



Attachment 7 to Item 2.1.1.

Letter prepared by Traffix

Date of meeting: 27 February 2025
Location: Council Chambers
Time: 10am

To: Mark Hanna (Merc Capital)
From: Vince Doan (TRAFFIX)
Date: 12 November 2024

Project: 27 Douglas Road, Kurrajong Heights [20.544r03v02]
Subject: Response to Planning Panel – Traffic Response

Planning Panel Comments

b) Service vehicles:

- I. Details of all service vehicles (type of vehicles) and hours when those vehicles will be entering and leaving the site.
- II. Details of the turning circle of the relevant vehicles to show how they will enter and exit the property in a forward direction.

c) Sewage and water vehicles:

- I. Details from the Traffic Engineer of the type and size of vehicles, how they will access the site, manoeuvrability (turning circles) timeframes for the pumping (period and frequency of pumping).
- II. Details of who is responsible for pumping (Council or Commercial).

TRAFFIX Response

Reference should be made to the Traffic Impact Assessment Report prepared by TRAFFIX. The development requires refuse collection and servicing (including waste treatment service) to be conducted by a maximum size vehicle of an 8.8m long medium rigid vehicle (MRV). It is noted that access for an MRV can only be obtained via Warks Hill Road due to the lower head height clearances under the cabins (via Douglas Road). This arrangement is considered acceptable as service vehicles would only access the development during off-peak periods and generally outside of operational hours. At this current stage during DA, the hours of arrival of the service vehicles is difficult to predict and will be an operational matter.

A swept path analysis of all design vehicles entering and exiting the proposed development, including the service vehicle, has been included in **Attachment 1**, demonstrating satisfactory operation of the proposed vehicular accesses.

In relation to the proposed waste treatment service, the pumping service is conducted by the development (commercial). Reference should also be made to the Hydraulic Services Report prepared by Sparks and Partners which states:

"The proposed waste treatment service will be provided by a 'Biocycle' system comprising a 15 kL clarification tank, 2 x 50kL treatment tanks and 2 x 150 kL holding tanks.

Holding tanks are sized for 28 days storage based upon peak population of 285 persons / day including staff and accommodation patrons.

A primary suction coupling will be provided at the loading dock with a suction coupling for the private contractor connection for disposal of treated wastes off site on a periodic basis."

e) *Traffic and Parking*

One of the resident submissions (from an experienced traffic engineer) questioned the basis and figures on which the applicant's traffic experts estimated the extent of traffic generation and parking needs from the development and the consequent impacts on local traffic and parking. The Panel invites the applicants traffic experts to respond and address this submission (the submission is contained at Council's online Application Tracking service.)

TRAFFIX Response

Reference should be made to the Objection to Proposed Kurrajong Heights Hotel – DA 0120/22, dated 24/08/2024 prepared by Christopher Hallam (CH) and in particular 'Item 2.3' as it pertains to traffic generation. TRAFFIX has reviewed the comments and has responded as follows:

Traffic Generation Rate

TRAFFIX has had extensive experience with similar developments, which have comparable operational characteristics of the proposed development (bar, lounge and gaming spaces). It should be noted that the below comparable developments were undertaken at large hotel/club/pub developments, as traffic counts are only generally warranted for developments with higher traffic volumes. Accordingly, the average traffic generation rate was derived from traffic count surveys conducted for these comparable developments. These comparable developments are outlined below:

- i. Pub / Hotel (Fairfield LGA) – traffic generation of 2.34 veh/hr per 100m² GFA;
- ii. Pub / Hotel (Fairfield LGA) – traffic generation of 2.28 veh/hr per 100m² GFA;
- iii. Leagues Club (Canterbury-Bankstown LGA) – traffic generation of 2.51 veh/hr per 100m² GFA;
- iv. Leagues Club (Cumberland LGA) – traffic generation of 2.23 veh/hr per 100m² GFA; and
- v. Bowling Club (Central Coast LGA) – traffic generation of 2.51 veh/hr per 100m² GFA.

With the above in mind, an average traffic generation rate of 2.38 veh/hr per 100m² GFA was derived and adopted for the proposed development. It should be emphasised that the proposed development was referred to Council and TfNSW, noting the following:

- No objections were raised by Council's internal development engineer or TfNSW in relation to the traffic generation associated with the proposed development; and
- TfNSW considered a proposed slip lane was unnecessary, given that there was a suitable safe intersection site distance (SISD) onto Bells Line of Road from Warks Hill Road.

Archibald Hotel

TRAFFIX has reviewed the surveys undertaken by CH at the Archibald Hotel located at 1349 Bells Line of Road, Kurrajong Heights. The Archibald Hotel includes an existing bottleshop that shares the vehicular accesses from Bells Line of Road and Pinedale Place. As such, the traffic counts conducted at the vehicular accesses do not differentiate between patrons of the Archibald Hotel and customers of the bottleshop, which is envisaged to generate a significant proportion of short-term traffic volumes, noting the following:

- The TfNSW Guide to Traffic Impact Assessment 2024 does not provide traffic data in relation to a bottleshop development, with the TfNSW Guide to Traffic Generating Developments 2002 providing the following advice for drive-in liquor store developments:

'NSW based data is not available. See the ITE Trip Generation manual for comparable rates from the USA.'

In accordance with the ITE Trip Generation Manual 10th Edition, the surveyed liquor store (Land Use Code 899) was identified to have a peak traffic generation of 36 veh/hr (18 in, 18 out);

- In reference to the Traffic Impact Assessment for 94 Carrington Road, 203-209 and 223-227 Bronte Road, Waverley prepared by GTA Consultants, dated 01/02/2019, a traffic count survey was conducted at the existing Robin Hood Bottleshop and identified a peak traffic generation of 30 veh/hr (15 in, 15 out); and
- The traffic counts from the Archibald Hotel identified the site peak period on Friday between 6:15pm-7:15pm, which is outside the typical weekday evening peak period of the surrounding road network.

Although the above studies are admittedly of different demographic and size than that of the existing bottleshop at the Archibald Hotel, they were undertaken at comparable land-use developments and demonstrate that a bottleshop would typically generate a significant proportion of traffic volumes.

As the traffic counts undertaken by CH are unable to differentiate between patrons of the Archibald Hotel and customers of the bottleshop, the traffic volumes represent an overestimation of traffic volumes at the Archibald Hotel. This is further emphasised when taking into consideration the abovementioned average traffic generation rate utilised for the proposed development, which is consistent and derived from other comparable developments.

Please contact the undersigned should you have any queries in relation to the above.

Yours faithfully,

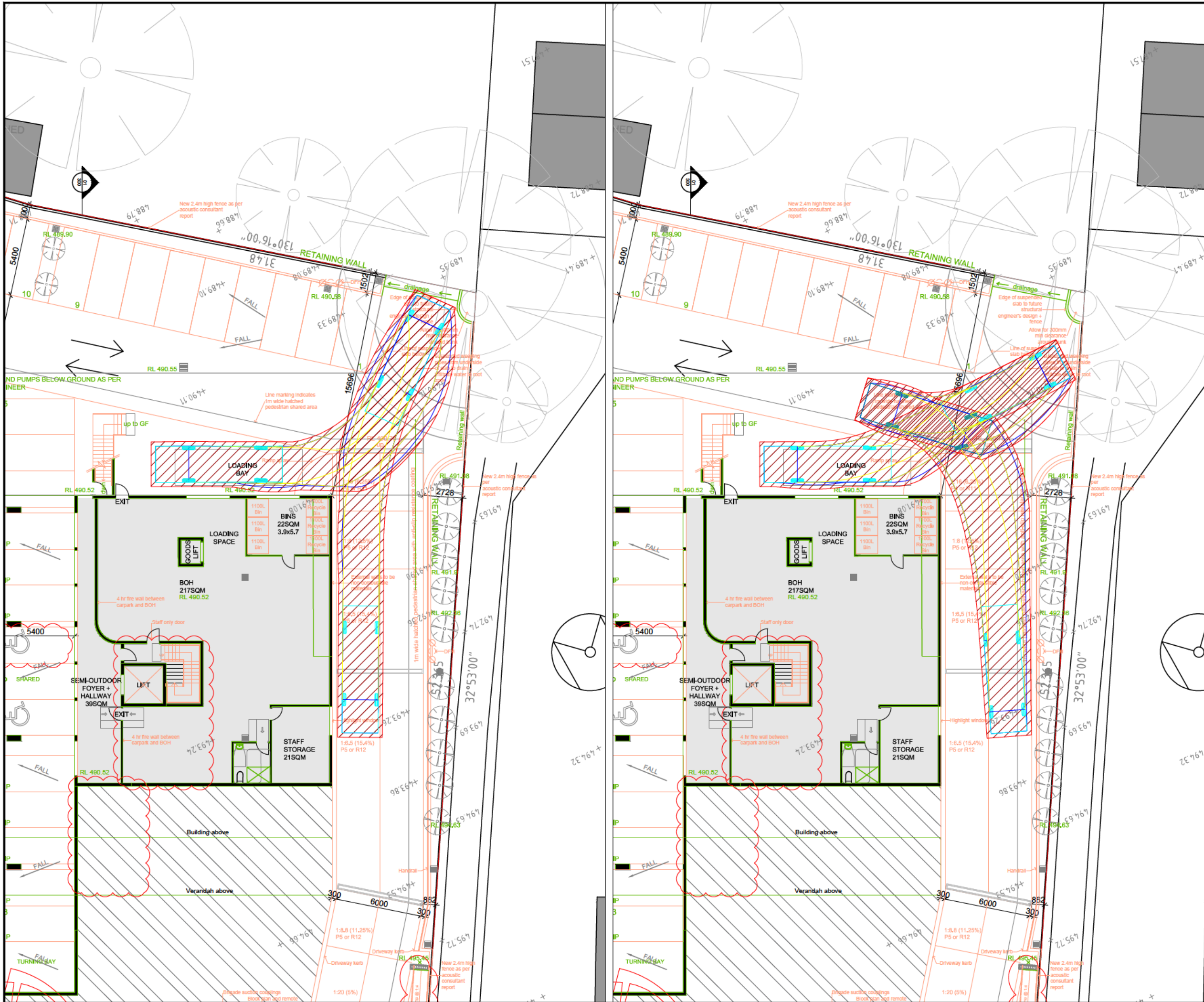
Traffic



Vince Doan
Director

ATTACHMENT 1

Swept Path Analysis



Notes:
 This drawing is prepared for information purposes only. It is not to be used for construction.
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

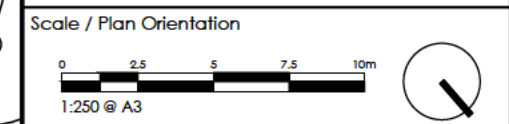
Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	14-09-2023

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
 Archebiosis Architects

Client
 Balma Projects Pty Ltd



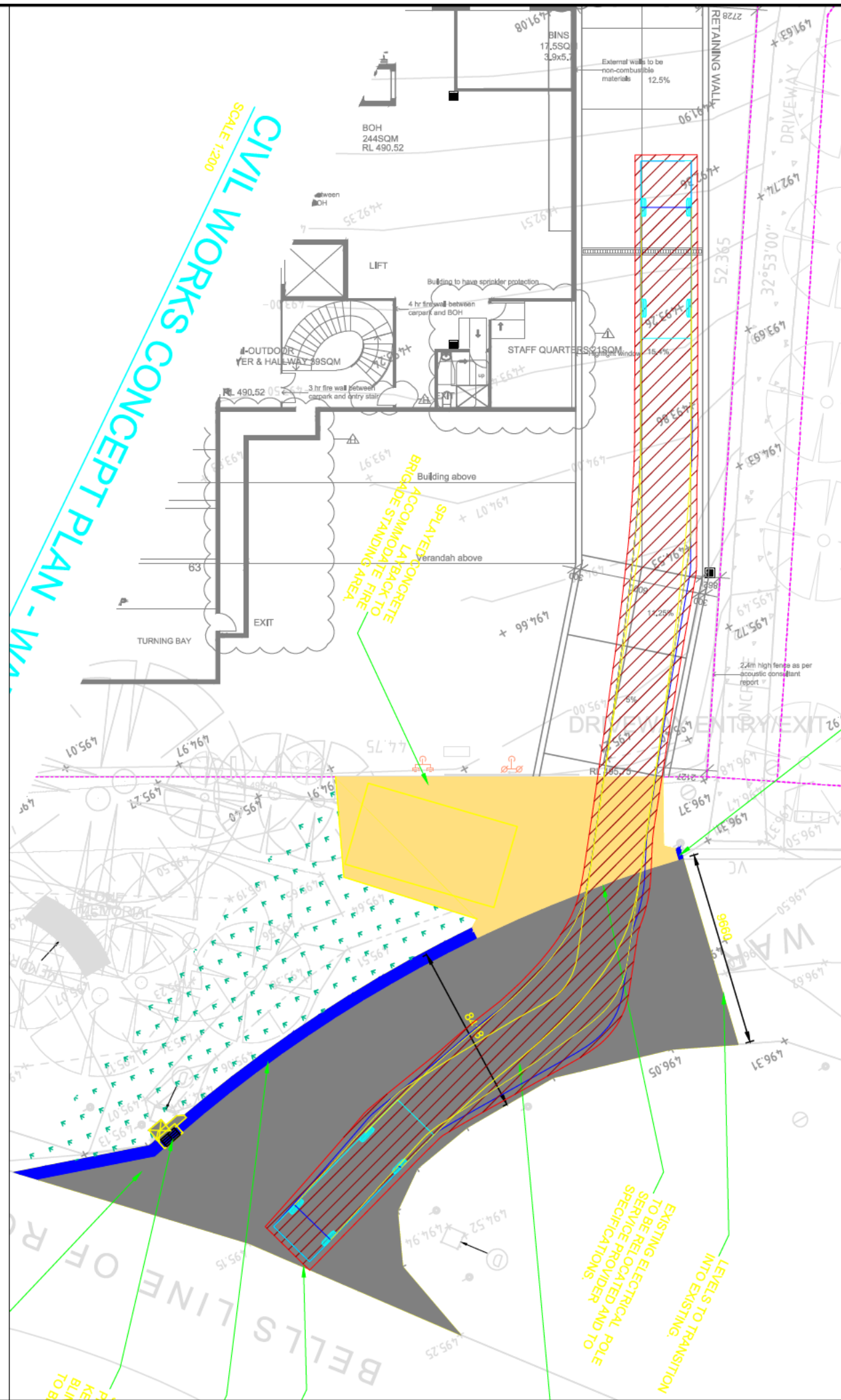
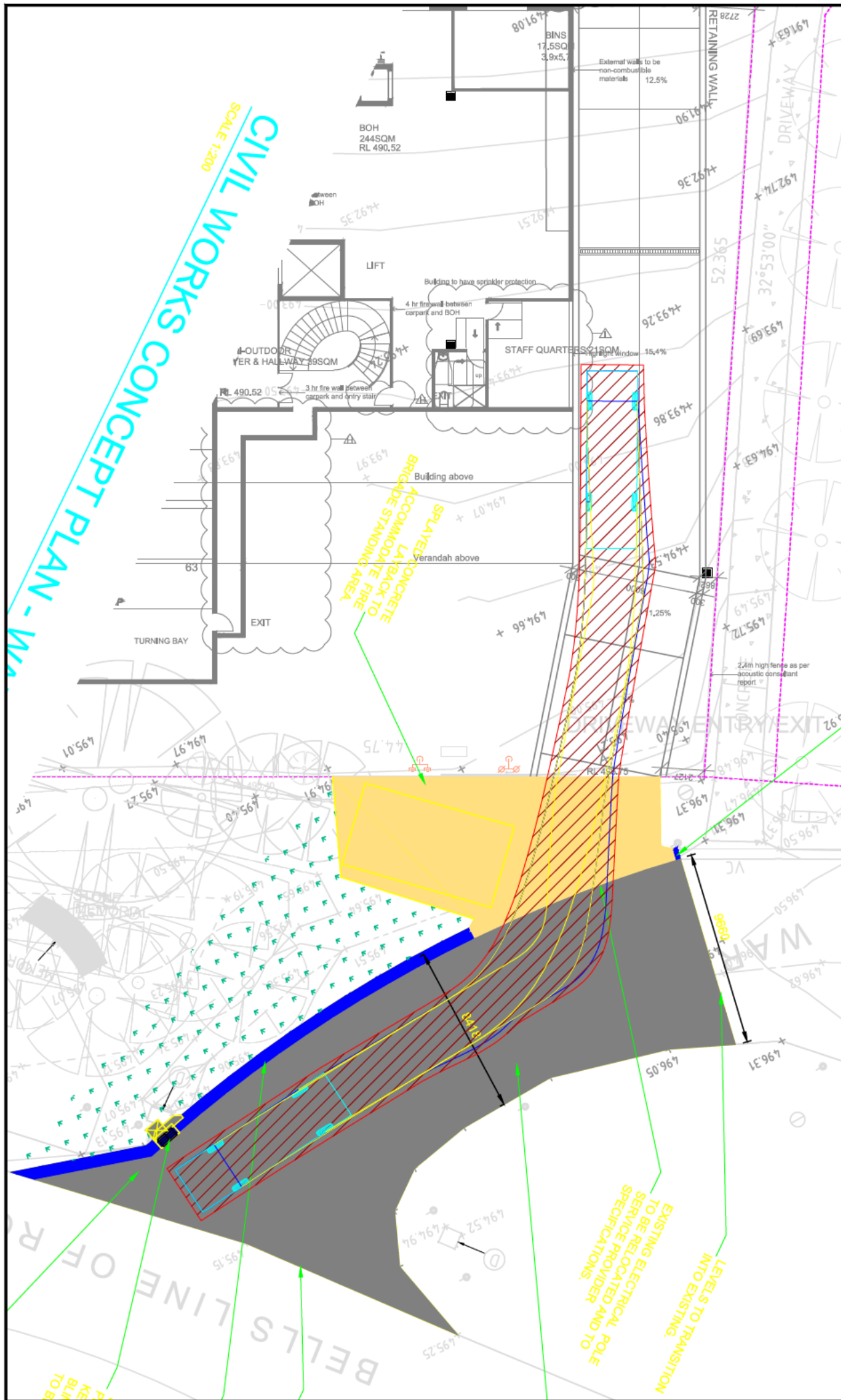
Project Description
 27 Douglas Road
 KURRAJONG HEIGHTS NSW 2758

Drawing Prepared By
TRAFFIX
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Drawing Title
 Swept Path Analysis
 Lower Ground Floor - Loading Bay
 8.8m Medium Rigid Vehicle
 LEFT: Entry Movement
 RIGHT: Exit Movement

Drawn: NC	Checked: VD	Date: 14-09-2023
Project No. 20.544	Drawing Phase RFI	Drawing No. TX.02
Rev. A		



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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	NC	14-09-2023

Swept Path Legend
 - Wheel Path (Yellow line)
 - Vehicle Body Envelope (Blue line)
 - Clearance Envelope (300mm) (Red hatched area)

Architect
 Archebiosis Architects

Client
 Balma Projects Pty Ltd

Scale / Plan Orientation
 0 2.5 5 7.5 10m
 1:250 @ A3

Project Description
 27 Douglas Road
 KURRAJONG HEIGHTS NSW 2758

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Drawing Title
 Swept Path Analysis
 Works Hill Road - Vehicular Access
 8.8m Medium Rigid Vehicle
 LEFT: Entry Movement
 RIGHT: Exit Movement

Drawn: NC	Checked: VD	Date: 14-09-2023
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20.544d12v01 TRAFFIX [230912 Plans] Design Review + Civil Plans.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.544	RFI	TX.03	A