

27 February 2024
Ref: 23046

Platino Properties
Suite 11, 20 Young Street
NEUTRAL BAY NSW 2089

Attn: Paula Mottek
paula@platino.com.au

Dear Paula,

Mod 2023/0617
5 Skyline Place, Frenchs Forest – Stage 2
Proposed Modifications to Approved DA2021/0212 Development
Servicing Matters

I refer to Council's recent Traffic and Waste internal referral responses, requesting additional information in respect of the abovementioned modification application. The following advice is provided in respect of the matters raised by Council's Traffic and Waste officers.

Traffic

It is noted that the layout of the basement parking areas have been amended including near the delivery bays. No swept path plots have been provided to confirm that ingress/egress to and from these bays by small rigid vehicles is achievable. This is required. Similarly, confirmation that there is adequate floor to ceiling clearance throughout the parts of the basement that must be traversed by small rigid vehicles has not been provided. Overhead clearance of at least 3.5m will be required and must be demonstrated.

It is noted that Council's waste services team have raised concerns about the changes made to the access arrangements to the street level bin storage areas. It is noted that the dimensions of the dock area have also been reduced with access to the bay now more constrained. Swept path plots must be provided to demonstrate that ingress and egress for Council's 10.5m long Waste Services truck can be achieved.

CJP response

The proposed modified scheme makes provision for two "delivery" bays within the "lower-level basement" parking area (RL153.00), measuring 7.0m x 4.0m and 7.4m x 4.0m, respectively. It is pertinent to note in this regard, that the DA2021/0212 stamped approved plans also show two "delivery" bays within a similar/same location on the same parking level. These two bays were approved for use by light commercial vehicles such as vans, utilities, wagons and the like. The additional depth in the delivery bay is to provide a space for loading/unloading of goods without affecting the circulation aisle. These two delivery bays were never, and are not now, to be used by SRV trucks with a 3.5m clearance. They are intended to be used by B99 design vehicles with an overhead clearance of 2.2m.

With respect to Council's waste service vehicle, please see attached swept turn path diagram of a 10.5m long truck performing a u-turn manoeuvre within the Skyline Place cul-de-sac turning head, before reversing into the on-site loading bay. It is also pertinent to note that this is the same manoeuvre that was approved by Council under the original DA2021/0212 scheme, albeit with a modified loading bay design.

Traffic

The current proposal has now removed both the waste bin lift and the waste ramp access to/from the basement. The vehicular driveways are not to be used for the process of transferring bins between the basement rooms and street level bin servicing area. The potential conflict between vehicles exiting the basement and the operation of a bin tug on the driveway ramp is unacceptable.

For the bin tug the access the waste servicing area it would be required to perform a 180 degree turn on the public footpath/road outside the property. This is also unacceptable. As the driveway ramp adjacent to the waste servicing area is shown as "exit only" please advise how the bins will be returned to the basement rooms. It is Councils' expectation that the public road and footpath not be used for this purpose. All bin movements are to be contained within the property.

As garbage and recycling bins are serviced twice per week considerable time will be required to transfer all the bins on two days per week. Bulky goods are collected on 5 week schedule. Therefore a third day per week will be required for transferring bulky goods waste to the servicing area every five weeks.

CJP response

Whilst a specific bin transfer vehicle has not yet been chosen, there are a number of options on the market. Two of the more suitable options are shown in the following images.

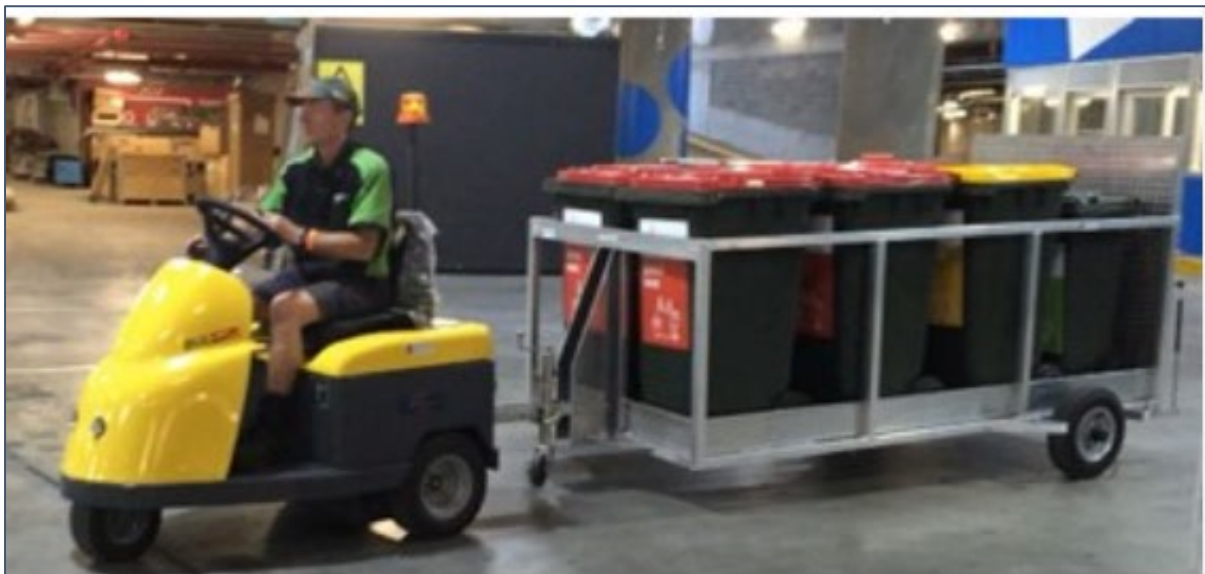


Figure 1 – Bin tug with trailer example



Figure 2 – Bin utility vehicle example

The proposed bin transfer procedure between the basement storage room and the temporary holding area adjacent to the loading bay is as follows:

- Bin tug & trailer/bin utility vehicle kept within residential garbage room 2 when not in use,
- Prior to specified waste collection times, bins are loaded into/onto the bin tug & trailer/bin utility vehicle within residential garbage rooms 1 & 2, and transferred up to the temporary holding area,
- Before returning to the basement with the vehicle to collect more bins, the contractor will press a button located within the at-grade loading bay which will activate a red traffic signal at the bottom of the ramp in the basement, instructing exiting drivers, if any, that they must Wait On Red – i.e. until the signal turns back to green,
- The bin tug & trailer/bin utility vehicle returns to the basement garbage rooms to collect more bins and repeats the process,
- The opposite procedure occurs when transferring emptied bins back to the basement bin rooms.

Note, the top of the car park exit ramp will be relatively level with the area adjacent to the loading bay, such that there will not be a ramp kerb and the bin tug & trailer/bin utility vehicle will *not* need to exit the site boundary in order to move between the ramp and the temporary bin holding area.

In lieu of a ramp kerb, other measures such as removable bollards may be considered, which the waste contractor removes for a short period of time in order to undertake the bin transfers. The bollards would then be returned once the bin transfers are complete.

It is also recommended that a “No Entry – Waste Utility Vehicle Excepted” sign is installed at the top of the car park exit driveway, facing outwards to the street.

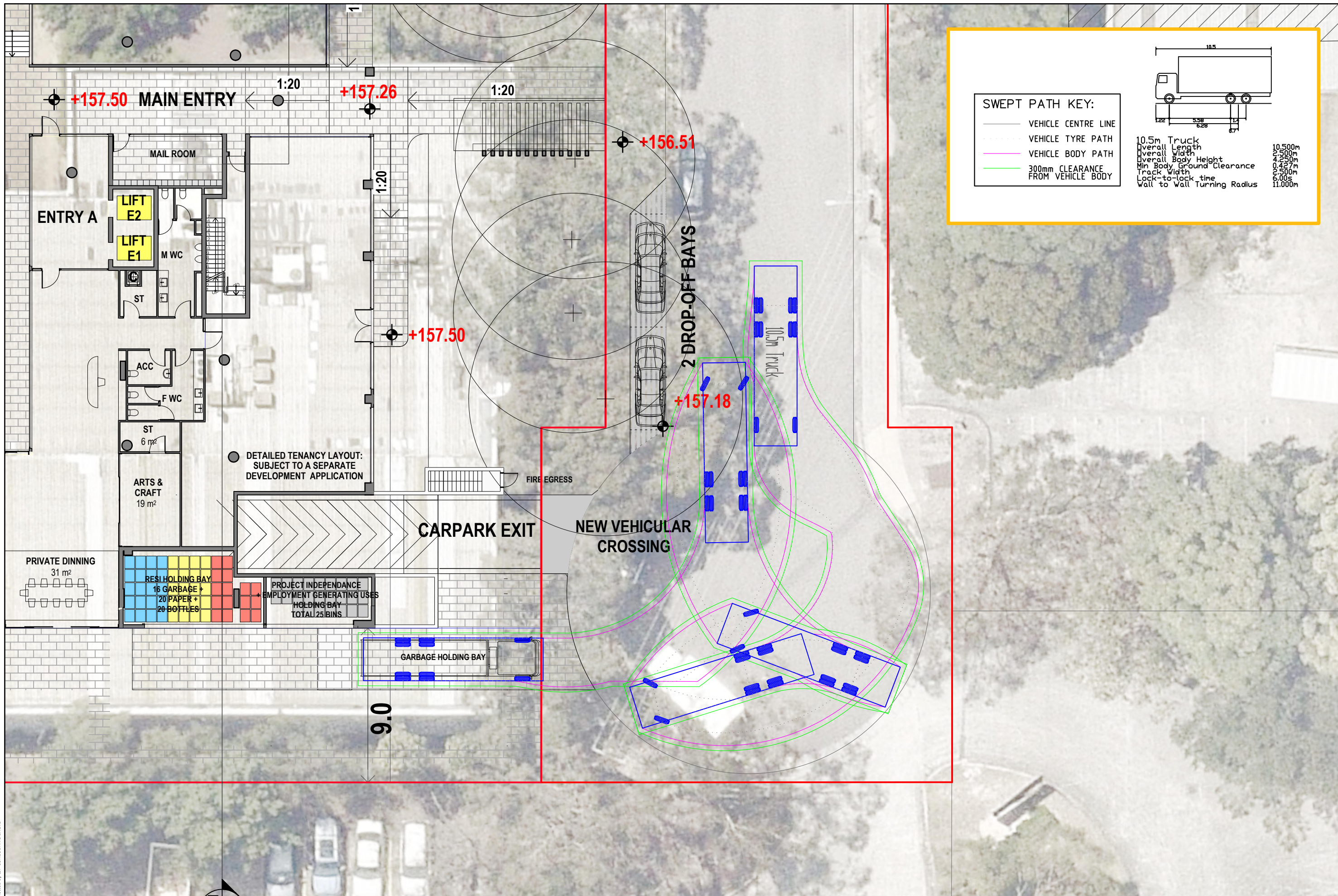
In light of the above, it is considered that the proposed arrangements can be easily managed and integrated into a Plan of Management. Furthermore, the ramp bollards, signalised ramp and signage can all be conditioned, as well as including a condition that other than the waste collection truck, bin transfer vehicles must *not* exit the site boundary and onto Skyline Place to undertaken their duties.

I trust the above addresses Council's relevant comments. Please do not hesitate to contact me on the number below should you have any queries.

Kind regards

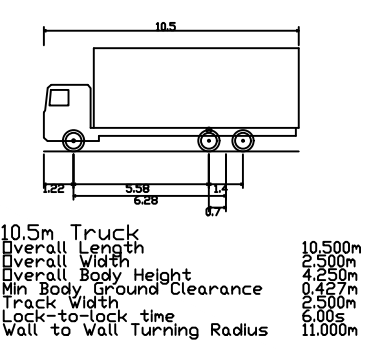


Chris Palmer
Director
B.Eng (Civil), MAITPM



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY



Plotted by CJP CONSULTING ENGRS