
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust

ABN 27 623 918 759

Our Ref: TR/12301/mc

11 November 2024

Transport Planning
Traffic Studies
Parking Studies

Fabcot Pty Ltd
c/- Woolworths Limited
PO Box 8000
BAULKHAM HILLS NSW 2153

Attention: Nikita Mahapatra
Email: nmahapatra@woolworths.com.au

Dear Madam,

RE: NORTH AUSTRAL WOOLWORTHS

1. As requested, we have reviewed the traffic matters raised in Council's RFI letter dated 1 October and TfNSW's letter dated 20 September, for the above development. A subsequent meeting with Council was held on 16 October to discuss these matters. The traffic matters raised, and our responses are set out below.

Traffic Matters Raised by Council

- 8) *Gurner Avenue access/egress is discouraged and should be removed to keep the 'high street character' of Gurner Avenue consistent and not broken by driveways. The driveway location must also consider the existing school across the road and potential traffic conflicts which may arise. All vehicular movements into the site are to be along Fourth Avenue.*

Response

2. The proposed development provides some 343 parking spaces with the majority of spaces located in the basement car park, which has access off Gurners Avenue. To operate efficiently, reduce congestion and provide good customer access, a retail car park of this size should provide two access points and where possible, direct access to the majority of parking. The provision of separate access points on Gurner Avenue (to the basement parking) and Fourth Avenue is in accordance with these objectives. As set out in our traffic report SIDRA modelling found the Gurner Avenue access will operate at a good level of service with minimal delays and queues during the peak periods. Furthermore, provision of the separate access points on Fourth Avenue and Gurner Avenue will better disperse traffic on adjacent road network (resulting in less travel times and distance for vehicles travelling to/from the site).

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

P.O. Box 5186 West Chatswood NSW 1515

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

EMAIL: cbrk@cbrk.com.au

3. To provide pedestrian priority and soften impact of the driveway, the pavement treatments suggested by Council to reinforce pedestrian priority across the driveway have been incorporated into the design of the driveway.

17) The applicant is to submit plans demonstrating any required road improvements and intersection treatments for the Fourth Avenue and Gurner Avenue frontages.

Response:

4. The proposed road improvements on Gurners Avenue and Fourth Avenue are shown on the updated Architectural and Civil plans.

18) The applicant is to submit plans showing the locations of the proposed access way to the car park and loading dock off Fourth Avenue from the intersection of Fourth Avenue and Gurner Avenue.

Response:

5. The location of the access driveways on Gurner Avenue and Fourth Avenue and the location of the loading dock access on Fourth Avenue are shown on the updated Architectural and Civil plans.

19) Provide a Road Safety Audit addressing the movements to and from the site accesses and whether the estimated increased volumes require a dedicated right turn lane or left turn lane into the proposed access driveways, or whether the right turn movement should be prohibited from the site into Fourth Avenue.

Response:

6. The preparation of a Road Safety Audit to assess the movement of traffic to and from the site accesses, the provision of dedicated turn lanes at the access driveways or prohibiting the right turn into Fourth Avenue, is not required due to the following reasons:

- the proposed car park access driveways on Fourth Avenue and Gurner Avenue have been designed comply with AS2890.1-2004;
- the SIDRA modelling indicates that the accesses would operate at a good level of service (LOS A), with minimal delays and queuing during peak periods for right turns to and from the site;
- the Fourth Avenue access is located on a straight section of Fourth Avenue, with appropriate sight lines for entering and exiting vehicles; and
- the access is located on a local road where a separate turn lane is not typically required.

7. On this basis, a Road Safety Audit is not required at this stage. However, consideration could be given to including a condition of consent for the preparation of a RSA as part of the detailed design, prior to the issue of construction certificate.

20) Access arrangements, parking layout, servicing and vehicle swept paths should be reviewed and confirmed with compliance certification.

Response:

8. Access arrangements, parking layouts and servicing arrangements have been reviewed and generally comply with Australian Standards AS2890.1:2004, AS2890.2:2018 and AS2890.6:2022. Vehicle swept paths were provided in the traffic report in association with the DA for this development and are provided as Attachment A in this letter.
9. Following DA approval, access arrangements, parking layouts, servicing and vehicle swept paths should be reviewed and confirmed for compliance certification

TfNSW Traffic Matters Raised by TfNSW

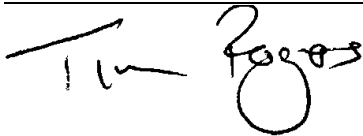
10. TfNSW raised a matter in relation to access from Gurner Avenue. This matter and our response is set out below.
 - *TfNSW have identified that the proposed ingress and egress driveway in Gurner Avenue (**local road**) for this development is located between the two existing driveways servicing Al-Faisal College and within the extents of the existing school zone. To improve road safety and traffic flow during peak school periods it is recommended that the proposed access be restricted to left- in, left-out (**LILLO**) movements only.*

Response:

11. Access to the site via Gurner Avenue is left turns in/out and right turn in with no right turn out. As noted previously, SIDRA modelling of this access found the Gurner Avenue access will operate at a good level of service with minimal delays and queues during the peak periods (this included the existing school accesses).
12. Furthermore, as part of the redevelopment of the adjacent school, the existing accesses to/from Gurner Avenue will be relocated to Fourth Avenue, thus removing the concern raised by TfNSW.
13. Based on the above access, no changes are required to the Gurner Avenue access (that is, access to remain left turns in/out and right turn in with no right turn out). As noted in Paragraph 2, provision of the right turn into the site will provide for good customer access and better disperse traffic on the adjacent road network.
14. 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,

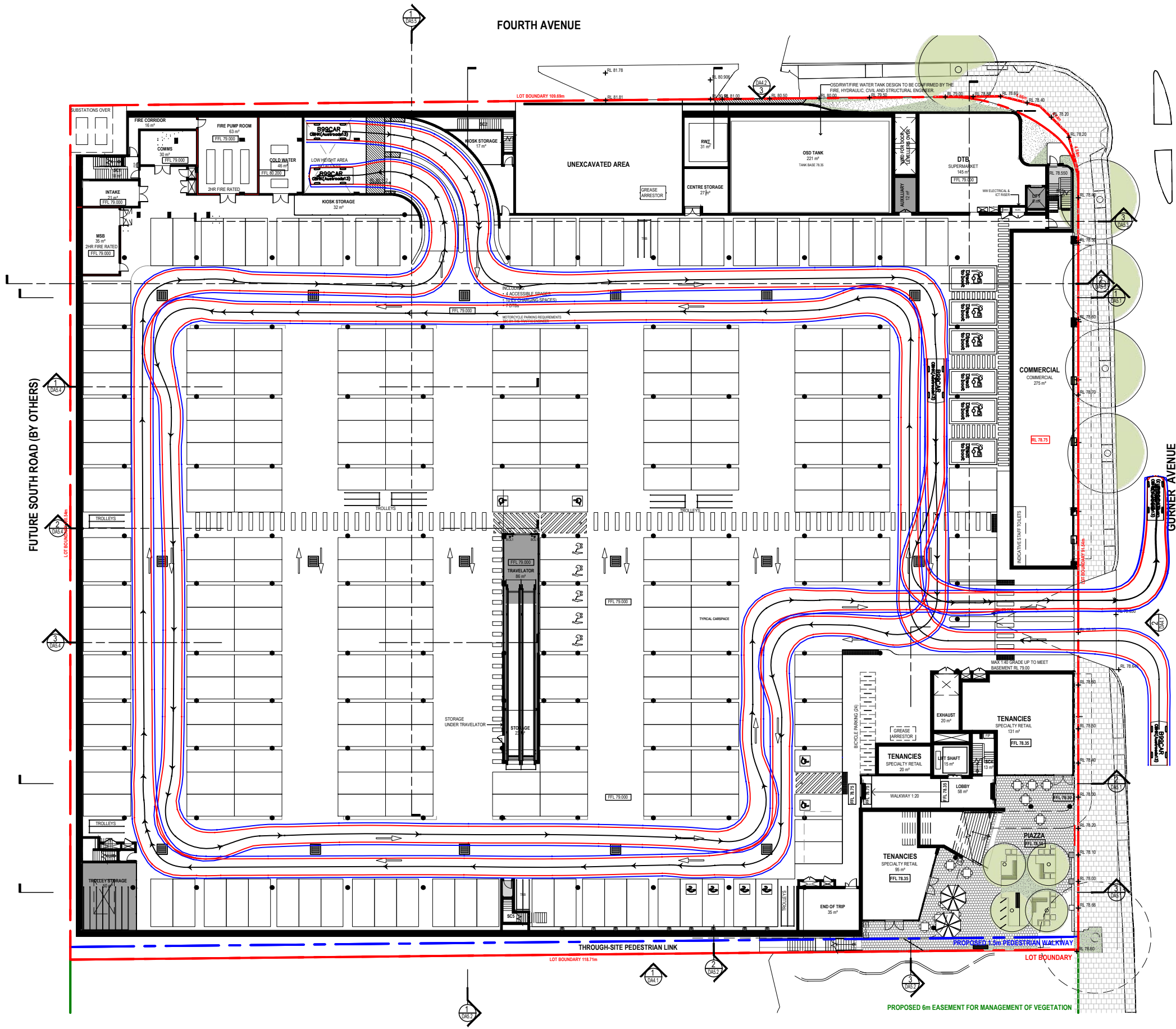
COLSTON BUDD ROGERS & KAFES PTY LTD



T. Rogers
Director

ATTACHMENT A

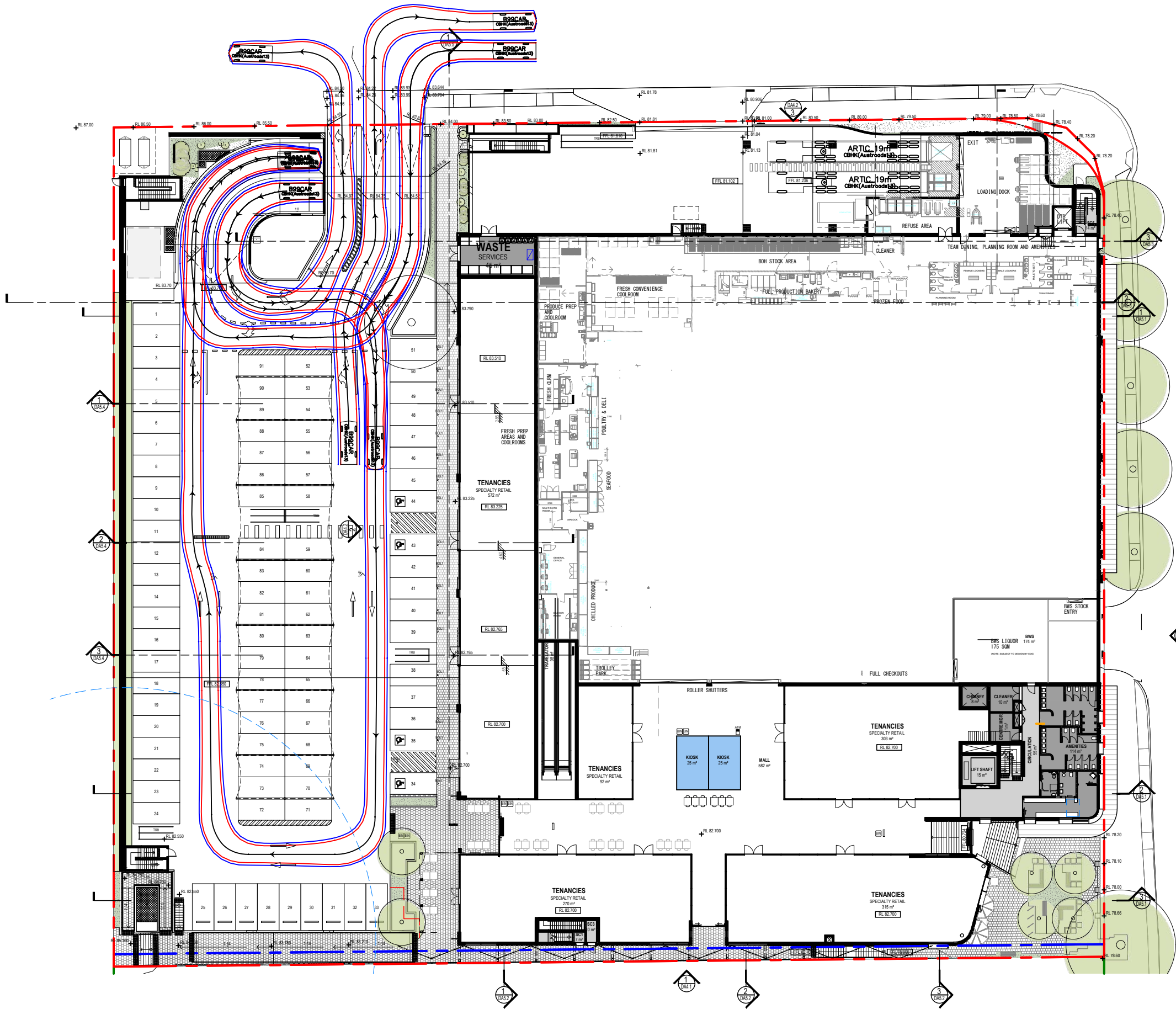
VEHICLE SWEPT PATHS



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. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

- Swept Path of Vehicle Body
- Swept Path of Clearance to Vehicle Body

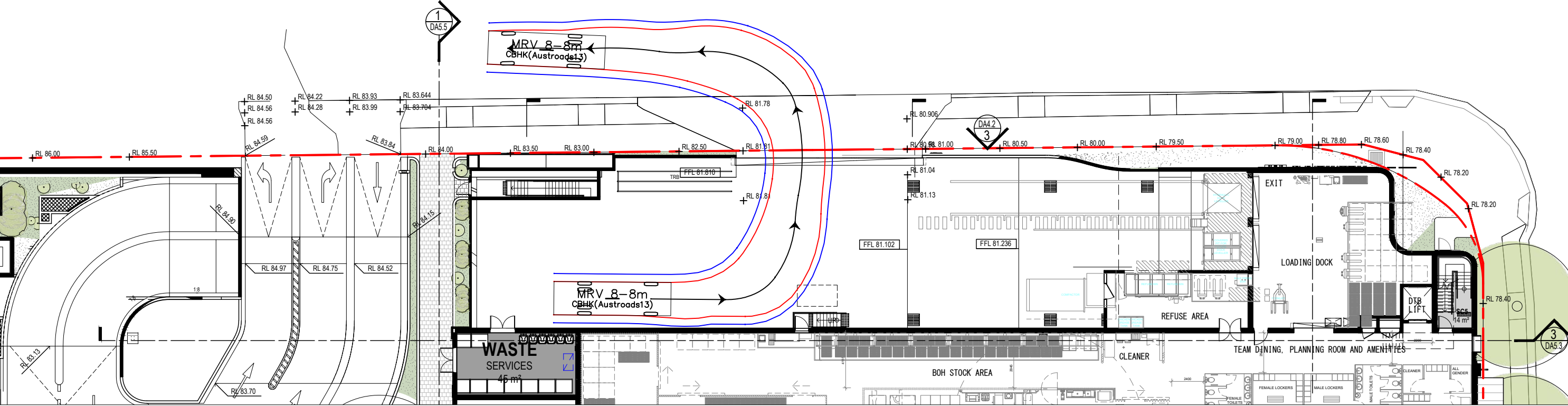
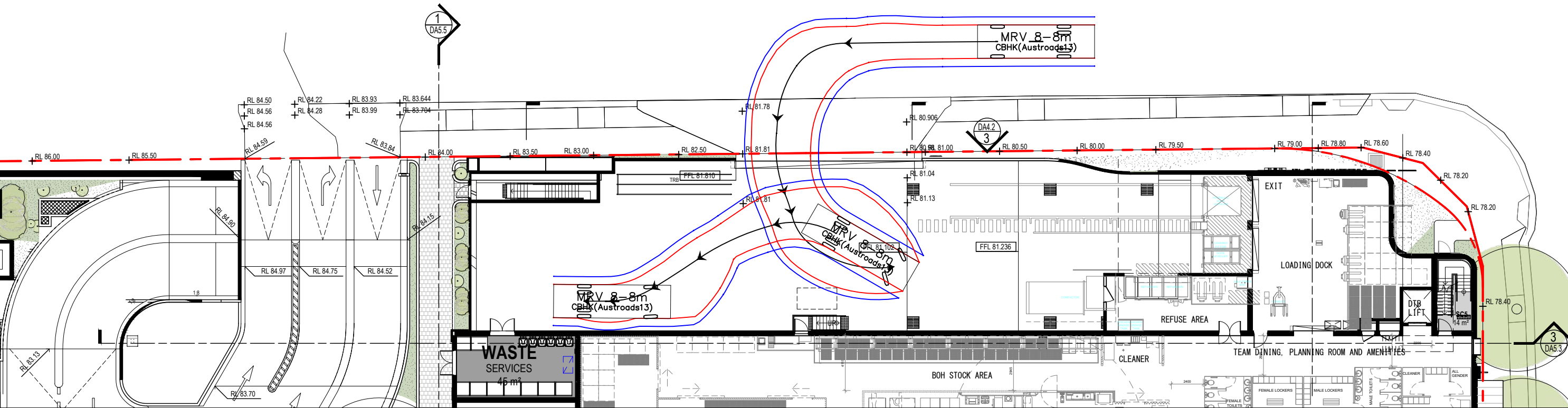
B99 VEHICLE SWEEP PATHS



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. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

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

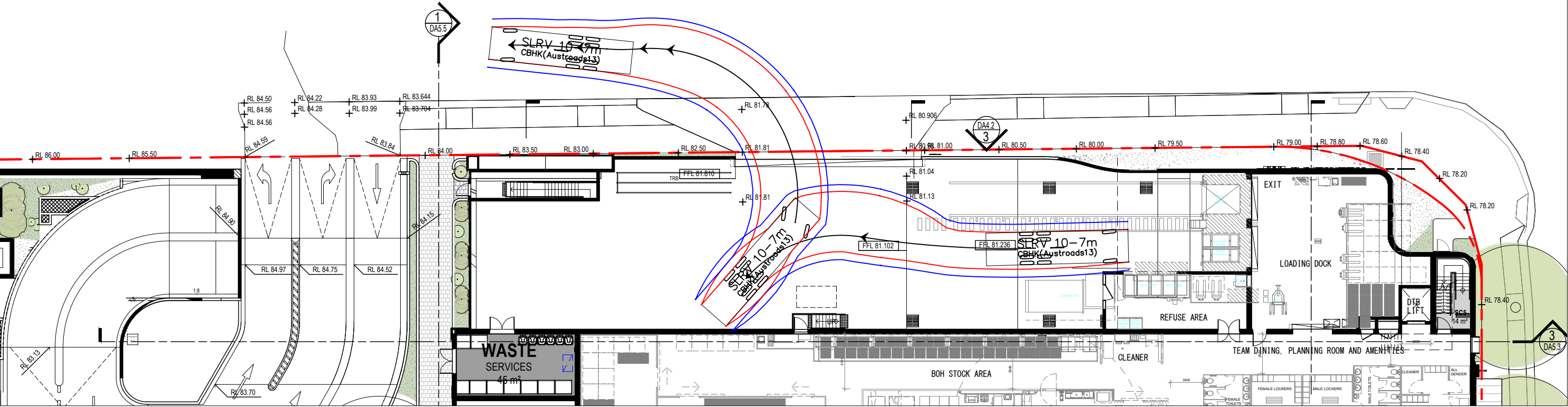
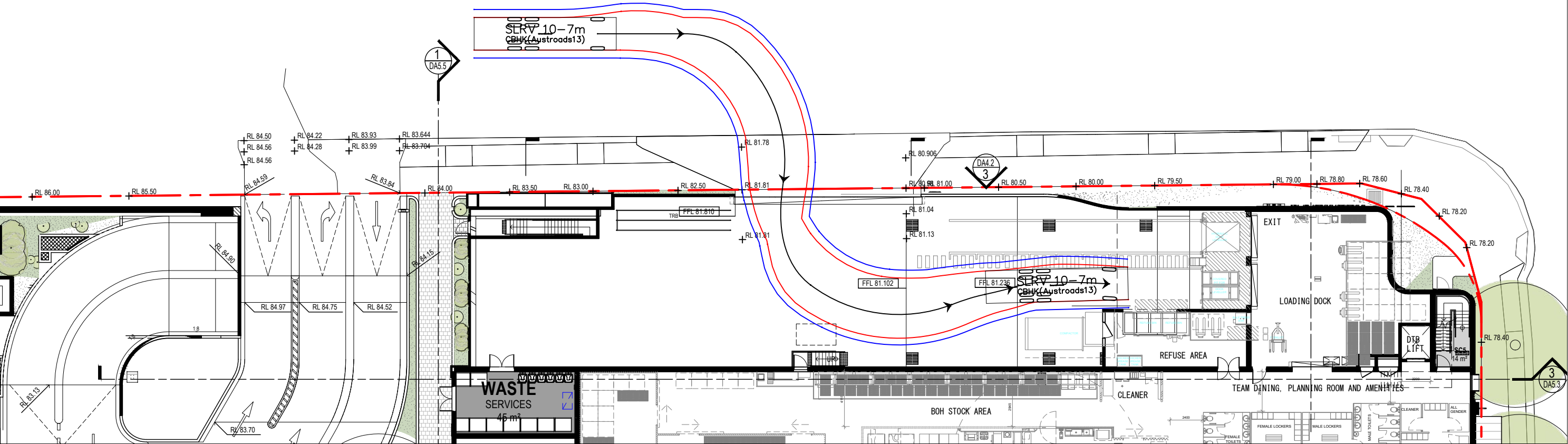
B99 VEHICLE SWEPT PATHS



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. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

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

8.8m MEDIUM RIGID VEHICLE
SWEPT PATHS (WASTE
COLLECTION)
DRAWN BY CBRK Pty Ltd_inc Ref: 12301 11.06.2024
A3



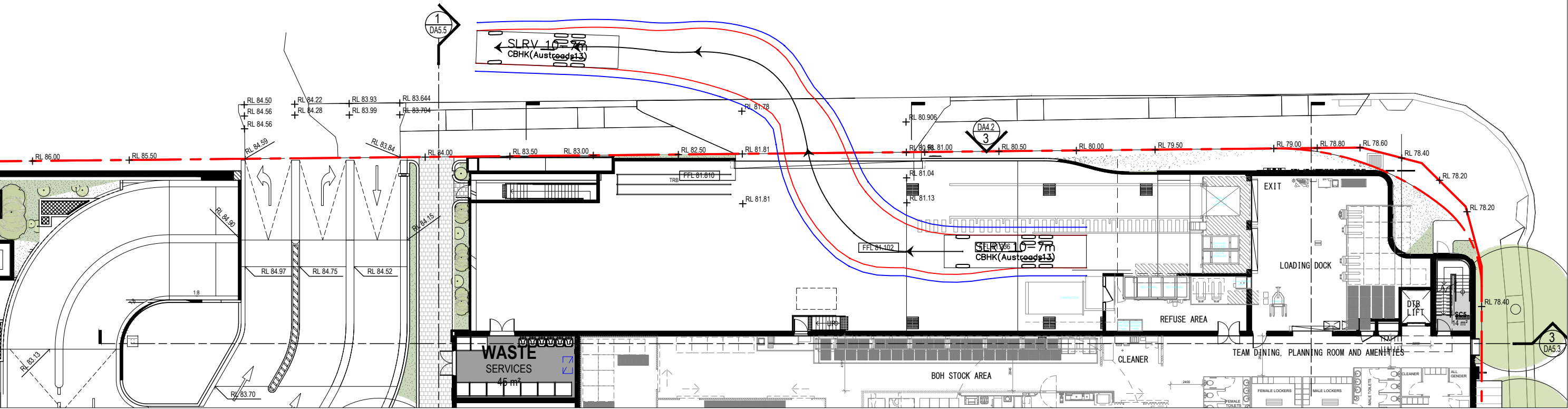
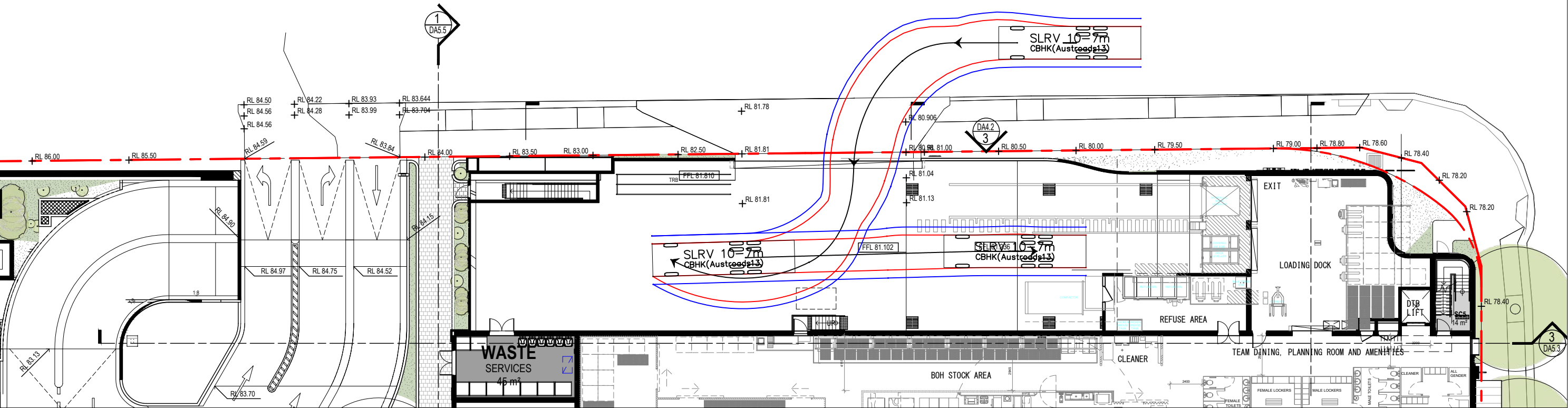
NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

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

10.7m LARGE RIGID VEHICLE
SWEPT PATHS (WASTE
COLLECTION)

DRAWN BY CBRK Pty Ltd_mrc Ref: 12301 11.06.2024

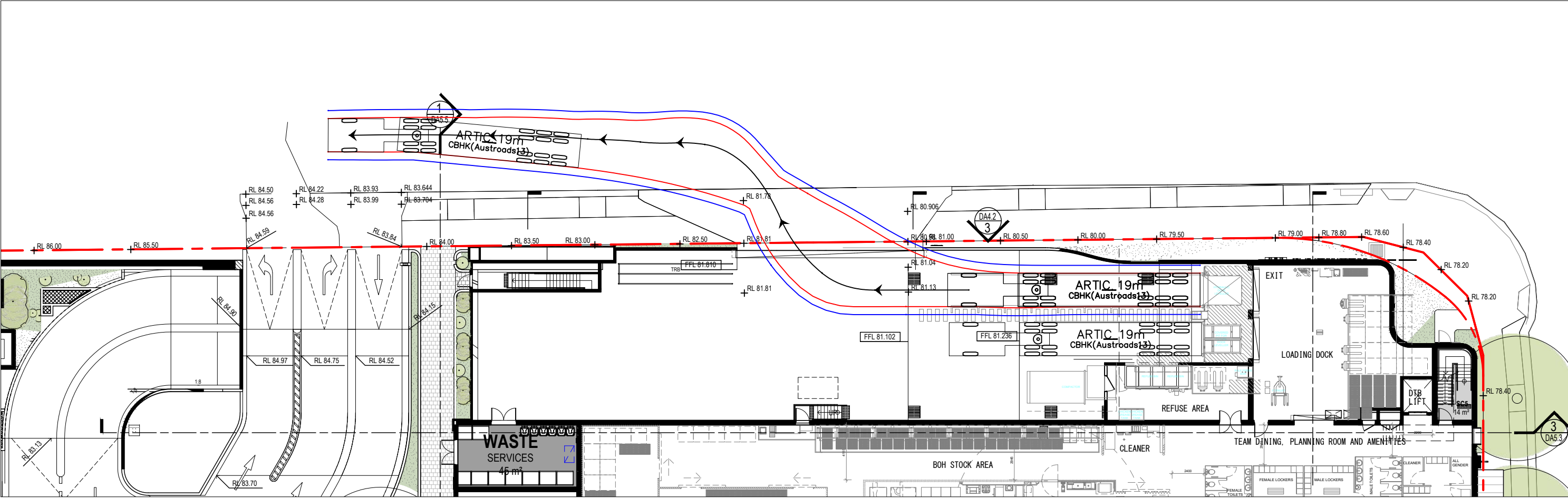
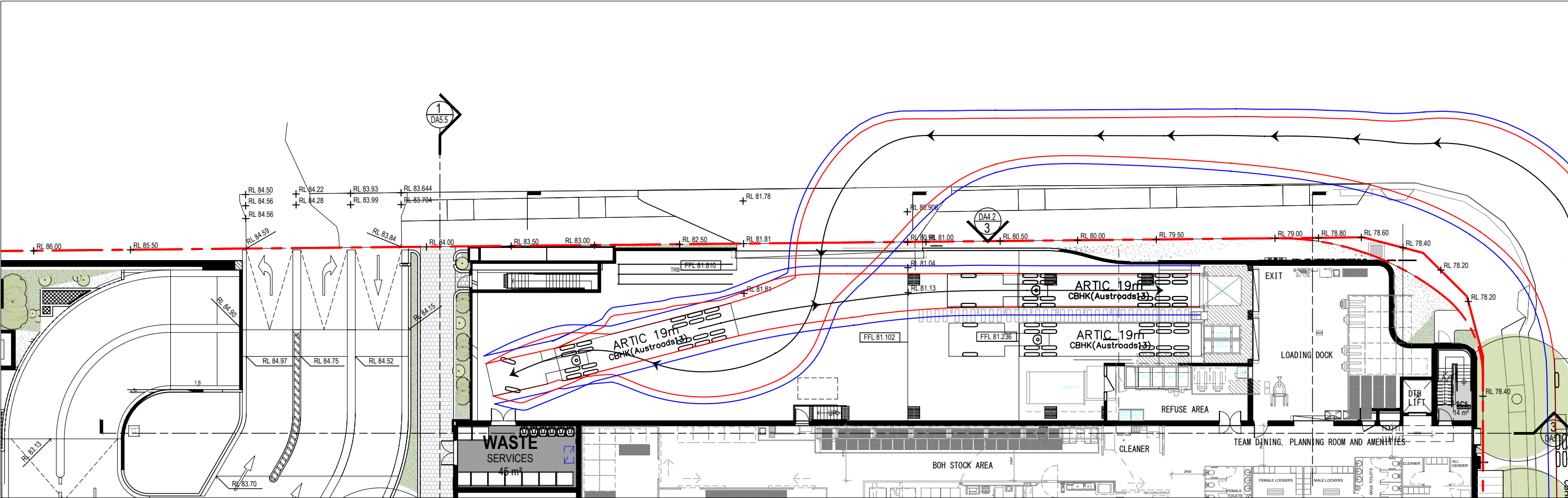
A4



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. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

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

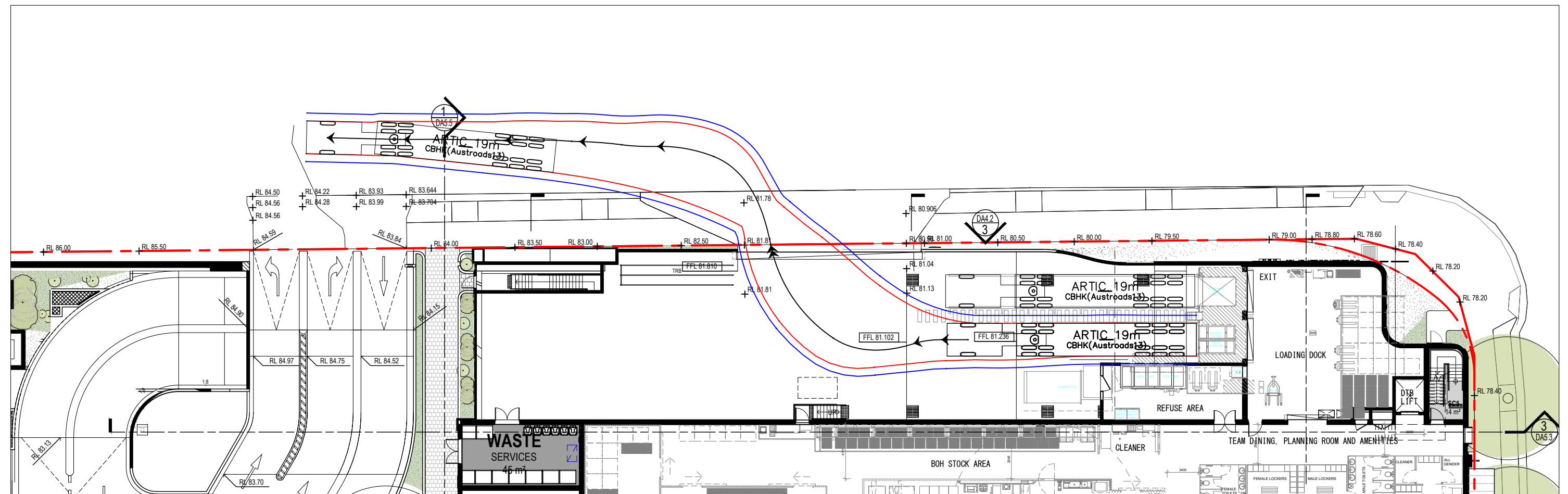
10.7m LARGE RIGID VEHICLE
SWEPT PATHS (WASTE
COLLECTION)



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. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

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

19.0m ARTICULATED
VEHICLE SWEEP PATHS



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

19.0m ARTICULATED VEHICLE SWEEP PATHS