



City Plan Strategy & Development P/L
ABN 58 133 501 774
871 - 877 Pacific Highway, Chatswood

17 May 2019

Our Ref: [P-18072]

The General Manager
Willoughby City Council
PO Box 57
CHATSWOOD NSW 2057

Attention: Craig O'Brien

Dear Craig

RE: PLANNING PROPOSAL (PP) 2018/4 AT 871 - 877 PACIFIC HIGHWAY, CHATSWOOD

We refer to Council's letter dated 15 February 2019, Council's resolution held on 11 February 2019, and Council's subsequent email dated 20 March 2019 in relation to 2018/4 at 871 - 877 Pacific Highway, Chatswood.

In the latest correspondence from Council, you advised that further information was required to satisfactorily address Point 4b of Council's resolution. Please find below in red, our Traffic Engineer's response to each of those items in that email:

1. A full explanation is required in regards to the capacity of the neighbouring property at 879 Pacific Highway to be satisfactorily serviced from 871-877 Pacific Highway. In particular, how are large goods on large trucks to be moved from the shared loading dock at 871-877 Pacific Highway? The same concern exists with garbage. It would seem you are proposing trolleys of goods to be moved down the service corridor, then outside and across a terraced area, then into the neighbouring building. A full explanation in writing and where necessary on plan, is required addressing the above – regarding loading / unloading and garbage.

Safety measures have been shown highlighted on the attached plan to facilitate pedestrian right of way clear of vehicular movements.

Garbage and delivery vehicles are to drive into the driveway and reverse into the loading bay shown on the attached plan, until they are clear of the pedestrian right of way. They are then to leave the property in a forward direction.

Rear lift entry to service corridor for commercial waste.

Loading access to entrance lift lobby for deliveries (to avoid access via waste area).

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Where are the doors on the buildings shown on plans that would enable this to happen ? – because it would otherwise have to occur through the main building entrance, using the main lifts (2 shown) which would be shared by commercial tenants as well as residential tenants. Also show any service corridor in 879 Pacific Highway.

Doors to service corridor and neighbouring building waste room have been shown on the attached plan.

Where is the residential garbage to be located for 879 Pacific Highway, and how will this be managed.

This building is shown as commercial use only. If this is to change in future, a residential waste room may be added alongside the commercial waste room, utilising the same through thoroughfare to the service corridor.

Council would seek a garbage area that can be accessed independent of any vehicle manoeuvring area.

Residential and commercial waste areas shown can be enclosed in rooms if required by Council.

Council needs to believe that what is proposed is feasible and an appropriate solution for loading at 879 Pacific Highway, and will not have adverse impacts on the Pacific Highway (for example, residential moving trucks unloading on the Pacific Highway).

The attached revised plan shows a feasible and appropriate solution for this proposal. Council has the authority to prohibit truck parking on the Pacific Hwy.

2. The potential isolation of 879 Pacific Highway, and any implications from this, is considered an important issue in the 871-877 Pacific Highway Planning Proposal.

Outline the legal mechanisms required to allow shared access and when / how this would be implemented – regarding shared vehicle and pedestrian access between the two sites. Council has to assume that there will be separate owners of these two sites.

An easement right of way is to be registered with the strata subdivision plans of this proposal providing access to the loading bay for occupants of the adjacent building.

3. The loading arrangement at 871-877 Pacific Highway potentially conflicts with garbage storage and access to garbage storage – particularly if this area services both 871-877 Pacific Highway, and 877 Pacific Highway, in both commercial and residential capacities.

For the purposes of safety and long term management, a satisfactory solution should be detailed / shown – emphasis is placed on appropriate sized areas with independent / separate safe access.

The attached revised plan and notes in above responses respond to these comments, showing that they can operate together without conflict.

4. Is all loading for 871-877 Pacific Highway to occur in the main lifts (2 shown) - which would be shared by commercial tenants as well as residential tenants. Are more than 2 lifts proposed / required ? If so, this should be shown on plan.

The 2 main lifts are shared between commercial and residential tenants, due to the relatively small area of commercial floorspace in this proposal.

2 lifts are sufficient for this building due to the small number of apartments per floor plan (3 to 5), in addition to the higher speeds (Up to 10m/s) proposed for the lifts.

5. The proposed large convex mirror to address safety issues regarding the right turn out of the driveway into Wilson Street is not a solution that Council is prepared to support. The responsibility for the solution is to be provided on site, and not on public land. The reference to the previously approved DA is not considered appropriate for the subject Planning Proposal, which involves significantly greater uplift.

Please refer to attached letter from Varga Traffic Planning, which addresses this concern.

We hope this satisfies Council's recommendation and Council can now forward the Planning Proposal to the Department of Planning and Environment for Gateway Determination.

Should you have any further enquiries regarding this matter, please do not hesitate to contact myself on the number below.

Yours Faithfully,



Tina Christy
Associate Director