

18 April 2024
Ref 22255

Willoughby City Council
PO Box 57
CHATSWOOD NSW 2057

Attn: Mr Patrick Williams
E: council@willoughby.nsw.gov.au

Dear Patrick,

DA-2023/170
PROPOSED MIXED USE DEVELOPMENT
5-9 GORDON AVENUE, CHATSWOOD
TRAFFIC AND PARKING MATTERS

I refer to Council's letter dated 11 April 2024 to *Mainway Management Pty Ltd*, requesting additional information regarding the abovementioned development proposal (DA-2023/170).

Please find attached revised plans which have been modified in response to Council's comments. The following advice is also provided in response to the matters raised under Development Engineering, item 1 '*Vehicle access and parking*' section of your letter.

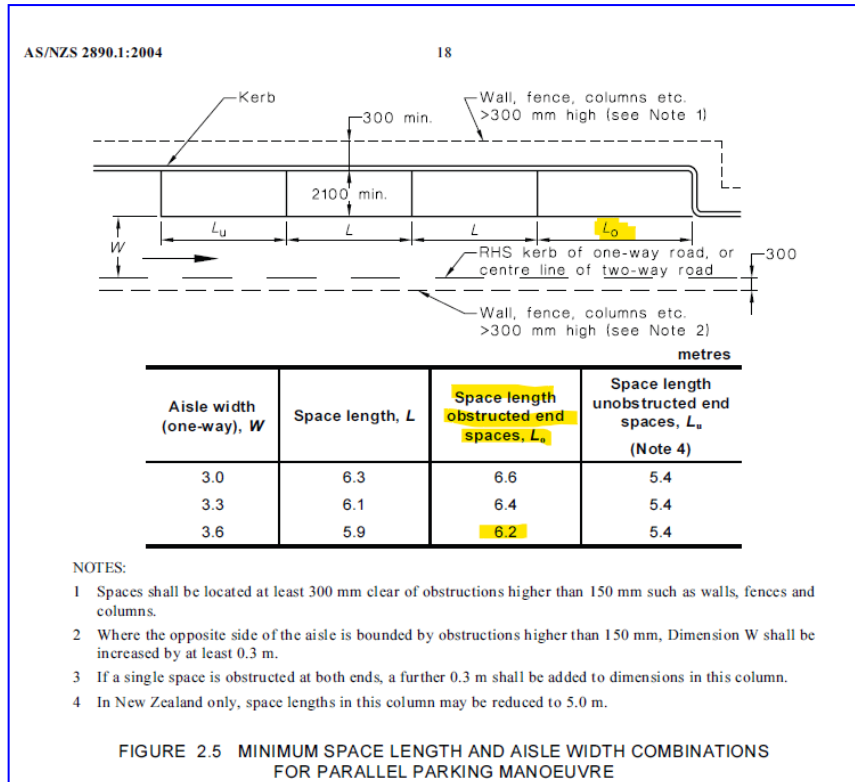
Vehicle access and parking

"1. Visitor parking spaces measure as 2.4m wide, with one only 2.3m wide. Visitor spaces are required to comply with the requirements of Class 2 medium term parking and not Class 1 all day / long term parking."

As requested, the visitor parking spaces have been amended to a *minimum* 2.5m wide for 'Class 2 medium term parking', in accordance with the AS/NZS2890.1 requirements.

"2. Spaces B02-22, B03-32, B04-21 and B05-20 are all impacted by the adjacent fan room. While swept path diagrams have been provided to demonstrate that a vehicle can access the space, it requires a what is effectively a U-turn at the top of a ramp, creating conflict. The swept path is also very tight for such a complicated turn. As such, these spaces are not supported."

Despite Council's comment that the parking spaces B02-22, B03-32, B04-21 and B05-20 are 'very tight' and results in a complicated turn, reference is made to *Figure 2.5* of AS2890.1:2004 reproduced on the following page, which nominates a minimum space length for the concerned parking space to be 6.2m in length.



The length of these concerned parking spaces have been designed to be *oversized*, comprising a length of 6.4m, with the ‘adjacent fan room’ clear of the required manoeuvring space.

Nevertheless, if concern is raised for the potential conflict of exiting vehicles within the lower basement car park, the parking spaces can then be restricted to ‘reverse in’ only.

“3. Spaces B02-10, B02-11, B03-10, B03-11, B04-09, B04-10, B05-08 and B05-09 are adjacent to each other and at an acute angle, less than 90degrees. As such, the required aisle width at 90degrees to the spaces is not achieved and it has not been demonstrated that vehicles can access these spaces.”

As requested, a review of the car parking spaces B02-10, B02-11, B03-10, B03-11, B04-09, B04-10, B05-08 and B05-09 have been undertaken. *Swept turning path* diagrams have been prepared using the *Autodesk Vehicle Tracking 2024* program in accordance with the requirements of AS2890.1 confirming that large B85 vehicles can access the proposed parking spaces without difficulty and with sufficient clearances at all times.

“4. The plans show that when the 10.5m long waste vehicle is in the loading bay the end of the vehicle extends into the circulation aisle, which is the main access to the site. When parked, with the required 2m loading area behind, the vehicle and the loading area must be clear of the access aisle / roadway.”

As requested, a review of the loading dock area has been undertaken. *Swept turning path* diagrams have been prepared using the *Autodesk Vehicle Tracking 2024* program in accordance with the requirements of AS2890.2 confirming that a 10.5m long waste truck can access the proposed loading dock area, with a 2m rear loading area.

Swept turning path diagrams have also been prepared using the *Autodesk Vehicle Tracking 202* program in accordance with the requirements of AS2890.1 confirming that a large B99 & B85 vehicle can pass another vehicle in opposite directions, whilst a truck is standing within the loading bay area.

Furthermore, the frequency of large trucks of this size; i.e. *up to* 10.5m in length, visiting the site will be absolutely *minimal* and will predominantly occur in the early hours of the morning (for garbage collections), when traffic activity within the site will also be minimal, if any.

All other servicing vehicles accessing the site will be much *smaller*, typically ranging *up to* a 6.4m small rigid truck.

Notwithstanding the above, the loading dock arrangements have been considered acceptable and compliant with AS2890, given that truck and car drivers will be able to see each other and pause *momentarily* to allow the other vehicle to pass should the need ever arise.

“5. “Small” car spaces are not acceptable for residential parking spaces. Residential parking spaces are to comply with the requirements for Class 1 parking.”

Despite Council’s comment that “small” car spaces are not acceptable, reference is made to Clause 2.4.1(iii) below, reproduced from AS2890.1:2004, which indicates the proposed dimensions of 2.3 m wide x 5.0m is considered *acceptable*.

(iii) *Spaces for small cars* In certain circumstances it may be appropriate to provide a space smaller than specified above for small cars. It shall be designated as a space for small cars.

NOTE: The size of such spaces is based on small car vehicle dimensions recommended in Appendix A, Paragraph A6.

The minimum dimensions shall be as follows:

(A) In Australia—2.3 m wide × 5.0 m long.

(B) In New Zealand—2.3 m wide × 4.5 m long.

“6. Visitor parking spaces are to comply with the requirements for Class 2 medium term parking, with a minimum width of 2.5m. Dimensions are to be provided to confirm compliance.”

As requested, and as noted in the foregoing, the visitor parking spaces have been amended to a *minimum* 2.5m wide. Dimensions have also been provided on the revised set of architectural plans.

“7. While the sight triangles required by AS/NZS 2890.1 are provided at the property boundary, there is a main pedestrian path immediately adjacent to the building, which does not have sight triangles to the main exit from the basement parking area. Sight triangles are to be provided at this location, to ensure that exiting vehicles are able to see pedestrians using the pathway. We note that given the number of parking spaces in the development, mirrors are not considered an acceptable solution.”

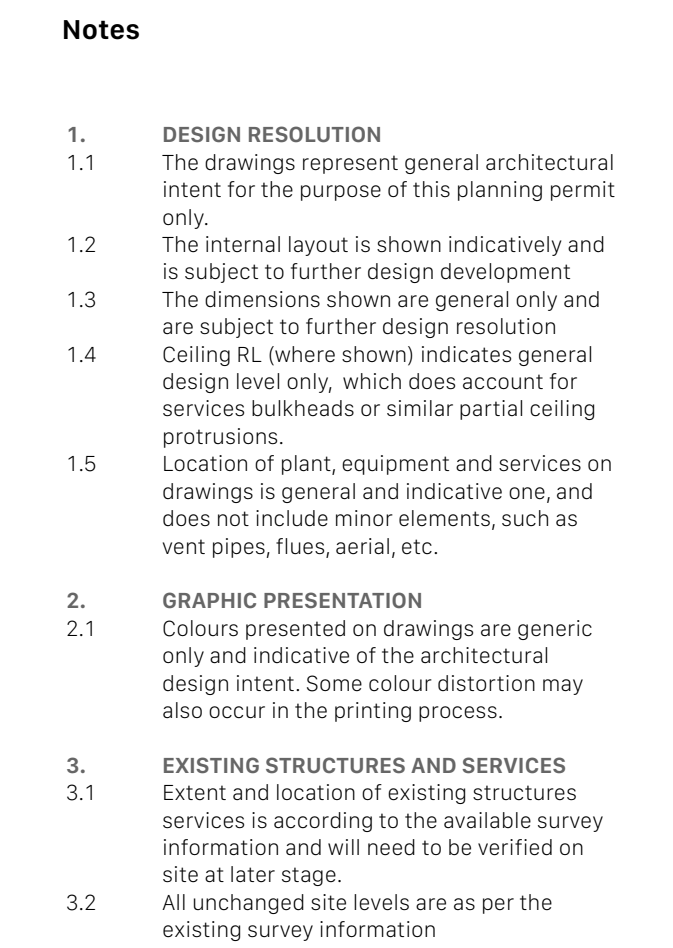
Not quite sure where this refers to on the architectural plans. Nevertheless, the pedestrian visibility splay is compliant with Figure 3.3 of AS2890.1:2004.

Yours sincerely



Donald Lee
Director | BE(Civil) MIEAust CPEng NER
Varga Traffic Planning Pty Ltd

Legend



Rev	Date	Description	By	Chk
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GA Floor Plans	Scale
B02 - Carpark	1:100 @ B1

Sheet No. ADD INFO - 1098 Rev 06

General notes

- All dimensions and existing conditions shall be checked and verified by the contractor before proceeding with the work.
- All levels relative to 'Australian Height Datum'.
- Do not scale drawings.
- Use figured dimensions only.

Legend

OVERALL PARKING SUMMARY

Car Bays		Quantity
Type		
COMMERCIAL		9
COMMERCIAL - ACCESSIBLE		1
RESI - ACCESSIBLE		18
RESIDENTIAL		46
RETAIL		15
RETAIL - ACCESSIBLE		1
VISITOR		8
VISITOR-ACCESSIBLE		1
		99
Motorbike Parking		
Motorbike space		22

Notes

1. **DESIGN RESOLUTION**
The drawings represent general architectural intent for the purpose of this planning permit only.
The internal layout is shown indicatively and is subject to further design development.
The dimensions shown are general only and are subject to further design resolution.
Ceiling RL (where shown) indicates general design level only, which does account for services bulkheads or similar partial ceiling protrusions.
- 1.5. Location of plant, equipment and services on drawings is general and indicative one, and does not include minor elements, such as vent pipes, flues, aerial, etc.
2. **GRAPHIC PRESENTATION**
2.1. Colours presented on drawings are generic only and indicative of the architectural design intent. Some colour distortion may also occur in the printing process.
3. **EXISTING STRUCTURES AND SERVICES**
3.1. Extent and location of existing structures services is according to the available survey information and will need to be verified on site at later stage.
3.2. All unchanged site levels are as per the existing survey information.

06	17/04/2024	FOR APPROVAL - COUNCIL MP421 VISITOR PARKING	20,000 Change 20,000 Change 20,000 Change	AJR
05	24/11/2023	FOR APPROVAL - Council's RFI	20,000 Change	AJR
04	22/11/2023	FOR APPROVAL - Council's RFI		AJR
03	20/11/2023	For Approval - Council's RFI		AJR
02	28/10/2023	For Approval		AJR

Rev Date Description By Chk

5 Gordon Avenue
Chatswood NSW 2067

GA Floor Plans
B01 - Carpark

Scale
1:100 @ B1

Project Code
LFD5G

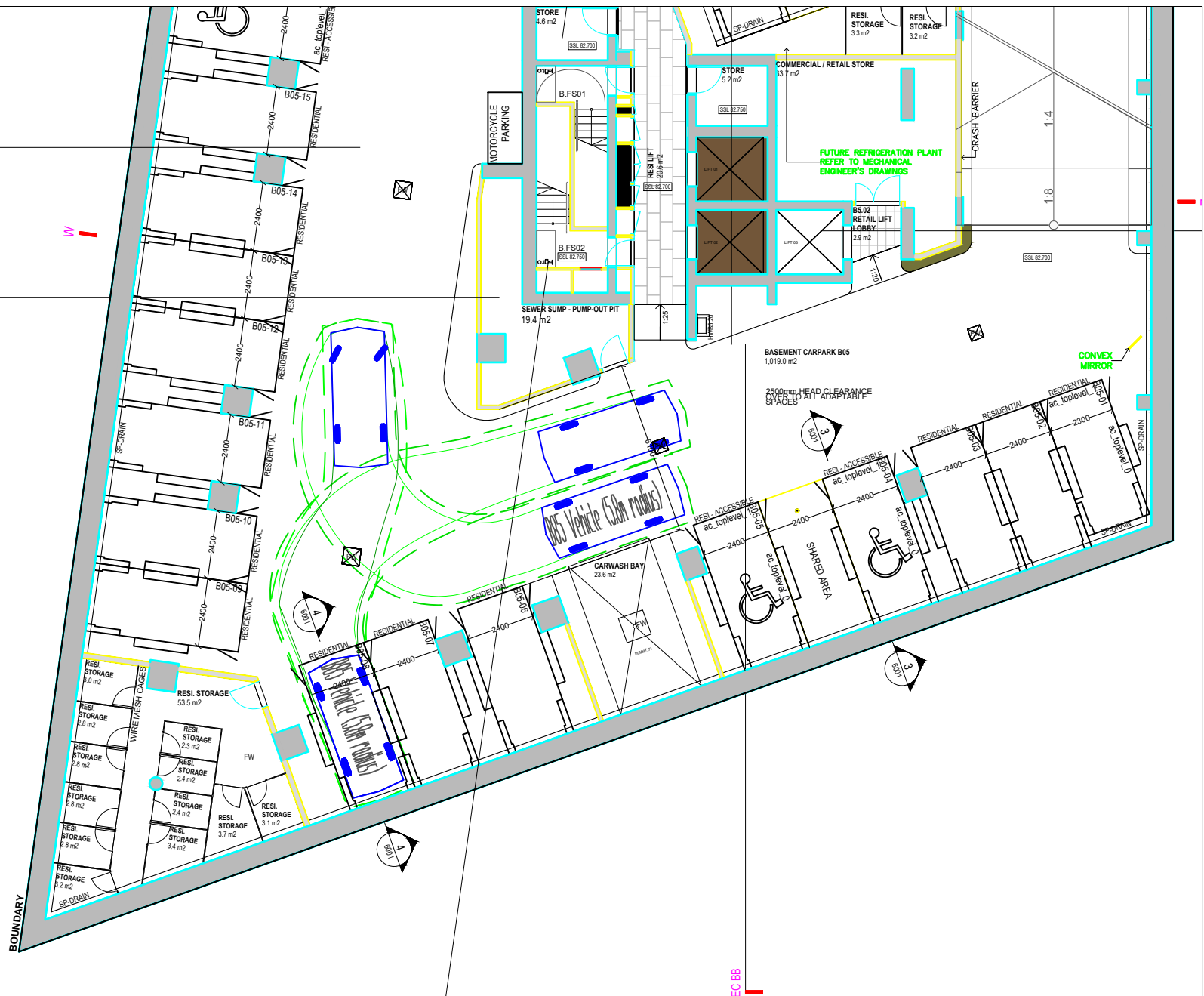
First Issued
19/10/2023

Sheet No.
ADD INFO - 1099

Rev
06

B01 PARKING SUMMARY

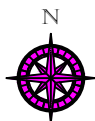
B01 Carbays		Quantity
COMMERCIAL - ACCESSIBLE		1
RESIDENTIAL		1
RETAIL		8
RETAIL - ACCESSIBLE		1
		11



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 PO Box 1669
 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 B85 VEHICLE TURNING PATHS - BASEMENT05
 Entering/Exiting Car Space B5-08

ADDRESS
 5-9 Gordon Avenue,
 Chatswood

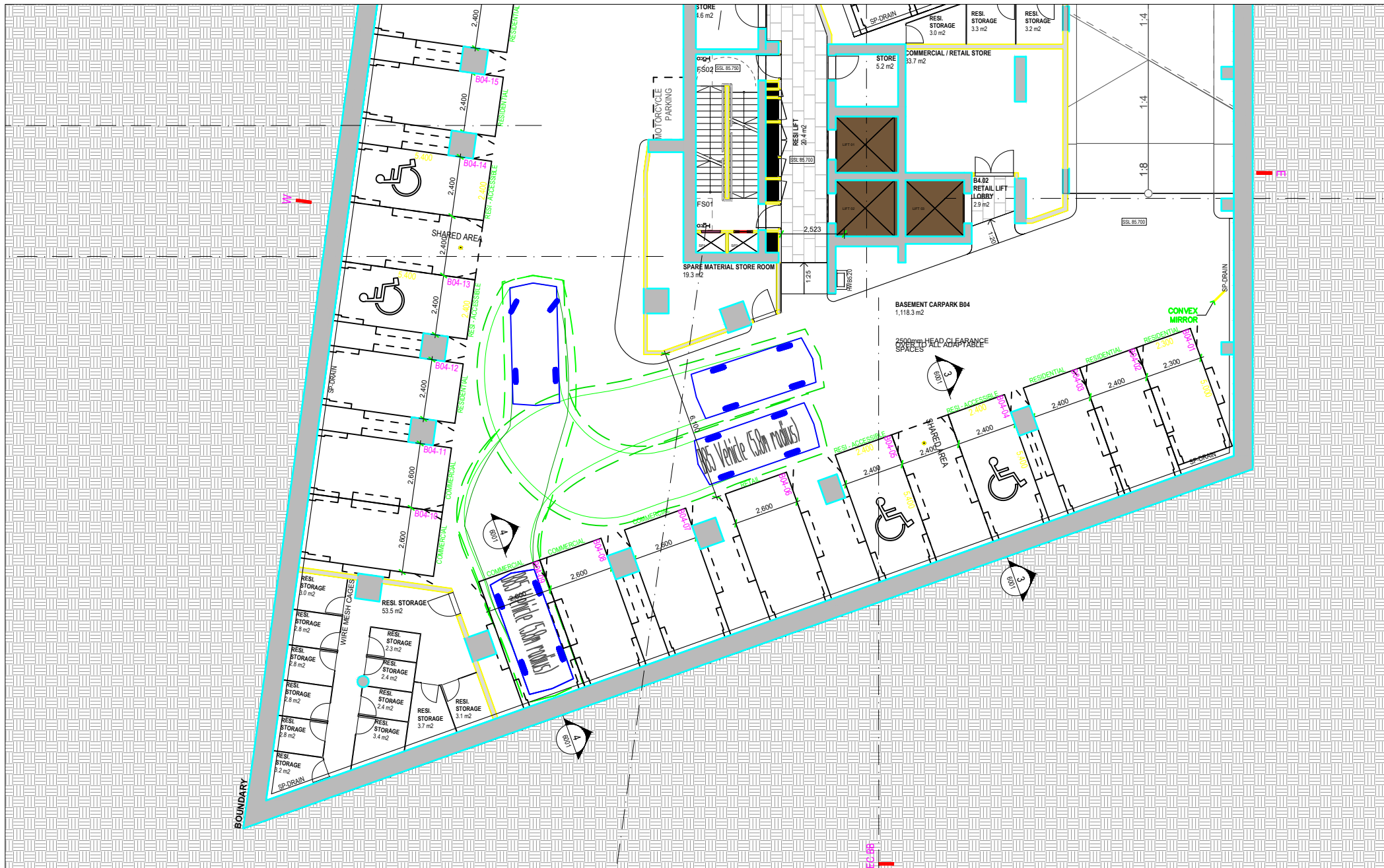
PROJECT NO.
 22255
 REVIEWED
 DONALD LEE

1:200 @ A4

DATE DRAWN
 2024-4-17
 PREPARED
 ZACHARY CAI

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants





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PROJECT
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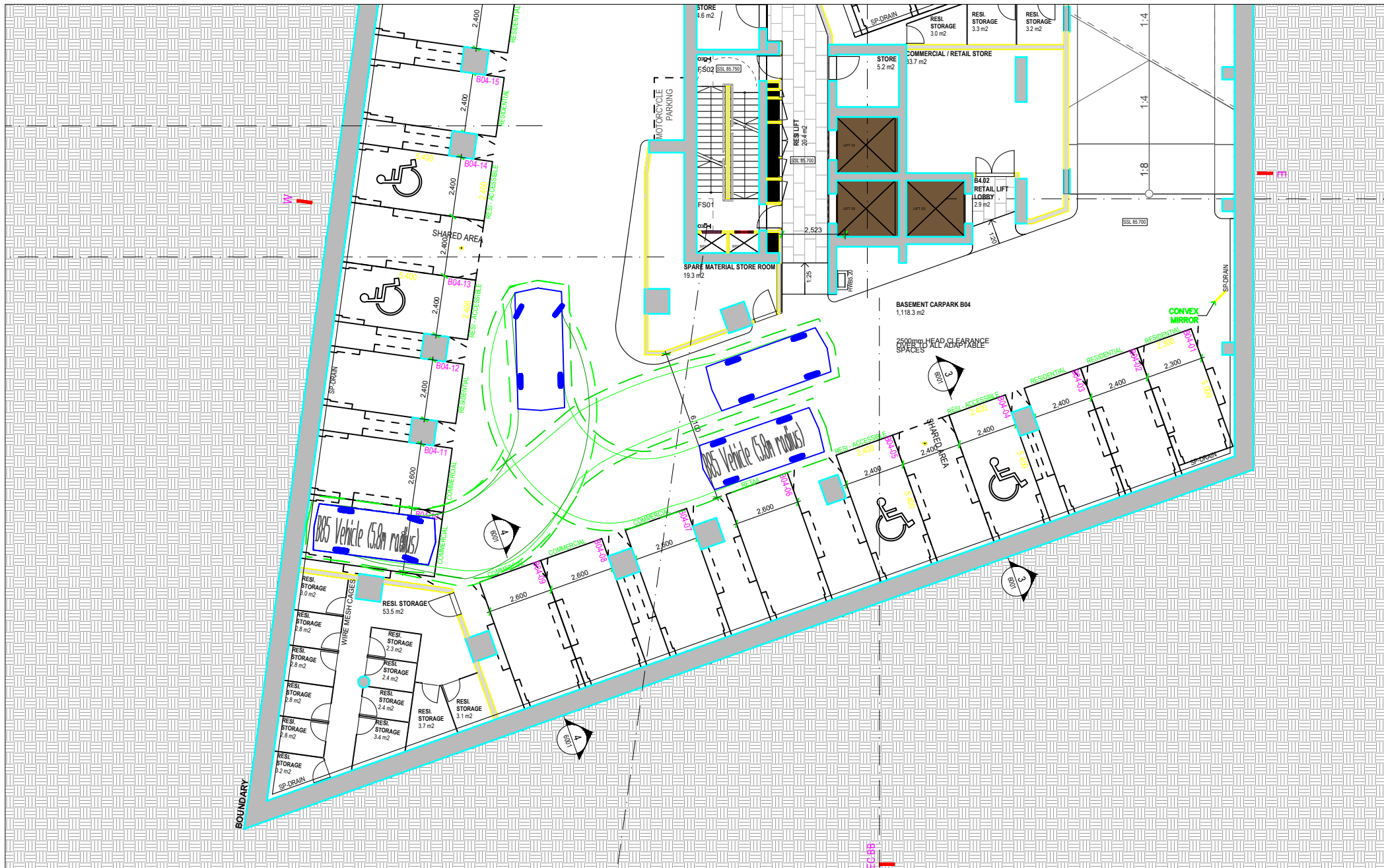
DRAWING TITLE
B85 VEHICLE TURNING PATHS - BASEMENT04
 Entering/Exiting Car Space B04-09
 ADDRESS
 5-9 Gordon Avenue,
 Chatswood

PROJECT NO.
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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 B85 VEHICLE TURNING PATHS - BASEMENT04
 Entering/Exiting Car Space B04-10

ADDRESS
 5-9 Gordon Avenue,
 Chatswood

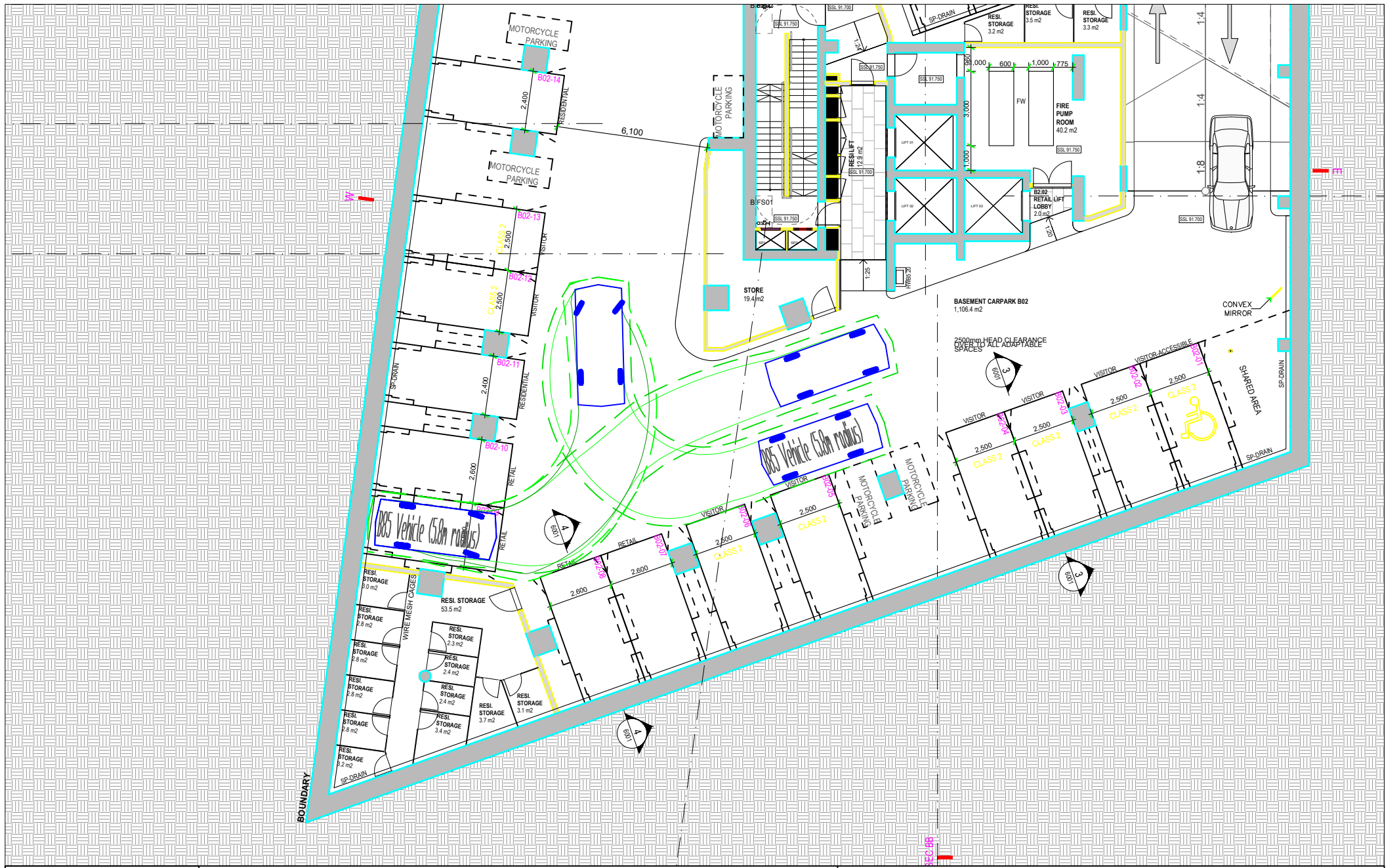
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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 B85 VEHICLE TURNING PATHS - BASEMENT02
 Entering/Exiting Car Space B02-09

ADDRESS
 5-9 Gordon Avenue,
 Chatswood

PROJECT NO.
 22255
 REVIEWED
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 2024-4-17
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