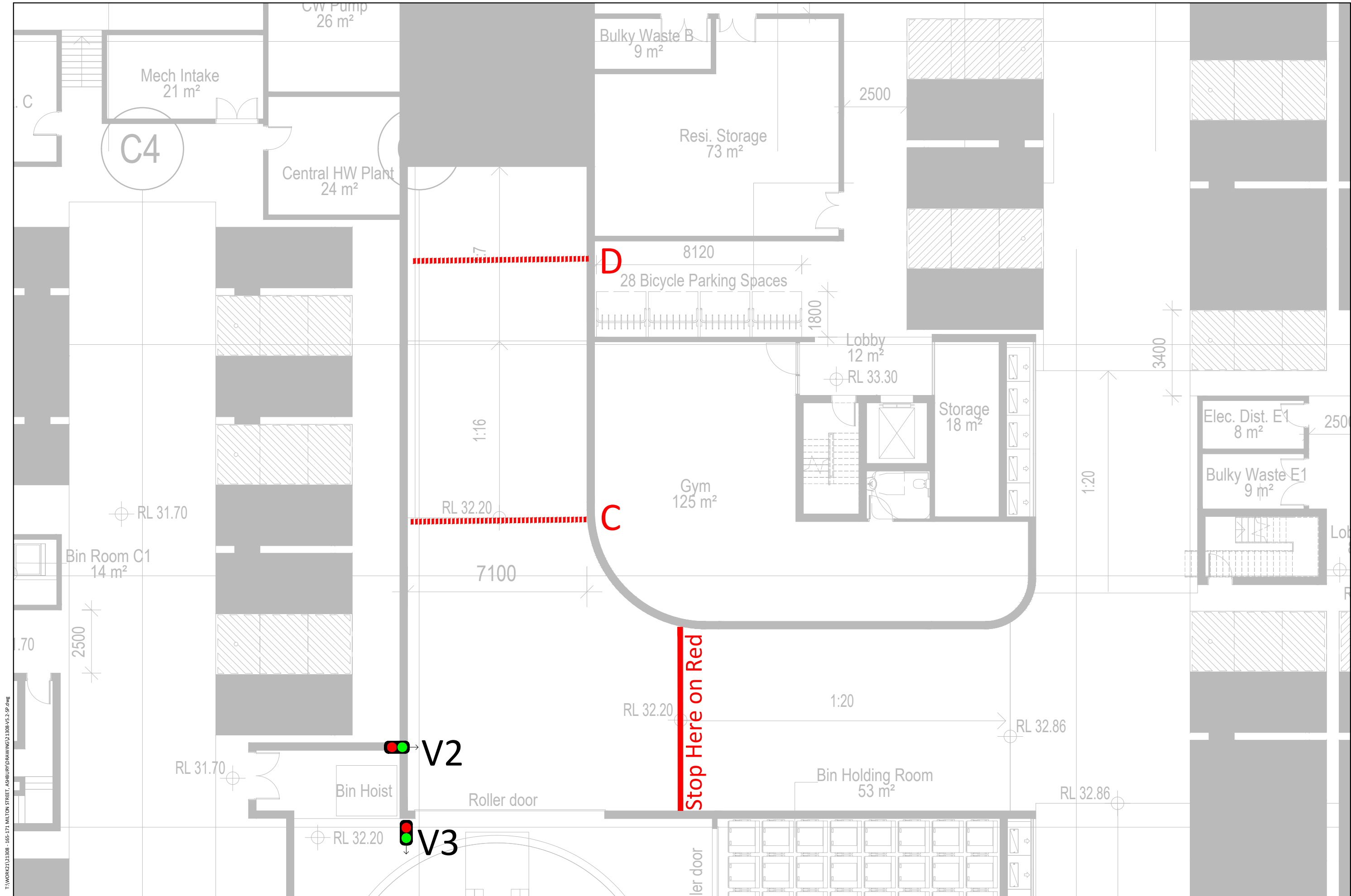


PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THE LOCATION OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

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Established 1994

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Plotted by Prasanth

165-171 MILTON STREET, ASHBURY
HRV TURNING AROUND WITHOUT UTILISING THE TURNTABLE
SWEEP PATH ASSESSMENT

DRAWING REF NO. 21308-V5.2-SP

SHEET NO. 2 OF 2

ISSUE DATE 13 April 2022

DESIGNED BY
I. OBERMAIER

REVIEWED BY
B. LO

SCALE
A3 0 14 27 1:135



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