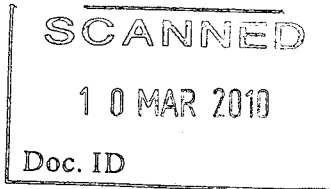


Our Reference:
Your Reference:
Contact:
Telephone

CAC 10M264 – SYD10/00081
DA-2010/34
Angela Malloch
8849 2041



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



Attention: Noni De Carvalho

**DEMOLITION AND CONSTRUCTION OF A CAR SHOWROOM
AT 728 PACIFIC HIGHWAY, CHATSWOOD**

Dear Sir / Madam,

I refer to your letter of 2 February 2010 regarding the abovementioned development application (Council Ref: DA 2010/34), which was referred to the Roads and Traffic Authority (RTA) for concurrence under Section 138(2) of the Roads Act, 1993.

Exercise of Concurrence Function under the Roads Act.

The RTA has reviewed the development application and would grant concurrence to the vehicular crossing from the Pacific Highway and Fullers Road under section 138(2) of the Roads Act, subject to Council's approval of the development application and the following requirements being included in Council's conditions of development consent:

1. Investigations in this area have not been finalised. However it would appear at this stage that the subject property could be affected by the RTA's proposals for the widening of Fullers Road/Pacific Highway in this location as shown on the attached diagram by red colour.

Therefore there are no objections to the development proposal on property grounds, provided that any new buildings or structures are erected clear of the land required for road.

It is noted that part of the roof structure encroaches into the widening scheme.

2. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) is to be in accordance with AS 2890.1- 2004 and AS2890.2 – 2002.
3. Any modifications to the design and construction of the gutter crossings off Pacific Highway and Fullers Road shall be in accordance with RTA requirements (i.e. Pacific Highway laybacks are to be 17.4metres at the kerb and 12metres at the current and proposed future boundary, Fullers Road layback is to be 16.5metres at the current and proposed

Roads and Traffic Authority

future boundary). Details of these requirements should be obtained from RTA's Project Services Manager, Traffic Projects Section, Parramatta, on telephone 8849 2496.

Detailed design plans of the proposed modifications are to be submitted to the RTA for approval prior to the commencement of any road works.

It should be noted that a plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approved road design plans by the RTA.

4. The left turn from the Pacific Highway into Fullers Road should be of a suitable radius to accommodate the 6 lane scheme identified in the Draft Local Environmental Plan for Willoughby Council.
5. Heavy vehicles are not permitted to service the site during the AM peak (i.e. 6am-10am). This is due to the fact that vehicles would encroach onto the wrong side of the road when exiting onto Fullers Road under the AM peak tidal flow conditions.
6. The driveway to Fullers Road is to be restricted to left in and left out due to the restricted sight distance in Fullers Road (crest and curve).
7. Council is to ensure that post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development discharge.
8. All vehicles are restricted to left in left out movements.
9. All vehicles must enter and exit the site in a forward direction.
10. All vehicles shall be wholly contained within the site before being required to stop.
11. All demolition and construction vehicles are to be wholly contained on-site and that there should be no work zones along either the Pacific Highway and Fullers Road.
12. Provision for car parking is to be to Council's satisfaction.
13. All works associated with the proposed development are to be at no cost to the RTA.

Any inquiries in relation to this matter can be directed to Assistant Planner, Angela Malloch on telephone 8849 2041 or facsimile 8849 2918.

Yours sincerely,

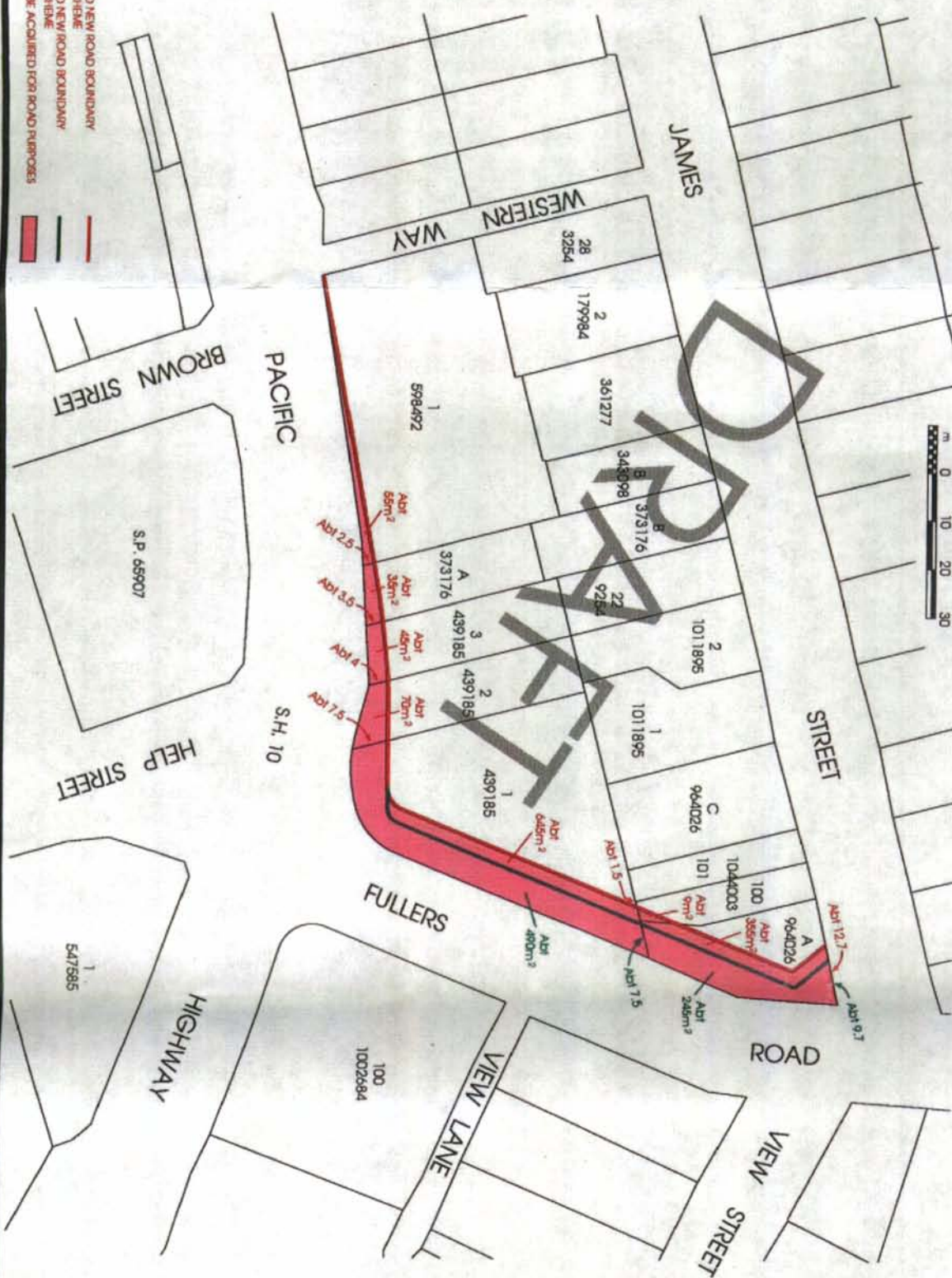


Andrew Popoff
A/Senior Land Use Planner
Transport Planning, Sydney Region

8 March 2010

Dimensions and positions of improvements in relation to the boundaries are subject to final survey

PLAN AMENDED 10-06-2006



PROPOSED NEW ROAD BOUNDARY
3 LANE SCHEME
PROPOSED NEW ROAD BOUNDARY
2 LANE SCHEME
LAND TO BE ACQUIRED FOR ROAD PURPOSES



PIMS

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oh what a *feeling!*

05 March, 2010

Willoughby City Council
31 Victor Street,
Chatswood NSW 2069

Attn: Noni de Carvalho
CBD Place Manager,

E: Noni.DeCarvalho@Willoughby.nsw.gov.au



Dear Ms Carvalho,

**Re: DA 2010/34 Chatswood Toyota Redevelopment – 728 Pacific Hwy,
Chatswood
– Vehicle Delivery Policy**

Toyota Motor Corporation Australia Ltd (TMCA) supports and encourages its network of dealers to continually review and improve their policies of operation.

In this regard, please find attached letter from Chatswood Toyota discussing efforts made to improve operational policy in respect to vehicle deliveries.

Regards

Kevin Collier
Manager – Corporate Facilities & Properties
Toyota Motor Corporation Australia Ltd





traffix
traffic & transport planners

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w: www.traffix.com.au
abn: 66065132961

Ref: 09 063

09 March 2010

SBA Architects
Suite 702, 83 Mount Street
North Sydney NSW 2060



Attention: Craig Stephen

Re: Proposed Redevelopment of the Chatswood Toyota Dealership, Pacific Highway,
Chatswood

Dear Craig,

We refer to your correspondence dated 5th March 2010 in which you summarise concerns regarding the development application raised by the P & C of the Chatswood Public School in relation to traffic and pedestrian safety. In response, we provide the following comments:

② Pedestrian Safety

As stated in Section 6 of our report, dated 22 December 2009, the development generally seeks to upgrade existing facilities for the current use of the site. As such there will be minimal, if any, change to the existing traffic generation associated with the site. Neither does the proposal result in an increase to the number of driveway crossings along either site frontage.

All proposed accesses are designed to comply with the requirements of AS 2890 with regard to visual plays at the property boundary so that adequate sight lines to pedestrians, including children, can be achieved. This assumes that the proposed landscaping on the egress side of all driveways is maintained at a sufficient height.

Having regard for the above, the development will continue to operate as currently occurs. This is not necessarily to say that the measures raised by the P & C will not improve the current situation, however we are not aware of any issues that have occurred previously with the current arrangement that would justify the need to implement additional measures. Therefore, a specific requirement to provide these measures is not considered necessary as a result of the proposed development and Toyota may wish to consider the implementation of the suggested measures at its discretion.

② Pedestrian Surveys

Specific pedestrian counts in the vicinity of the site were not undertaken as part of our assessment or were they included in our scope of works. However, these surveys are not considered necessary as the development will not significantly change the existing traffic volumes using the surrounding road network. Therefore, it is not expected that there will be any notable change to the existing performance of the road system which could potentially impact on the pedestrian accessibility.



• On-Street Peak Periods

Similarly to the pedestrian surveys, a separate analysis of the weekend peak periods is not considered necessary. The development is expected to result in similar traffic volumes to that of the current use of the site which would result in no change to the existing performance of the surrounding road network or critical intersections.

In summary, the development will not result in any significant increase in traffic and therefore will not noticeably impact on the performance of the surrounding road or pedestrian networks.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information regarding the above.

Yours faithfully,

traffix

Tim Lewis
associate engineer

Chatswood Toyota*Australia's No 1 Toyota Dealer*15th March, 2010

Willoughby City Council
31 Victor Street,
Chatswood NSW 2069

Attn: Noni De Carvalho
CBD Place Manager,

E: Noni.DeCarvalho@Willoughby.nsw.gov.au

SCANNED

1 6 MAR 2010

Doc. ID

Dear Ms De Carvalho,

**Re: DA 2010/34 Chatswood Toyota Redevelopment – 728 Pacific Hwy, Chatswood
– Vehicle Delivery Policy**

Chatswood Toyota recognises that our business is located at one of the busiest intersections on the North Shore. As such we endeavour to minimise impact on the day to day traffic, pedestrians and to the surrounding businesses and residences through continued review of our operations.

One such undertaking was review of our delivery method of new vehicles to the site. Given the constraints of locality, access and to minimise impact on the surrounding properties, we assessed our options for the type of vehicle carrying trucks available and the times / quantities of deliveries aimed at achieving a better outcome.

The quantity of deliveries is minimised to 2 deliveries per day, at the times of 8.00am and 2.30pm. These times were selected to minimise impact whilst allowing our own operations to co-ordinate the unloading process quickly and efficiently.

The type of truck is a 4 car carrier, selected because of its smaller size (refer to the attached photo), which affords better drive in – drive out manoeuvrability on the site as well as minimising unloading noise. Utilising this type of truck has allowed us to optimise the quantity of vehicles being delivered to the site on any given week.

Chatswood Toyota implements strict adherence to our operational safety policy and all staff are inducted and audited regularly to ensure the policy outcomes are met. We believe our safety record speaks for itself in this regard.

The current operational policies will be adopted for the new development and continued review of these will be undertaken to improve, minimise impact and to achieve the best outcomes for both the business and the surrounding properties.

Regards

Chatswood Toyota Pty Ltd

Anthony Politis
Dealer Principal

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