VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
ACN 071 762 537 ABN 88 071 762 537

29 June 2021
Ref 20675

Strathfield Council
P.O. Box 120
STRATHFIELD NSW 2135

Attn: Joe Gillies

Dear Joe,

DA2020/256
PROPOSED MIXED USE DEVELOPMENT
2-6 PILGRIM AVENUE & 11-13 13 ALBERT ROAD, STRATHFIELD
TRAFFIC AND PARKING MATTERS

I refer to Council's letter dated 31 March 2021 requesting additional information in respect of the abovementioned development proposal (DA2020/256). The following advice is provided in respect of the recommendations provided under the "Traffic Comments (Council)" section in your letter, as well as addressing the TfNSW comments in the same letter.

Parking Provision
As detailed in the traffic and parking assessment report (TPAR) that accompanied the DA, based on Council's *DCP* car parking rates, the residential component requires the provision of 236 spaces, whilst the minimum required under the *ADG/RMS* is 142 spaces. The proposed development makes provision for 170 residential spaces which falls in the middle of the required range and is intended to also meet market demand. The "over supply" of parking above the minimum is minor and therefore considered acceptable.

Car Wash Bay
Please see attached revised basement level 2 plan which includes a dedicated car wash bay located in the north-western corner.

Waste Truck Swept Turn Paths
Please see attached swept turn paths of a 10m truck accessing the proposed on-site loading bay. The turn paths confirm that the truck is able to enter and exit the site as well as manoeuvre into the loading bay without difficulty and whilst maintaining sufficient clearances to structure.

Car Share
The proposed development makes provision for 5 car share spaces within basement level 1. At this stage it is unknown who the future operator will be, and this will be further investigated post development consent. There are a number of operators in the car share space however, including the most common, *GoGet.* A general FAQ information sheet from *GoGet* is attached which provides details as to how the service operates. It is therefore considered that a suitably worded condition could be included in any development consent issued.

Updated Traffic Report
Please see attached updated traffic report which addresses the comments under this section.

Transport for NSW (TfNSW)

TfNSW noted in your letter that they have reviewed the DA and would raise no objection to the DA and would provide concurrence to Council under Section 138 of the Roads Act 1993, subject to Council being satisfied with the proposed access arrangements in terms of safety and efficiency and the inclusion of a number of standard conditions of consent.

Notwithstanding, it is noted that Council has sought advice from TfNSW in relation to their comments on the amended traffic modelling required at DA stage from their letter of 23 March 2020 which related to the Planning Proposal for both the subject site and the adjoining site.

In this regard, TfNSW note in their abovementioned letter, that with respect to the Planning Proposal traffic modelling, *"whilst there are still some minor issues with the traffic modelling, in the intersect of reducing further delays for the proponent, it is accepted that these issues can be resolved at the DA stage. On this basis TfNSW does not object to the planning proposal proceeding"*.

As TfNSW noted, their outstanding issues with respect to the traffic modelling were "minor" in nature. Furthermore, and as noted in the revised TPAR attached, the proposed amended DA scheme results in a traffic generation potential of some 14-19 peak vehicle trips *less* than the Planning Proposal scheme.

As such, it is considered that undertaking further traffic modelling, which comes at a further cost to the Applicant, is considered unnecessary in this instance, given the *nett reduction* in traffic compared to the approved Planning Proposal scheme.

I trust the above and attached addresses Council's comments. Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

Chris Palmer
Executive Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

DA2020/256
Proposed Mixed-Use Development

11-13 Albert Road & 2-6 Pilgrim Avenue, Strathfield

REVISED TRAFFIC AND PARKING ASSESSMENT REPORT

29 June 2021

Ref 20675

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Suite 6, 20 Young Street, Neutral Bay NSW 2089 - PO Box 1868, Neutral Bay NSW 2089 Ph: 9904 3224

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This revised report has been prepared to accompany an amended development application to Strathfield Council for a mixed-use development to be located at 11-13 Albert Road & 2-6 Pilgrim Avenue, Strathfield (Figures 1 and 2).

In January 2021, DA2020/256 was lodged with Council for the demolition of existing residential buildings on the site (Site 1) and the construction of a mixed use residential/commercial development, comprising 3 ground floor tenancies with a cumulative floor area of 246m^2, and 172 residential apartments on the levels above.

Off-street parking in the original scheme was proposed for a total of 266 cars, including 30 commuter spaces and 5 car share spaces, in a new four-level basement car parking area in accordance with Council, *SEPP 65* and RMS rates. Vehicular access to the site was to be provided via a new entry/exit driveway located off Pilgrim Avenue.

The proposed amended scheme attempts to address Council's comments raised in their Request for Further Information, dated 31 March 2021. In traffic and parking terms, the amended scheme proposes the following:

- 201m^2 of ground floor commercial floor area (down from 246m^2)
- 168 residential apartments (down from 172 apartments)
- 266 car parking spaces (unchanged from original scheme)
- on-site waste collection for a 10m garbage truck, allowing forward-in/forward-out vehicular movements
- vehicular access driveway located off Pilgrim Avenue (unchanged from original scheme)

Prior to the development application being lodged, a planning proposal received Gateway determination in August 2019, which sought to amend the planning controls in Council's *Strathfield LEP 2012* in relation to the site (being the combined sites of 11-13 Albert Road/2-6 Pilgrim Avenue *and* 9 Albert Road), to increase the maximum FSR from 3.5:1 to 5:1, *and,*

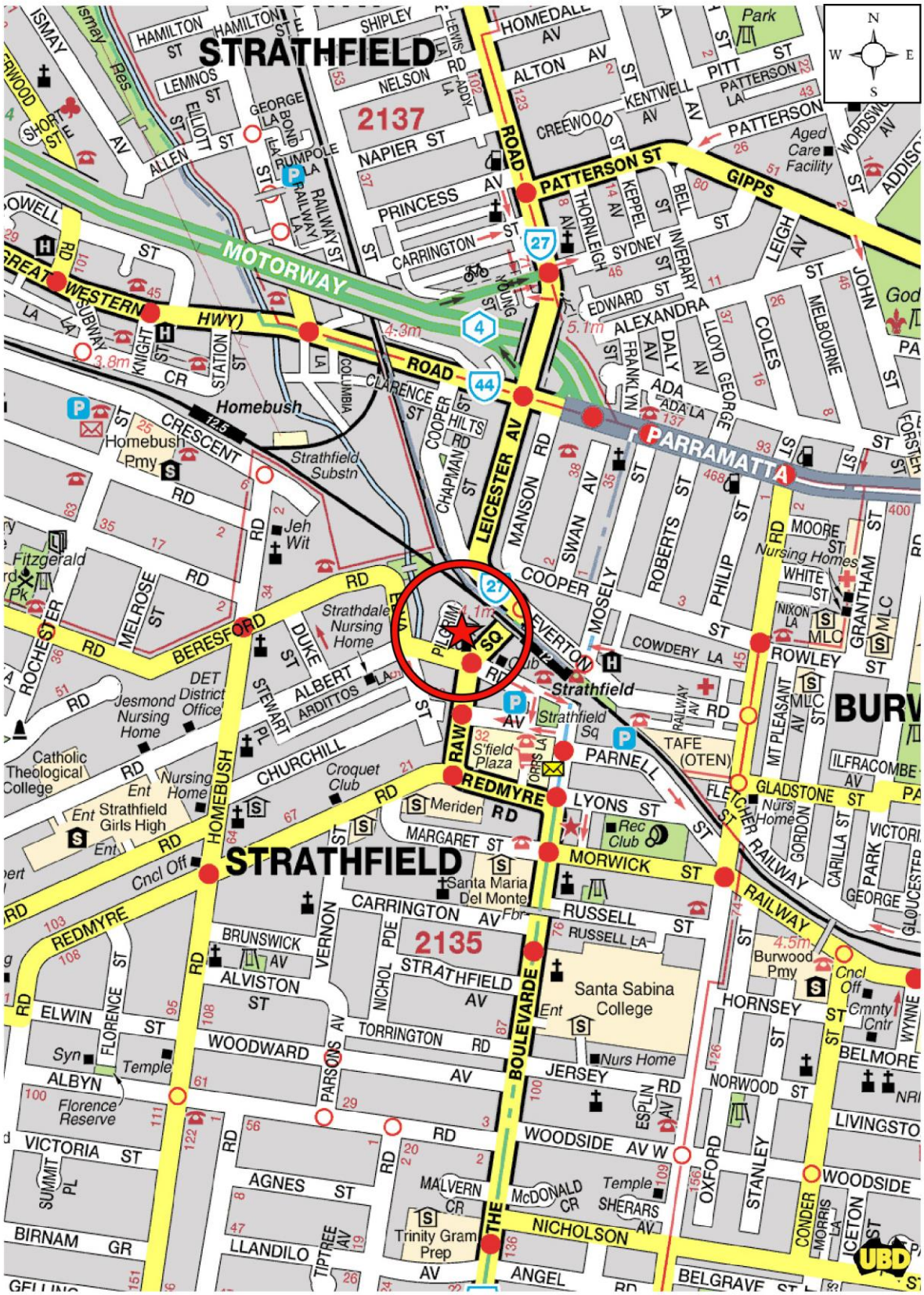
to increase the maximum building height control from 35m to 54m (PP_2017_STRAT_004_00).

A concept design for the combined sites accompanied the planning proposal, that envisaged a total of approximately 1,300m^2 of ground floor commercial space, with approximately 280 residential apartments on the levels above. No amendment was proposed to the existing *B4 Mixed Use* zoning.

The planning proposal envisaged off-street parking being provided in separate multi-level basement parking areas beneath the respective new buildings, with vehicular access to be provided via a new entry/exit driveway located off Pilgrim Avenue. It was intended that this driveway provide access to both basements by way of a series of easements.

The purpose of this revised report is to assess the traffic and parking implications of the amended development proposal, including addressing Council's comments received on the original DA scheme, and to that end this report:

- describes the site and provides details of the amended development proposal
- reviews the road network in the vicinity of the site
- reviews the public transport facilities in the vicinity of the site
- estimates the traffic generation potential of the amended development proposal
- assesses the traffic implications of the development proposal in terms of road network capacity
- reviews the geometric design features of the proposed parking and loading facilities for compliance with the relevant codes and standards
- assesses the adequacy and suitability of the quantum of off-street parking and loading provided on the site.



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LOCATION
FIGURE 1


N
W
E
S
CHAPMAN ST
COOPER ST
LEICESTER AVE
MANSON RD
SWAN AVE
COOPER ST
BERESFORD RD
ELVA ST
EVERTON RD
PILGRIM AVE
ALBERT
RAW SQ
ALBERT RD
STRATHFIELD STATION
ELVA
RD
SQ
ARDITOS LA
AVE
STRATHFIELD SQ
CHURCHILL
CHURCHILL
ST
RAW
AVE
ORRS LA
THE BOULEVARDE
REDMYRE RD
REDMYRE RD
Road Closure
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
SITE
FIGURE 2

2. PROPOSED DEVELOPMENT

Site

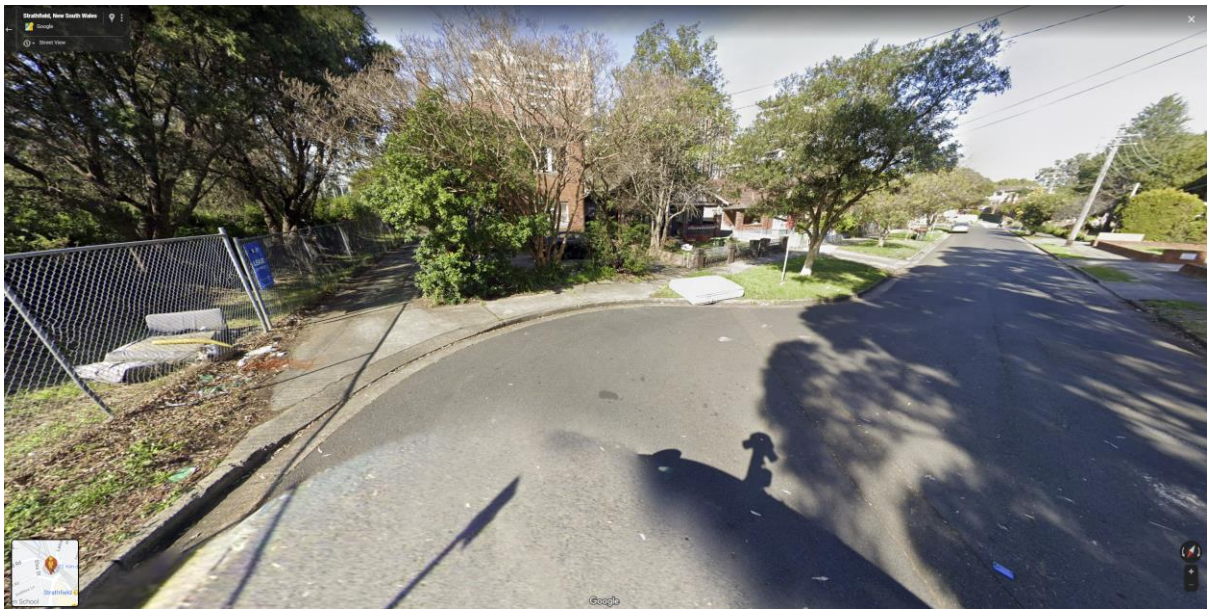
The subject site is located on the north-eastern corner of the Albert Road and Pilgrim Avenue intersection, just east of Raw Square, and comprises 5 lots. The site has cumulative street frontages of approximately 32m in length to Albert Road, approximately 91m in length to Pilgrim Avenue and occupies a total area of approximately 2,869m^2.

The site is currently occupied by 5 separate residential buildings, comprising both dwelling houses and low-rise residential flat buildings. In total there are 16 units and 2 dwelling houses. Off-street parking is provided for each lot, accessed off both Albert Road and Pilgrim Avenue.

A recent aerial photograph showing the site and its surroundings is provided below, including Strathfield railway station and bus interchange which is in the bottom-right of the image, approximately 250m walking distance to/from the site.

A series of *Streetview* images of the site are also reproduced on the following page.


Albert Rd



Planning Proposal

In August 2019, a planning proposal received Gateway determination which sought to amend the planning controls in Council's *Strathfield LEP 2012* in relation to the site (being the combined sites of 11-13 Albert Road/2-6 Pilgrim Avenue *and* 9 Albert Road), to increase the maximum FSR from 3.5:1 to 5:1, *and*, to increase the maximum building height control from 35m to 54m (PP_2017_STRAT_004_00).

A concept design for the combined sites accompanied the planning proposal, that envisaged a total of approximately 1,300m^2 of ground floor commercial space, with approximately 280 residential apartments on the levels above, as set out in the table below.

Site 1 **2-6 Pilgrim Ave & 11-13 Albert Road**	**Site 2** **9 Albert Road**
168 apartments	113 apartments
888m^2 commercial	471m^2 commercial

No amendment was proposed to the existing *B4 Mixed Use* zoning.

The planning proposal envisaged off-street parking being provided in separate multi-level basement parking areas beneath the respective new buildings, with vehicular access to be provided via a new entry/exit driveway located off Pilgrim Avenue. It was intended that this driveway provide access to both basements by way of a series of easements.

The geometric design layout of the vehicular access and parking arrangements would ultimately be designed at DA stage to satisfy the relevant numerical requirements as well as Australian Standards design requirements.

Development Control Plan No.26

A site-specific *Development Control Plan* has been adopted by Council which applies to 2, 4 & 6 Pilgrim Avenue and 9, 11 & 13 Albert Road, Strathfield, as set out in the table and aerial image below.

Table 1 – Lots subject to this DCP

Street address	Legal description	Area
2 Pilgrim Avenue	SP8785	500 m2
4 Pilgrim Avenue	Lot 9 DP15917	472 m2
6 Pilgrim Avenue	Lot 8 DP15917	433 m2
13 Albert Road	Lot A DP100558	748 m2
11 Albert Road	Lot B DP100558	715 m2
9 Albert Road	Lot 100 DP807807	2,017 m2

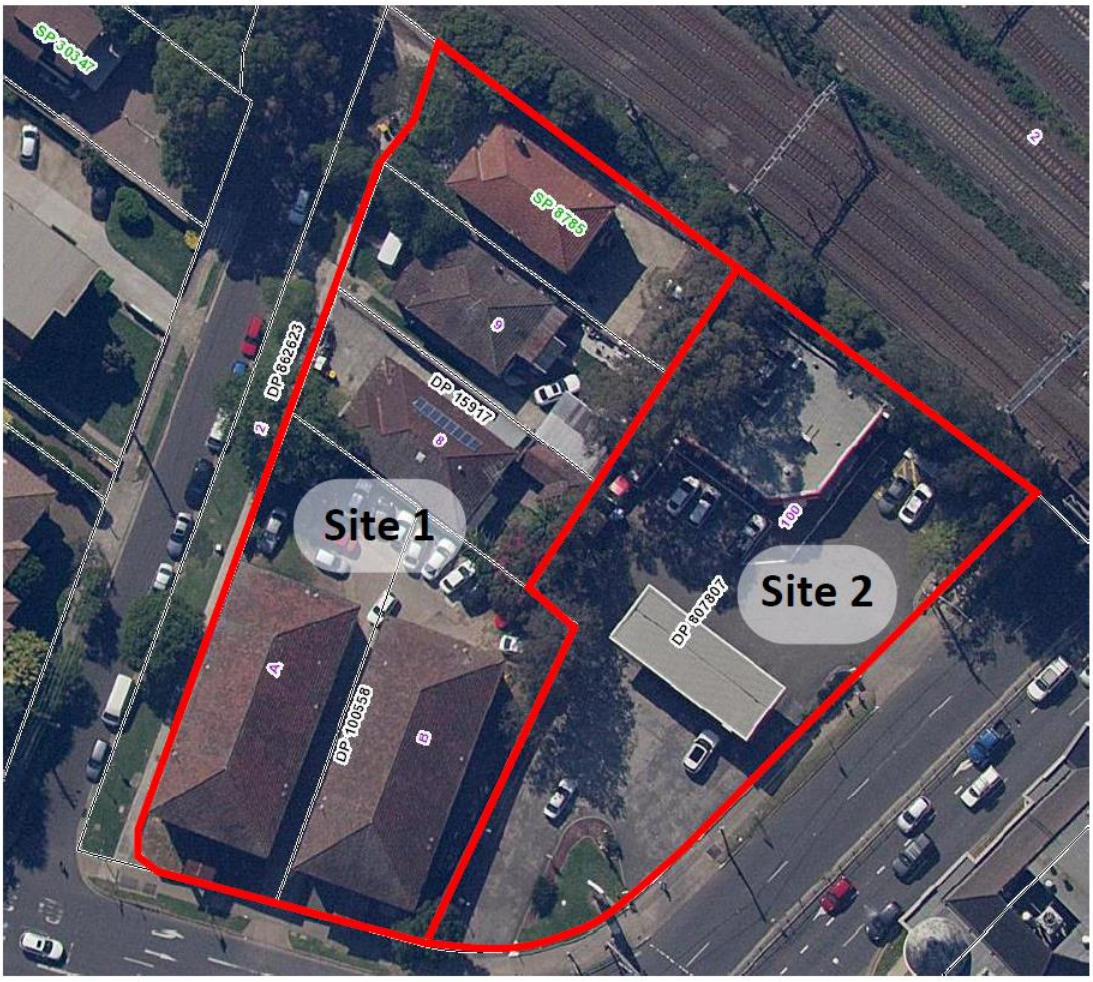


Figure 1: Land subject to this DCP

DCP No.26 sets out Council's desired planning principles including with respect to site access, circulation and parking, as set out below.

2.2 Site access and circulation

- To ensure the principle point of vehicular access to the site is from Pilgrim Avenue
- To provide easy, convenient and safe access to all future buildings
- To promote pedestrian access via the existing intersection across Raw Square to the Town Centre and Strathfield Railway Station

2.3 Parking

- To provide sufficient on-site parking to satisfy the demand likely to be generated by development
- To include car parking for public use in the uppermost basement
- To ensure that parking facilities are designed in accordance with relevant RMS guidelines and Australian Standards
- To enable the efficient use of car spaces and accessways, including safe manoeuvrability for vehicles between the parking areas and the street
- To encourage the integrated design of access and parking facilities to minimise visual and environmental impacts

3.8 Parking

Objectives

1. To ensure adequate provisions of on-site public car parking for use by members of the public to access the railway station and Town Centre
2. To ensure the off-street car parking provisions support the demand generated by the development

Controls

1. Basement car parking is to be designed and provided in accordance with the applicable planning controls
2. Parking is to be provided in accordance with the relevant Council parking rates
3. Additional public car parking is to be provided on-site, with a minimum of 60 car spaces allocated for public use as follows:
    a. Pilgrim Avenue: 30 allocated public car spaces (Site 1)
    b. Raw Square: 30 allocated public car spaces (Site 2)

    The spaces are to be in addition to the parking requirement for the development, they are to be provided to the public at no cost to Council, with the owner/developer entering an agreement with Council, which will include the registration of a *restriction on the use of the land* pursuant to section 88E of the Conveyancing Act 1919 (NSW) and then entering into a licence agreement in Council's favour, who will manage and maintain the public parking spaces in perpetuity.
4. Vehicular access to development sites 1 and 2 is to be restricted to Pilgrim Avenue.
5. Future development within the site is to designed to support an integrated basement that services both Site 1 and Site 2, with vehicular access from Pilgrim Avenue with relevant easements and rights of carriage-way over site 1 in favour of site 2.
6. Pedestrian access to the public car parking to each of Site 1 and Site 2 is to be provided from the Albert Road frontage.

Proposed Amended Development

The proposed amended development involves demolition of existing residential buildings on the site (Site 1) to facilitate the construction of a mixed use residential/commercial development.

A total of 168 residential apartments are proposed in the development as follows:

1 bedroom apartments:	54
2 bedroom apartments:	110
3 bedroom apartments:	4
TOTAL APARTMENTS:	**168**

Three commercial tenancies are also proposed at the southern end of the ground floor level, with a cumulative floor area of 201m^2.

Off-street parking is proposed for a total of 266 cars, including 30 commuter spaces and 5 car share spaces, in a new four-level basement car parking area in accordance with Council, *SEPP 65* and RMS rates. Vehicular access to the site is to be provided via a new entry/exit driveway located off Pilgrim Avenue, consistent with the planning proposal scheme.

Loading / servicing for the proposed development is expected to be undertaken by a variety of commercial vehicles up to and including 8.8m long Medium Rigid Vehicles (MRV trucks), such as a typical garbage truck or removalist truck. A dedicated loading bay is to be provided on the ground floor level (Level 00), with the associated manoeuvring area being designed to allow these MRV trucks to always enter and exit the site whilst travelling in a forward direction.

Plans of the proposed amended development have been prepared by *Kennedy & Associates Architects* and are reproduced in Appendix A.

3. TRAFFIC ASSESSMENT

Road Hierarchy

The road hierarchy allocated to the road network in the vicinity of the site by the Roads and Maritime Services is illustrated on Figure 3.

Parramatta Road is classified by the RMS as a *State Road* and provides the key east-west road link in the area, linking Parramatta to the City. It typically carries three traffic lanes in each direction in the vicinity of the site, with opposing traffic flows separated by a centre median island. Kerbside parking is permitted at selected locations outside of commuter peak periods.

Concord Road, Leicester Avenue, Raw Square, Redmyre Road and the Boulevarde are also classified by the RMS as *State Roads* and provide the key north-south road link in the area, Ryde to Enfield. It typically carries two traffic lanes in each direction in the vicinity of the site with turning bays provided at key locations.

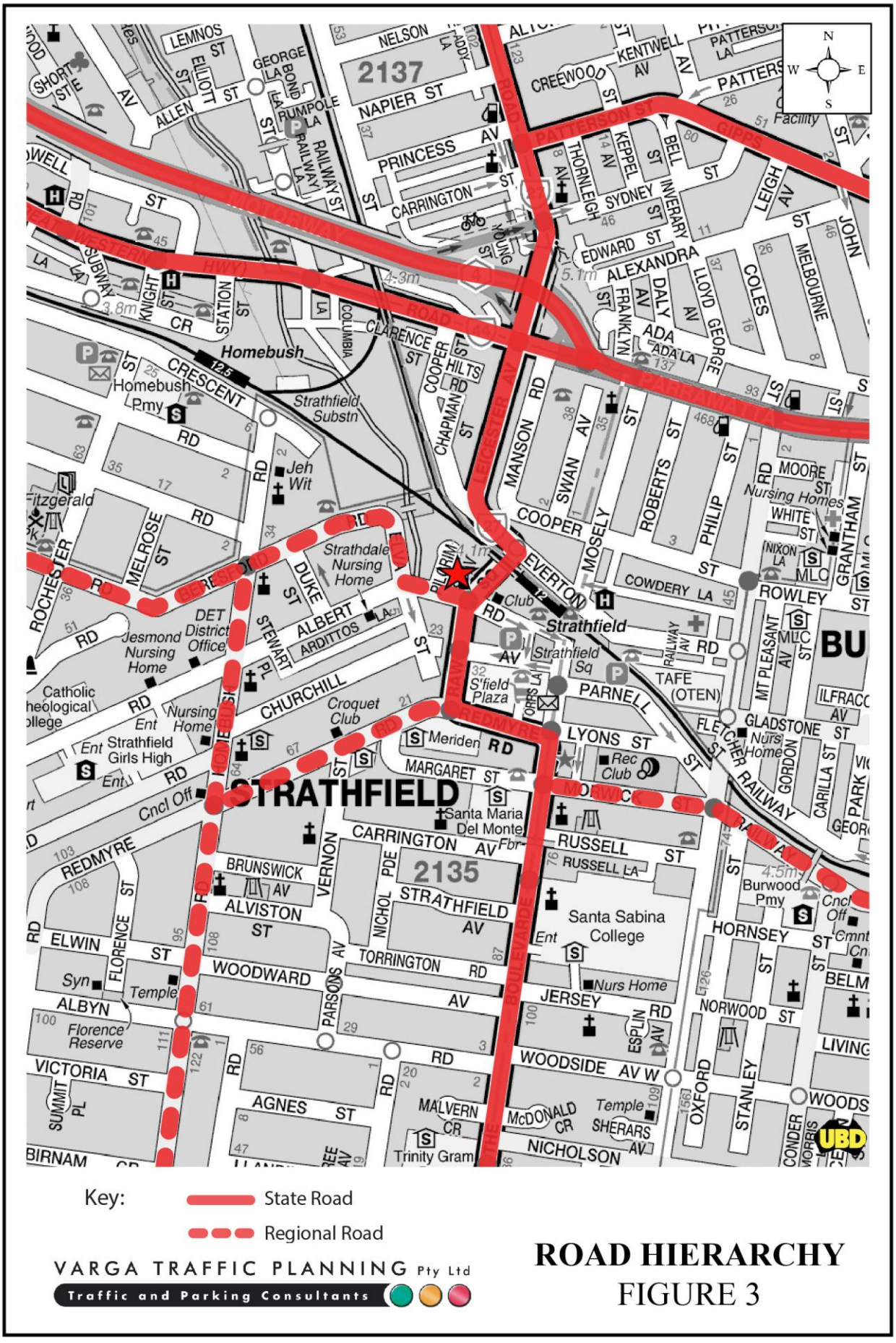
Broughton Road, Beresford Road, Elva Street and Albert Road are classified by the RMS as *Regional Roads* and provide an east-west *collector route* through the area. They typically carry one traffic lane in each direction in the vicinity of the site with additional lanes provided at key locations including along the site frontage.

Pilgrim Avenue is a local, unclassified road which is primarily used to provide vehicular and pedestrian access to frontage properties. Kerbside parking is permitted along the eastern side of the road only, outside of business hours.

Existing Traffic Controls

The existing traffic controls which apply to the road network in the vicinity of the site are illustrated on Figure 4. Key features of those traffic controls are:

- a 60 km/h SPEED LIMIT which applies to Raw Square


Key:
State Road
Regional Road
VARGA TRAFFIC PLANNING Pty Ltd
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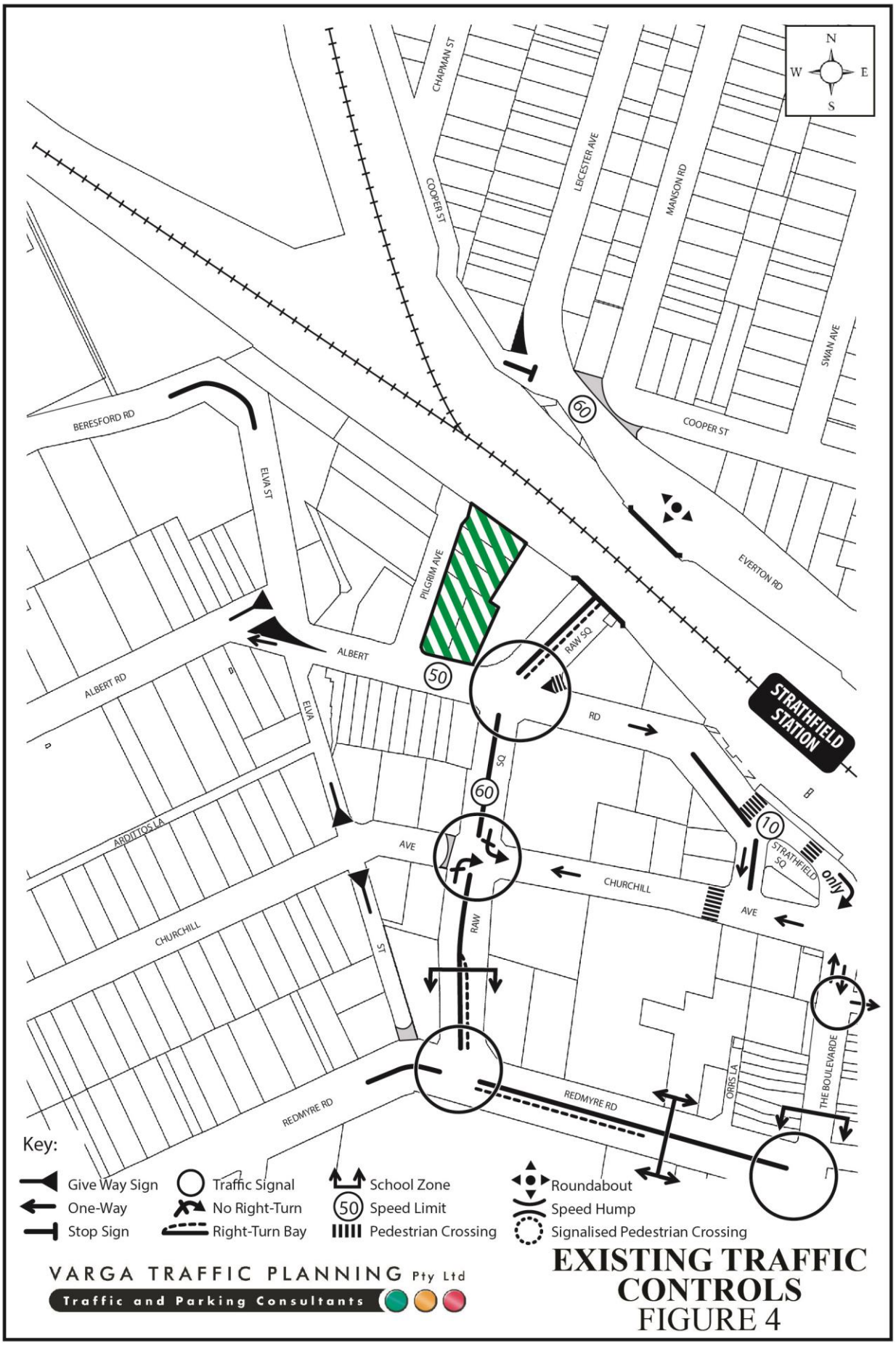
ROAD HIERARCHY
FIGURE 3


N
W
E
S
CHAPMAN ST
COOPER ST
LEICESTER AVE
MANSON RD
SWAN AVE
COOPER ST
60
EVERTON RD
BERESFORD RD
ELVA ST
PILGRIM AVE
ALBERT
50
RAW SQ
ALBERT RD
ELVA
RD
STRATHFIELD STATION
SQ
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ARDITTOS LA
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10
STRATHFIELD SQ
only
CHURCHILL
AVE
CHURCHILL
RAW
ST
REDMYRE RD
REDMYRE RD
ORRS LA
THE BOULEVARDE
Key:
Give Way Sign
One-Way
Stop Sign
Traffic Signal
No Right-Turn
Right-Turn Bay
School Zone
50 Speed Limit
Pedestrian Crossing
Roundabout
Speed Hump
Signalised Pedestrian Crossing
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING TRAFFIC CONTROLS
FIGURE 4

- a 50 km/h SPEED LIMIT which applies to Albert Road, Pilgrim Avenue and all other local roads in the area

- TRAFFIC SIGNALS in Raw Square where it intersects with Redmyre Road, Churchill Avenue and also Albert Road

- RIGHT TURN HOLDING BAYS in Raw Square turning onto Albert Road

- GIVE WAY restrictions in Pilgrim Avenue where it intersects with Albert Road, with all turning movements permitted.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by reference to peak period traffic surveys undertaken in December 2017 as part of the planning proposal traffic study. The traffic surveys were undertaken at the intersections of Albert Road/Pilgrim Avenue, Albert Road/Raw Square and Raw Square/Everton Road/Leicester Avenue, with the results summarised below:

- in 2017, two-way traffic flows in Pilgrim Avenue, past the site frontage, were *less than* 20 vehicles per hour (vph) during the weekday morning and afternoon peak periods

- in 2017, two-way traffic flows in Albert Road past the site frontage were in the order of 1,100-1,200 vph during the weekday morning and afternoon peak periods

- in 2017, two-way traffic flows in Raw Square were in the order of 2,000-2,300 vph during the weekday morning and afternoon peak periods.

Existing Public Transport Services

The existing public transport services available in the vicinity of the site are illustrated on Figure 5. As mentioned in the foregoing, Strathfield railway station and bus interchange is located approximately 250m walking distance south-west of the site, which is serviced by 8 regular bus routes, as set out on the table on the following page.

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Traffic and Parking Consultants

PUBLIC TRANSPORT
FIGURE 5

In total there are approximately 220 bus services stopping at the interchange on weekdays, approximately 135 bus services on Saturday and approximately 80 bus services on Sundays and public holidays.

Bus Routes and Frequencies							
Route No.	**Route**	**Weekdays**		**Saturday**		**Sunday**	
		IN	**OUT**	**IN**	**OUT**	**IN**	**OUT**
407	Burwood to Strathfield	25	23	13	12	11	10
408	Burwood to Rookwood	7	7	7	7	7	7
415	Chiswick to Campsie	41	41	27	28	11	12
458	Burwood to Ryde	34	35	32	31	17	17
459	Strathfield to Macquarie Uni	17	15	-	-	-	-
466	Ashfield to Cabarita	31	26	15	17	10	10
525	Parramatta to Burwood	42	42	26	28	12	12
526	Syd Olympic Pk to Burwood	29	27	15	15	15	15
TOTAL		**226**	**216**	**135**	**138**	**83**	**83**

Strathfield railway station is a major station within the Sydney railway network with four lines operating through it, including the Northern Line, the North Shore & Western Line, the South Line and the Inner West Line. Additional *Countrylink* services also operate through the station including the Blue Mountains service and also the Newcastle and Central Coast service.

Travel Plan

Council requires that a Travel Plan must be prepared for all new developments located in centres and corridors. A Travel Plan is a package of actions designed to encourage safe, healthy and sustainable travel options.

The objectives of a Travel Plan are to remove barriers to active travel for all users of developments and to maximize the number of people who walk, cycle or take public transport to and from the development.

Initiatives include posting up-to-date public transport information on a prominently located noticeboard in the main foyer of the building, adopting carpool/car share schemes, providing end-of-journey facilities such as showers and change rooms.

A Travel Plan is required to be prepared in consultation with residents and/or employees. In this instance however, it is difficult to predict the future travel patterns of prospective residents and employees. However, a key feature of the Travel Plan will include a plan detailing the location of all public transport services as well as key facilities such as banks, post office etc. located within a 5 minute and 10 minute walking radius of the site.

It is noted in this regard that Strathfield railway station and bus interchange are located an ideal 250m walking distance south-west of the site, which a large proportion of future residents/employees are likely to utilise for their trips to/from work.

Furthermore, Strathfield Plaza Shopping Centre and The Boulevarde shopping strip are located approximately 300m-400m south-west of the site, which offers a wide variety of shops and services, which a large proportion of future residents are likely to utilise for their errands/social trips.

In addition, bicycle parking has been provided within the basement car park for residents, employees and their visitors/customers which further shows the commitment of the development to a more sustainable approach to travel.

On the above basis, it is clear that the site is readily accessible by existing public transport services and is ideally located to facilitate travel by sustainable modes of transport.

Car Share

Car sharing is another convenient, affordable and sustainable alternative to owning / using a private vehicle. It encourages more sustainable travel habits, and makes more efficient use of available parking by allowing a single vehicle to be used by a large number of people. This in turn reduces road congestion and the competition for parking spaces, benefiting everyone.

Car sharing is a crucial compliment to a sustainable transport system for Sydney. The availability of shared cars provides the peace-of-mind and flexibility needed for employees and residents who do not own cars and have chosen to base their travel predominantly on public transport, walking and cycling.

In fact, several local government areas located within the Sydney metropolitan area encourage and/or require the use of car share spaces within residential developments. In Part R of the Lane Cove Council *DCP, Section 2.5 Car Share,* Council notes that, *"car share has an important role to play in reducing private car ownership rates, particularly in areas where most travel needs can be satisfied by public transport and therefore only occasional access to a car is required".*

Car share programs allow members to book a nearby vehicle for a short time, unlock it with a membership card, and later return the vehicle at the end of the booking. Cost is calculated on time and trip distance. A variety of cars are available including hatchbacks, wagons, hybrids, vans and utes.

As noted in the foregoing, the proposed development makes provision for 5 car share spaces within the basement parking area. Whilst the vast majority of its users are expected to be residents living upstairs within the development itself, the car share cars will also be available for public use to members of the scheme (*GoGet*, or similar). A *GoGet Frequently Asked Question* sheet is reproduced in Appendix B which explains the process, how it works, what's involved etc.

Projected Traffic Generation

The traffic implications of a development proposal primarily concern the effects of the *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network, particularly during the weekday morning and afternoon commuter peak periods.

An indication of the traffic generation potential of the amended development proposal is provided by reference to the Roads and Maritime Services' publication *Guide to Traffic Generating Developments, Section 3 - Landuse Traffic Generation (October 2002)* and the updated traffic generation rates in the RMS *Technical Direction (TDT 2013/04a)* document.

The RMS *Technical Direction* document specifies that it replaces those sections of the RMS *Guide* indicated, and that it must be followed when RMS is undertaken trip generation and/or parking demand assessments.

In particular, Council's preliminary assessment of the original DA scheme specifies the following traffic generation rates which are taken from the RMS *Guidelines* and *Technical Direction*:

High Density Residential Flat Dwellings

AM: 0.15 peak hour vehicle trips per car space

PM: 0.12 peak hour vehicle trips per car space

Office Blocks

AM: 1.6 peak hour vehicle trips per 100m^2 GFA

PM: 1.2 peak hour vehicle trips per 100m^2 GFA

Furthermore, in the absence of parking generation rates, for the purposes of this assessment it has been assumed that the proposed 30 commuter parking spaces generate a maximum of (assuming 100% usage) of:

Commuter Parking Spaces

AM: 30 peak hour vehicle trips

PM: 30 peak hour vehicle trips

Application of the above traffic generation rates and assumptions to the various components of the amended development proposal yields a traffic generation potential of approximately 59 vph during the weekday AM peak hour and 54 vph during the weekday PM peak hour, as set out below:

Projected Future Traffic Generation Potential

	AM	**PM**
Residential (175 parking spaces):	26 vph	21 vph
Commercial (201m^2):	3 vph	3 vph
Commuter parking (30 spaces):	30 vph	30 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**59 vph**	**54 vph**

That projected future level of traffic generation potential should however, be offset or *discounted* by the volume of traffic which could reasonably be expected to be generated by the approved planning proposal scheme, in order to determine the *nett increase (or decrease)* in traffic generation potential expected to occur as a consequence of the development proposal.

Application of the above traffic generation rates and assumptions to the various components of the approved planning proposal scheme (for Site 1) yields a traffic generation potential of approximately 78 vph during the weekday AM peak hour and 68 vph during the weekday PM peak hour, as set out below:

Approved Planning Proposal Traffic Generation Potential – Site 1

	AM	**PM**
Residential (229 parking spaces):	34 vph	27 vph
Commercial (888m^2):	14 vph	11 vph
Commuter parking (30 spaces):	30 vph	30 vph
TOTAL TRAFFIC GENERATION POTENTIAL:	**78 vph**	**68 vph**

Accordingly, it is likely that the proposed amended development will result in a *nett reduction* in the traffic generation potential of the site of approximately 14-19 vph when compared to the approved planning proposal scheme, as set out below:

Projected Nett Change in Peak Hour Traffic Generation Potential of the Site as a Consequence of the Development Proposal

	AM	**PM**
Projected Future Traffic Generation Potential:	59 vph	54 vph
Less Approved Planning Proposal Traffic Generation Potential:	-78 vph	-68 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	**-19 vph**	**-14 vph**

By way of further comparison, the existing residential buildings on the site generate in the order of 10 peak vehicle trips, based on the traffic generation rates specified in the RMS *Guidelines* and *Technical Direction*.

Accordingly, it is likely that the proposed amended development will result in a *nett increase* in the traffic generation potential of the site of approximately 44-49 vph when compared to the existing development on the site, as set out below:

Projected Nett Change in Peak Hour Traffic Generation Potential of the Site as a Consequence of the Development Proposal

	AM	**PM**
Projected Future Traffic Generation Potential:	59 vph	54 vph
Less Existing Traffic Generation Potential:	-10 vph	-10 vph
NETT CHANGE IN TRAFFIC GENERATION POTENTIAL:	**49 vph**	**44 vph**

It is pertinent to note however that despite the *nett increase* in traffic generation potential of the site when compared to the existing uses, comprehensive traffic modelling was undertaken at the planning proposal stage of an even more intensive scheme than the DA scheme.

It is also pertinent to note that Transport for NSW (TfNSW) reviewed the original DA scheme and noted in writing that they would raise no objection to the DA and would provide concurrence to Council under Section 138 of the Roads Act 1993, subject to Council being satisfied with the proposed access arrangements in terms of safety and efficiency and the inclusion of a number of standard conditions of consent.

Notwithstanding, it is noted that Council has sought advice from TfNSW in relation to their comments on the amended traffic modelling required at DA stage from their letter of 23 March 2020 which related to the Planning Proposal for both the subject site and the adjoining site.

In this regard, TfNSW note in their abovementioned letter, that with respect to the Planning Proposal traffic modelling, *"whilst there are still some minor issues with the traffic modelling, in the intersect of reducing further delays for the proponent, it is accepted that these issues can be resolved at the DA stage. On this basis TfNSW does not object to the planning proposal proceeding"*.

As TfNSW noted, their outstanding issues with respect to the traffic modelling were "minor" in nature. Furthermore, and as noted in the foregoing, the proposed amended DA scheme results in a traffic generation potential of some 14-19 peak vehicle trips *less* than the Planning Proposal scheme.

As such, it is considered that undertaking further expensive and resource-heavy traffic modelling, is considered unnecessary in this instance, given the *nett reduction* in traffic compared to the approved Planning Proposal scheme.

It is therefore considered that the proposed amended DA scheme will clearly not have any unacceptable traffic implications in terms of road network capacity, nor should any further traffic modelling be required.

4. PARKING IMPLICATIONS

Existing Kerbside Parking Restrictions

The existing kerbside parking restrictions which apply to the road network in the vicinity of the site are illustrated on Figure 6 and comprise:

- CLEARWAY restrictions along both sides of Raw Square during both the weekday morning and afternoon commuter peak periods

- NO STOPPING / NO PARKING restrictions along both sides of Raw Square and Albert Road at all other times, including along the entire site frontages

- NO STOPPING restrictions along the western side of Pilgrim Avenue at all times

- NO STOPPING restrictions along the eastern side of Pilgrim Avenue between 8:30am to 6:00pm Monday to Friday and 8:30am to 12:30pm on Saturday (including along the entire site frontage)

- generally UNRESTRICTED kerbside parking along the eastern side of Pilgrim Avenue at other times

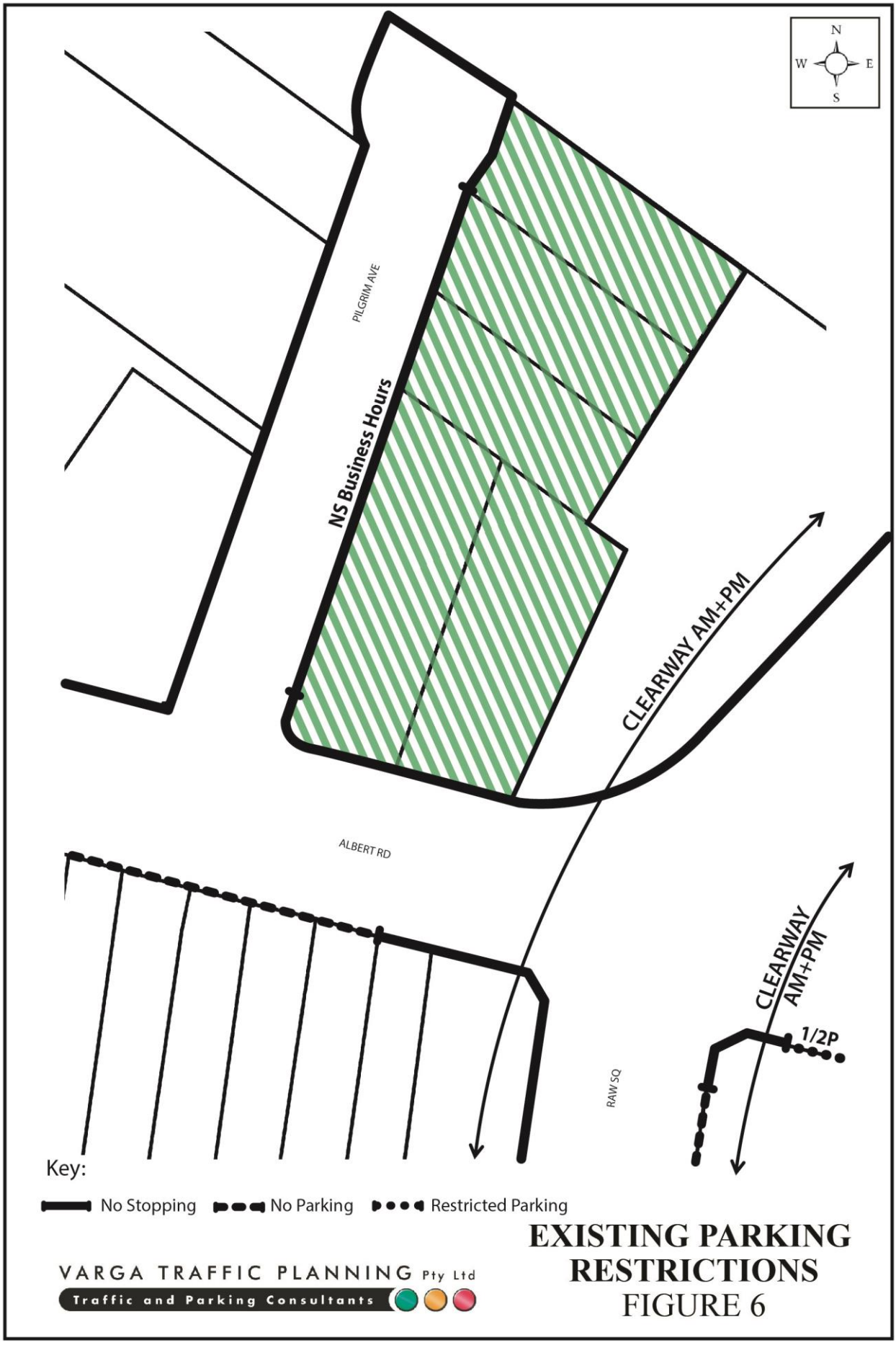
- BUS ZONES located at regular intervals along both sides of Albert Road.

Off-Street Car Requirements

The off-street parking rates applicable to the development proposal are specified in Council's *Consolidated DCP 2005, Part I – Provision of Off-Street Parking Facilities, Part C – Multiple Unit Housing* as well as *DCP No.26* documents in the following terms:

Residential Flat Buildings (DCP 2005 Part C)

1 bedroom apartments:	1 space per dwelling
2 bedroom apartments:	1.5 spaces per dwelling
3 bedroom apartments:	2 spaces per dwelling
Visitors & car wash:	1 space per 5 dwellings *plus* a dedicated car wash bay


N
W
E
S
PILGRIM AVE
NS Business Hours
CLEARWAY AM+PM
ALBERT RD
CLEARWAY
AM+PM
1/2P
RAW SQ
Key:
No Stopping
No Parking
Restricted Parking
VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants
EXISTING PARKING RESTRICTIONS
FIGURE 6

Commercial Premises (DCP 2005 Part I)
1 space per 40m^2 GFA

Retail Premises (DCP 2005 Part I)
6.2 spaces per 100m^2 GLFA

Commuter Parking (DCP No.26)
30 allocated public car spaces for Site 1

As the future uses of the ground floor commercial space are not yet known, for the purposes of this assessment, the higher "retail" parking rates have been applied in order to future proof the space.

Application of the above parking rates to the various components of the amended development proposal yields an off-street parking requirement of 305 parking spaces, as set out below:

Residential (168 apartments):	227 spaces
Visitors:	34 spaces
Car wash:	1 space
Commercial (201m^2):	13 spaces
Sub-Total:	**275 spaces**
Commuter parking (30 spaces):	30 spaces
TOTAL REQUIRED:	**305 spaces**

Notwithstanding the above, the subject site is located within 800 metres of a railway station in the Sydney metropolitan area and therefore the residential component of the development is also subject to the parking requirements specified in the *State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development (Amendment No 3), 2015* in the following terms:

30 Standards that cannot be used to refuse development consent or modification of development consent

(1) If an application for the modification of a development consent or a development application for the carrying out of development to which this Policy applies satisfies the following design criteria, the consent authority must not refuse the application because of those matters:

a) if the car parking for the building will be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide.

Reference is therefore made to the *Apartment Design Guide 2015, Section 3J – Bicycle and Car Parking* document which nominates the following car parking requirements:

Objective 3J-1
Car parking is provided based on proximity to public transport in metropolitan Sydney and centres in regional areas

For development in the following locations:

- on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or
- on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre

the minimum car parking requirements for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less.

The car parking needs for a development must be provided off street.

Comparison therefore needs to be drawn between the off-street car parking requirements for residential flat buildings outlined in the Council's *DCP 2005* and also the RMS *Guidelines* to determine the *lesser* requirement. The relevant car parking rates outlined in the RMS *Guidelines* are reproduced below:

High Density Residential Flat Buildings
0.6 spaces per 1 bedroom unit
0.9 spaces per 2 bedroom unit
1.4 spaces per 3 bedroom unit
1 space per 5 units for visitor parking

Accordingly, the minimum off-street car parking requirement applicable to the residential component of the development is 137 spaces, comprising 137 residential spaces and 34 visitor spaces, as set out on the following page:

	Council DCP	RMS Guidelines
Residential:	227 spaces	142 spaces
Visitors:	34 spaces	34 spaces
Total:	**270 spaces**	**176 spaces**

The total minimum off-street parking requirement applicable to the proposed development is therefore 215 spaces, whilst the proposed parking provision is 266 spaces, as set out below:

	Minimum Required	Proposed
Residential (168 apartments):	137 spaces (RMS/ADG)	175 spaces
Visitors:	34 spaces (RMS/ADG)	35 spaces
Car wash:	1 space (DCP)	1 space
Commercial (201m^2):	13 spaces (DCP)	20 spaces
Sub-Total:	**185 spaces**	**231 spaces**
Commuter parking:	30 spaces (DCP)	30 spaces
Car share:	-	5 spaces
TOTAL:	**215 spaces**	**266 spaces**

The proposed provision of 266 car parking spaces within the development therefore satisfies the relevant parking rates.

The geometric design layout of the proposed car parking facilities has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 1 – Off-Street Car Parking AS2890.1* and *Parking Facilities Part 6 - Off-Street Parking for People with Disabilities AS2890.6* in respect of parking bay dimensions, ramp grades / transitions and aisle / driveway widths and overhead clearances.

Off-Street Bicycle Parking Provisions

Council's *DCP 2005* recommends that, *"suitable facilities for accommodating bicycle parking in all residential flat buildings must be provided"* however does not specify any rates. Reference is therefore made to the *Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles*, which nominates the following parking rates for bicycles:

Residential Accommodation

Residents:	1 space per 4 dwellings
Visitors:	1 space per 16 dwellings

Shop

Employees:	1 space per 300m^2 GFA
Visitors:	1 space per 500m^2 over 1000m^2 GFA

Application of the above bicycle parking requirements to the various components of the development proposal yields an off-street bicycle parking requirement of 54 spaces, as set out below:

Residents (168 apartments):	42 spaces
Residential visitors:	11 spaces
Retail employees (201m^2)	1 space
Retail customers:	0 spaces
TOTAL:	**54 spaces**

The proposed development makes provision for a total of 60 off-street bicycle parking spaces in a secure Class 2 storage room located on the ground floor level (Level 00), thereby satisfying Council's bicycle parking requirements.

Loading / Servicing Provisions

The proposed new mixed-use building is expected to be serviced by a variety of commercial vehicles up to and including Council's 10m long garbage truck, with a dedicated service area proposed on the ground floor level (Level 00). The manoeuvring area has been designed to accommodate the swept turning path requirements of these 10m rigid trucks, allowing them to enter and exit the site whilst driving in forward direction at all times.

The geometric design layout of the proposed loading / service area has been designed to comply with the relevant requirements specified in the Standards Australia publication *Parking Facilities Part 2 - Off-Street Commercial Vehicle Facilities AS2890.2* in respect of loading bay dimensions and manoeuvring requirements.

Furthermore, it is noted that vehicular access to the proposed fire booster assembly next to the site access driveway off Pilgrim Avenue has also been provided in accordance with Fire & Rescue NSW Guidelines.

Conclusion

The foregoing assessment has found that the projected traffic flows associated with the development proposal are *less* than the approved planning proposal scheme on the site. The development proposal is therefore *not* expected to result in any appreciable traffic implications in terms of road network capacity, nor should any further traffic modelling be required.

Furthermore, the proposed development satisfies the parking and loading requirements of *SEPP 65* and *DCP 2005*.

It is therefore reasonable to conclude that the proposed development will not have any unacceptable implications in terms of road network capacity or off-street parking/loading/access requirements.

APPENDIX A

REVISED ARCHITECTURAL PLANS

proposed basement 04

proposed development

DA AMENDMENTS - 30.06.21

11-13 Albert Road, STRATHFIELD

kennedy associates architects level 3 / 1 booth street annandale 2038 p + 61 2 9557 6466 f + 61 2 9557 6477 nominated architect - steve kennedy - registration no. 5828

1361 – DA 12 G

G 30/6/21 DA amendments

pilgrim ave

albert rd

boundary 73.955

boundary 5.990

boundary 7.610m

bdy 4.95m

boundary 28.420m

boundary 36.815m

boundary 5.985m

boundary 39.945m

boundary 38.955m

2.5m clear head height to accessible parking spaces and respective shared areas

storage cages

FFL 450

ramp 1:10

ramp 1:5

1150

2500

6200

5500

5900

0 2 4 10m

1: 200 @ A2

proposed basement 03

proposed development

DA AMENDMENTS - 30.06.21

1361 - DA FRONT END .vwx

11-13 Albert Road, STRATHFIELD

kennedy associates architects level 3 / 1 booth street annandale 2038 p + 61 2 9557 6466 f + 61 2 9557 6477 nominated architect - steve kennedy - registration no. 5828

KENNEDY ASSOCIATES ARCHITECTS

1361 – DA 13 G

G 30/6/21 DA amendments

pilgrim ave

albert rd

boundary 4.95m

boundary 73.955

boundary 5.990

boundary 7.610m

boundary 28.420m

boundary 36.815m

boundary 6.985m

boundary 39.945m

boundary 38.955m

2.5m clear head height to accessible parking spaces and respective shared areas

storage cages

FFL 3450

ramp 1:10

ramp 1:5

1: 200 @ A2

proposed basement 02

proposed development

DA AMENDMENTS - 30.06.21

1361 - DA FRONT END .vwx

11-13 Albert Road, STRATHFIELD

kennedy associates architects level 3 / 1 booth street annandale 2038 p + 61 2 9557 6466 f + 61 2 9557 6477 nominated architect - steve kennedy - registration no. 5828

KENNEDY ASSOCIATES ARCHITECTS

1361 – DA 14 G

G 30/6/21 DA amendments

pilgrim ave

albert rd

boundary 73.955

boundary 5.990

boundary 7.610m

bdy 4.95m

boundary 28.420m

boundary 36.815m

boundary 5.985m

boundary 38.955m

boundary 39.945m

turning area

storage cages

2.5m clear head height to accessible parking spaces and respective shared areas

2.5m clear head height to accessible parking spaces and respective shared areas

FFL 6450

FFL 6450

FFL 6450

FFL 6450

ramp 1:10

ramp 1:5

ramp 1:5

ramp 1:10

0 2 4 10m

1: 200 @ A2

proposed basement 01

proposed development

DA AMENDMENTS - 30.06.21

1361 - DA FRONT END .vwx

11-13 Albert Road, STRATHFIELD

kennedy associates architects level 3 / 1 booth street annandale 2038 p + 61 2 9557 6466 f + 61 2 9557 6477 nominated architect - steve kennedy - registration no. 5828

1361 – DA 15 G

G 30/6/21 DA amendments

pilgrim ave

albert rd

bdy 4.95m

boundary 73.955

FFL 9380

FFL 9440

boundary 5.990 2m

FFL 9570

boundary 7.610m

FFL 10425

FFL 10425

FFL 9110

BCA compliant wheelchair platform lift

letterboxes

Comm 1
A: 89.37 sq m

Unit P004
1 bed - type 1.11
Area: 54.88 sq m
POS: 16.78 sq m

Unit P003
1 bed - type 1.11
Area: 55.41 sq m
POS: 17.83 sq m

Unit P002
2 bed - type 2.17
Area: 79.53 sq m
POS: 21.18 sq m

Unit P001
1 bed + type 1.10
Area: 71.67 sq m
POS: 24.5 sq m

letterboxes

100mm rise @ 1:50

meters

fire booster

2.5m

ramp 1:20

FFL 9540

substation

FFL 10460

waste room A
(17 x 660L bins)

roller door

bin room commercial

bulky waste
(70sq m)

plant

roller door

roller door

mezzanine fire escape above shown dotted

waste room C
(15 x 660L bins)

roller door

BCA compliant low-rise wheelchair platform lift

1800

Comm 2
A: 111.94 sq m

FFL 10460

plant

bicycle parking (66 spaces)

presentation recycling
(86 x 240L bins)

presentation waste
(32 x 660L bins)

loading dock

FFL 10460

FFL 10460

wc

ramp 1:5

ramp 1:10

ramp 1:20

boundary 28.420m

boundary 36.815m

fire pump room

sprinkler plant room

boundary 5.985m

FFL 10460

boundary 39.945m

boundary 38.955m

0 2 4 10m

1: 200 @ A2

proposed level 00

proposed development

DA AMENDMENTS - 30.06.21

1361 - DA FRONT END .vwx

11-13 Albert Road, STRATHFIELD

kennedy associates architects level 3 / 1 booth street annandale 2038 p + 61 2 9557 6466 f + 61 2 9557 6477 nominated architect - steve kennedy - registration no. 5828

KENNEDY ASSOCIATES ARCHITECTS

1361 – DA 16 G

G 30/6/21 DA amendments

pilgrim ave

albert rd

bdy 4.95m

boundary 73.955

boundary 5.990

2m

boundary 7.610m

FFL 9380

FFL 9440

FFL 9570

FFL 9110

FFL 10425

FFL 9540

FFL 10460

Unit P004
1 bed - type 1.11
Area: 54.88 sq m
POS: 16.78 sq m

Unit P003
1 bed - type 1.11
Area: 55.41 sq m
POS: 17.83 sq m

Unit P002
2 bed - type 2.17
Area: 79.53 sq m
POS: 21.18 sq m

Unit P001
1 bed + type 1.10
Area: 71.87 sq m
POS: 24.5 sq m

Comm 1
A: 89.37 sq m

Comm 2
A: 111.94 sq m

BCA compliant wheelchair platform lift

letterboxes

waste room A
(17 x 660L bins)

roller door

bin room commercial

bulky waste
(70sq m)

waste room C
(15 x 660L bins)

mezzanine fire escape above shown dotted

presentation recycling
(86 x 240L bins)

presentation waste
(32 x 660L bins)

loading dock

plant

bicycle parking (66 spaces)

wc

sprinkler plant room

fire pump room

ramp 1:5

ramp 1:10

ramp 1:20

ramp 1:20

meters

fire booster

substation

2.5m

BCA compliant low-rise wheelchair platform lift

800

boundary 28.420m

boundary 36.815m

boundary 5.985m

boundary 39.955m

boundary 38.955m

0 2 4 10m

1: 200 @ A2

proposed level 00 - mezzanine

proposed development

DA AMENDMENTS - 30.06.21

1361 - DA FRONT END .vwx

11-13 Albert Road, STRATHFIELD

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KENNEDY ASSOCIATES ARCHITECTS

1361 – DA 16.1 G

G 30/6/21 DA amendments

proposed level 01

proposed development

DA AMENDMENTS - 30.06.21

1361 - DA FRONT END .vwx

11-13 Albert Road, STRATHFIELD

kennedy associates architects level 3 / 1 booth street annandale 2038 p + 61 2 9557 6466 f + 61 2 9557 6477 nominated architect - steve kennedy - registration no. 5828

KENNEDY ASSOCIATES ARCHITECTS

1361 – DA 17 G

G 30/6/21 DA amendments

APPENDIX B

GOGET FAQ INFO SHEET

GoGet for Residential Developments

GoGet is Australia oldest and largest professional carshare company.
GoGet operates an on street car share network in council provided bays, as well as a residential apartment off street network with our developer and strata partners.
Our verified members have access to our entire network by the hour or longer allowing them to live without owning a car.
Our first development, Trio Apartments with Frasers in 2009 is still operating today with 10 carshare vehicles on site and hundreds of resident members. We operate carshare in all size projects, from 4 unit developments, with 1 GoGet on site(and no resident spaces), to precincts like Central Park Sydney where we have 60 GoGets on site and over half of the units have been sold without parking.

How it works

- Each member of GoGet must give us the drivers licenses and credit car details to sign up for the service.
- Once approved the member gets a unique swipe card that will allow them to access the vehicles with a valid booking.
- The vehicle unlocks via swiping the card on the windscreen reader
    - Key, Fuel card and if required Parking pass/remote are inside (GoGet pays for petrol).
- The member uses the vehicle and then returns it to the space they picked it up from (round trip only, so the cars assigned to your building return to your building).
- They swipe off and the vehicle is ready for the next user.
- Members can book in advance so they know they will have a car ready for their business meeting, grocery run, weekend away, or Christmas vacation).
- If all the cars in the building are booked they can rely on out extensive network, so there will always be something available nearby.

Requirements

- Mobile signal in the carshare spaces (Optus, Telstra, Vodafone)
- 24/7 access for verified GoGet members who have a valid booking
    - Access via pedestrian door or elevator preferred
- Public transport nearby

Best Practice Tips

- Installation of GoGet spaces in front of roller shutter/security gate (removing need for access control)
- Ensure you have well planned wayfinding and safe pedestrian access to the carshare spaces
- Use carshare as sales tool (potential to have GoGet as sales office
- Install 1 GoGet vehicle for every 10-15 units without parking (dependent on location to transport hubs and GoGet network)
- Install 1 GoGet vehicle for every 100 2-bed+ units one parking space

1300 769 389 | 02 8039 3700 | accounts@goget.com.au | goget.com.au | Suite 402, 59 Goulburn St Haymarket NSW 2000 | ABN: 39 102 892 679

FAQ

How does the GoGet car get in and out of the secure car park?

As we are a round trip service the cars on site will have a parking pass, remote, or be registered with the license plate reader.

What benefits are there to residents?

Apartments without parking or limited parking will have access to a car when needed. We give owners and tenants access to a discounted signup to the service. As GoGet has Vans, even residents with a car will benefit as they can se the Van to go to IKEA, buy that big screen TV, or to help move in/out.

Do you do carshare for the building only?

GoGet does not offer carshare to the building only as it places too large a finance burden on the building strata and removes the benefits carshare brings to the surrounding community.

What if something goes wrong?

GoGet swipe car ensure we know who used the car when
GoGet has a 24/7 call centre and 7 day a week on road team
GoGet can give the building manager a valet card to shift the vehicles if needed
GoGet carries 20 Million in public liability insurance
GoGet ensures our cars are road worthy and registered.
GoGet is “safer” and “easier” the residents or visitor cars on site
If Damaged we will organize repair/replacement

What is the typical process to add GoGet?

We sign an agreement with the developer/own that allows them to promote the service to buyers, or meet the DA requirement.
At the first AGM (if needed) that agreement is Novated to Strata at no cost to strata

Can GoGet help me reduce the required parking on site?

GoGet has had success in NSW via councils and Land and Environment court to typically replace 10 required parking spaces with 1 GoGet car (net reduction of 9 spaces). Vic and QLD we have seen some success as well.

Does it cost anything to implement GoGet on site?

Dependent on size, location, and there may be a once off fee to have the service on site, or upgrade to service (driving credits for buyers, car upgrades for promotion)

How does the GoGet Access controller work to get outsiders into the car park?

The GoGet access controller works the same way in your apartment block as it does in our car. It will communicate with out server over the mobile network, and allow access only to valid members who have made a booking. This ensure we know who had access and when, and this information can be supplied to police or insurance if ever required.

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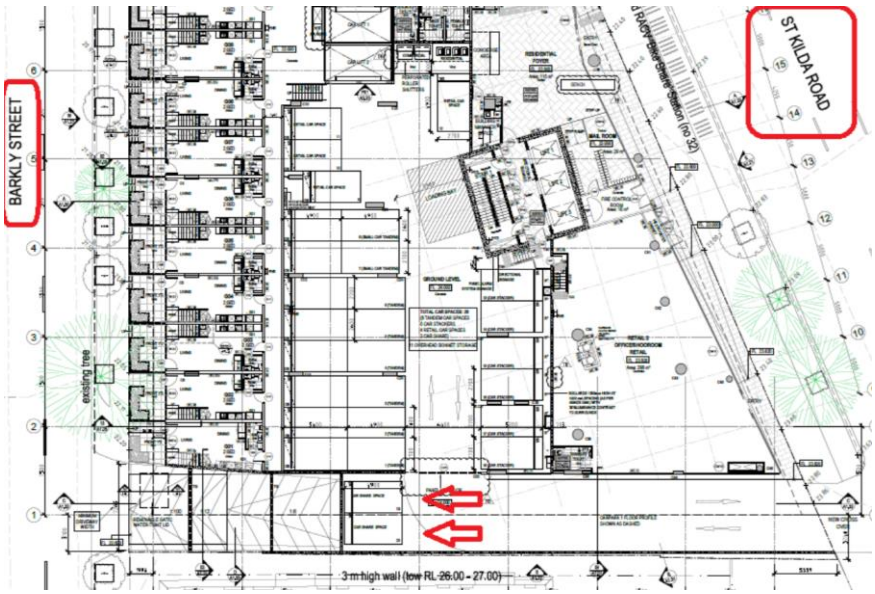
Media

https://www.domain.com.au/news/while-car-spaces-disappear-from-sydney-apartment-developments-carsharing-companies-step-up-20170828-gy341x/
https://www.afr.com/property/residential/how-the-rise-of-car-sharing-could-slash-property-prices-20190524-p51qog

https://www.domain.com.au/news/how-the-rise-of-car-share-is-impacting-the-property-market-839948

Examples

Example of carshare integration in front of secure access to car park



- Carshare vehicles are located at the end of the driveway (within the building envelope), before the entrance to the private parking area
- Bays are open air and easily accessible

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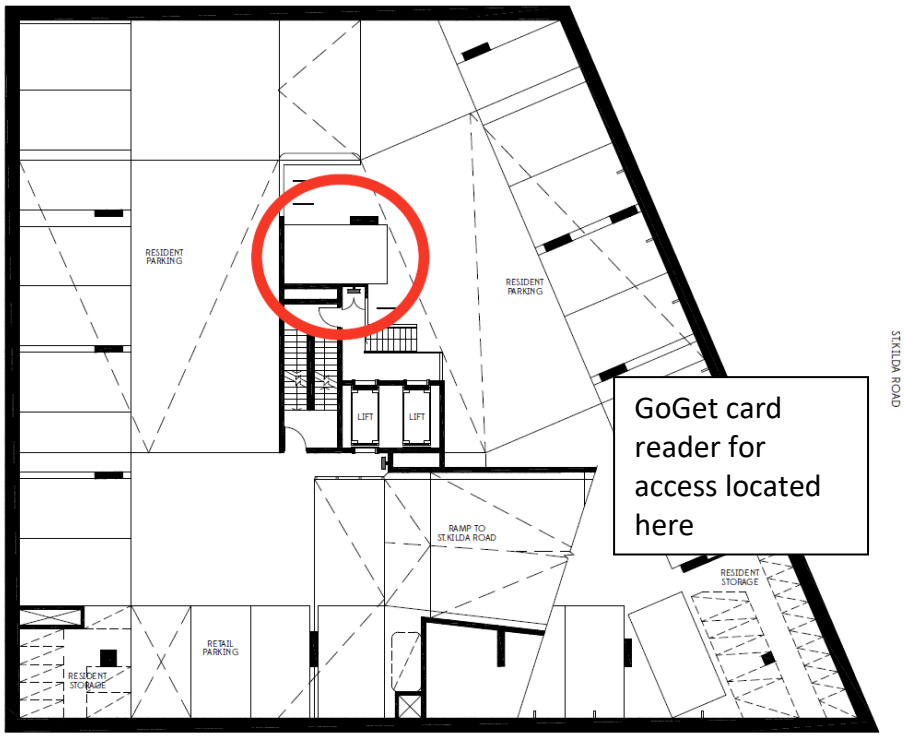
Example of carshare integration within secure parking area



- Carshare vehicles are located in basement level 1 of the secure car park
- GoGet's swipe access needs to be installed at the point of entry to facilitate member access. Must have mobile phone reception for service to work

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APPENDIX C

SWEPT TURN PATHS

VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: 10.1m Fire Truck Swept Turning Path

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue &
11-13 Albert Road,
Strathfield

PROJECT NO.
20675

DATE DRAWN
2020-12-21

REVIEWED
CP

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089
Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: 8.8m MRV Truck Entry Swept Turning Path

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

PROJECT NO.
20675

REVIEWED
CP

DATE DRAWN
2020-12-21

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: 8.8m MRV Truck Exit Swept Turning Path

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

PROJECT NO.
20675

DATE DRAWN
2020-12-21

REVIEWED
CP

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: 10m Rigid Truck Entry Swept Turning Path

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

PROJECT NO.
20675

DATE DRAWN
2021-4-26

REVIEWED
CP

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

VARGA TRAFFIC PLANNING Pty Ltd
ABN 88 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: 10m Rigid Truck Exit Swept Turning Path

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

PROJECT NO.
20675

DATE DRAWN
2021-4-26

REVIEWED
CP

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

VARGA TRAFFIC PLANNING Pty Ltd
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Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: B99 & B85 Vehicle Entry & Exit Swept Turning Paths

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

PROJECT NO.
20675

DATE DRAWN
2020-12-21

REVIEWED
CP

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

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Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Ground Floor: B99 & B85 Vehicle Entry & Exit Swept Turning Paths

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

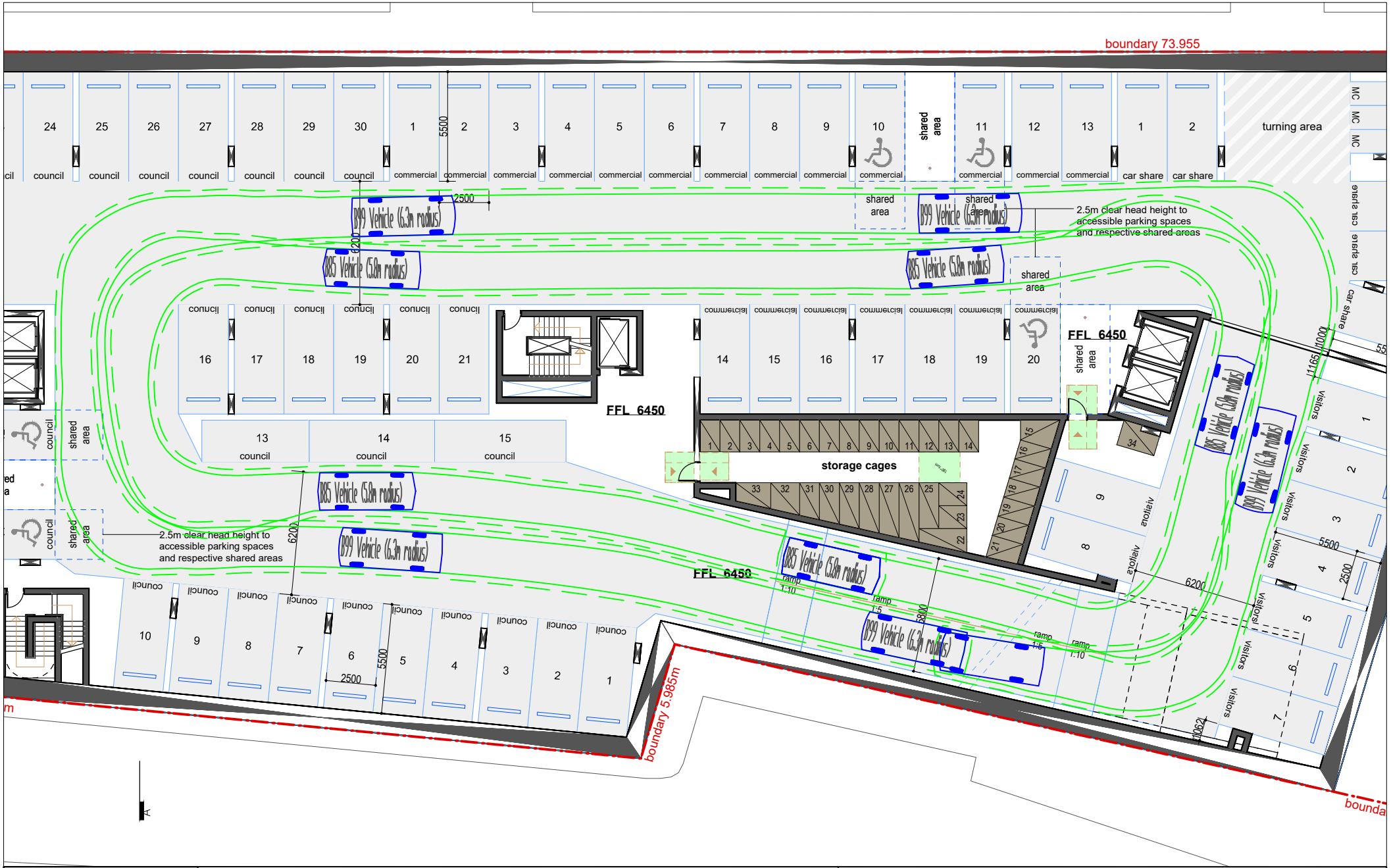
PROJECT NO.
20675

DATE DRAWN
2020-12-21

REVIEWED
CP

PREPARED
TN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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Neutral Bay, NSW 2089

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PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
Basement 1: B99 & B85 Vehicle Entry & Exit Swept Turning Paths

1:250 @ A4

ADDRESS
2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield

PROJECT NO.
20675

DATE DRAWN
2020-12-21

REVIEWED
CP

PREPARED
TN

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PROJECT
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DRAWING TITLE
Basement 2: B99 & B85 Vehicle Entry & Exit Swept Turning Paths

1:250 @ A4

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