

27 March 2025

Robert Matheson  
The Owners – Strata Plan No. 77814  
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## RE: UPA Wahroonga Seniors Housing – Submission Letter – Traffic Engineering

Dear Robert,

The Owners Strata Plan No. 77814 (10 Ada Avenue) and the Strata Plan 80729 (1-3 Munderah Street) have engaged Metafora to prepare a submission letter addressing traffic related matters for the State Significant Development proposal (SSD-73603959) for UPA Wahroonga Seniors Housing (the Site).

The following documents have been reviewed and are relevant to this submission:

- Preliminary Construction Traffic and Pedestrian Management Plan prepared by Traffix dated 16<sup>th</sup> October 2024 (PCTPMP)
- Construction Management Plan prepared by RJA Projects dated 11<sup>th</sup> September 2024 (CMP)
- Transport and Accessibility Impact Assessment prepared by Traffix dated 14<sup>th</sup> January 2025 (TAIA)

The requests for further clarification are listed overleaf. The location of the Site in relation to relevant infrastructure is shown in Figure 1.

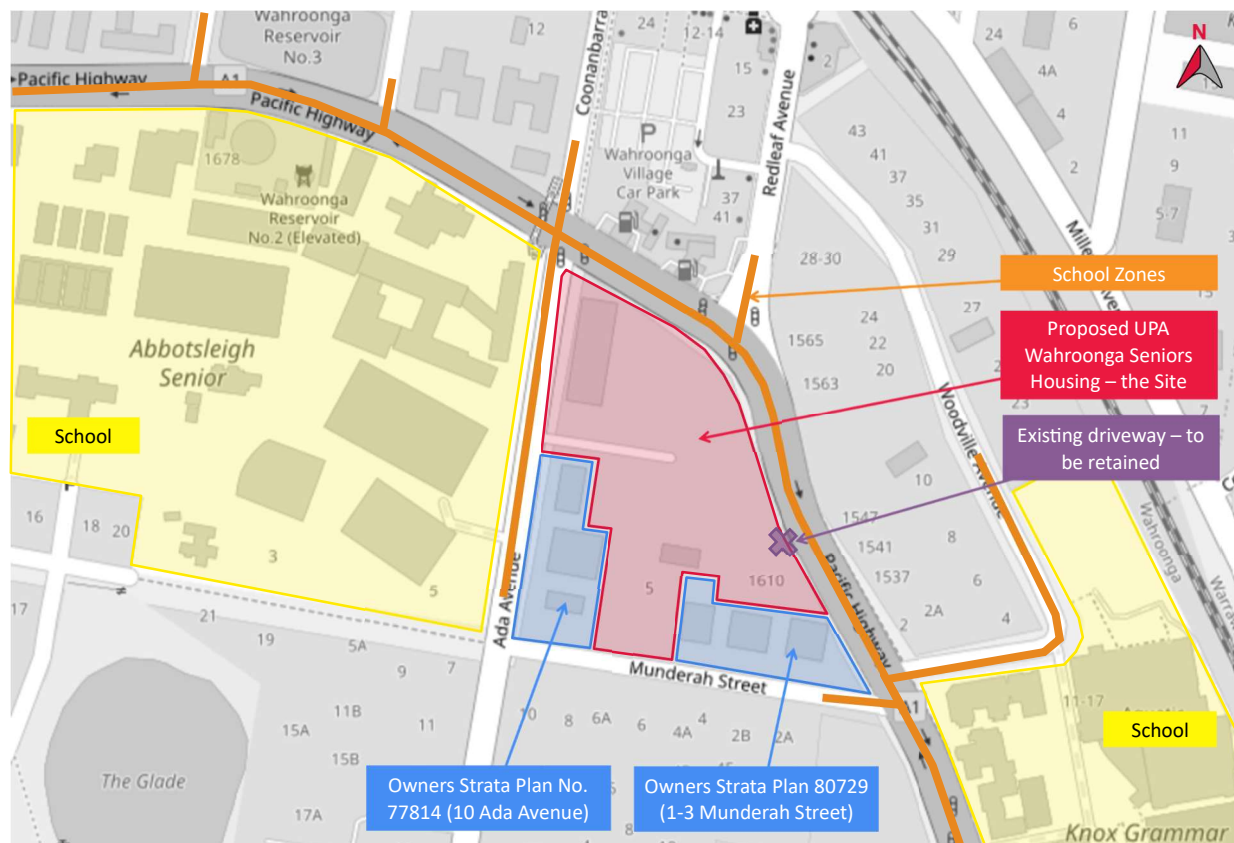


Figure 1: Location of the proposed UPA Seniors Housing (Source: OpenStreetMap and google)

# 1 Construction traffic

## 1.1 Construction traffic during School Zone times

It is requested that a condition of consent be imposed which prohibits construction vehicles to travel within the School Zone times of 8:00-9:30am and 2:30-4:00pm. This is to not add to the vehicular congestion around the surrounding schools, and to reduce potential conflicts between trucks and students walking to and from school. This request is based on the following observations and considerations:

- As shown in Figure 1, the Site is neighbouring two schools (Abbotsleigh Senior to the west and Knox Grammar Senior School to the south-east), with other schools located along the Pacific Highway nearby (such as Warrawee Public School or the Normanhurst Boys High School).
- The Site is also bound by School Zones, being along the Pacific Highway to the north and east and Ada Avenue to the west.
- Given the schools around the Site, it can be expected that there is increased congestion related to school pick-up and drop-off.
- Residents have reported congestion during school pick-up and drop-off times, particularly along Ada Avenue, as shown in the photos provided (see Figure 2).
- It can also be expected that there are students walking to and from the schools, likely predominantly along local roads, such as Ada Avenue.
- In Section 5.2 of the CTMP, the proposed construction hours are 7am-5pm Monday-Friday and 7am-3pm on Saturdays. There is no consideration of the surrounding school traffic, or restrictions to construction vehicle movements.
- In Section 6.3 of the CTMP it is stated that *“truck movements are expected to be scheduled outside of peak network periods and the School’s peak drop-off/pick-up periods, where possible.”* Whilst the intent is noted and supported, neither the CTMP nor the CMP have a mechanism to enforce this.

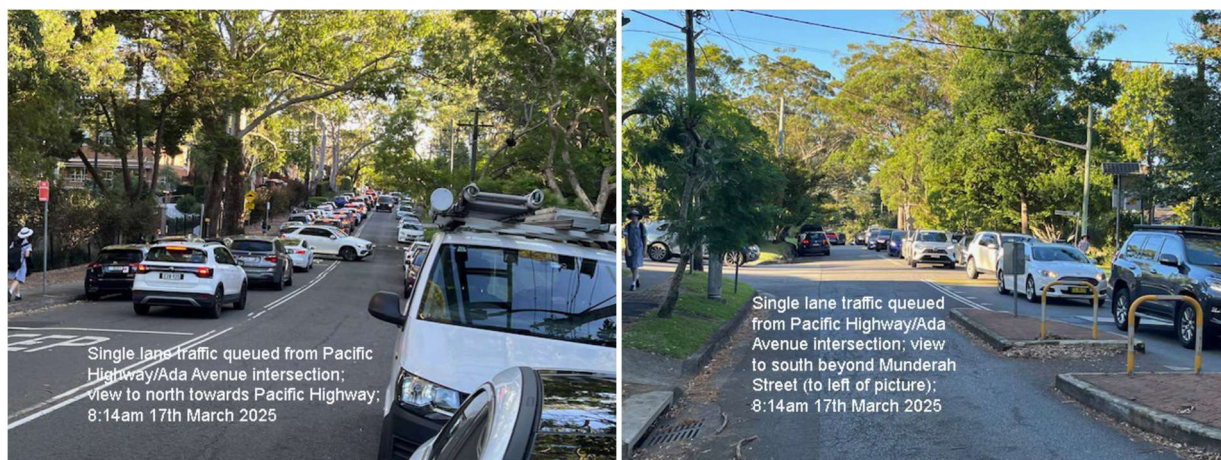


Figure 2: Traffic congestion in the morning on Ada Avenue (Source: The Owner Strata Plans)

## 1.2 Construction traffic haulage routes

Currently it is proposed that the construction vehicles access the site via Munderah Street and exits via Munderah Street and Ada Avenue, with the access gate at 5 Munderah Street. The residents oppose construction traffic to be travelling through the residential roads, particularly as it appears there is an alternative option.

It is requested that an access point directly off the Pacific Highway be investigated. This request is based on the following observations and considerations:

- Constraints relating to the route along Ada Avenue
  - As outlined in Section 1.1, there is a school on the western side of Ada Avenue. It is considered that trucks should be routed away from a school to reduce potential conflicts between trucks and students.
  - There are extracurricular before and after school activities offered at the Abbotsleigh Senior school, meaning that student movements occur also outside of the School Zone times, particularly along the local streets such as Ada Avenue.

- Ada Avenue is subject to a number of traffic calming measures such as speed humps, road narrowing and a pedestrian refuge island.
- Constraints relating to the route along Munderah Street
  - Based on the swept path assessment provided within the CTMP, it is unclear how construction trucks would be able to enter, turn around and exit the site in a forward direction. This is particularly of importance considering the location of the proposed building 6 and the basement car park entry in relation to the proposed construction site access. Additional swept paths showing vehicles manoeuvring around the proposed building 6 would be required to determine this.
  - The sight lines for vehicles exiting Munderah Street are short due to the alignment of the Pacific Highway.
  - Munderah Street is a residential road providing access to a number of apartment blocks and has a hilly topography.
  - There is a lack of a continuous footpath on the southern side of Munderah Street, meaning that most pedestrians are likely to walk along the northern side of the road. All these pedestrians would need to cross the proposed construction access driveway.
- Considerations for use of the existing driveway along the Pacific Highway
  - There is an existing driveway along the Pacific Highway, which is proposed to be retained as part of the development (refer to Figure 1). It appears feasible to consider its use for construction access as an attempt to reducing impacts on the local community.
  - The existing internal road is positioned on an acute angle, which supports faster exit off the Pacific Highway. It is acknowledged that the driveway may need to be temporarily widened slightly to accommodate the turn. However, the proposed use would be of a temporary nature for the duration of construction.
  - It is considered that the construction truck access at the existing driveway will have a comparable impact on the through traffic along the Pacific Highway as construction trucks turning left into Munderah Street. However, this former arrangement removes any impacts on the local street.
  - Trucks exiting onto the Pacific Highway will require to wait for a sufficient gap when turning left from Munderah Street as well as if they use the existing driveway to exit.  
It is noted that there is a mid-block crossing situated 100-200m south from the site, and a spotter could radio through upcoming break in through traffic for safe exits. This could be embedded in the CTMP as part of the traffic management measures for the site.
  - It is noted that, if the request as per Section 1 is implemented, the exit onto the Pacific Highway would occur outside of School Zone times only.
- It is suggested that any intersections immediately surrounding the site and proposed to be used for construction access should be accompanied by a swept path assessment (i.e. there is no assessment of the Ada Avenue / the Pacific Highway intersection). Further, the assessment should consider opposing traffic (for example at the Pacific Highway / Munderah Street intersection), potential use of traffic controllers and traffic management measures and the impact on on-street parking.

### 1.3 Construction programme, truck sizes and volumes

It is suggested that high-level information be provided regarding the following:

- Anticipated start and finish of the construction
- Stages and phases within the stages. It is noted that some swept path diagrams indicate that the overall development would be built over 2 distinct stages, but there is no specific definition of this within the body of the CTMP or the CMP.
- Anticipated duration of the stages and phases – this is seen as required to determine the feasibility of specific measures
- Size of the largest anticipated vehicles and the volumes during each stage & phase

### 1.4 Construction worker parking

It is requested that a condition of consent be imposed so that construction worker car parking be provided on-site. This request is based on the following observations and considerations:

- The size of the Site, which appears sufficient to accommodate construction worker parking – some high-level testing could be undertaken to show this
- The surrounding local streets have mostly unrestricted parking, meaning that during the construction (peak) period, local residents, schools and businesses would compete with construction workers for on-street parking.

### 1.5 Engagement with the community

The Owners Strata Plan No. 77814 (10 Ada Avenue) and 80729 (1-3 Munderah Street) would like to receive regular updates relating to any construction traffic items throughout the construction period.

## 2 Design & operational vehicular circulation within the site

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It is suggested that confirmation be provided in the form of additional swept paths, measurements, or other as appropriate, on the following items:

1. Achieving 2-way vehicular movements at the following locations:
  - a) Link between the existing "Carise Place" car park and the New Building 5 & 6 ground floor car park
  - b) Link between the New Building 5 & 6 basement car park and the New Building 4 basement car park
  - c) Travel path between the ramp in New Building 2 & 3 basement 2 and the basement 2 portion under building 2
2. Achieving the minimum required aisle width of 6.1m within all car parks (as per the AS2890.1), where parking spaces oppose an obstruction higher than 150mm (i.e. a wall).
3. Ability of an SRV to turn around within the "Removalist area near Buildings 1 & 2".
4. Ability of an SRV to enter and exit the roundabout to / from the "Removalist area near Buildings 1 & 2".
5. Appropriate separation of movements at the internal roundabout for vehicles travelling to / from the "Removalist area near Buildings 1 & 2" and the Buildings 1, 2 and 3 basement car park.
6. Ability for vehicles to enter and exit the car park off Munderah Street while an SRV is parked within the "Removalist area near buildings 5 and 6".
7. Operational management of loading and unloading of the SRV parked within the "Removalist area near buildings 5 and 6". The swept paths submitted within the TAIA suggest that the rear of the SRV faces the site's driveway, meaning that the loading / unloading activity is in conflict with vehicles accessing the site from the south.
8. Ideally, all SRV swept paths would have the "turn on the spot" option turned off.

## 3 Summary

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In summary, it is requested that further analysis be undertaken by the applicant to inform the assessment. The main items include:

- Restricting construction traffic during School Zone times
- Investigation of construction access directly off the Pacific Highway
- Providing high-level information on the anticipated construction program, vehicle sizes and volumes
- Accommodate construction worker parking on-site
- Provide regular updates relating to construction traffic to the Owner Strata Plan members
- Provide further detail on some design and operational vehicle circulation within the site

I trust that the above assists in assessing the application. Should there be any questions or clarifications required, please contact me on 0478 848 945.

Warm regards,



Kasia Balsam  
Director