

8 April 2020
Ref 19084

Burwood Council
P.O. Box 240
BURWOOD NSW 1805

Attn: Ms Emma Buttress-Grove

Dear Emma,

DA 2019.91
PROPOSED MIXED USE MULTI RESIDENTIAL DEVELOPMENT
28-34 VICTORIA STREET, BURWOOD
TRAFFIC, PARKING & RMS MATTERS

I refer to Council's letter dated 18 February 2020, requesting additional information in respect of the abovementioned development proposal (DA 2019.91). The following advice is provided in respect of the traffic, parking and RMS matters raised in your letter. Amended architectural plans prepared by *Urbanlink* are also attached for your reference.

5. Traffic & Parking

Item 1 – an additional level of basement is now proposed which therefore satisfies the car parking shortfall based on the parking rates specified in Council's *DCP*.

Item 2 – the additional level of basement also includes bicycle parking which now satisfies the bicycle parking shortfall.

Item 3 – the proposed vehicular access driveway off Victoria Street has been amended to accommodate the simultaneous swept turn paths of an 11m long rigid truck and a passenger car (and vice versa), as illustrated on the attached diagrams. The arrangement does however require the existing drainage pit located adjacent to the entry side of the driveway to be relocated.

Item 4 – the internal intersection of the loading dock access and top of the basement access ramp has been amended in order to provide increased visibility and manoeuvring area, particularly for the trucks. Furthermore, the intersection will also be suitably linemarked and signposted, giving priority to car traffic accessing the basement parking area.

Item 5 – the loading dock has been redesigned and now caters for an 11m long rigid truck *and* a 6.4m long SRV truck. Both trucks are able to enter/exit their respective loading bay *independently* of the other. A Loading Dock Management Plan (LDMP) was prepared by *Road Delay Solutions* and submitted with the original DA submission. The LDMP includes all relevant information, including but not limited to, operating hours, procedures, expected truck sizes and frequencies.

Item 6 – the non-residential parking area on B1 has been amended and now includes *minimum* 6100mm wide circulation aisles. In addition, the non-residential parking area now includes a circulation system which is a superior design to the original layout as it does not require turn/reverse bays in the event a dead-end aisle is fully occupied.

Item 7 – the internal ramp system has been amended in order to accommodate the simultaneous swept turn paths of two large cars, as illustrated on the attached diagrams.

Item 8 – electronic wheel locks will be fitted to the future supermarket trolleys which will prevent trolleys from leaving the perimeter of the site. The trolley locking systems are typically fitted to one of the front wheels and are typical and commonplace in many modern supermarkets.

Item 9 – the area in front of the boom gates which provides access to the residential parking area on B2 has been amended and now includes a reverse bay in the event a visitor cannot gain access through the boom gates. Furthermore, and as noted above, the non-residential parking area now includes a circulation system which is a superior design to the original layout as it does not require turn/reverse bays in the event a dead-end aisle is fully occupied.

Item 10 – the access point into the residential parking area has been relocated to the bottom of the B1-B2 ramp, including the intercom and boom gates. Sufficient manoeuvring/queuing area is now provided which will not impede parking spaces on B1.

Item 11 – Victoria Street (East) is a dead-end road with a large turning bay at its far western end, designed to allow a large bus to turn around in one manoeuvre. As such, the vast majority (if not all) of turning movements into/out of the proposed development will be left-in/right-out. The location of the proposed driveway will be in between the *Westfields* entry-only driveway and the exit-only driveway on the northern side of Victoria Street (East). In this regard, left-in movements into the proposed development will *not* be affected by the *Westfields* driveways at all. Furthermore, the *Westfields* exit-only driveway is located to the east of the subject site's proposed driveway, with the vast majority of *Westfields* traffic turning left-out of the site. Whilst there is a possibility that cars waiting to turn right into the *Westfields* entry driveway *might* queue back and possibly beyond the subject site's driveway, the frequency of this occurring would be minimal and limited to peak periods only. Consideration could however be given to linemarking the Victoria Street road surface directly outside the subject site's driveway in a similar fashion to the existing linemarking outside the two *Westfields* driveways.

Item 12 – the swept turn path diagrams of vehicles accessing the site to/from Victoria Street include both sides of the road carriageway as well as centreline markings, demonstrating that all vehicles, including trucks, will be able to enter and exit the site within the existing road geometric constraints.

Item 13 – traffic movements associated with the restaurant/café component during the weekday AM peak period will be *minimal* as the restaurants will likely be closed (trading for lunch and dinner only) whilst the cafés will largely comprise “walk-in” customers. Conversely, traffic movements associated with the restaurant/café component during the weekday PM peak period will largely consist of restaurant traffic as the cafés will likely be closed (trading for breakfast and lunch only). Off-street parking for the restaurant/café component of the proposed development is to be provided for 25 cars. If the average length of stay for a customer at the restaurant/café is one hour, the traffic generation potential is in the order of 25 vehicle trips. The difference therefore between an 80/20 split (or 20/80 split) and a say, 50/50 split is *minimal*.

6. Roads and Maritime Services (RMS)

Item (i) – Council have noted that the parking shortfall was unacceptable, such that it appears Council do not wish to review the proposed maximum parking rates for the proposed development.

Item (ii) – the layout of the proposed vehicular access, parking and loading arrangements are generally compliant with AS2890. Notwithstanding, it is recommended that RMS's comment be included as part of the consent conditions should the DA be approved. Furthermore, it is also recommended that the existing time-limited No Stopping restrictions along the southern side of Victoria Street be converted to full-time No Stopping restrictions between the *Westfields* entry and exit driveways in order to increase sight distances at the proposed site access driveway.

Item (iii) – sight distances at the proposed site access driveway will ultimately satisfy the minimum requirements of AUSTROADS and AS2890. It is recommended that RMS's comment be included as part of the consent conditions should the DA be approved.

Item (iv) – swept turning paths of the longest vehicle expected to access the site, that being an 11m long rigid truck, have been prepared and are attached. It is recommended that RMS's comment be included as part of the consent conditions should the DA be approved.

Item (v) – pedestrian activity in the vicinity of the site will likely increase as a consequence of the proposed development, particularly given the site's proximity to *Westfields*. The nearest existing safe pedestrian crossing is located to the east of the site at the Victoria Street and Shaftesbury Road signalised intersection. Consideration could be given to constructing a pedestrian refuge island in Victoria Street in the vicinity of the site, subject to a detailed investigation including warrants assessment. The requirement to provide additional pedestrian infrastructure is ultimately a matter for Council.

Item (vi) – it is recommended that RMS's comment be included as part of the consent conditions should the DA be approved.

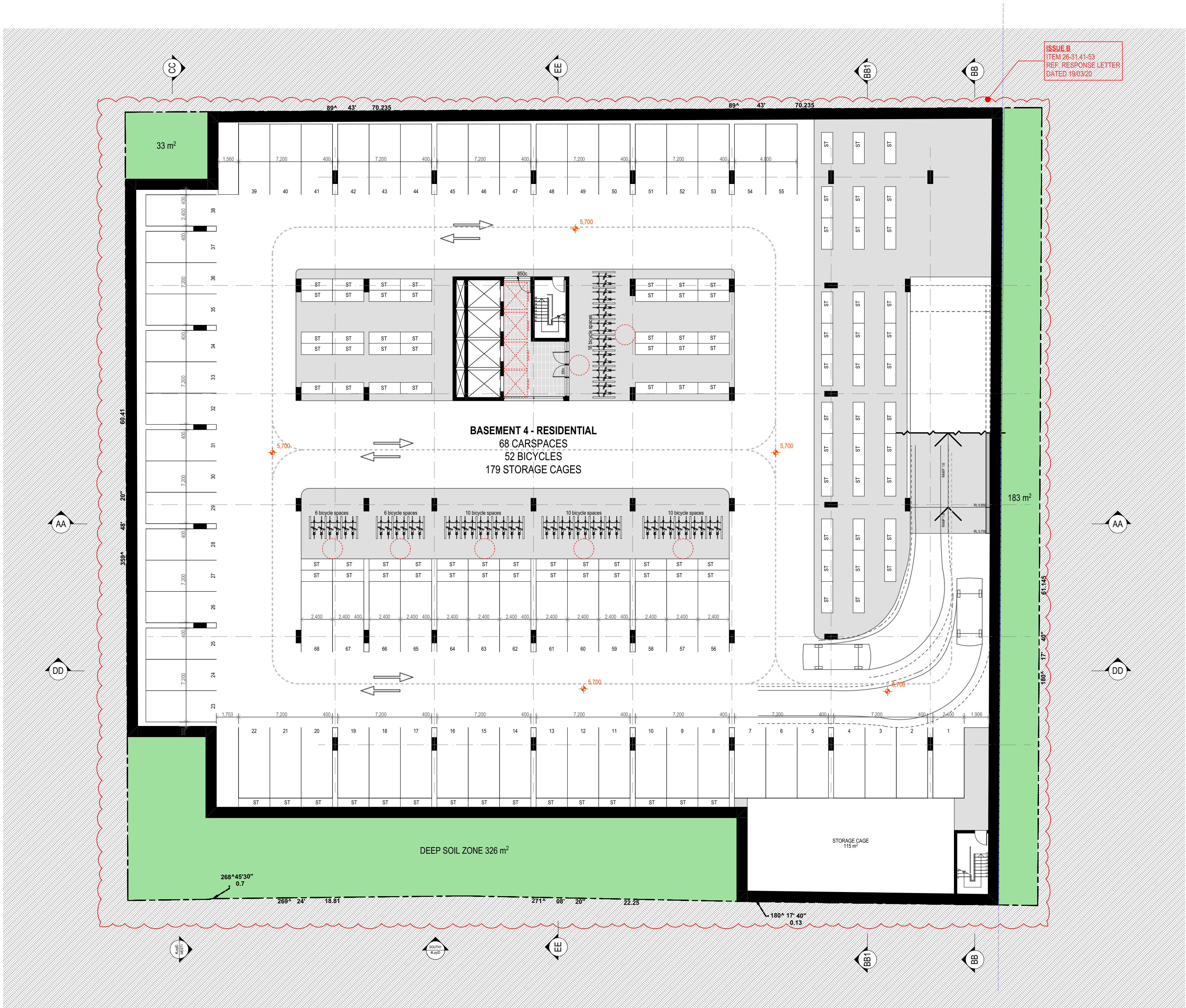
I trust the above satisfactorily addresses Council and RMS's comments. Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pal', with a long horizontal flourish extending to the right.

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

Notes
1. CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS.
2. DO NOT SCALE DRAWINGS.
3. CONTRACTOR TO CHECK UNDERGROUND SERVICES BEFORE COMMENCING WORKS BY CONTACTING DIAL BEFORE YOU DIG. IF DIAL BEFORE YOU DIG INFORMATION IS PROVIDED WITH THIS DOCUMENTATION IT SHALL BE ASSUMED NOT TO BE CURRENT AND CONTRACTOR SHALL MAKE THEIR OWN ENQUIRES.



B	RFI - COUNCIL LETTER 18/02/20	XX/03/20	Z.B.
A	DA SUBMISSION	02/09/19	Z.B.
Rev	Description	Date	App'd

Project
MIXED USE MULTI RESIDENTIAL

28-34 VICTORIA ST
BURWOOD NSW Australia



Business Address: Level 10, 11-15 Deane Street, Burwood NSW 2134
Postal Address: PO BOX 2223 Burwood North NSW 2134
Phone Number: +61 29745 2014

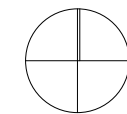
Nominated Architects:
Ziad Bournehem Reg no 8008
Youssef El Khawaja Reg no 8933
Nicolas Toubia Reg no 9336

Drawing Title
FLOOR PLANS
BASEMENT 04
Checked/Approved

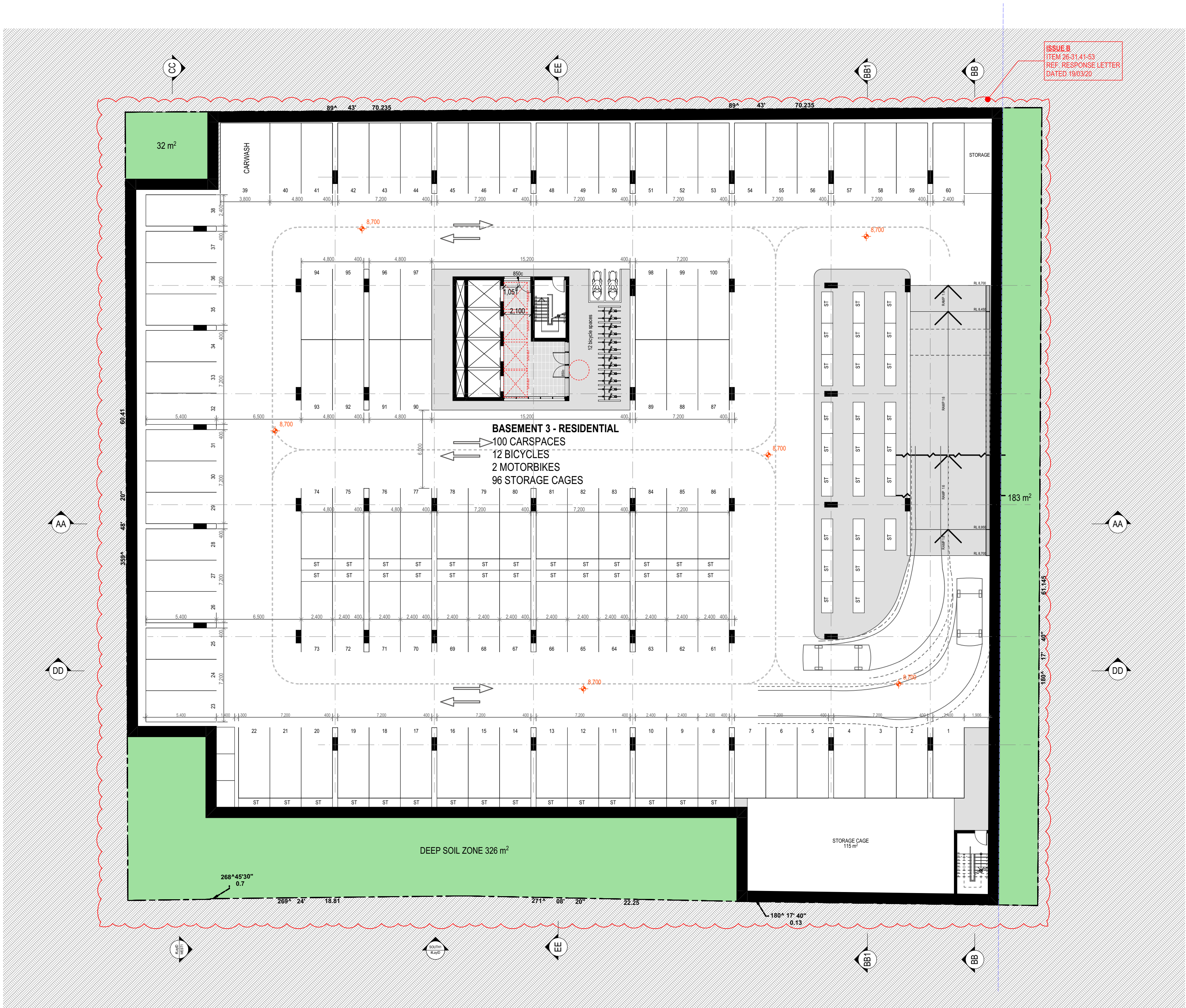
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Project Number
18-113
Status
DEVELOPMENT APPLICATION

Drawing Number Revision
DA-101 B



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Nicolas Toubia Reg no 9336

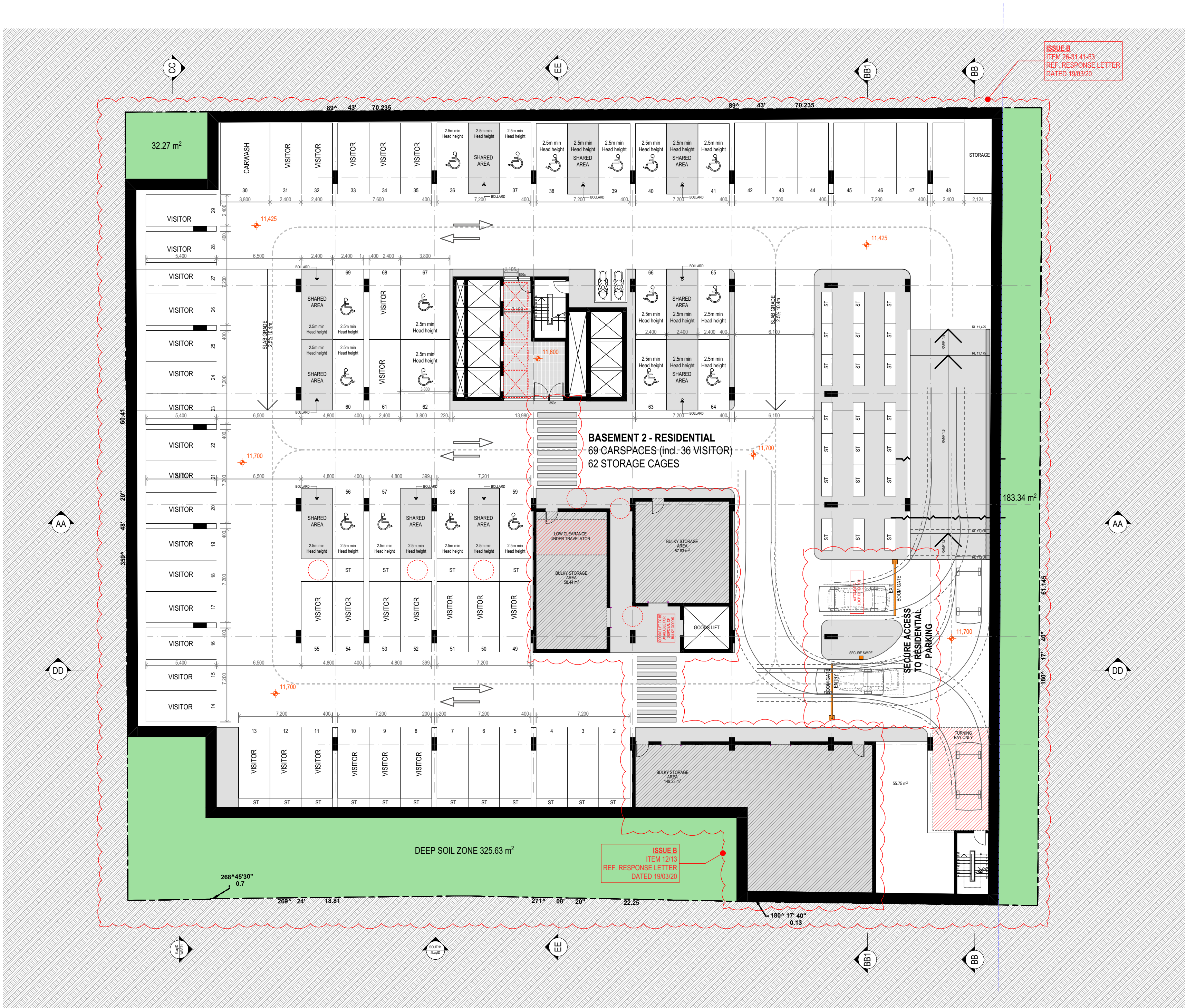
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FLOOR PLANS
BASEMENT 03
Checked/Approved

Scale
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Project Number
18-113
Status
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Drawing Number Revision
DA-102 B

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Youssef El Khawaja Reg no 8933
Nicolas Toubia Reg no 9336

Drawing Title
FLOOR PLANS
BASEMENT 02

Checked/Approved

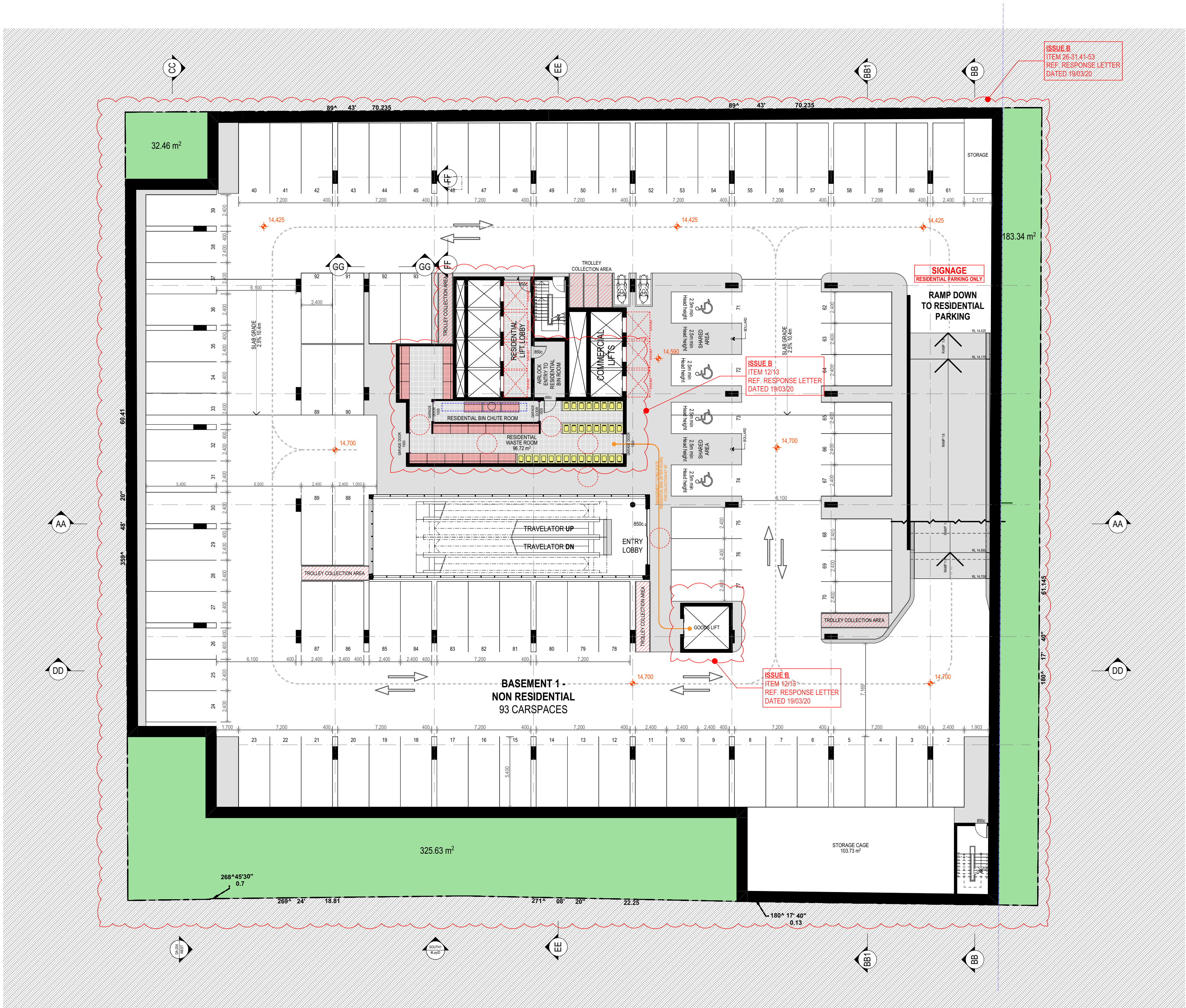
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Project Number
18-113

Drawing Number
DA-103 B

Status
DEVELOPMENT APPLICATION

1 BASEMENT 02
SCALE 1:200



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Project
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Nominated Architects:
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Youssef El Khawaja Reg no 8933
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Drawing Title
FLOOR PLANS
BASEMENT 01

Checked/Approved
XX

Scale
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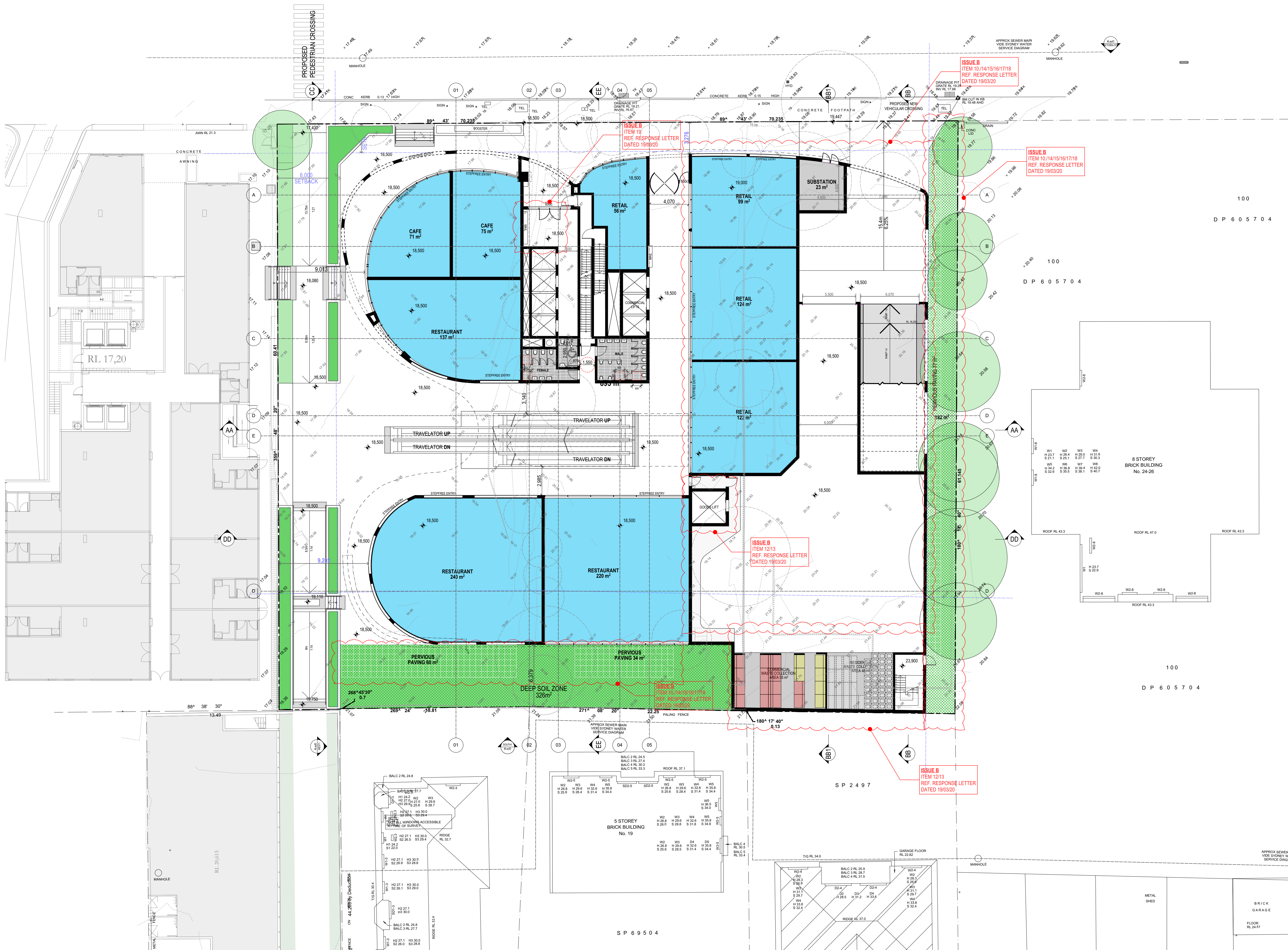
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Status
DEVELOPMENT APPLICATION

Drawing Number Revision
DA-104 B

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USE IS INDICATIVE & SUBJECT TO FUTURE TENANCIES
I.e. COMMERCIAL/RETAIL/CAFE/RESTAURANT



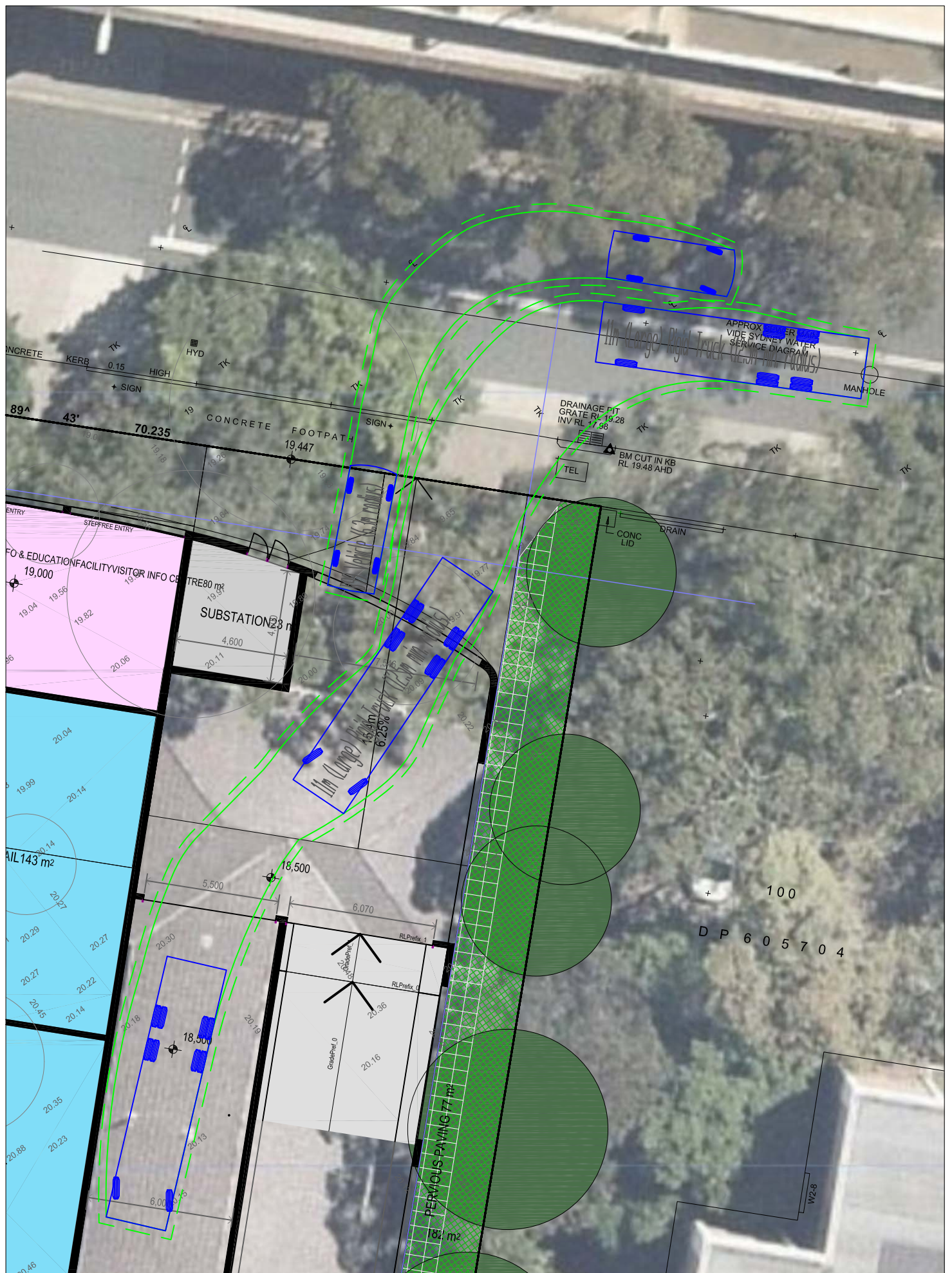
B RFI - COUNCIL LETTER 18/02/20 XX/03/20 Z.B.
A DA SUBMISSION 02/09/19 Z.B.
Rev Description Date App'd
Project
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28-34 VICTORIA ST
BURWOOD NSW Australia

URBAN LINK
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Phone Number: +61 29745 2014

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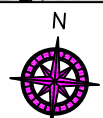
FLOOR PLANS
GROUND FLOOR PLAN
Checked/Approved
Scale
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Project Number
18-113
Status
DEVELOPMENT APPLICATION
Drawing Number Revision
DA-106 B



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

PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 Ground Floor: 11m Rigid Truck
 Entry & B99 Vehicle Exit Paths

ADDRESS
 28-34 Victoria Street,
 Burwood

PROJECT NO.
 19084

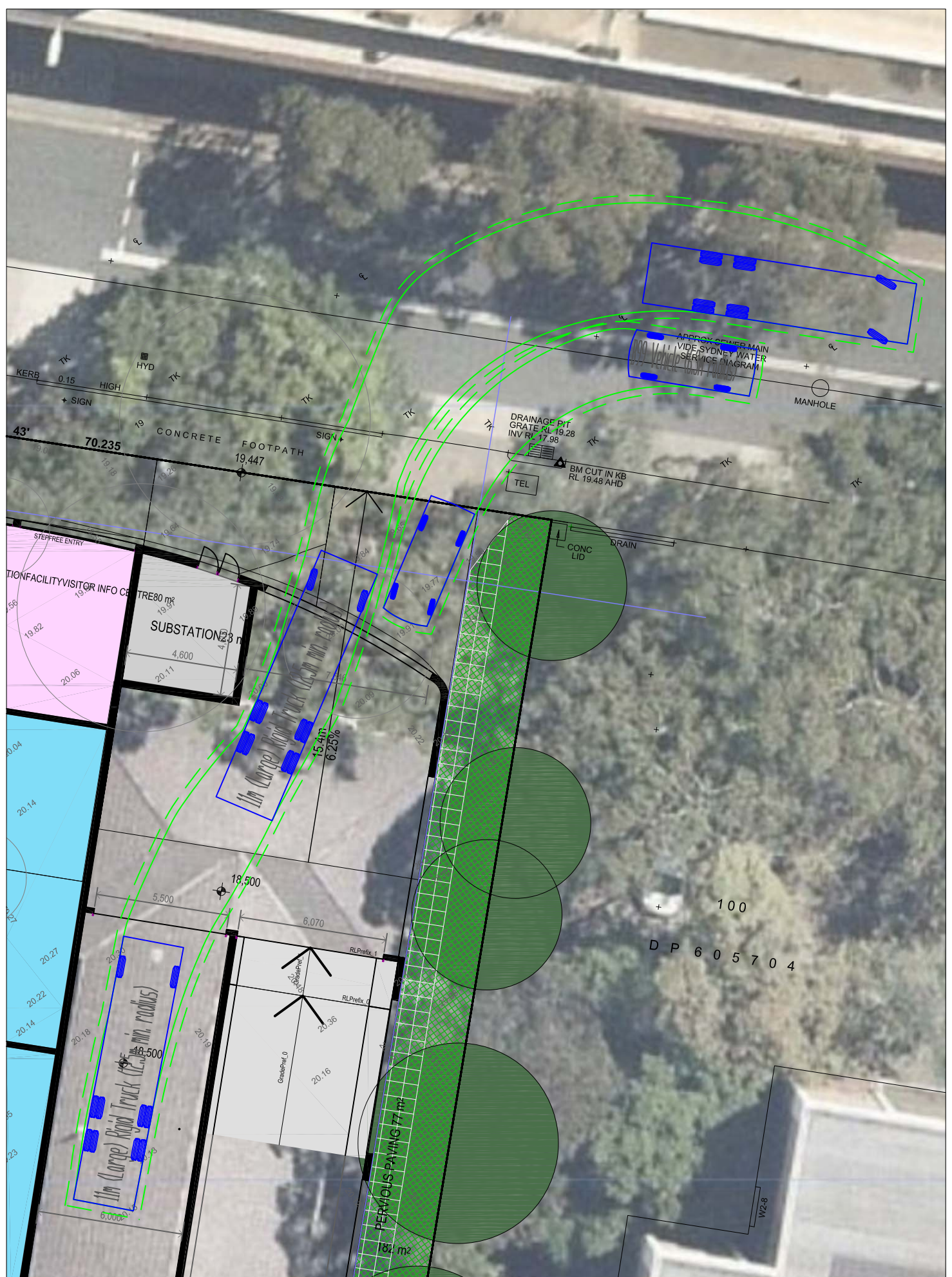
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DATE DRAWN
 2020-4-6

PREPARED
 TN

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants



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ADDRESS
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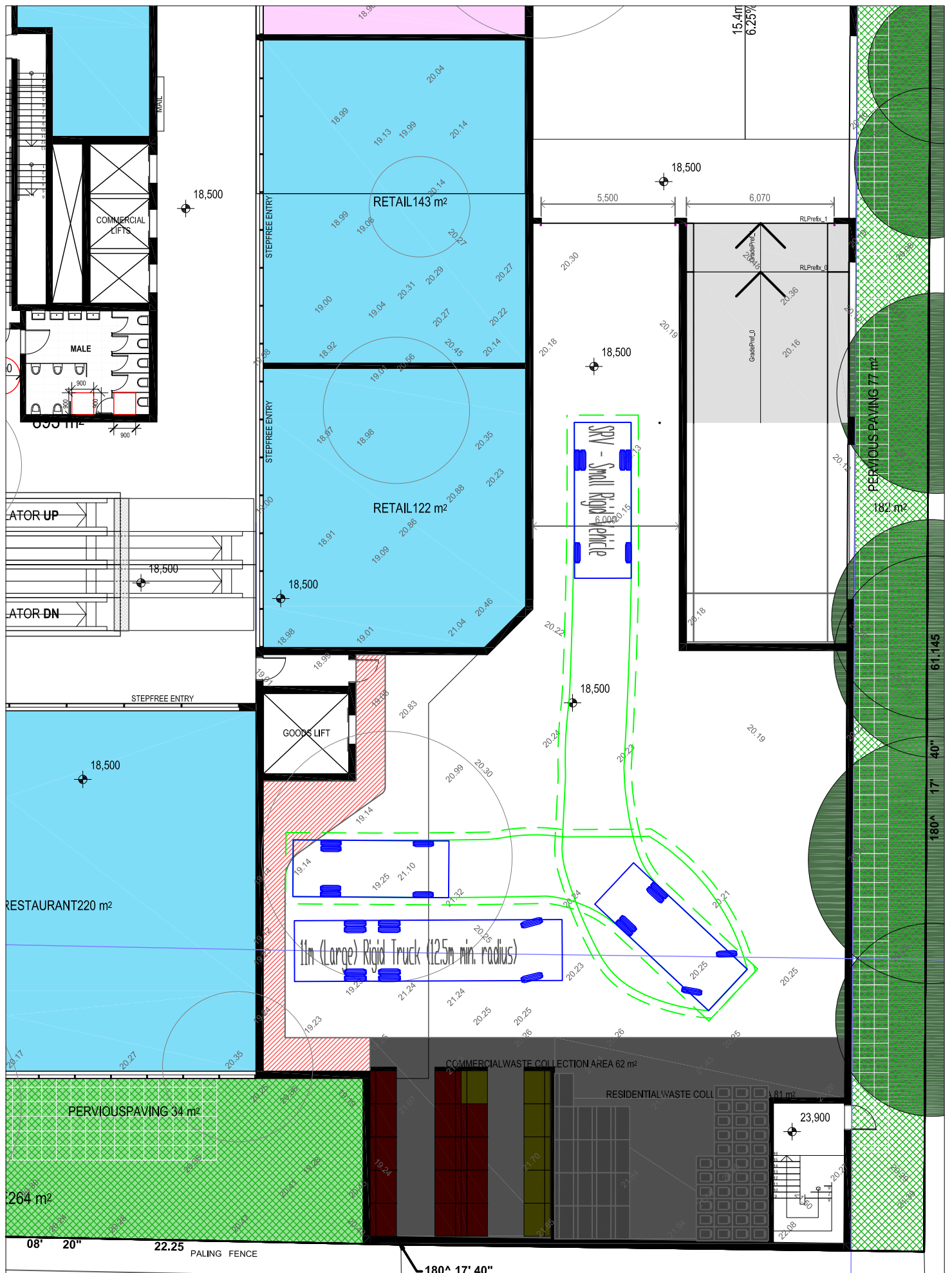
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DATE DRAWN
2020-4-6

PREPARED
TN

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PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
 Ground Floor: 6.4m SRV Truck
 Swept Turning Path

ADDRESS
 28-34 Victoria Street,
 Burwood

PROJECT NO.
 19084

REVIEWED
 CP

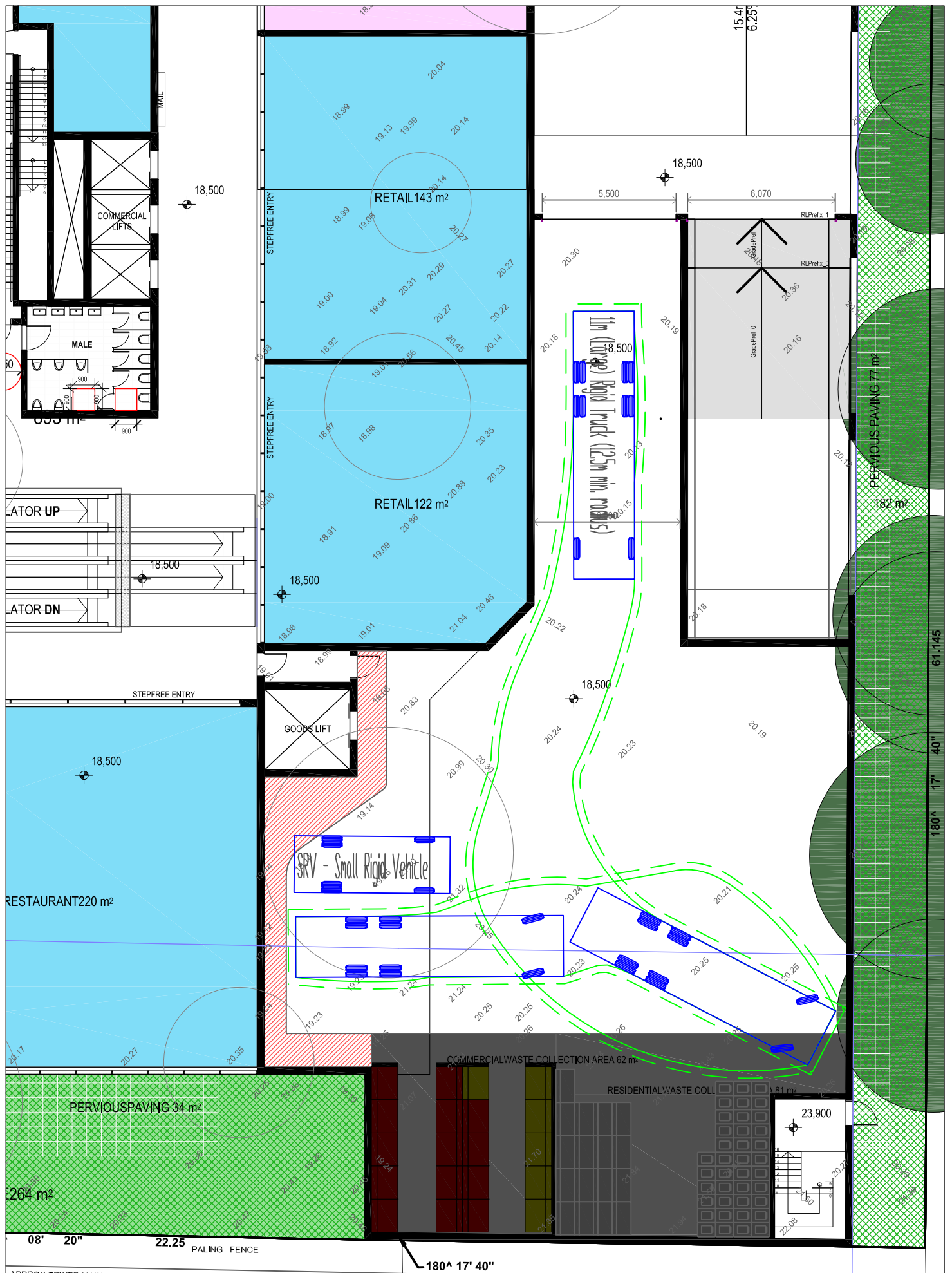
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DATE DRAWN
 2020-4-6

PREPARED
 TN

VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants

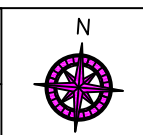


APPROX SEWER MAIN

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PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
Ground Floor: 11m Rigid Truck
Swept Turning Path

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DATE DRAWN
2020-4-6

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PROJECT NO.
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