
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/11577

Transport Planning
Traffic Studies
Parking Studies

30 September, 2020

KDC
Suite 2
125 Bull Street
NEWCASTLE WEST NSW 2302

Attention: Nicole Sellen
Email: Nicole@kdc.com.au

Dear Madam,

RE: DEE WHY 7-ELEVEN PETROL STATION
RESPONSE TO MATTERS RAISED BY TfNSW

1. As requested, we are writing to respond to matters raised by TfNSW in its letter dated 4 June 2020 in relation to the development application (DA) to replace the existing underground petrol tanks at the 7-Eleven petrol station in Dee Why. The matters raised by TfNSW and our response are set out the following sections.

TfNSW has reviewed the submitted documentation and based on the information provided does not provide support for the Development Application in its current form on safety grounds.

TfNSW has the concern that a tanker exiting through the driveway closest to the traffic signals at the intersection of Pittwater Road and Hawkesbury Avenue will have negative impact on road safety and traffic efficiency. The tanker should be able to turn fully and face the direction of travel prior to stopping at the signals. This is to ensure the pedestrian safety.

2. The existing 7-Eleven petrol station is located on the norther eastern corner of the intersection of Pittwater Road and Hawkesbury Road, Dee Why. The site has separate driveways on Pittwater Road and a driveway on Hawkesbury Avenue. The existing layout of the petrol station is shown in Attachment A. The intersection of Pittwater Road and Hawkesbury Road is traffic signal controlled.
3. The existing petrol station is serviced by petrol tankers up to 16.9 metres in length, with three to four tanker deliveries per week. Petrol tankers currently enter the site from Hawkesbury Avenue and depart via the southern driveway onto Pittwater Road.

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EMAIL: cbrk@cbrk.com.au

4. The DA to replace the existing underground petrol tanks does not change access arrangements, the site layout or the existing arrangements for the tanker to enter/exit the site or unload fuel.
5. Nonetheless, to address the matters raised by TfNSW the following measures are proposed:
 - tanker deliveries would occur between when the petrol station is not busy, between 12.00am and 6.00am;
 - the tanker would enter the site via the southern driveway on Pittwater Road, park on the southern part of the site, unload fuel and then exit via a left turn onto Hawkesbury Avenue (this is the reverse of path of travel by the tanker for existing fuel deliveries);
 - once the tanker is parked on-site and in position to unload, staff will advise customers (when paying for fuel or goods) to exit via Hawkesbury Road until the tanker departs. When unloading, the tanker will be in a similar position to the current situation;
 - minor modifications to the landscape island and southern car space (parking space 5 - designate a small car space) to allow for access to Hawkesbury Avenue (as per the existing situation when the tanker is unloading); and
 - relocation of parking space 6 to the western boundary.
6. The vehicle turn paths provided in Attachment B show the following vehicle swept paths:
 - the tanker entering the site via southern driveway on Pittwater Road and exiting via the Hawkesbury Avenue driveway;
 - with the tanker parked unloading fuel, vehicles (cars and an 8.8 metre long rigid truck) exiting via Hawkesbury Avenue and the southern driveway on Pittwater Road; and
 - at the Hawkesbury Avenue driveway, a car entering the site at the same time a 8.8 metre long rigid truck is exiting the site.
7. The above changes address the matters raised by TfNSW with respect to the truck exiting onto Pittwater Road in close proximity to the traffic signal controlled intersection. The path of travel for the tanker exiting the site is the same as that used by the tanker to enter the site. While the tanker is unloading, accessibility for the site is improved compared to the existing situation.

The information requested in TfNSW response, dated 31 March 2020, has not been provided by the applicant and should be submitted to TfNSW for review

8. The traffic matters raised by TfNSW in its letter dated 31 March 2020 are set out below:

TfNSW has reviewed the submitted documentation and based on the information provided does not provide support for the Development application in its current form on safety grounds

- I. *For example, the swept path plans in the current statement of environmental effects shows that during delivery fuel tankers will continue to deliver fuel at the site by entering at Hawkesbury Avenue and exiting onto Pittwater Road. This indicates that both exits will be blocked by the fuel tankers.*
 - II. *Furthermore, the turn paths provided shows that tankers exiting through the driveway closest to the traffic signals at the intersection of Pittwater Road and Hawkesbury Avenue will have a negative traffic impact with the tanker effectively blocking two lanes of traffic during egress onto Pittwater Road.*
 - III. *TfNSW notes that there is a vehicular access point on Pittwater Road at the northern boundary of the site. This access point should be used for ingress with egress onto Hawkesbury Avenue to avoid potential traffic conflicts*
 - IV. *Updated swept path plans are to be provided indicating how vehicles (including garbage trucks, emergency and heavy rigid vehicles) will simultaneously ingress/egress the subject site via the above mentioned driveways. These plans shall be in accordance with AUSTROADS standards and are to show that vehicles can ingress/egress in a forward direction.*
9. With regards to i), the attached swept paths show that with the revised tanker access arrangements and proposed minor modifications to the landscape area and car park adjacent to the Hawkesbury Avenue driveway, when a tanker is unloading fuel, vehicles can exit to Pittwater Road (via the southern driveway) or to Hawkesbury Avenue.
10. With regards to ii), this matter has been addressed through the tanker access arrangements for the tanker, with entry via the southern driveway on Pittwater Road and exit via a left turn onto Hawkesbury Avenue.
11. With regards to iii), the revised access arrangements provide for egress on Hawkesbury Avenue. With regards to entry for the tanker via the northern driveway from Pittwater Road, this option was considered and found not to be practical as:
- the entry driveway is not wide enough to accommodate the tanker turning off Pittwater Road;

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- the tanker would have to pass underneath the canopy and there is insufficient height clearance for the tanker to pass under the canopy;
 - the tanker cannot access the fuel unloading point; and
 - the tanker cannot get into a position where it would not block access to Hawkesbury Road.
12. With regards to iv), the DA is for the replacement of underground fuel tanks and does not propose any change to the way the site is accessed (except for the tanker) or intensification uses on the site that would increase traffic generation. The current access arrangements function as separate entry and exit driveways on Pittwater Road (hence the proposed management measures when the tanker enters the site via the southern driveway on Pittwater Road) and the Hawkesbury Avenue driveway functioning as a combined entry/exit driveway. The minor modifications proposed widen the driveway from Hawkesbury Road which allows for a car and a truck to enter and exit the site at the same time.
13. Also with regards to iv), the vehicle swept paths have been prepared in accordance with AUSTRROADS and the Australian Standards AS2890.1-2004 and AS2890.2-2018. These show that all vehicles can enter and depart the site in forward direction. Apart from the tanker, the 8.8 metre long rigid truck is the appropriate design vehicle as it covers the range of vehicles that could access the site including waste collection trucks, delivery trucks and emergency vehicles (police, ambulance and standard fire trucks).
14. In summary the matters raised by TfNSW have been addressed through the proposed change in access for the tanker and minor modifications to landscaping area and car park adjacent to the Hawkesbury Avenue driveway.
15. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

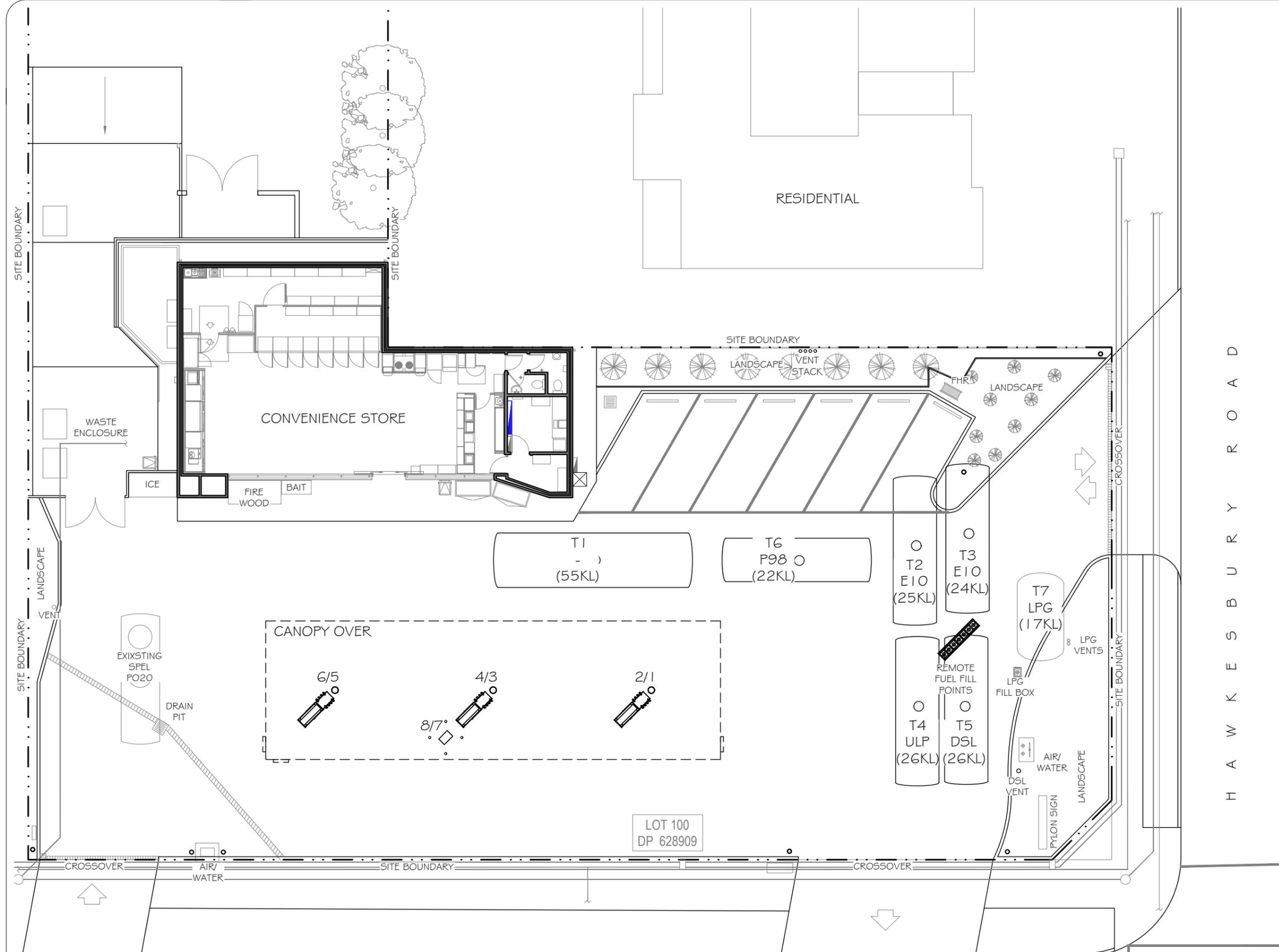
Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink that reads "Tim Rogers". The signature is written in a cursive style with a large, prominent "R" and "G".

Tim Rogers
Director

ATTACHMENT A

EXISTING SITE PLAN



INFORMATION ISSUE

NO.	DATE	BY	AMENDMENT	APPROVED
0	16.12.19	EZ	INITIAL HAZKEM ISSUE	

7-ELEVEN STORES PTY LTD
INCORPORATED IN VICTORIA TELEPHONE (03) 9541 0711 FAX (03) 9541 0782
 A.B.N. 48 005 299 427

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 VICTORIA 3149 AUSTRALIA

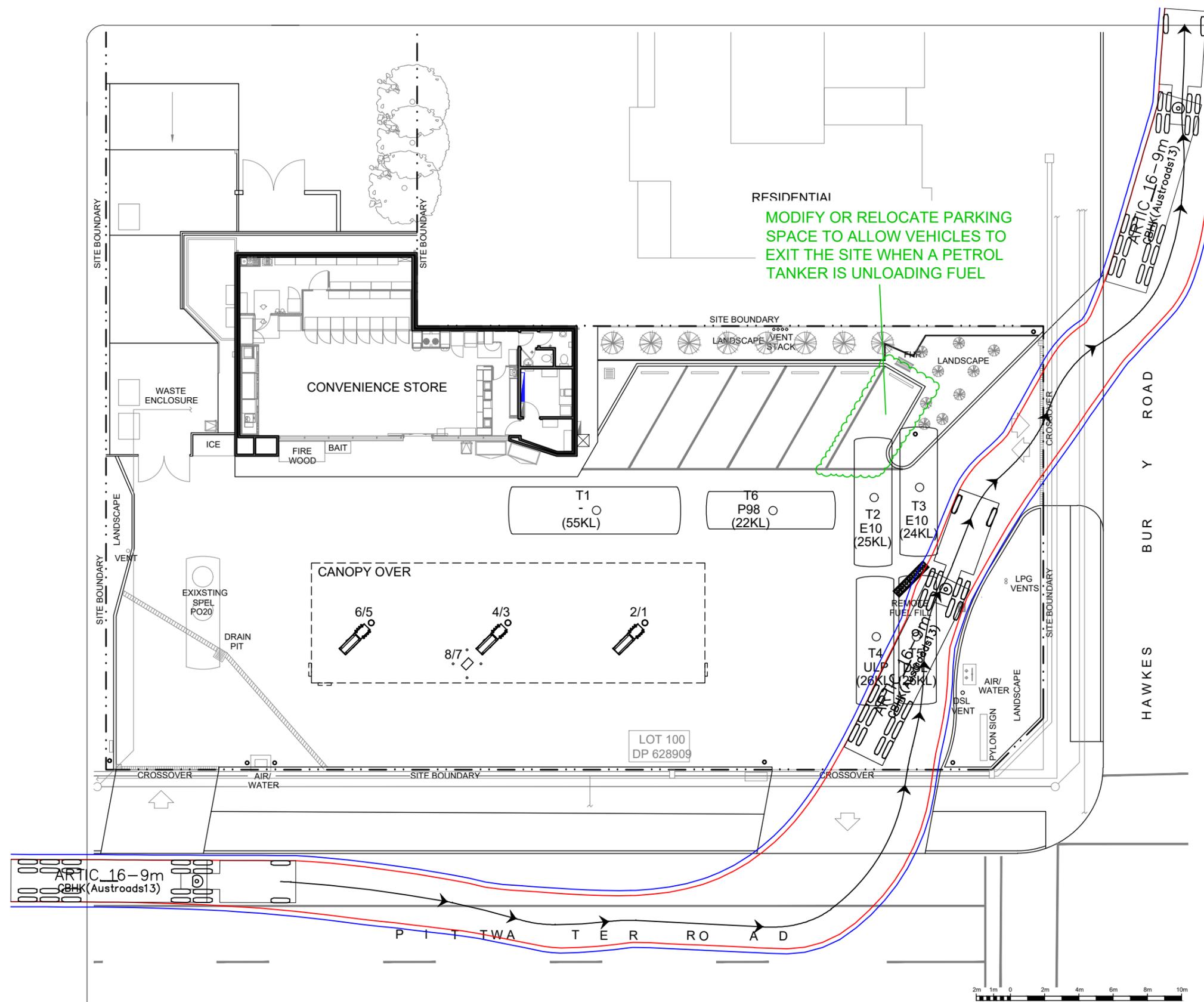


DATE CREATED 16.12.19	PROJECT 7 ELEVEN SERVICE STATION TANK REPLACEMENT 940 PITTWATER ROAD DEE WHY, NSW		
DRAWN BY EZ	TITLE SITE PLAN EXISTING CONDITIONS		
CHECKED BY	SHEET A3		
APPROVAL FOR ISSUE	DRAWING No. HAZ-2563-A01		REVISION NO. 0
SCALE 1:200 @A3	DATE PLOTTED		



ATTACHMENT B

VEHICLE TURN PATHS

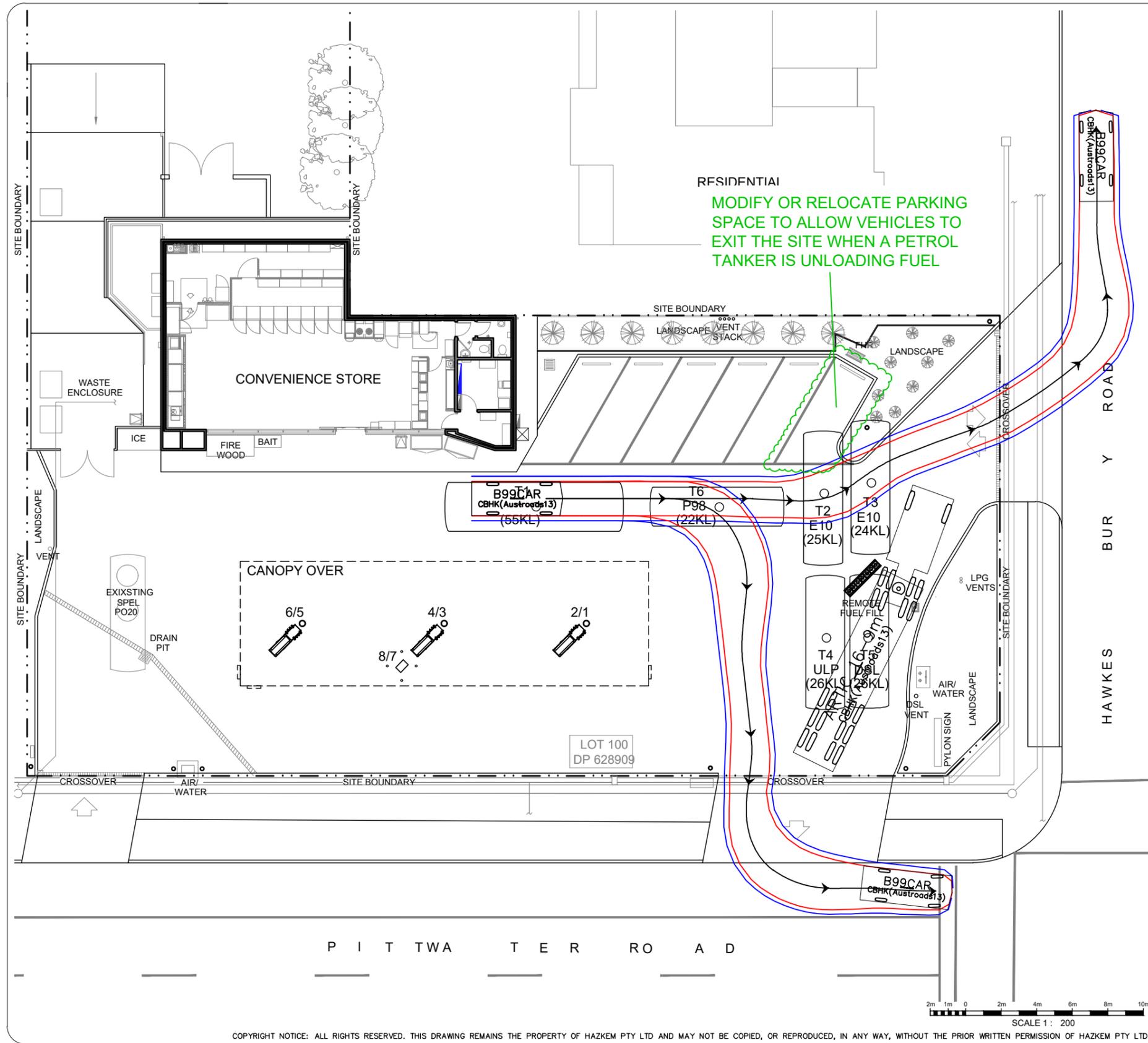


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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

16.9m ARTICULATED VEHICLE SWEPT PATHS

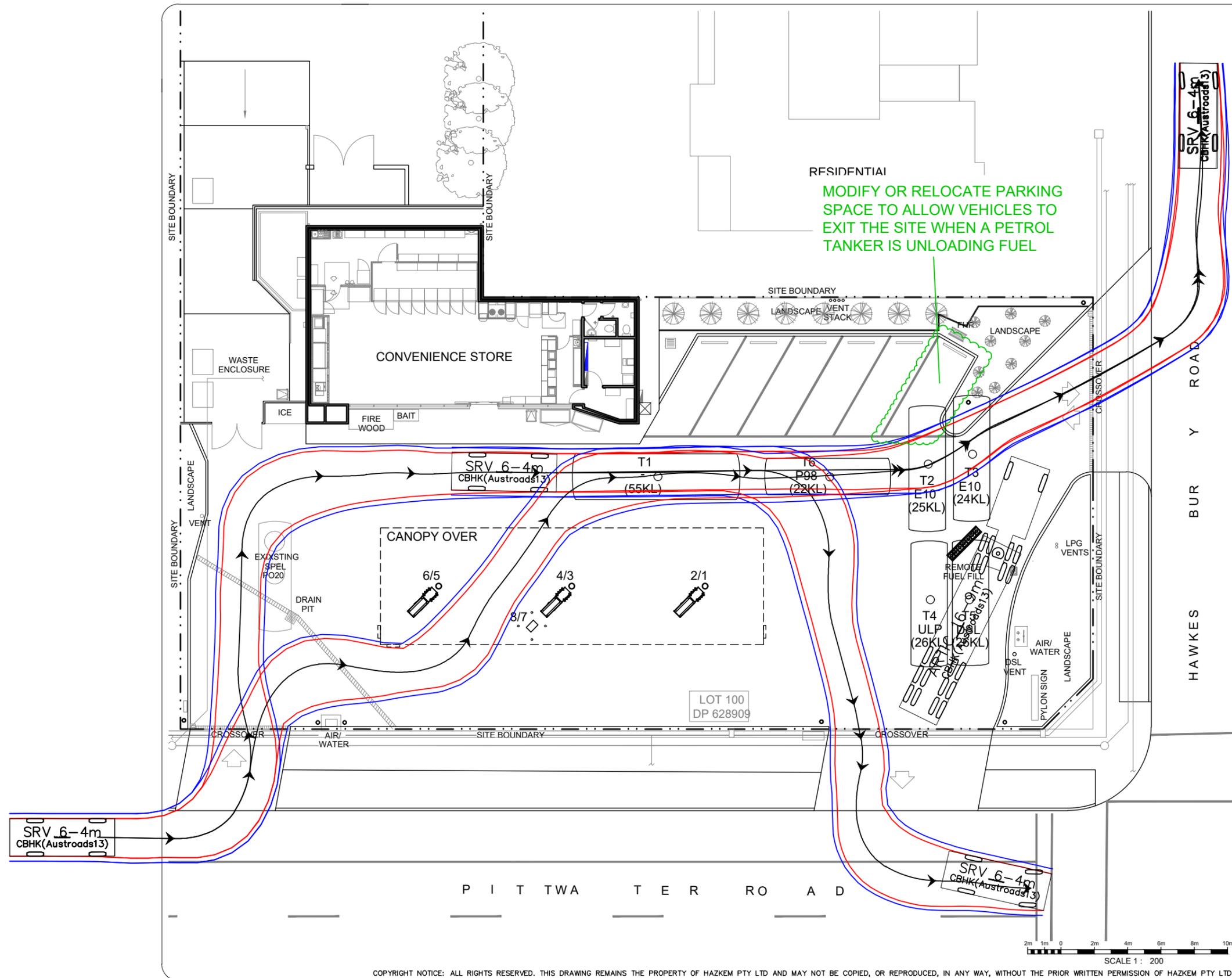


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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

B99 VEHICLE SWEEP PATHS

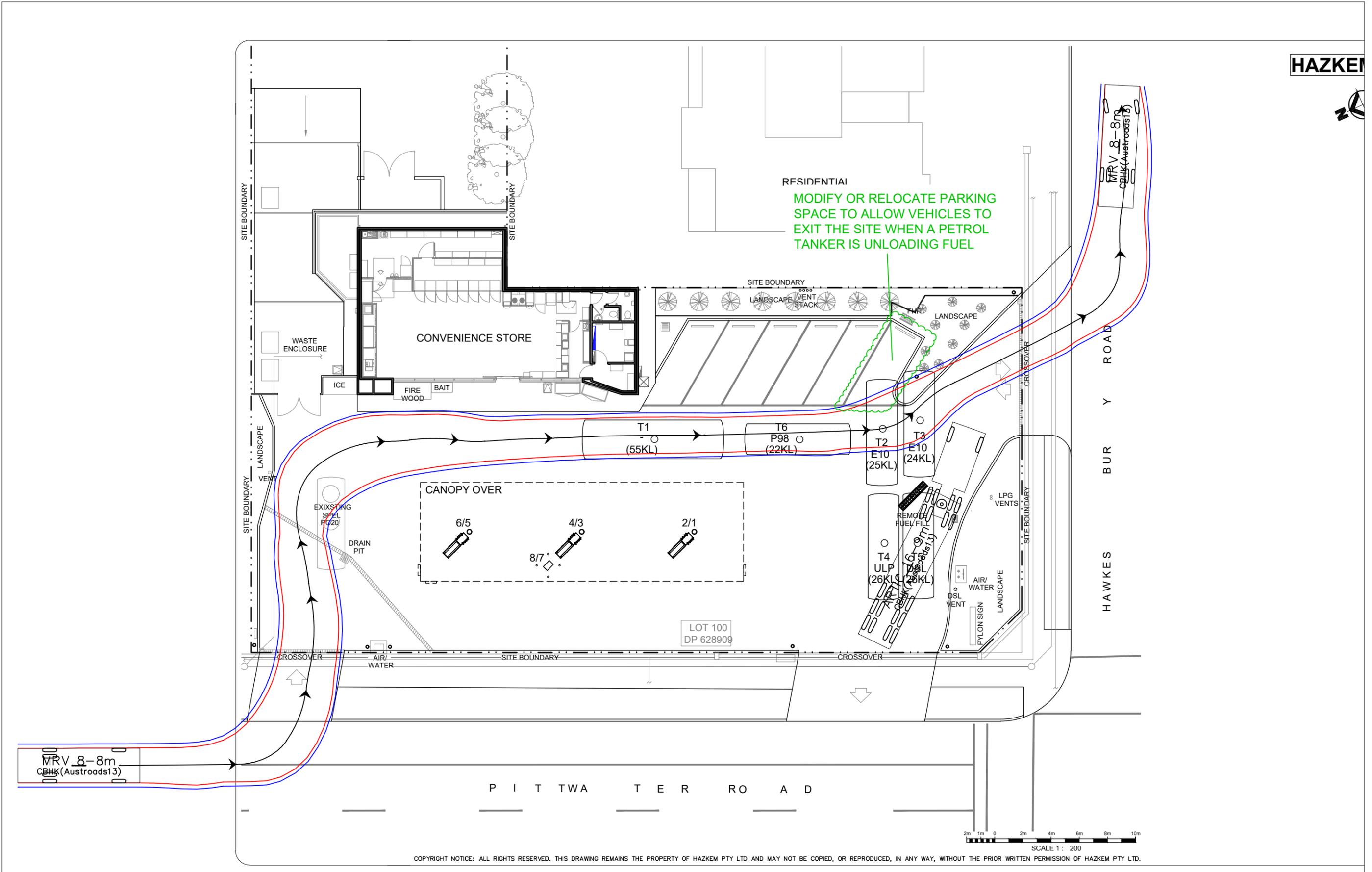


RESIDENTIAL
 MODIFY OR RELOCATE PARKING SPACE TO ALLOW VEHICLES TO EXIT THE SITE WHEN A PETROL TANKER IS UNLOADING FUEL

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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

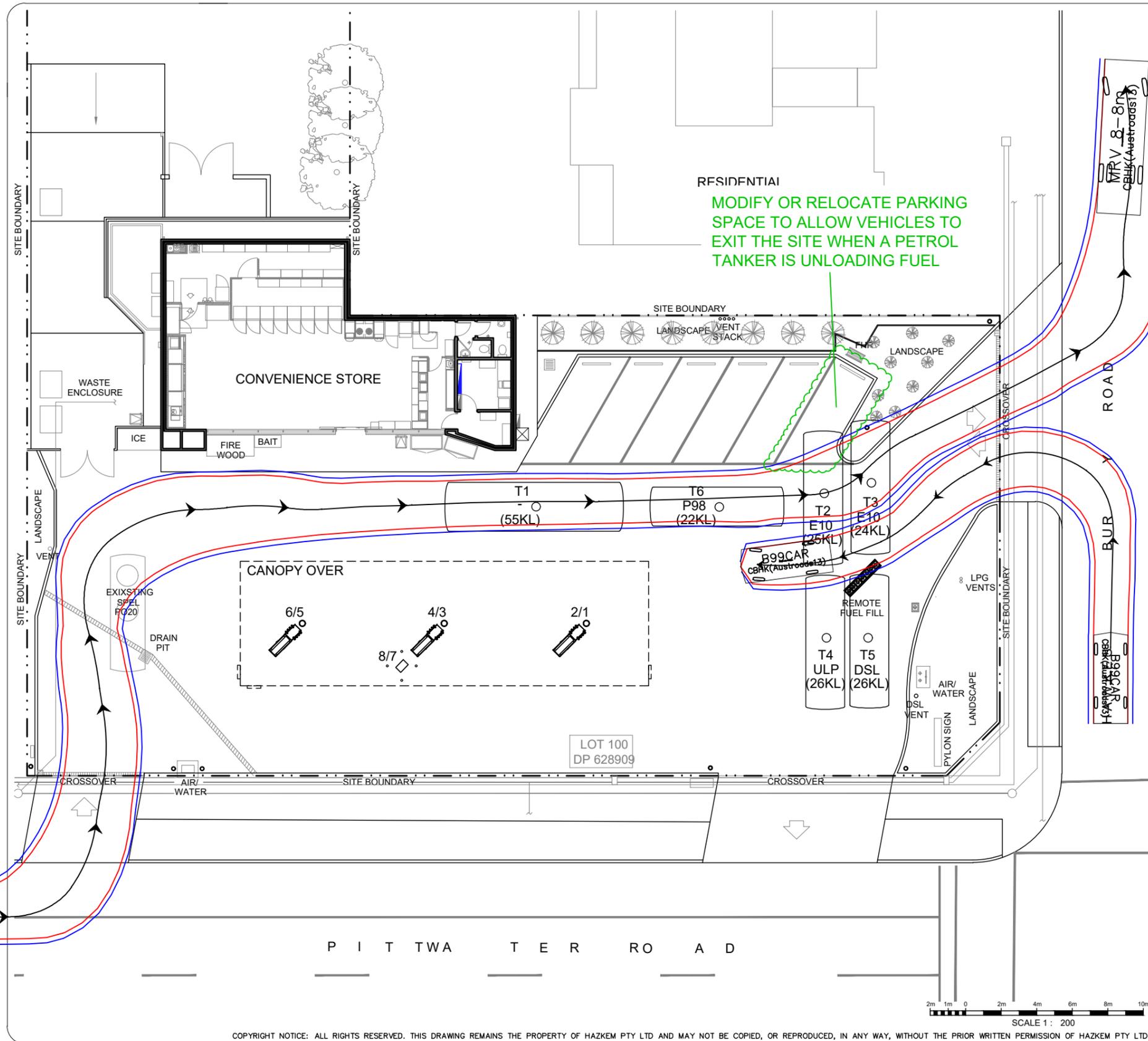
6.4m SMALL RIGID VEHICLE
 SWEEP PATHS



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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

**8.8m MEDIUM RIGID VEHICLE
 SWEEP PATHS**



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— Swept Path of Vehicle Body
 — Swept Path of Clearance to Vehicle Body

B99 & 8.8m MEDIUM RIGID VEHICLE SWEEP PATHS