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Environment and Planning Directorate

16 Challis Street, Dickson

**Comments on Development Application No 201731652**

**Block 1 Section 120 Weston**

The Weston Creek Community Council [WCCC] would like to make the following comments in relation to this development application for a service station and two Fast Food Outlets in Kirkpatrick Street in Weston.

In a broad sense, WCCC welcomes the proposal as another service station is badly needed for the growing Molonglo suburbs and this will ease the pressure on the one service station in Brierly Street in Weston. This will also allow choice for residents in both Weston Creek and Molonglo.

When the community was advised that the site had been allocated for a Service station the proposal was for a service station plus one fast food outlet. The current Development Application (DA) appears to be for a service station plus two fast food outlets.

This change raises several questions related to both the increased traffic flow in and out of the site and in relation to parking, the required number of car parking spaces and traffic flow within and outside the site.

In recent years Weston Creek residents have experienced the consequences of poor traffic flows and management relating to the only district service station in Brierley Street. Residents do not wish to experience similar issues with this new facility in Kirkpatrick Street.

The Development Application includes a Traffic Impact Assessment for the proposal. However, the utility of that assessment is questionably when the traffic data is from September 2014 and is based on a service station and one fast food restaurant. It is noted that the placement of the service station and one fast food outlet shown in the Traffic Impact Assessment have been reversed in the current DA.

In essence the proposal in the Traffic Assessment has significant differences to the DA which now contains a gross floor area of 945m<sup>2</sup>; the Traffic Assessment is based on some 700m<sup>2</sup>. Below is some data regarding the observed changes.

### **1. Parking Spaces.**

- The Development Application now consists of a McDonalds, Oporto and a Caltex shop with a gross floor area of 945m<sup>2</sup>;
- Using the metrics in the Traffic Assessment that would equate to an on-site parking requirement of some 90 spaces. The site plan would indicate that there is only provision for 65, a deficiency of some 25 spaces;
- The Traffic Assessment regarding the number of required parking spaces is not relevant given the significant change in scale of the current proposal.

### **2. Traffic Flow and Numbers**

- The Traffic Assessment analysis is based on 2014 data which is outdated and does not take into account the considerable population changes that have occurred with the ongoing developments in Wright/Coombs and now Denman Prospect.
- A traffic flow for 90 parked vehicles would likely have a major impact on traffic flows within the site and more importantly through the Cotter Rd intersection. In the 2014 traffic report the analysis was using traffic flow data available at the time, but the DA does not present any analysis of the changes that have occurred since. Further there is no analysis of expected changes to traffic flows in the future as more development occurs in Molonglo.
- While Council does not have the employment/student numbers for the Kirkpatrick Street Defence facility it considers the traffic flow data to significantly understate the expected facility numbers with only 169 vehicles going into the facility in the morning peak;
- The traffic volumes expressed at page 11 don't add up. Traffic turning into Kirkpatrick St (AM) is given as  $139+7+44=190$  but traffic at the next Kirkpatrick intersection with the Defence facility it is  $169+55=224$  (10% error); there is nowhere 34 vehicles can magically appear to warrant the new number. There is also an error in the PM flows.
- As an addition, there is also the Park and Ride facility now in Operation adjacent to the Defence facility that needs to be taken into account. The fast food operator is McDonalds (based on the drawing cross-sections). The report states " the traffic generation rates for McDonalds (sensitivity test – 230 veh/hr) have been conservatively adopted for this assessment" (pg18). As both McDonalds and Oporto are now proposed tenants this assessment is no longer valid.
- The Traffic Assessment is premised on the fast food outlet been closest to the intersection of Kirkpatrick Street and Cotter Road. Has there been any assessment of what the change in position of this facility will now have on traffic management?

### **3. On-Site Traffic Flow**

The WCCC is also concerned whether there has been an analysis of traffic flows within the proposed site, and also especially in and around the periphery of the site itself?

By looking at the Building C Site Plan (marked SITE-201731652-BUILDING\_C-01.pdf) it appears that McDonalds 'drive thru' traffic will generally come through the service station as accessing the 'drive thru' by the alternate entry point would require a very sharp **U** turn that would not allow a car to readily position at the order terminals! It could also be expected that traffic would again exit via the service station. There is no indication on how these traffic movements will impact Kirkpatrick Street and access to the service station itself.

It is also unclear how a delivery truck would exit the loading bay given there is no real opportunity for such a vehicle to exit by driving forward and doing a right turn; clearance of building cover ways, turning circles etc appear problematical. It would appear a delivery vehicle would have to reverse into in-coming drive thru traffic.

Overall with the proposed internal traffic flows there appear to be many possible points where a motorist would be confused about what direction to take plus a large number of conflict points

#### **Summary**

Council's conclusion is that the traffic report is just too outdated to be useful in the analysis and that it has been based on the earlier proposed plan that varies greatly from the current Development Application.

Therefore the Council considers that they cannot support the current DA in its present form as there are too many issues with both the size of the development and traffic issues both within and immediately adjacent to the site. In particular the expected increase in traffic through the Kirkpatrick Street/Cotter road junction

Council would be pleased to discuss this DA in order to progress the development of a service station on this site.

Pat McGinn  
Deputy Chair  
Weston Creek Community Council  
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