

Traffic Engineer Referral Response

| | |
|--|---|
| Application Number: | DA2023/1224 |
| Proposed Development: | Alterations and additions to the existing garden centre |
| Date: | 10/05/2024 |
| Responsible Officer | |
| Land to be developed (Address): | Lot 4 DP 737411 , 62 Myoora Road TERREY HILLS NSW 2084 |

Officer comments

Referral comments 9/5/24

The revised design plans and additional traffic report from the applicant have been reviewed. It is now accepted that the assignment of traffic associated with the development is appropriate. The provision of two new egress driveways one to Cooyong Road and another to Myoora Road will assist in spreading the traffic load and will provide for alternate ingress/egress routes for at times when congested conditions may develop at the eastern driveway. The amended traffic report and plans do not address the provision of footpaths, pedestrian crossing facilities and infrastructure upgrades required in the road reserve along the frontage of the development site. However the proposal can be supported subject to conditions outlining the required infrastructure improvements.

Referral comments 19/2/24

The proposal is for an expansion of the existing Flower Power development on the site. The site has an area of 28,299 sqm and it is proposed to increase the gross floor area of the existing garden centre from approx 4164m² to 5870m². The proposed development will incorporate additional retail area, a pet shop, a café, a fruit shop, a garden centre goods store, a plant store and a landscape shop. Additional outdoor nursery areas and bulky goods display areas are also proposed but these are not considered additional gross floor area. The development application also proposes changes to the access and parking arrangements with the offstreet parking supply proposed to increase from 127 spaces to 259 parking spaces.

The plans and traffic and parking assessment report have been reviewed.

Traffic Generation

The TfNSW guide to traffic generating development recommends that the peak hour traffic generation for a "plant nursery" be estimated based upon the following formula 57 vehicles plus 0.7 vehicles per 100sqm of site area. This equates to 255 vehicles per hour. Surveys conducted by the applicants traffic

consultant have found that the 2023 weekday peak traffic generation from the existing site is 51 vehicles per hour with the weekend peak hour traffic generation from the existing site being 183 vehicles per hour (during the Saturday AM peak period) i.e lower than the TfNSW estimate.

The development application will significantly increase the floor area of the site and result in a significant increase in traffic generation from the site however as the TfNSW formula is based upon site area, which remains unchanged it would not be useful to estimate the increased traffic generation from

the redeveloped site. To overcome this shortcoming the applicant has surveyed traffic generation from the Flower Power development in Milperra which is of a similar site area and scale to that proposed for the Terrey Hills site. The surveys have found that the traffic generation for the Thursday PM peak at the Milperra site was 228 vehicles per hour, while the Saturday peak was 524 vehicle per hour.

The level of traffic generated by the Milperra site is considered likely to be higher than that generated by the Terrey Hills site given the higher density and quantum of residential development surrounding the Milperra site and the larger retail area at the Milperra site however it is clear that the redeveloped site will attract a significantly higher level of traffic than the existing development on the site. The applicants traffic consultant has calculated that the proposed GFA of the Terrey Hills development (5870m²) will be some 1,897.4m² (25%) smaller than the Milperra flower power site (which has a GFA of 7767.2m²) and has proposed that the generated traffic can therefore be reduced by this amount. This is considered acceptable. i. e the post development Saturday peak traffic from the site will be approximately 393 vehicles per hour (an increase of 210 vehicles per hour) while the week day peak (Thursday) traffic will be 172 vehicles per hour (an increase of 121 vehicles per hour).

The applicants traffic consultant has adopted a distribution of traffic associated with the redeveloped site which seems unlikely. In terms of traffic egressing the site while a predominance of traffic associated with the existing site egresses the site from its driveway at the north eastern corner 50% of egressing traffic from the developed site has been assigned to the driveway onto Myoora Road which would require such traffic to circulate through the Bulky goods and landscaping area. It is considered that the numbers egressing the site via the Myoora Road would be significantly lower, at most 10%, with most vehicles egressing via the two driveways on Cooyong Road. No egressing traffic has been assigned to the driveway located midway along the site on Cooyong Road.

In terms of ingressing traffic, there is no access from Myoora Road to the customer parking area and as such only traffic making deliveries or accessing the bulky goods landscaping area will enter via that driveway. The traffic report however assigns 30% of entering traffic to that driveway. At most 5% of traffic should be assigned to enter the site via that driveway. The closure of the ingress driveway off Mona Vale Road is likely to see a significant increase in vehicle movements into Cooyong Road which is reflected in the traffic consultants assignment of traffic however the proposed closure of the Flower Power site in Warriewood will see a significant increase in traffic using this site from the north. This traffic would tend to access the site via the right turn bay from Mona Vale Road and the assignment of only 15% of entering traffic to that movement seems low.

Given the above comments the traffic modelling conducted by the applicant should be revised to reflect a more realistic traffic assignment. It is noted that the previous traffic report for the previous (withdrawn) DA identified a need for the right turn bay for traffic turning from Mona Vale Road into Cooyong Road to be extended and this may still be the case noting the heavy opposing traffic flows and resultant delays in undertaking the right turn. Revised modelling is required to confirm whether this is still the case.

It is noted that the existing site access road off Mona Vale Road will be closed on traffic efficiency and safety grounds. This will intensify traffic movements to and from the site via Myoora Road and Cooyong Road with the driveway off Cooyong Road at the eastern end of the site considered likely to absorb the majority of the redirected traffic. The Mona Vale Road access driveway currently has a Saturday AM peak hour traffic inbound movement of 61 vehicles per hour with the applicant's traffic report estimating that post development an additional 96 vehicles/hour are likely to turn left into Cooyong Road to enter the site in the Saturday AM peak period. There will be a significant number up to 148 vehicles that will be entering the site via Cooyong Road in the Saturday peak. The eastern Cooyong Road driveway is likely to carry more than 300 vehicles per hour (combined in and outbound) in Saturday peak periods. At these levels there is concern that queued traffic might create congested conditions both within the carpark and tailing back along Cooyong Road towards or into Mona Vale Road.

Further traffic analysis by the applicant's traffic consultant to better understand the impacts of the closure of the Mona Vale access driveway and the potential for queuing issues in and around the eastern driveway on Cooyong Road are required.

Parking

The existing garden centre development on the site provides parking for 127 vehicles with an observed peak parking demand of 91 spaces. The proposed expansion includes a proposal to increase the offstreet parking supply to 259 spaces. The Warringah DCP parking requirement that most closely reflects the uses on the site is "Landscape and garden supplies" which requires that parking be provided at the greater of 15 spaces or 0.5 spaces per 100m² of site area. The later figure equates to 141.495 spaces (rounded up to 142 spaces) for a site area of 28299m². The Traffic and Parking Impact report notes that this rate is the same as that reflected in the TfNSW Guide to Traffic Generating Development for "plant nurseries". In the TfNSW guide it notes that offstreet parking should be provided to cater for peak parking periods at the facility and that parking for auxiliary facilities are not included, but that any increase to cater for auxiliary facilities should make appropriate allowance for dual or complementary use.

The traffic and parking impact report notes that the additional 3605m² of retail space and 473m² of café space will generate a demand for 172 additional parking spaces but applies a 25% reduction in generated parking demands to account for linked trips meaning that an additional 129 parking spaces are required. i.e 256 spaces. The developer proposes 259 parking spaces which is considered acceptable.

It is noted that 8 accessible parking spaces (exceeding the BCA of Australia requirement of 1 per 50 spaces) has been proposed. Accessible parking spaces appear to be designed to be compliant with the requirements of AS2890.6 but this will also be conditioned.

An omission from the carparking planned for the redeveloped site is an absence of parking spaces catering for cars towing trailers. It is however noted that the bulky goods display area and landscape

shop would allow for cars with trailers to pull up and collect materials are circulate to and from Myoora Road in a forwards direction.

Loading and Servicing

The redeveloped site will provide for access to the site by vehicles up to and including a 19.0m semitrailer.

Swept path plots have been provided to demonstrate that a 19.0m semi-trailer can access the site and circulate through the Open Bulky Goods display area in a forwards direction to/from Myoora Road. It is noted that only right turn in and left turn out truck movements at the Myoora Road driveway have been plotted. This limits heavy vehicle movements past the Terrey Hills Public School or past homes in Cooyong Road and is supported. A condition will be imposed restricting truck movements to right in and left out of the property.

The truck loading/hardstand areas and truck turning areas are separated from customer parking areas however there is some sharing of access driveways by service vehicles and car movements although this is in a forwards direction and is not in areas which will be frequented heavily by pedestrians. Conditions will be imposed to restrict truck access to times when customer use of the driveways is low with no service vehicle access on weekends when customer activity will be highest to be permitted.

It is noted that the development is located within close proximity to the Terrey Hills Public School and that the primary truck access point is located off Myoora Road directly opposite the school. The mixing of heavy vehicle movements with intense before and after school activity, particularly pedestrian activity is inappropriate and unsafe. It is noted in the traffic report that the developer proposes to limit heavy vehicle movements to one inbound and one outbound movement during school peak periods however any truck movement at these times are considered inappropriate and a restriction will therefore be imposed as a condition of consent that any truck movements other than by small rigid vehicles are not to occur between 8:00am and 9:30am or between 2:30pm and 4:40pm Mon-Fri.

In view of the fact that the garden centre is at its busiest on weekends and that trucks must circulate through the customer parking areas no truck deliveries or servicing will be permitted on weekends. In addition, as the loading dock areas are primarily located near the south west corner of the site with customer parking located at the northern and eastern ends of the site a restriction on heavy vehicle movements into the site from Cooyong Road will be imposed i.e that all vehicles in excess of SRV (6.5m in length) are to access the site via Myoora Rd with all ingress and egress movements by semi trailers and truck and bogey combinations to be to and from Myoora Road.

Access

The redeveloped site provides for some accessible paths of travel and marked pedestrian routes through the site however the level of detail is insufficient to determine if appropriately graded ramps and footpath connections are available.

The access report notes some areas of concern with regard to that accessible paths of travel and that further work will be required during the detailed stage to achieve compliance with AS1428.1:2009

There is an absence of footpaths along the site frontages and no pedestrian crossings or refuges providing connections to existing paths on opposite sides of the road. There is therefore poor pedestrian and cyclist connectivity to the site and inadequate pedestrian connection to bus stops near the site. Council's adopted bike plan proposes a 3m wide shared path along the southern side of Cooyong Road. A footpath connection between that path and the bus stop on the eastern side of Myoora Road on the frontage of the site will also be required. These path works along the site frontages will be conditioned in conjunction with any approval for the development

Infrastructure works

The following infrastructure works will be requested in conjunction with any development approval for this work to offset impacts of the development:

1. As proposed and previously requested by TfNSW the vehicular access to Mona Vale Road will be deleted and replaced by kerb and gutter to match existing to TfNSW requirements
2. kerb & gutter should be provided along the full Cooyong Road frontage of the site to provide efficient drainage of the site, prevent parking on the nature strip and better cater for the generated traffic to and from the site. A shared Path along the south side of the site between Myoora Road and Mona Vale Road will also be required.
3. A footpath connection shall be provided on the east side of Myoora Rd between the existing bus stop and Cooyong Road with appropriately located pram ramps and widened traffic splitter islands (to better cater for pedestrian storage) provided to facilitate links to footpaths on the west side of Myoora Road and the north side of Cooyong Road.
4. A streetlighting upgrade shall be undertaken on Myoora Rd to provide a compliant level of streetlighting along the frontage of the site and in particular in the the vicinity of the site's Myoora Road driveway and bus stop. The applicant to prepare a streetlighting upgrade design and meet the cost of the upgrade works.
5. Redundant layback vehicle crossings on Myoora Road shall be removed and reinstated to kerb and gutter and turfed nature strip
6. Designs for extension of the right turn bay on Mona Vale Road, if required, shall be prepared and the turning bay increased in length at the applicants cost to a provide the required storage capacity.

Summary

prior to further consideration of the development the plans and traffic and parking impact report shall be amended to incorporate:

- revised assignment of traffic to more realistically reflect likely directions of traffic to and from the site
- additional traffic modelling to reflect revised distribution of traffic
- additional analysis to review potential queueing issues on Cooyong Road and within the site near the sites eastern vehicle entry/exit driveway

The proposal is therefore unsupported.

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

Traffic Management

Traffic management procedures and systems must be in place and practised during the course of the project to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 2009 Manual of Uniform Traffic Control Devices and Council's Development Control Plans.

Note: A plan of traffic management is to be submitted to and approved by the Northern Beaches Council Traffic Team

Reason: To ensure pedestrian safety and continued efficient network operation.

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 on-site 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.

Service Vehicle Area

The area designated as manoeuvring areas must be kept clear of obstructions at all times. Vehicles must not be required to queue on public roads at any time.

Reason: To ensure compliance with Australian Standards and prevent obstructions to traffic flows.

Road Occupancy Licence (ROL) from Roads and Maritime Services

The developer shall apply for a Road Occupancy Licence (ROL) from the TfNSW Transport Management Centre (TMC) prior to commencing work within the classified road reserve or within 100m of traffic signals. The application will require a Traffic Management Plan (TMP) to be prepared by a person who is certified with 'Prepare a Work Zone Traffic Management' accreditation or equivalent. Should the TMP require a reduction of the speed limit, a Direction to Restrict will also be required from the TMC.

Reason: To inform the relevant Roads Authority of proposed disruption to traffic flows.

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 and approved by the Northern Beaches Council Traffic Team 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.
- Specify that, due to the proximity of the site adjacent to Terrey Hills Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Off-street Parking standards).

With respect to this, the following revision(s) must be undertaken;

All internal driveways and vehicle access ramps must have ramp grades and transitions complying with AS 2890.1. To ensure the gradient requirements and height clearances are satisfied, a driveway profile must be prepared for all internal ramps showing ramp lengths, grades, surface RL's and overhead clearances, taken from the crest of the ramp to the base. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

Plans prepared by a suitably qualified Engineer shall be submitted to the Principal Certifier prior to the issue of a Construction Certificate.

Reason: To ensure compliance with Australian Standards relating to manoeuvring, access and parking of vehicles.

Submission Roads Act Application for Civil Works in the Public Road

The Applicant is to submit an application for Infrastructure Works on Council Roadway for approval under Section 138 and 139 of the Roads Act 1993.

The application is to include four (4) copies of Civil Engineering plans for the new development works within the road reserve. The design of the kerb and gutter, footpath, ramps, driveway crossings and road pavement; are to be in accordance with Council standard drawings and Council's 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) The construction of vertical faced kerb and gutter on the south side of Cooyong Road between Mona vale Road and Myoora Road. The face of kerb to be offset 8.2m for the kerb on the northern side of Cooyong Road road to providing two 3m wide traffic lanes and a 2.2m parking lane (northern side of Cooyong Road). This width is to be provided for the section of road between the existing School Zone sign opposite the Cooyong Road frontage of 64 Myoora Rd and a location opposite the Cooyong Rd access point to the Mona Vale Road underpass. Transitions between the new kerb and existing kerb at the intersections of Cooyong Rd with Myoora Road and Mona Vale Road must be designed to accommodate the turning manoeuvres for the largest vehicle type accessing the site. A swept path analysis demonstrating access is to be submitted Council's Traffic Engineer for approval.
- b) A 2.5m wide concrete shared path on the southern side of Cooyong Road, between Myoora Road and Mona Vale Road. The shared path to be located between the property boundary of the development site and the existing streetlights in the Road Reserve. New kerb ramps connections to

the path are to be provided on both sides of Myoora Road, and on the southern side of Cooyong Road at its eastern end opposite the access to the Mona Vale Road underpass.

- c) A 1.5m wide concrete footpath on the eastern side of Myoora Road connecting to the new Cooyong Road shared path and Myoora Road kerb ramp and extending to Bus Stop ID: 208454, and the proposed nursery access driveway to Myoora Road.
- d) A minimum 1.5m wide bridle trail (off-road & turfed) located in the grassed nature strip on the south side of Myoora Road.
- e) Install 'No Parking' signage along the southern side of Cooyong Road.
- f) The provision of 'No Parking' restrictions on the south side of Cooyong Road, between Myoora Road and Mona Vale Road, requires approval from the Northern Beaches Council Local Traffic Committee prior to commencement of installation. A plan providing details of the proposed signage must be lodged for consideration at least twelve (12) weeks prior to work commencing.
- g) The existing overflow parking on the Mona Vale Road verge is to be removed and the area reinstated to Council's satisfaction. The access driveway off Cooyong Road shall be removed and replaced with kerb and gutter.
- h) The redundant driveway on the Mona Vale Road boundary shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Mona Vale Road shall be in accordance with TfNSW requirements.

Details demonstrating compliance in relation to works on Cooyong Road and Myoora Road (local roads) are to be submitted to Council for approval prior to the issue of the Construction Certificate. The fee associated with the assessment and approval of the application is to be in accordance with Council's Fee and Charges.

Detailed design plans of the proposed works on Mona Vale Road (State Road) are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works.

Reason: To ensure engineering works are constructed in accordance with relevant standards and Council's specification.

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 in Cooyong Road.

A separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on the subject section of Mona Vale Road

Reason: To ensure Work zones are monitored and installed correctly.

Demolition Traffic Management Plan

As a result of the site constraints, limited vehicle access and parking, a Demolition Traffic Management Plan (DTMP) shall be prepared by a suitably accredited person and submitted to and approved by the Northern Beaches Council Traffic Team prior to commencing any demolition work.

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.
- Specify that, due to the proximity of the site adjacent to Terrey Hills Public School, no heavy vehicle movements or construction activities effecting vehicle and pedestrian traffic are permitted in school zone hours (8:00am-9:30am and 2:30pm-4:00pm weekdays).
- 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

Loading Dock Management Plan

A Loading Dock Management Plan shall be prepared by the applicant and submitted to and approved by the Principal Certifier prior to the issue of any Occupation Certificate.

The Plan will need to demonstrate how the loading dock will be managed to ensure that there will be only one vehicle entering and exiting the loading dock access in any period and how safe servicing arrangements including waste collection will be undertaken without interrupting general traffic. Vehicle queuing on public road(s) is not permitted.

Reason: to ensure the loading dock is managed appropriately and that tenants are aware of the conditions of use.

Disabled Parking Spaces

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

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

Reason: To ensure compliance with Australian Standards.

Shared Zone Bollard

A bollard is to be provided at the shared zone between disabled spaces in accordance to Australian Standards AS2890.6:2009.

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

Reason: To ensure compliance with Australian Standards.

Operational Management Plan

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

- Vehicle access and egress.
- Through-site circulation of vehicle movements.
- Management of car parking areas.
- The location and content of directional signage.
- Complaints management.
- Noise management.
- Truck delivery times and methods of control to manage the sequencing of the loading docks.
- Waste management.

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

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

Footpath, Shared Path and Kerb and Gutter Construction

The required footpath, Shared Path, Kerb & Gutter and associated signposting and linemarking in accordance to Council's standard specifications and consistent with any Roads Act and Traffic Committee approvals, shall be constructed to Council's satisfaction. Details demonstrating compliance are to be submitted to the Principal Certifier prior to the issue of any Occupation Certificate.

Reason: To provide for pedestrian, bicycle and vehicle access and parking to, from and around the site.

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

Delivery Vehicles

1. Delivery vehicles other than small rigid vehicles are not permitted between 8:00am and 9:30am or between 2:30pm and 4:00pm Mon-Fri, due to higher traffic and pedestrian volumes during School Zone hours.
2. Semi-trailers are only to access the site via a right turn in off Myoora Road and a left turn out to Myoora Road
3. All Delivery vehicles are only to ingress and egress the site to from the Myoora Road driveway

Reason: Pedestrian safety and compliance with Council's expectations within a School Zone.

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.