

# Colston Budd Rogers & Kafes Pty Ltd

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

Our Ref: JH/I0398/jj

Transport Planning  
Traffic Studies  
Parking Studies

10 July, 2018

Bennetts Green - Spotlight Property 2 Pty Ltd  
c/- SPG Investments Pty Ltd  
c/- Blueprint  
Tenancy 1A  
100 Market Street  
SOUTH MELBOURNE VIC 3205

**Attention: Matthew Skerrett**

**Email: [matthew@blueprintaustralia.com.au](mailto:matthew@blueprintaustralia.com.au)**

Dear Sir,

## **RE: SECTION 4.55 APPLICATION FOR BENNETTS GREEN BUNNINGS AND BULKY GOODS DEVELOPMENT**

1. As requested, we are writing regarding the Section 4.55 application with regards to:
  - site access arrangements from Pacific Highway;
  - consent conditions for approved development with regards to WAD; and
  - further matters raised by RMS and council.
2. We have previously prepared a report<sup>1</sup> for this Section 4.55 (previously S96) application. In addition to the above, you have requested to undertake an updated assessment of parking requirements. The revised areas and parking provision are provided in Attachment A.

### Site Access Arrangements

3. Following a meeting with council and RMS officers on 20 March 2018, RMS undertook traffic modelling for the Pacific Highway intersections. Based on this modelling, RMS determined its suggested configurations for the two signalised intersections on Pacific Highway for access to the site. A copy of the RMS correspondence is attached.

<sup>1</sup> Traffic Report for Section 96 Application and Two Development Applications for Approved Home Improvement Centre and Bulky Goods Development, Bennetts Green, July 2017 (Amended August 2017).

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067

P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422

Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296

EMAIL: [cbrk@cbrk.com.au](mailto:cbrk@cbrk.com.au)

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4. The main difference suggested by RMS is to remove the right turn exit from the site onto Pacific Highway at Groves Road, and introduce a right turn exit onto Pacific Highway, at the intersection to the south.
5. To accommodate these arrangements, an amended site plan has been prepared. It generally incorporates the changes suggested by the RMS. There are minor differences, as follows:
  - there is one lane entering the site at Groves Road rather than two lanes. This is because there is only one lane of traffic entering the site at one time: either the right or left turn from the highway or the through movement from Groves Road. Two entry lanes into the site in this location are therefore not necessary. The change does not affect the operation of the intersection; and
  - minor relocation of the southern intersection to provide parking on lot 1 in accordance with tenant requirements. This results in right turn bay length of some 65 metres at this intersection, compared to 85 metres modelled by RMS. This change does not affect the operation of this intersection.
6. The amended site plan, attached to this letter, therefore incorporates the modifications suggested by RMS. The amended plan is intended to replace the current plans with council.

WAD Consent Conditions

7. Part of condition 13 of the consent for the approved development includes the following:
  - *The WAD [works authorisation deed] shall be executed prior to the issuing the first construction certificate for the proposed development.*
  - *All road works required under the WAD shall be constructed to practical completion to the satisfaction of RMS prior to an occupation certificate (interim or final) being granted.*
8. The WAD process for the approved development has commenced, but has been put on hold subject to resolution of site access arrangements. The WAD process will continue following approval of the Section 4.55 application, including the modified access arrangements.
9. Because the site early works will take an extended period of time to complete, it is intended to initially obtain a construction certificate for these early works. The WAD site access arrangements would not be required for the early works.

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10. It is intended to recommence the WAD process as soon as possible, following the approval of the Section 4.55 for amended site access arrangements. However, the current consent condition for the WAD being executed prior to construction certificate is likely to significantly delay the commencement of the site early works.
11. It is therefore proposed that the existing consent condition relating to WAD execution is modified as follows:
  - The WAD shall be executed prior to issuing of a construction certificate for the superstructure works.

Further Matters Raised by RMS

12. In an email of 22 June, RMS has raised a number of matters with respect to the proposed amendments. These matters are discussed below.
  1. *Pedestrian phase must be provided on each leg at each intersection. Any variation must be justified, refer to RMS Traffic Signal Design – Section 2, Warrants, part 2.4.*
13. Pedestrian phases will be included in the detailed design, at the WAD stage.
  2. *Layout of southern intersection needs to be amended to take into account the right turn out (the right turn out will cross over the median).*
14. The plan includes this amendment.
  3. *The service vehicle exit from Bunnings site appears to have a short acceleration lane and is disjointed to the left turn into the southern TCS access. The lack of acceleration lane is to be supported to RMS satisfaction.*
15. No acceleration lane is proposed. This matter was discussed at the meeting with RMS and council officers on 20 March. Exiting service vehicles would give way to northbound traffic on the highway, using gaps in the traffic stream created by the upstream traffic signals at South Street, with good sight lines available (similar to existing arrangements at Heatherbrae Bunnings on Pacific Highway).
  4. *T1 Turn Line markings indicates right turn still proposed at northern intersection.*
16. The amended plan deletes this line marking.

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5. *RMS maintain concerns regarding the location of the internal roundabout and potential queuing back onto the Highway.*
17. This matter was addressed in our previous letter of 3 April. A copy of that letter is attached.
6. *The single lane entry opposite Groves Road is to be justified through analysis that queues will not back onto the Highway due to the operation of the internal roundabout.*
18. The RMS modelling indicates very short queue lengths on the eastern approach to this roundabout (some one to two vehicles). These queues will be readily accommodated in one traffic lane.
7. *Internal at south TCS access - The right turn (marked in yellow) should be given priority and 'keep clear' to ensure no queuing back to Highway.*
19. The plan includes this amendment.

Further Matters Raised by Council

20. In an email of 10 May, council has raised a number of other matters. These matters are discussed below.

*Council's Traffic Engineer has considered the outcomes of the meeting with the Roads and Maritime regarding access to the development off the Pacific Highway. Council in principle has no objection to the request by Roads and Maritime to provide left out only at the Groves Road intersection and left and right at the southern intersection.*

*Should the application be amended in this manner, it is expected the internal layout will require adjustments i.e. the service road may need to be one-way southbound.*

*The proposed development has not achieved adequate facilities for service vehicles with regard to AS 2890.2 Parking Facilities – Off Street commercial vehicle facilities.*

*Any changes to the direction of movement of service vehicles to address the requirements of the RMS may have impacts on the layout of the restaurant.*

21. The amended layout includes changing the service road to one-way southbound. The restaurant layout has also been amended. Service vehicle swept paths are shown in the attached Figures 5 to 10.

*There is potential for conflict between the swept paths for delivery vehicles for the bulky goods units operating along the service road, the swept paths for the fuel tanker for the Service Station, swept paths for vehicles accessing the fast food drive thru and swept paths for vehicles accessing the fuel bowzers. Further detail/analysis is required regarding peak operational and delivery times to demonstrate the likelihood of conflicts occurring and flow on effects impacting on the operation of the roundabout (and queuing) off Groves Road is required.*

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22. The fast food and petrol uses have been separated. The swept paths in Figures 9 and 10 show that cars will be able to enter the petrol station when a petrol tanker is making a delivery.
23. Figures 5 and 8 show that service vehicles in the service road will not be affected by vehicles making deliveries at the rear of the various tenancies.
24. Figures 6 and 7 show swept paths of trucks accessing the fast food outlet loading docks. In order to manage potential conflicts between vehicles reversing into these docks and the operation of the drive throughs, a loading dock management plan (LDMP) would be prepared, noting that the number of deliveries to fast food outlets is typically low at one or two per day. This could be included as a condition of consent requiring preparation of the LDMP prior to the issue of a construction certificate for the fast food outlet. The LDMP would include measures such as:
- deliveries to occur outside busy trading periods with traffic management (such as a traffic controller) to stop vehicles accessing the drive through while a truck is entering/departing the dock.

*Discussions with the RMS in relation to access off the Pacific Highway are noted. Should a revised access arrangement be proposed, this may affect the exit path of service vehicles associated with Service Station and Take Away Food & Drink Premises.*

25. Exit paths for these service vehicles are shown in Figures 5 to 10.

#### Parking Provision

26. An updated parking assessment has been undertaken based on the revised areas set out in Attachment A. Table 1 below summarises parking requirements.

<b>Table 1: Parking requirements</b>			
<b>Component</b>	<b>Size</b>	<b>Rate</b>	<b>Spaces</b>
<b>Bunnings</b>	16,806m <sup>2</sup>	two/lot + 1/50m <sup>2</sup>	338
<b>Bulky goods</b>	8 tenancies (13,079m <sup>2</sup> )	two/tenancy + 1/40m <sup>2</sup>	343
<b>Fast food</b>	230 seats	1/2 seats	115
<b>Petrol</b>	170m <sup>2</sup>	1/60m <sup>2</sup>	3
<b>Total</b>			<b>799</b>

27. Table 1 shows a requirement for 799 spaces. This is satisfied by the provision of 841 spaces (312 spaces in Lot 1, 234 spaces in Lot 2, 273 spaces in Lot 3 and 21 spaces in Lot 4).

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28. 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



J Hollis  
Director

Attachments:

1. Summary of Area Changes and Parking Provision
2. Vehicle Turn Paths

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ATTACHMENT I

SUMMARY OF AREA CHANGES AND  
PARKING PROVISION

## Colston Budd Rogers &amp; Kafes Pty Ltd

Lot	Site Area (Current)	Site Area (Proposed)	GFA (Current)	GFA (Proposed)	Parking (Current)	Parking (Proposed)
Lot 1	36,072 sqm	36,270 sqm <b>+ 198 sqm</b>	16,806 sqm (Bunnings)	16,806 sqm (Bunnings)  <b>Neutral</b>	310 spaces	312 spaces <b>+ 2 spaces</b>
Lot 2	19,006 sqm	18,808 sqm <b>- 198 sqm</b>	5,905 sqm (Bulky Goods)  508 sqm (Restaurant)  = 6,413 sqm (Total)	5,508 sqm (Bulky Goods)  546 sqm (Restaurant)  = 6,054 sqm (Total)  <b>- 359 sqm</b>	253 spaces	234 spaces <b>- 19 spaces</b>
Lot 3	19,091 sqm	17,899 sqm <b>-1,192 sqm</b>	8,855 sqm (Bulky Goods)	7,571 sqm (Bulky Goods)  <b>- 1,284 sqm</b>	274 spaces	273 spaces <b>- 1 space</b>
Roundabout	1,421 sqm	1,421 sqm <b>Neutral</b>	N/A	N/A	N/A	N/A
Lot 4	4058	5250 <b>+1,192 sqm</b>	180 sqm (FF)  200 sqm(Petrol Station)	298 sqm (Restaurant)  170 sqm (Petrol Station)  <b>+ 88 sqm</b>	14	21 <b>+ 7 spaces</b>
Total:	-	<b>Neutral</b>	-	<b>- 1,555 sqm</b>	-	<b>- 10 spaces</b>

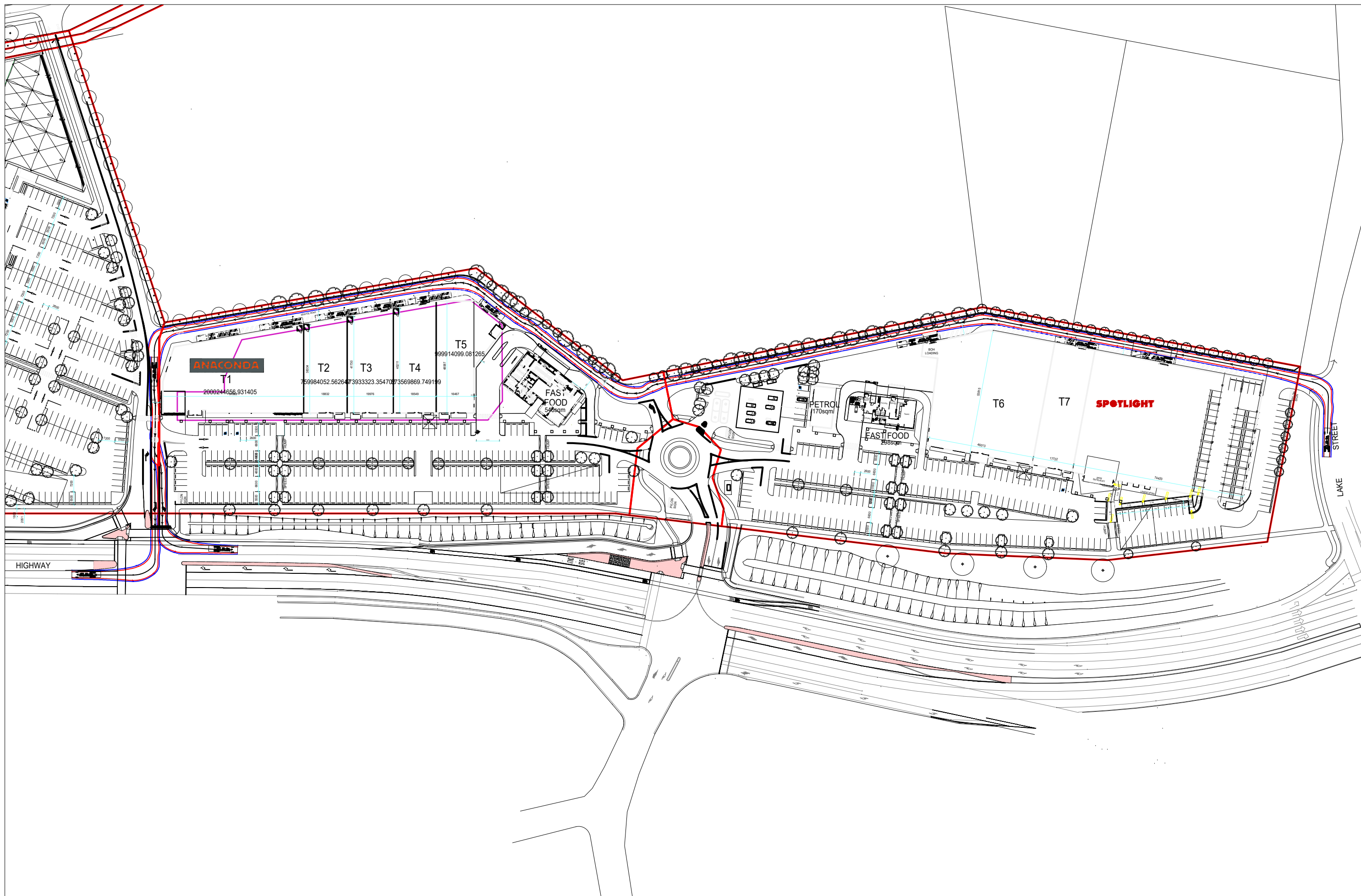


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## ATTACHMENT 2

### VEHICLE TURN PATHS

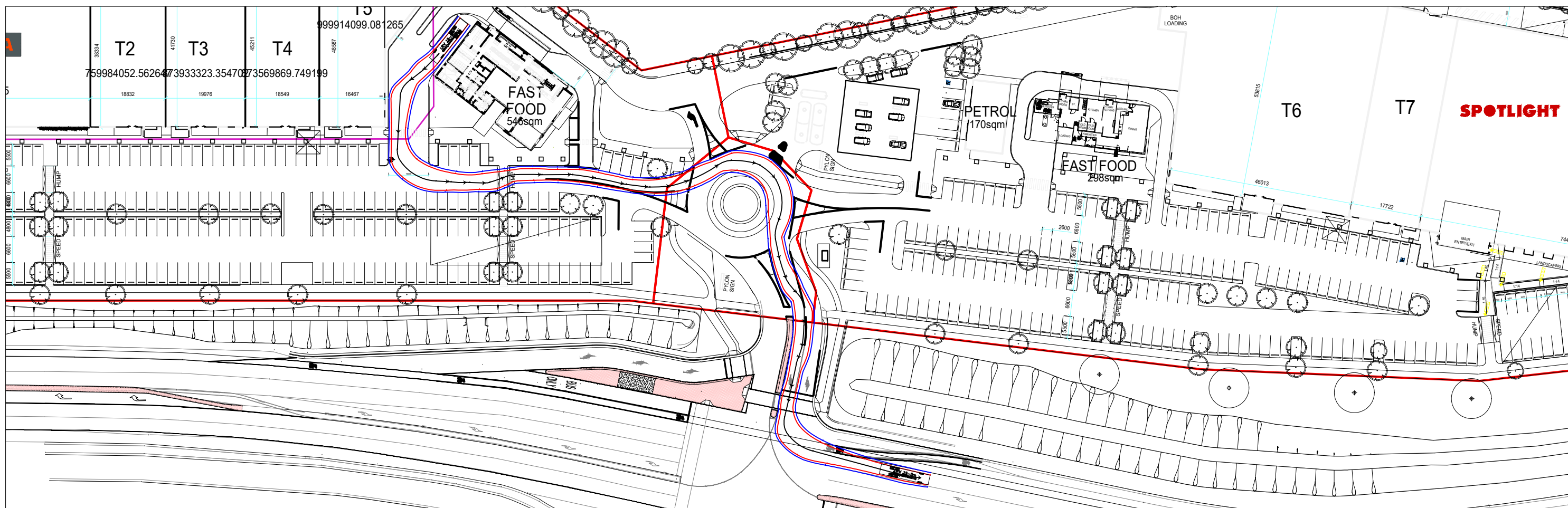
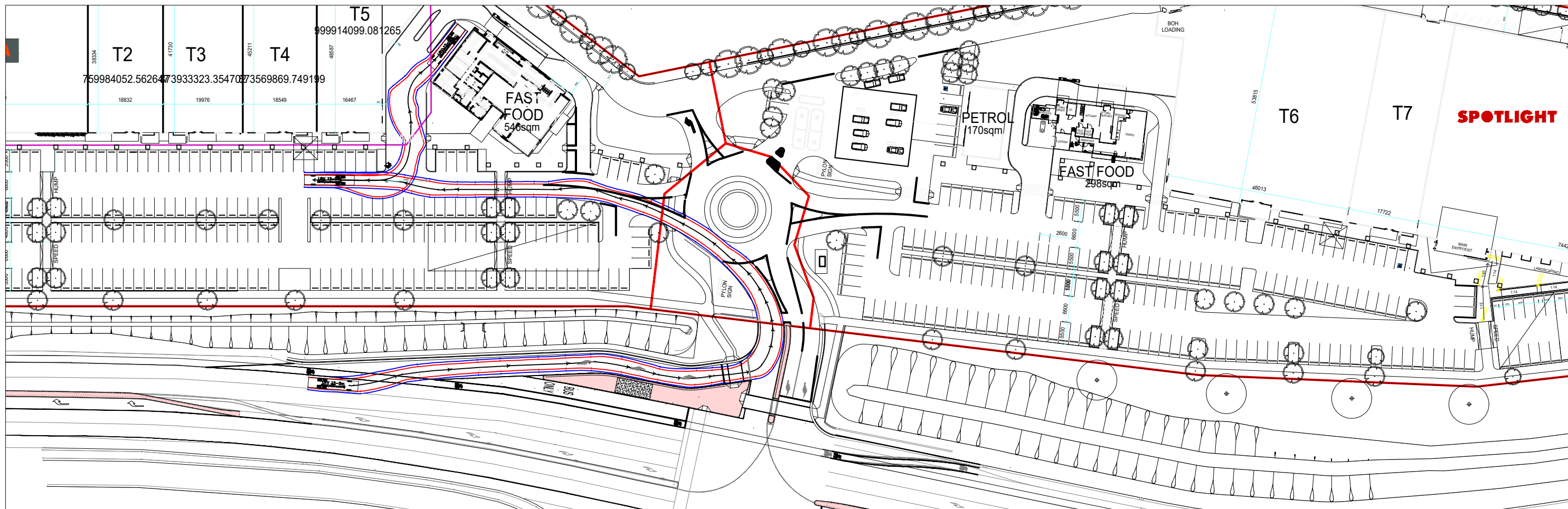
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**NOTE:**  
SKETCH PLAN ONLY. PROPERTY BOUNDARIES,  
UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO  
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES  
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND  
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

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

12.5m LARGE RIGID VEHICLE  
SWEPT PATHS



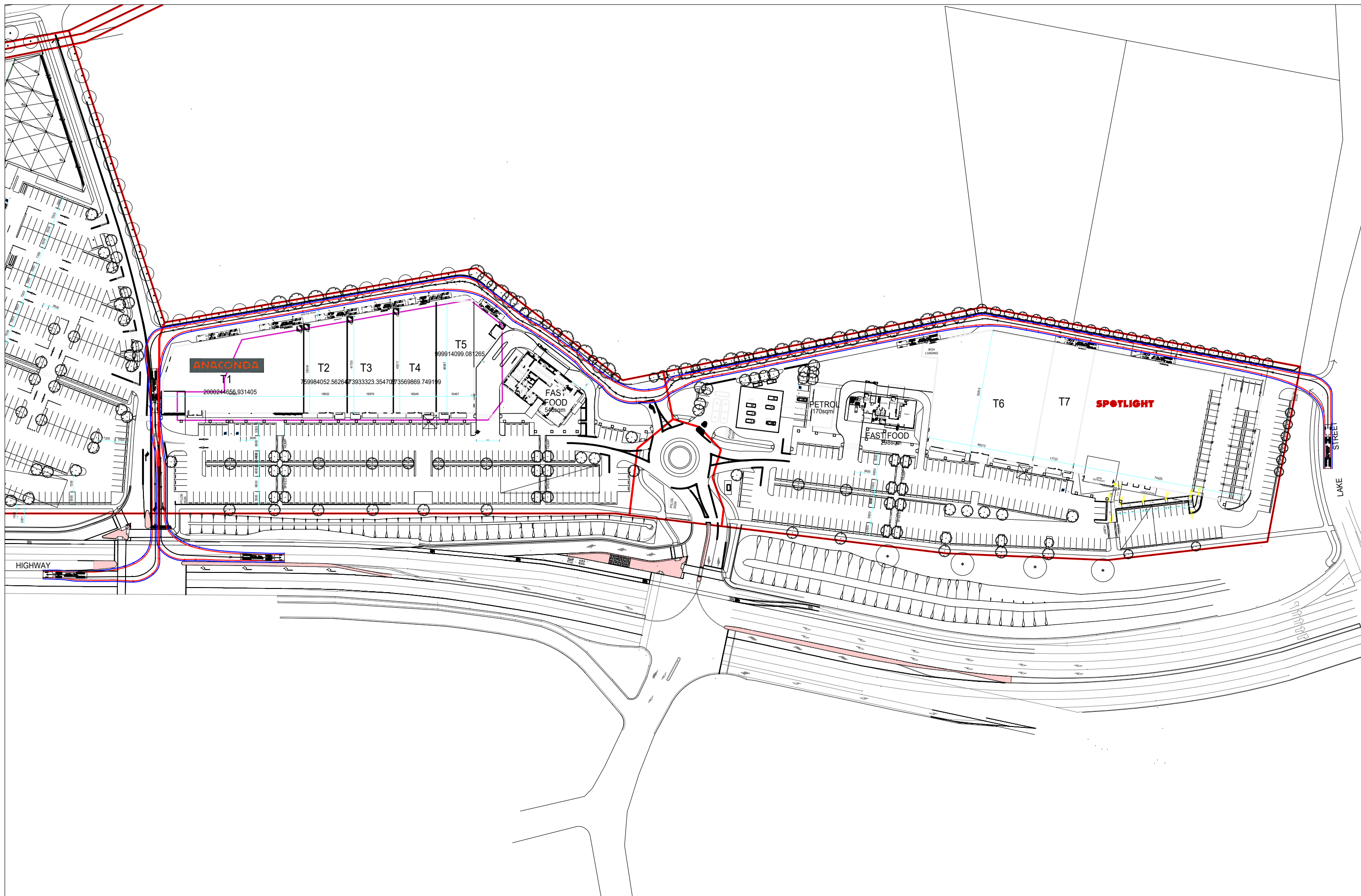
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**12.5m LARGE RIGID VEHICLE  
 SWEEP PATHS**







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

**19.0m ARTICULATED  
 VEHICLE SWEEP PATHS**



[illegible]

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

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10 JULY 2018

This is a detailed site plan for a commercial development. The plan includes several buildings: a 'PETROL' station (170sqm), a 'FAST FOOD' restaurant (298sqm), and two large open areas labeled 'T6' and 'T7'. A 'SPOTLIGHT' area is also indicated. The site is surrounded by a road with a 'STREET' label and a 'LANE' label. The plan shows extensive parking areas, landscaping with trees and shrubs, and various site features like 'BOH LOADING', 'MAIN ENTRY/EXIT', and 'LANDSCAPING'. Dimensions and area measurements are provided for various sections of the site.

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

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