



4 March 2019

Ref 17701

Willoughby Council
PO Box 57
CHATSWOOD NSW 2057

Attn: Mr Craig O'Brien

Dear Craig,

PLANNING PROPOSAL 2018/4
871-877 PACIFIC HIGHWAY, CHATSWOOD
TRAFFIC MATTERS

I refer to the Council officers' report to the ordinary Council meeting held on 11 February 2019 regarding the above planning proposal. The following advice is provided in response to the traffic related matters raised in the report.

As you are probably aware, the planning proposal seeks approval to amend the planning controls of the site to facilitate the development of a residential apartment building with a commercial/retail component on the lower levels of the building.

For the purposes of this planning proposal, an amendment is also sought to the planning controls which apply to the adjacent service station site to the north of the subject site, to enable a cumulative traffic assessment to be undertaken, as requested by Council. It should be noted however, that the service station operates on an *extended lease* and is unlikely to be redeveloped for many years, possibly decades.

A two-stage traffic analysis was therefore undertaken as follows:

- an interim traffic analysis whereby only the subject site is redeveloped, and
- a cumulative traffic analysis whereby the adjacent site is also redeveloped.

An internal through-site link is proposed between the two sites (in the event that the adjacent service station site is redeveloped), such that all vehicular access to both sites is provided via a single driveway off Wilson Street.

The traffic generation potential of the two sites is set out in the table below:

**Projected Total Future Traffic Generation Potential
of the Site as a Consequence of the Planning Proposal on the Subject Site
and Redevelopment of the Adjacent Service Station Site**

	Subject Site		Adjacent Site		Total	
	AM	PM	AM	PM	AM	PM
Residential (86 apartments):	16.3 vph	12.9 vph	n/a	n/a	16.3 vph	12.9 vph
Commercial (1,432m ² & 4,680m ²):	22.9 vph	17.2 vph	74.9 vph	56.2 vph	97.8 vph	73.3 vph
TOTAL:	39.2 vph	30.1 vph	74.9 vph	56.2 vph	114.1 vph	86.2 vph

The operational performance of the proposed driveway has been assessed using the SIDRA capacity analysis program, and the results of that analysis are provided in the *movement summaries* attached to this report, and are summarised in the table below:

**Results of SIDRA Analysis
Wilson Street and Site Access Driveway**

	Projected Development Traffic Demands			
	Subject Site Only		Plus Adjacent Site	
	AM	PM	AM	PM
Level of Service	A	A	A	A
Degree of Saturation	0.024	0.037	0.046	0.043
Average Vehicle Delays (Secs/Veh)	1.3	1.2	3.3	1.4

The results of the analysis indicate that:

- the proposed driveway will operate at *Level of Service “A”* under both scenarios, and
- total average vehicle delays will be minimal, in the order of 2 to 3 seconds/vehicle under both scenarios.

A dedicated service area is proposed at the rear of the subject site which has been designed to accommodate MRV trucks, such that they can enter and exit the site whilst travelling in a forward direction at all times. The proposed loading dock will serve both buildings, and a service corridor is proposed to connect the loading dock to the adjacent building on the service station site in the event that that site is redeveloped.

In addition, provision will also be made in the basement car parking area of both buildings to accommodate deliveries by light commercial vehicles such that the *Hyundai iLoad* or similar white vans.

It is noted in this regard that the delivery needs of the office building proposed on the adjacent service station site is expected to be minimal (e.g. stationary/office supplies), and will likely comprise light commercial vehicles such that *Hyundai iLoad* or similar white vans which can be accommodated in conventional parking spaces, rather than in the proposed loading dock.

The proposed loading dock will cater for truck deliveries and servicing such as garbage collection, which tend to occur predominantly on weekday mornings.

It is anticipated that usage of the loading dock will be minimal, typically 1 or 2 trucks per day. In addition, residents moving in/out of the residential apartments may also generate removalist truck activity, say once per year/apartment.

Taking the residential apartments into account there could be up to 3 trucks per day using the proposed truck dock. Routine deliveries/servicing by trucks is likely to be undertaken in less than 10-15 minutes. Removalist trucks are likely to remain on-site for longer periods.

A booking system will therefore be maintained to ensure that:

- routine deliveries/servicing can be undertaken without hindrance, and will be given priority at all times
- removalist trucks will be restricted to weekday afternoons or weekends, and *only* at those times which do not conflict with routine deliveries/servicing.

The layout of the proposed loading dock has been designed to enable trucks to reverse into the dock from the driveway in a *single movement*, and then to exit the site once again in a *single movement* as indicated by the attached swept turning path diagram. It is pertinent to note in this regard that the driver of the truck will have good visibility of cars proceeding up the ramp from the basement, or entering the site from the street (using the truck mirrors). Similarly, trucks exiting the loading bay will also have good visibility of cars using the driveway in either direction.

The location of the proposed vehicular access driveway in Wilson Street adjacent to the railway overpass was determined in consultation with Council staff as part of the previously approved development application on the site. This location was chosen because:

- the RMS will *not* permit any vehicular access to the site off the Pacific Highway
- a driveway located further to the west in Wilson Street was not favoured due to the proximity of the Pacific Highway intersection.

A vehicular access driveway adjacent to the railway bridge was therefore approved by the Council following confirmation that a *large convex mirror* would be installed on the electricity pole located on the southern side of Wilson Street, directly opposite the exiting/proposed vehicular access driveway, to improve visibility for drivers departing the site via a right-turn towards the Pacific Highway.

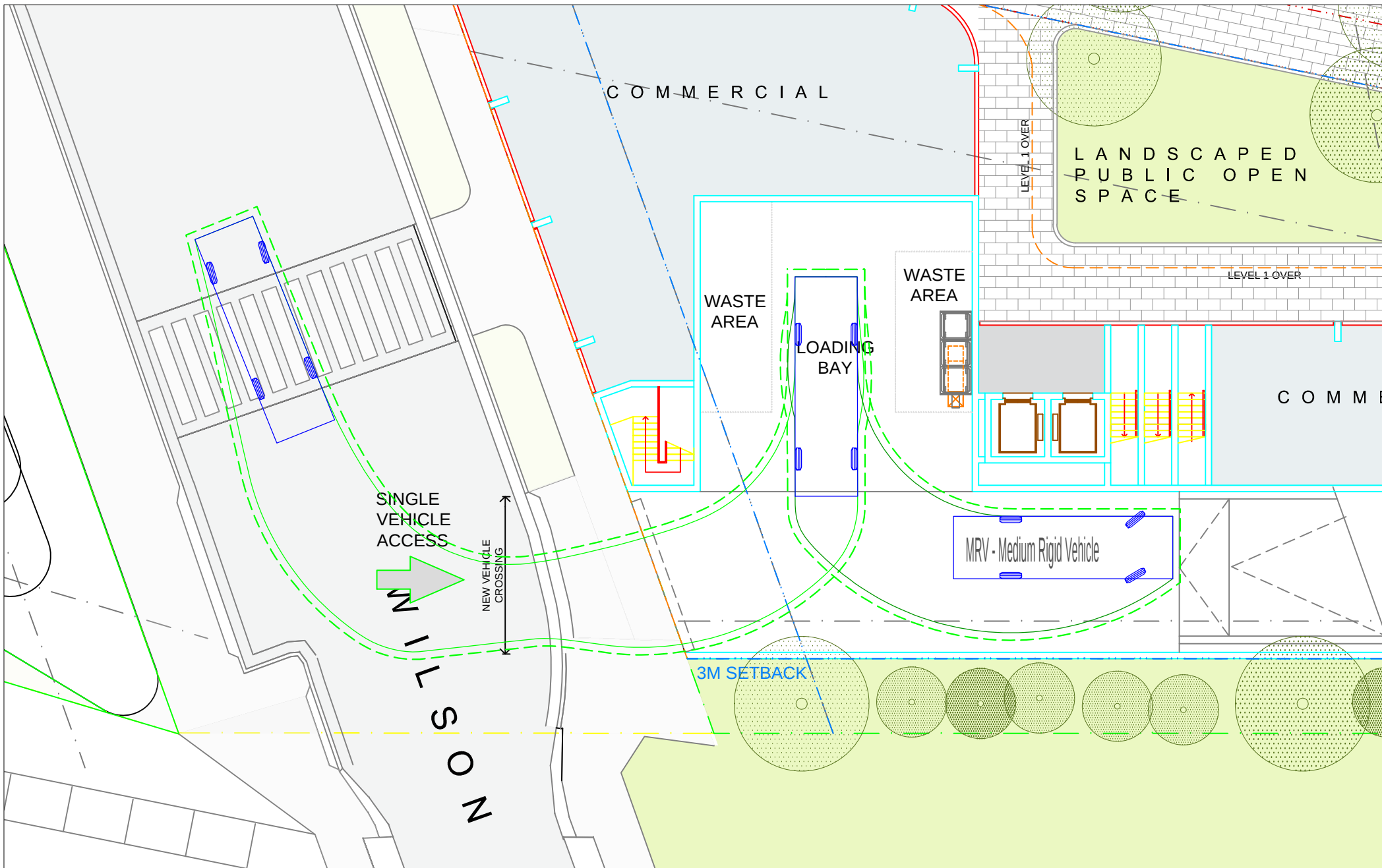
The current planning proposal adopts the *same* arrangements as the previously approved DA, with a *large convex mirror* to be installed on the electricity pole located directly opposite the site access driveway. This arrangement is considered satisfactory given that traffic volumes and vehicle speeds of existing traffic flows in Wilson Street are relatively low.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely



Robert Varga
Director
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PROJECT
 MIXED-USED DEVELOPMENT

DRAWING TITLE
 8.8m Medium Rigid Vehicle Entry & Exit

ADDRESS
 871-877 Pacific Highway
 Chatswood

PROJECT NO.
 17701
 REVIEWED
 RV

DATE DRAWN
 2018-11-9
 PREPARED
 TY

1:200 @ A4

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants

