



10 August 2010  
Ref 08138

Mr David Hurst  
Associate Director  
PTW  
Level 17, 9 Castlereagh Street  
SYDNEY 2000

(Email: [dhurst@ptw.com.au](mailto:dhurst@ptw.com.au))

Dear David

**Proposed Mixed Use Development  
Albert Street and Thomas Street, Chatswood**

---

I respond to your request to consider and provide advice in relation to the 'traffic issues' raised by the Department of Planning as follows:

Point 6 – The traffic assessment considered the Joint RTA/Council Traffic Study and, as outlined in the report,:

- \* the RTA/Council Traffic Study nominated and took account of a projected generic traffic generation factor for potential development of the site. The traffic generation outcome of the specific development scheme is somewhat less than that nominated for the RTA/Council study. Therefore the potential traffic implications are fully accounted for in the study
- \* the suggestion by the RTA for some future road widening (1.5 metres) is not a recommendation or consideration of the Joint Study but is merely a 'pencilled concept' produced at a meeting of the SRDAC which considered the application. Details of this suggested widening are provided in the RTA letter to Council and this minor road widening can be accommodated by a slight recess of the footway corridor into the colonnade

## Transport and Traffic Planning Associates

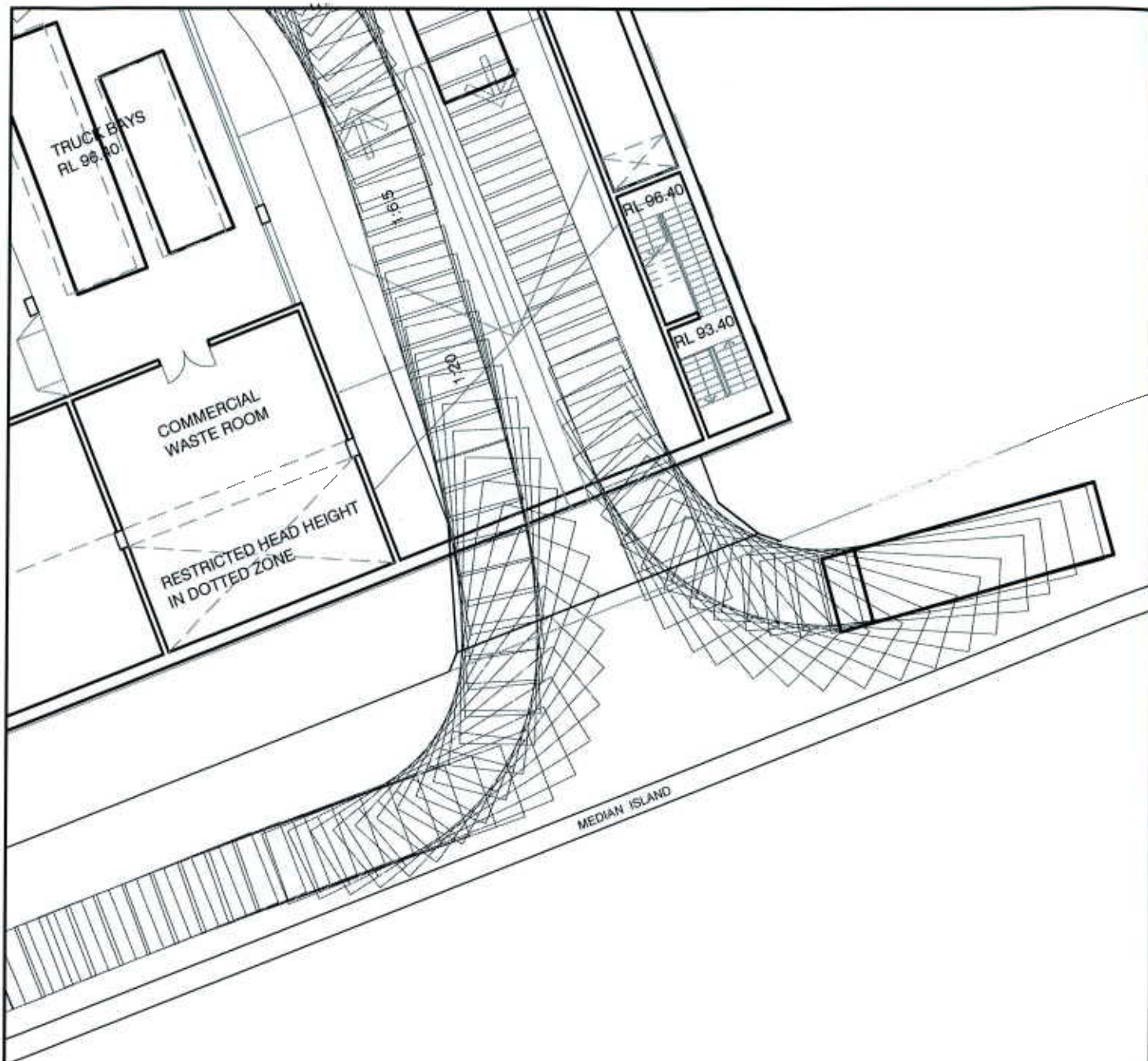
- \* the Traffic Report contained Appendix D which included the turning path for a garbage truck. In order to clarify the truck turning ability the attached turning path is provided indicating the ability for effuse trucks to negotiate the proposed driveway. In relation to the potential traffic conflicts of vehicles using the exit ramp and entering the right-of-way on Thomas Street the attached concept sketch prepared by PTW clearly indicates that:
  - the connections to Thomas Street would be simple ingress and egress driveways located so as to comply with the requirements of AS 2980.1. Any conflicts will be clear and unambiguous as that of any driveway/s onto a public road. The envisaged arrangement will be entirely normal and without any adverse traffic implications.

In relation to the ability for trucks to turn within the alternative loading dock arrangements (as shown on the PTW sketch) the attached turning paths SP1-8 clearly demonstrate the ability for MRV and refuse trucks to ingress, turnaround and egress.

Yours faithfully



Ross Nettle  
Director  
Transport and Traffic Planning Associates

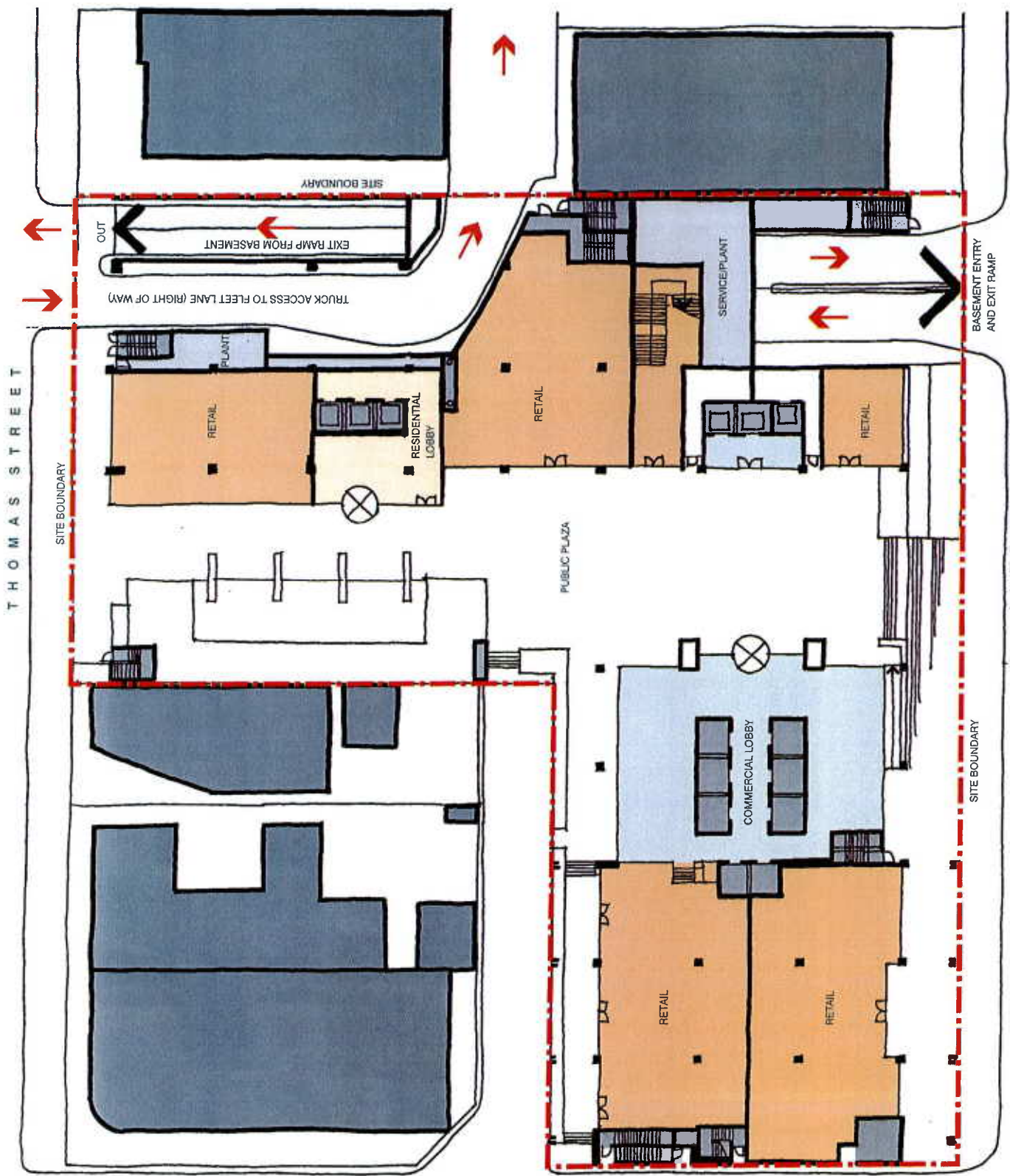


## LEGEND

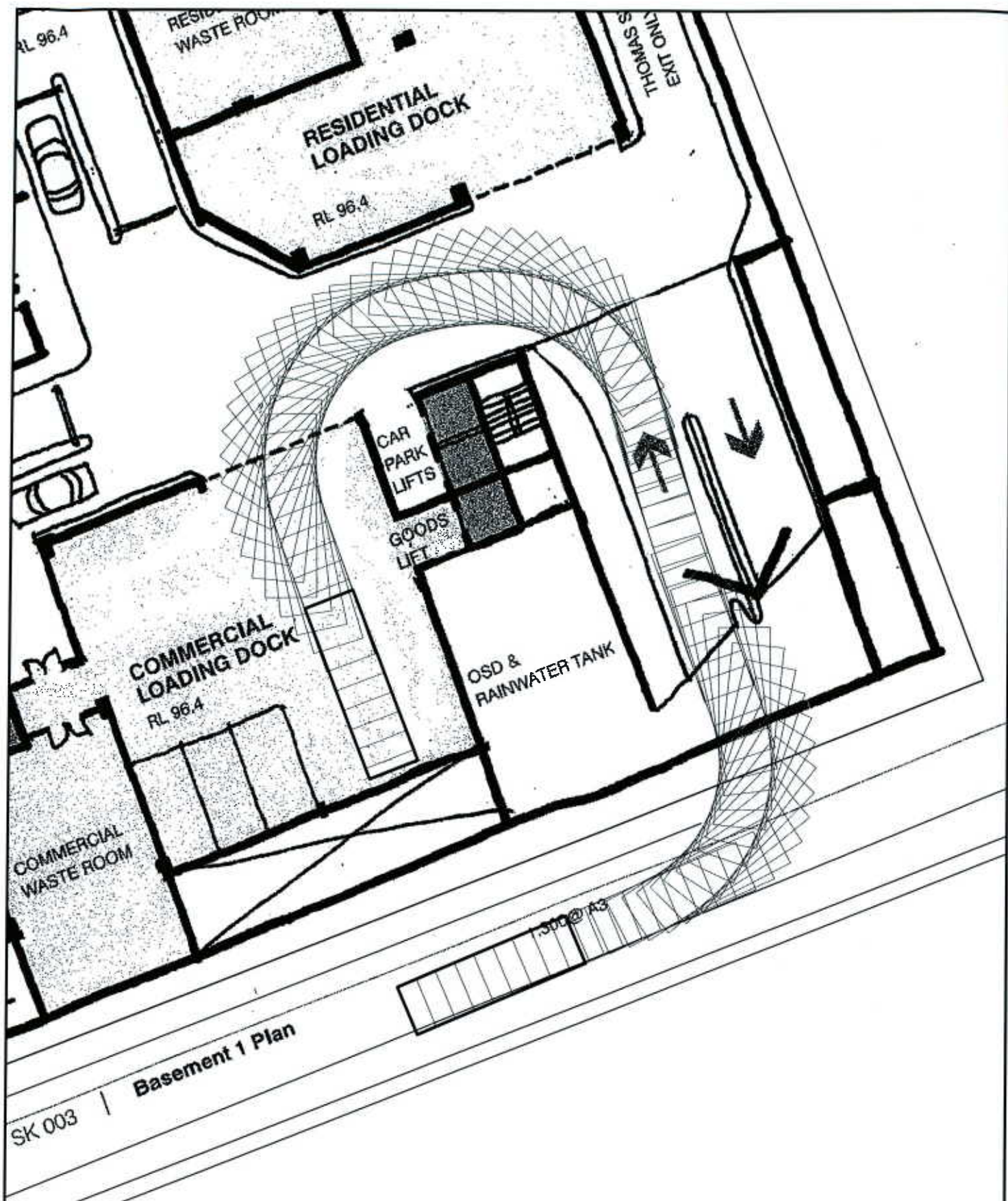
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF A 9.6m REFUSE  
VEHICLE ENTERING AND  
EXITING THE SITE**







## LEGEND

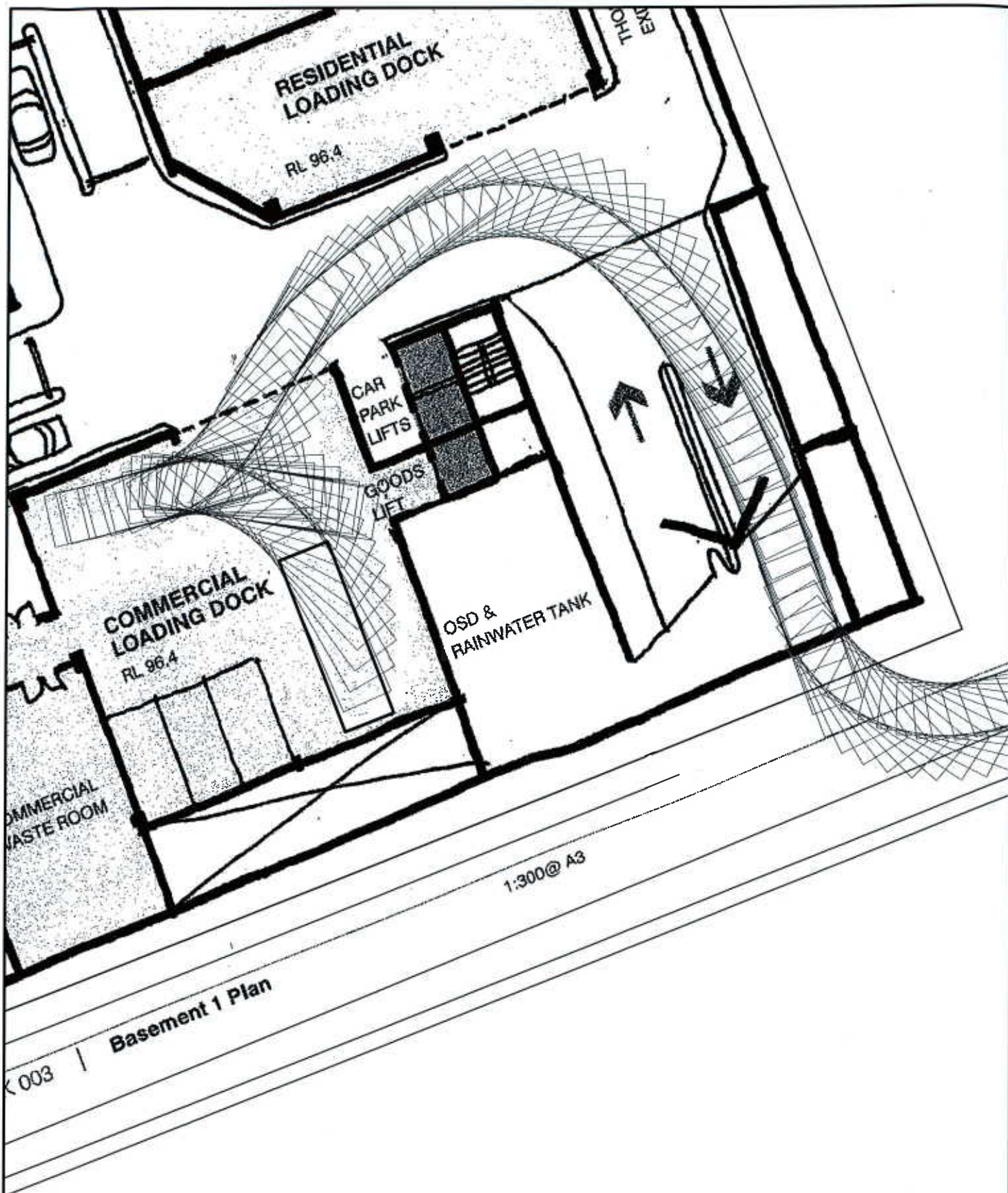
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE ENTERING THE SITE**

**SP 1**





## LEGEND

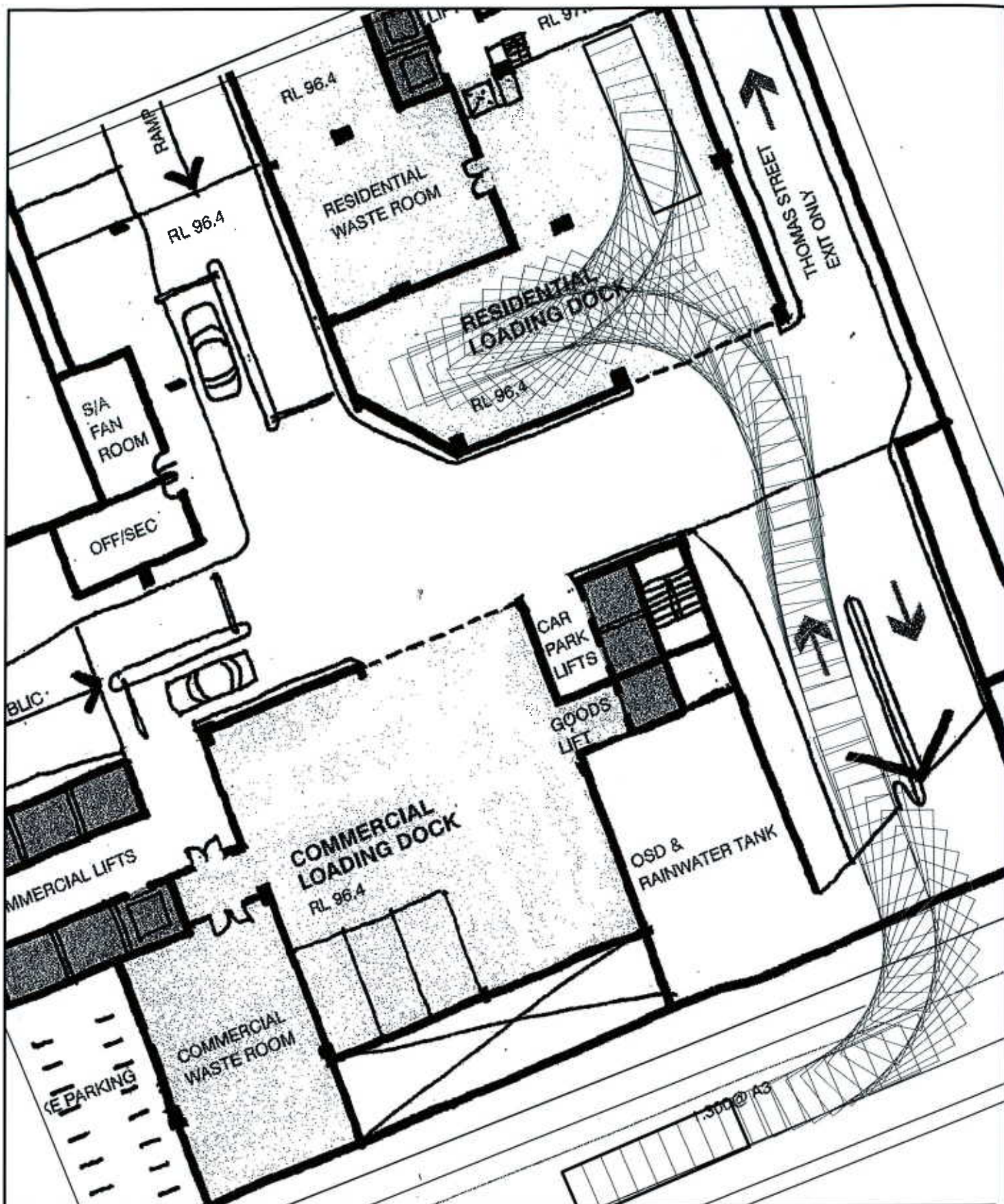
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE EXITING THE SITE**

**SP 2**





## LEGEND

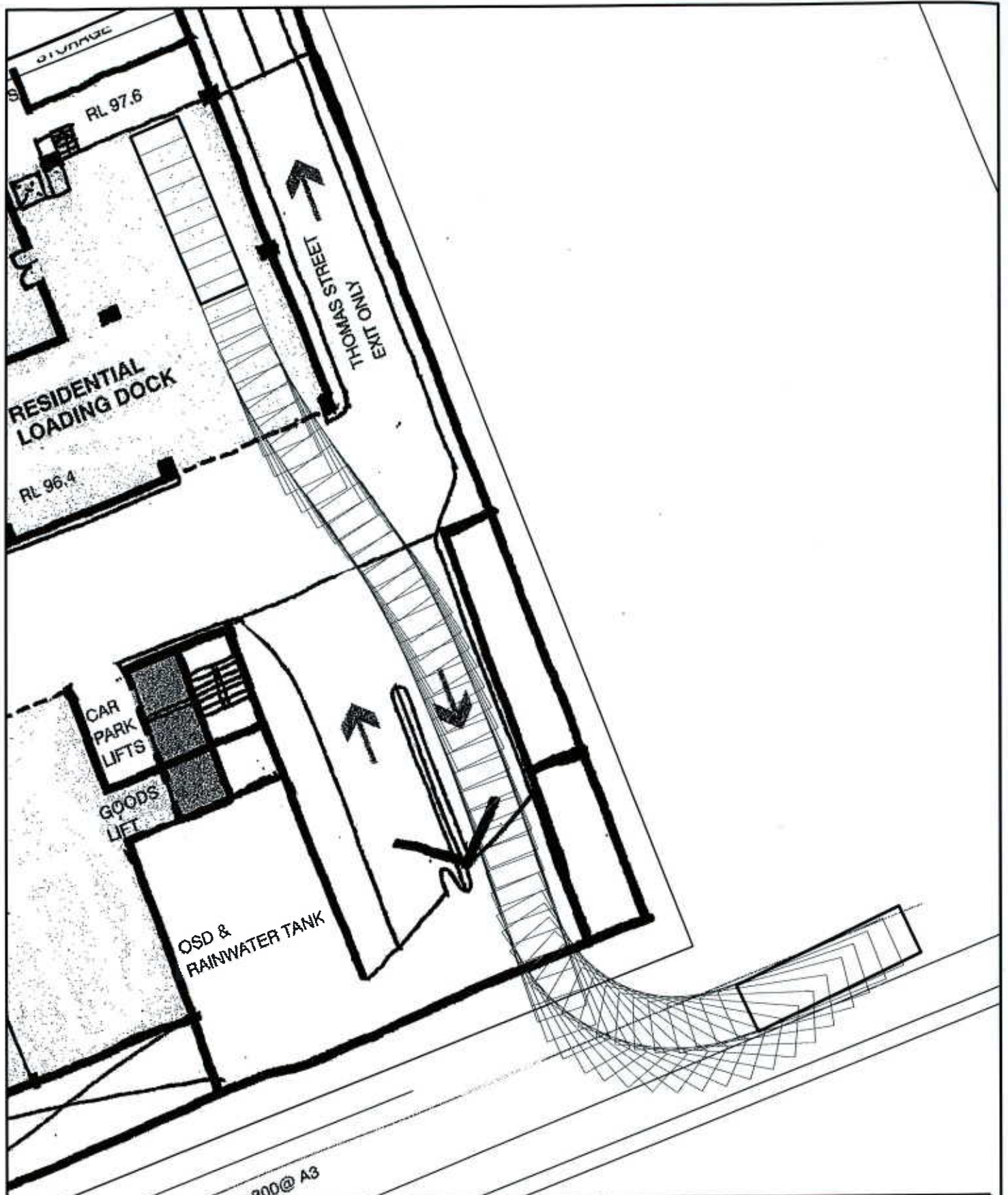
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE ENTERING THE SITE**

**SP 3**





## LEGEND

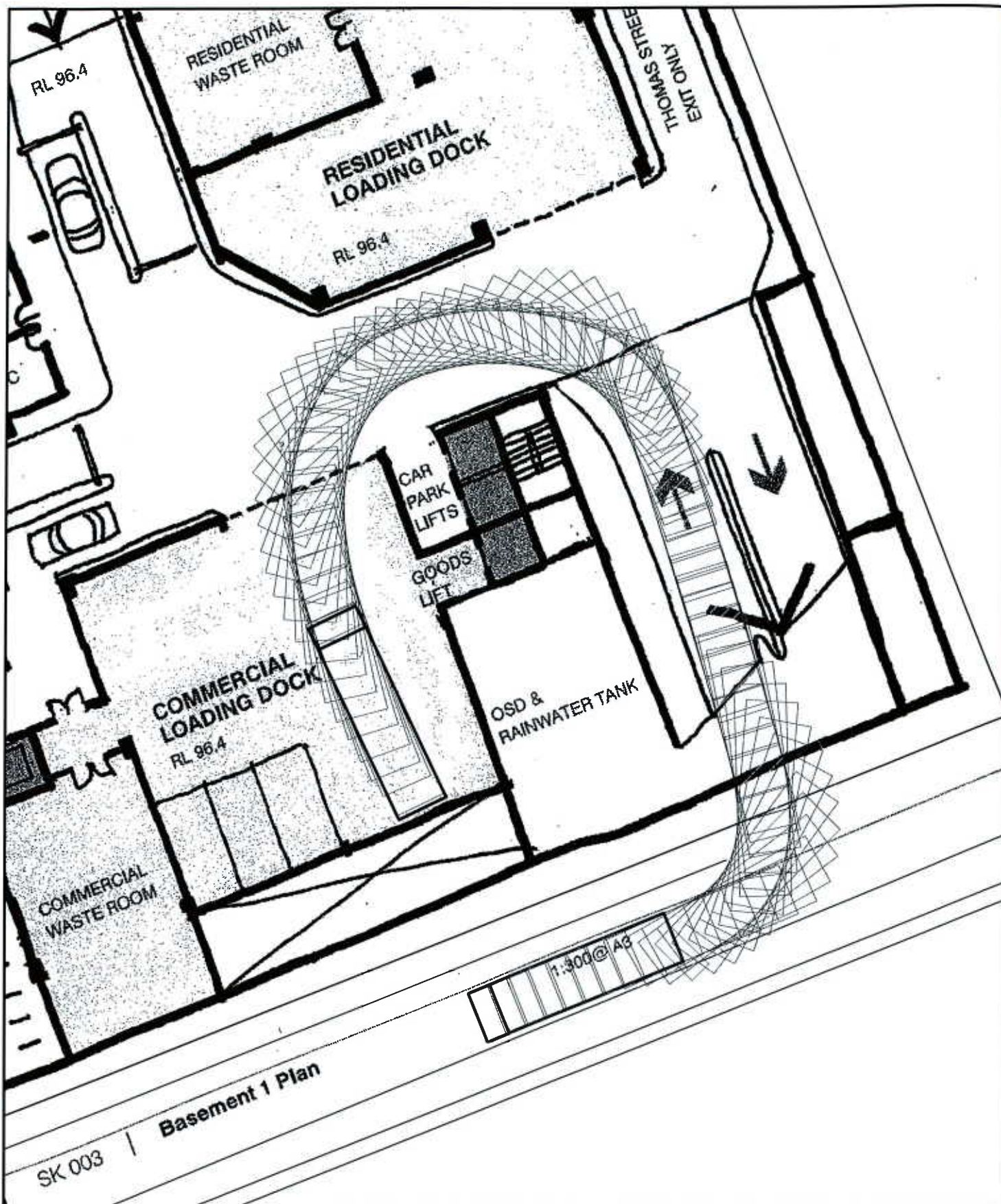
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF AN 8.8m RIGID  
VEHICLE EXITING THE SITE**

**SP 4**





## LEGEND

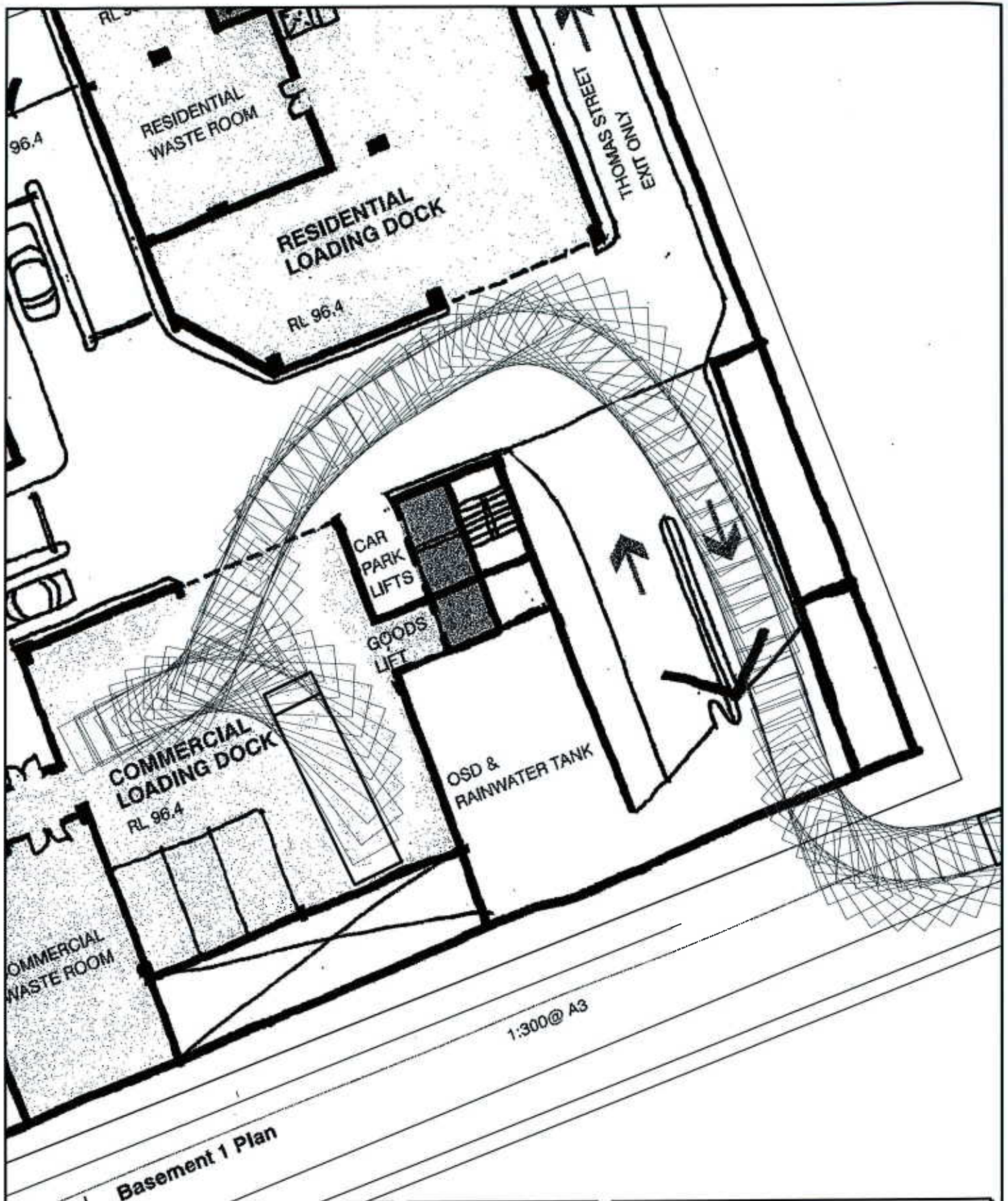
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF A 10.2m REFUSE  
VEHICLE ENTERING THE SITE**

**SP 5**





## LEGEND

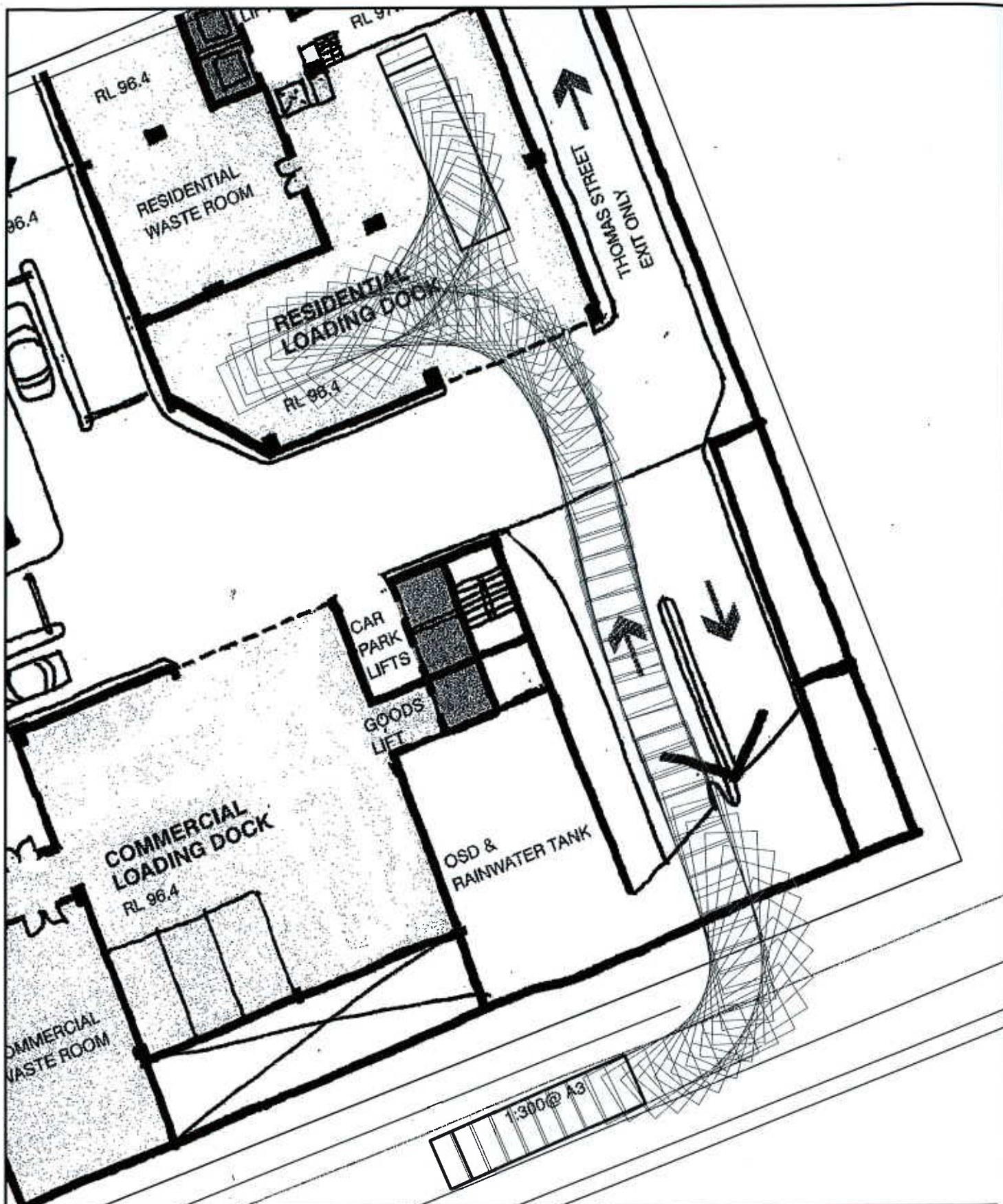
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austrorads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF A 10.2m REFUSE  
VEHICLE EXITING THE SITE**

**SP 6**





## LEGEND

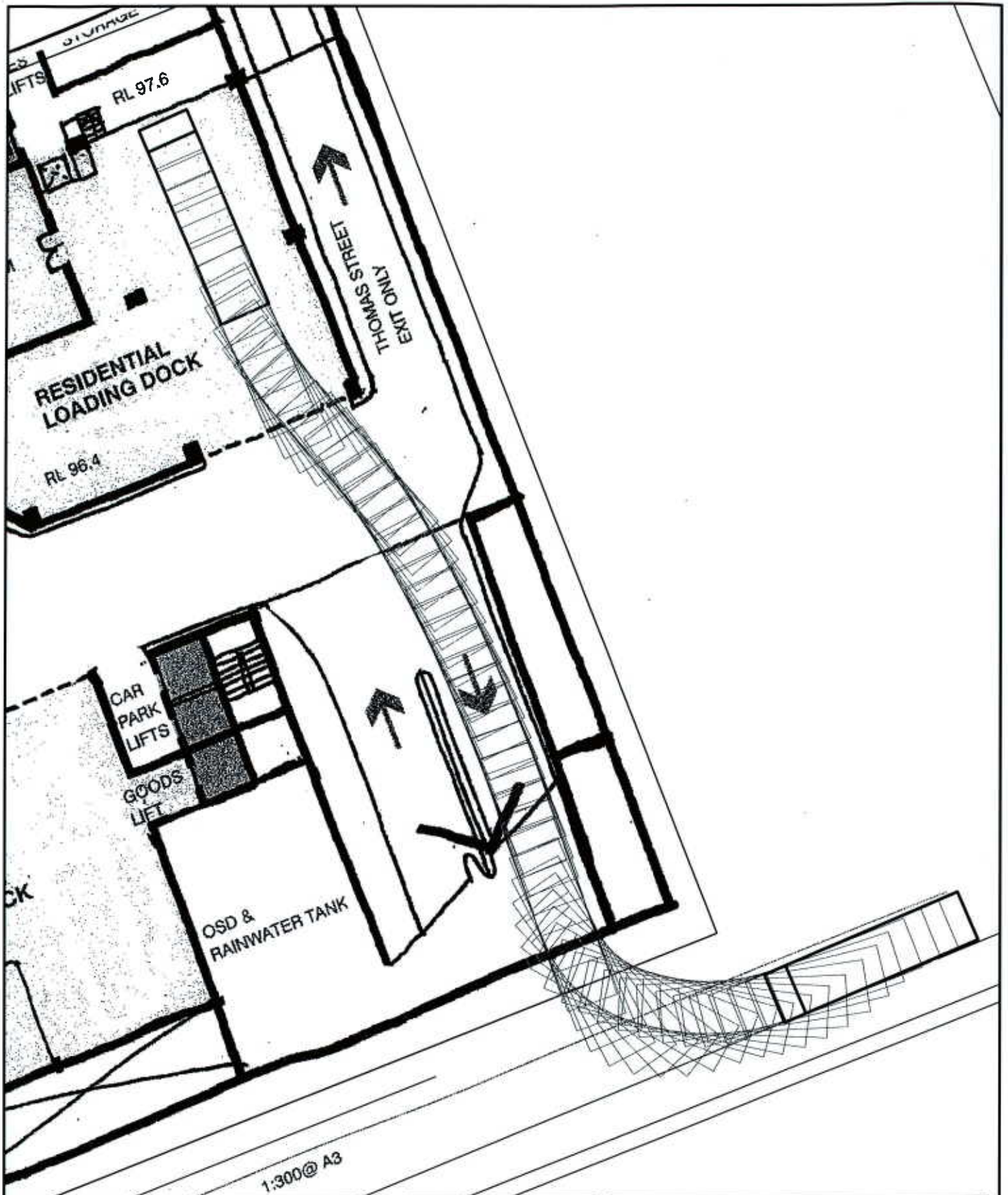
This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF A 10.2m REFUSE  
VEHICLE ENTERING THE SITE**

**SP 7**





## LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS  
OF A 10.2m REFUSE  
VEHICLE EXITING THE SITE**

**SP 8**