



# TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

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24 September 2019  
Ref: 17067 Rev B

Mr Chris Webster  
Development Director  
IPM Property  
Level 1, 600 Darling Street  
Rozelle, NSW 2041

E: [cwebster@ipmproperty.com.au](mailto:cwebster@ipmproperty.com.au)

Dear Chris

## **Development at 9-15 Lawrence Street, Freshwater Proposed S4.55 Modifications**

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I have assessed the architectural plans for the proposed S4.55 Application and respond in the following.

### **Relocation of Vehicle access**

The “1<sup>st</sup> Principle” of vehicle access is that if an alternative access to a “main street” frontage is available then this should be the point of access. I am aware, as a result of my involvement with other proposed developments on Lawrence Street/Albert Street that Council has been concerned to avoid vehicle accesses and the principal reasons for avoiding such vehicle access are:

- Enhancing the safety and convenience of the pedestrian environment
- Reducing vehicle conflicts and disruption on the main access route
- Maximise on-street parking provision
- Achieve a preferable urban design outcome for the frontage

The S4.55 proposal to relocate the approved access from the Lawrence Street frontage to the connection through Council’s carpark therefore has considerable merit.

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## **Parking Provision**

As a result of the proposed relocation of the vehicle access, the available retail floorspace increases from the approved 179m<sup>2</sup> to 236m<sup>2</sup>. This would indicate a provision of 14.4 spaces to accord with Council's DCP criteria whereas only 10 spaces can be provided with the S4.55 proposal. The proposed 2 small retail tenancies are most likely to have "convenience" uses rather than "destination" uses and as such, the DCP criteria is not necessarily applicable particularly when:

- there will be some 2 additional on-street spaces made available by relocation of the access driveway (i.e. driveway width plus clearance both sides)
- the Council carpark is available.

It is considered that the reduced retail parking provision will be quite adequate for the needs of the 2 small retail tenancies.

## **Service Vehicle Provision**

The approved loading bay was assessed to provide for an SRV access (i.e. 6.4m long) with refuse collected from the Lawrence Street frontage by Council's service. The loading bay is to be relocated to the rear adjacent to the relocated vehicle access and the available headroom at this location is 3.35m. The headroom and the available manoeuvring area will be quite adequate for a normal large (7.2m) van as indicated on the attached SP1 diagram.

It is considered that this revised provision will be quite adequate for the needs of the development while any need to accommodate a large vehicle would be quite infrequent and on-street kerb space will be available.

## **Turning Path Assessment**

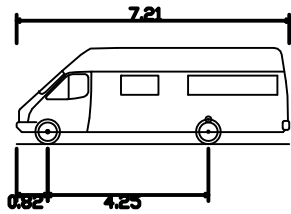
The attached turning path diagrams confirm that the provision for turning and manoeuvring in the carpark will be quite satisfactory.

Yours faithfully



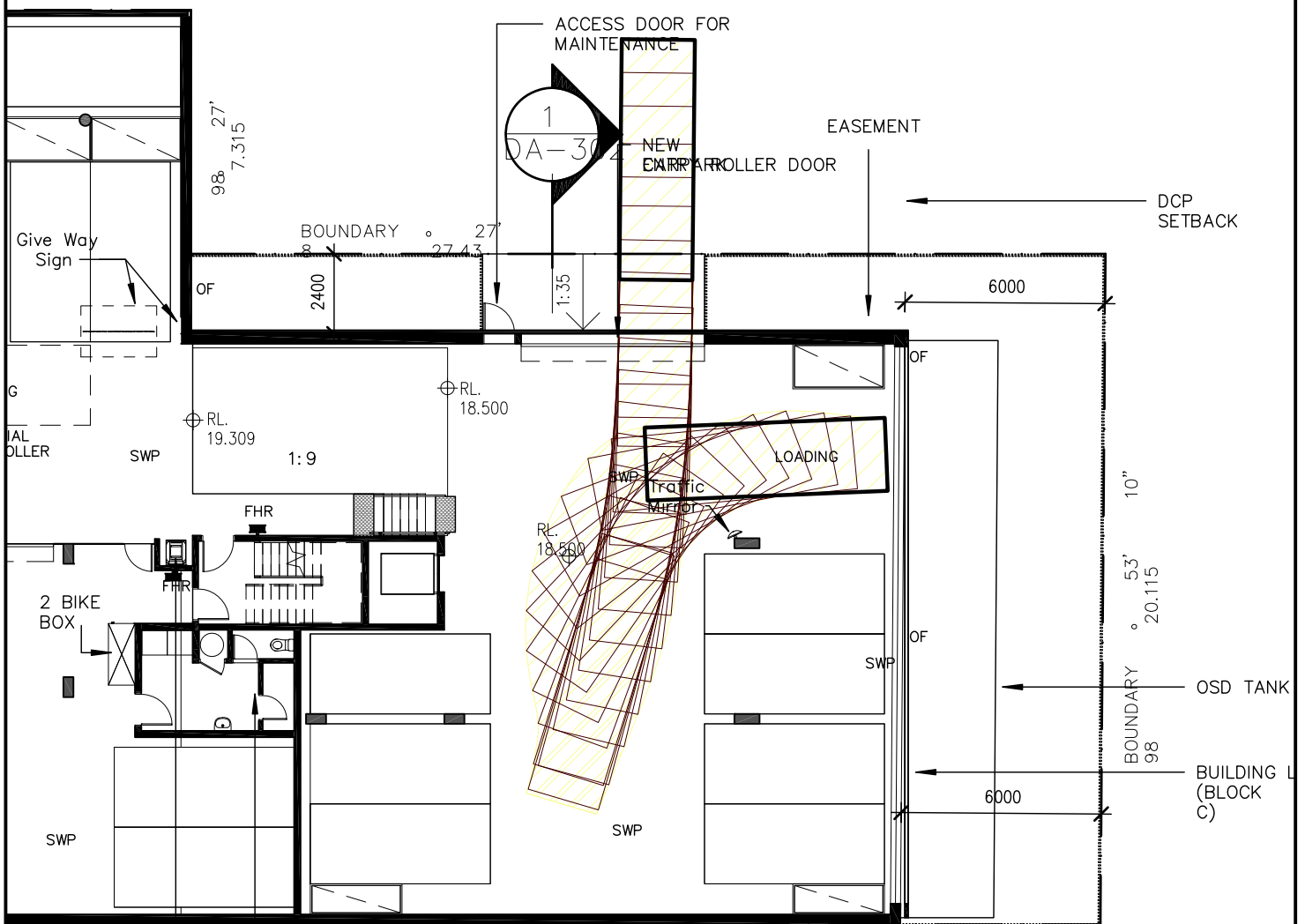
Ross Nettle  
Director

Transport and Traffic Planning Associates



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	7.400m

COUNCIL CARPARK



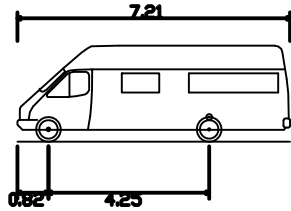
**LEGEND**

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



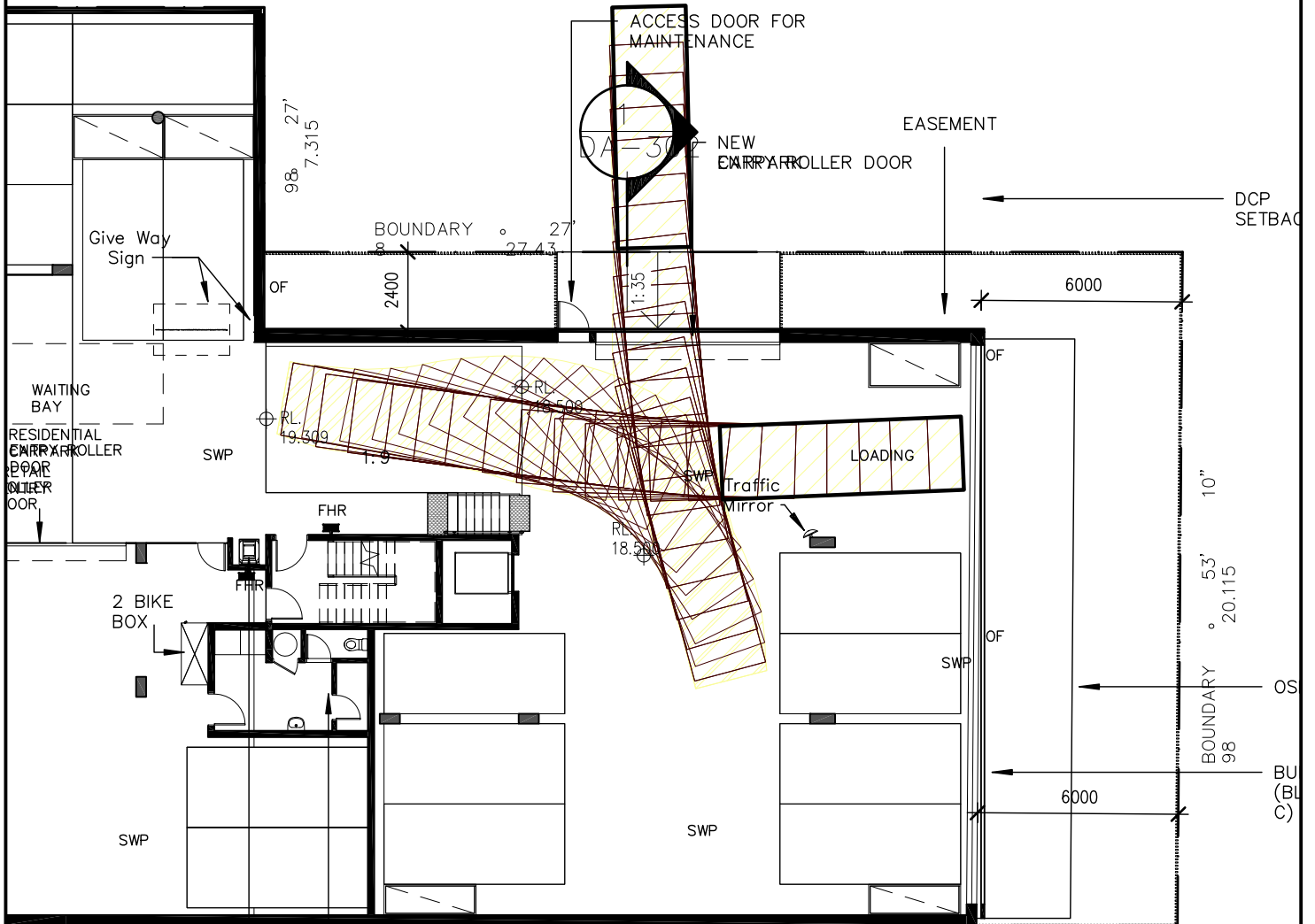
**SWEPT PATH ANALYSIS  
OF A 7.2m RIGID  
VEHICLE ENTERING THE SITE**

**SP 1**



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	7.400m

COUNCIL CARPARK



**LEGEND**

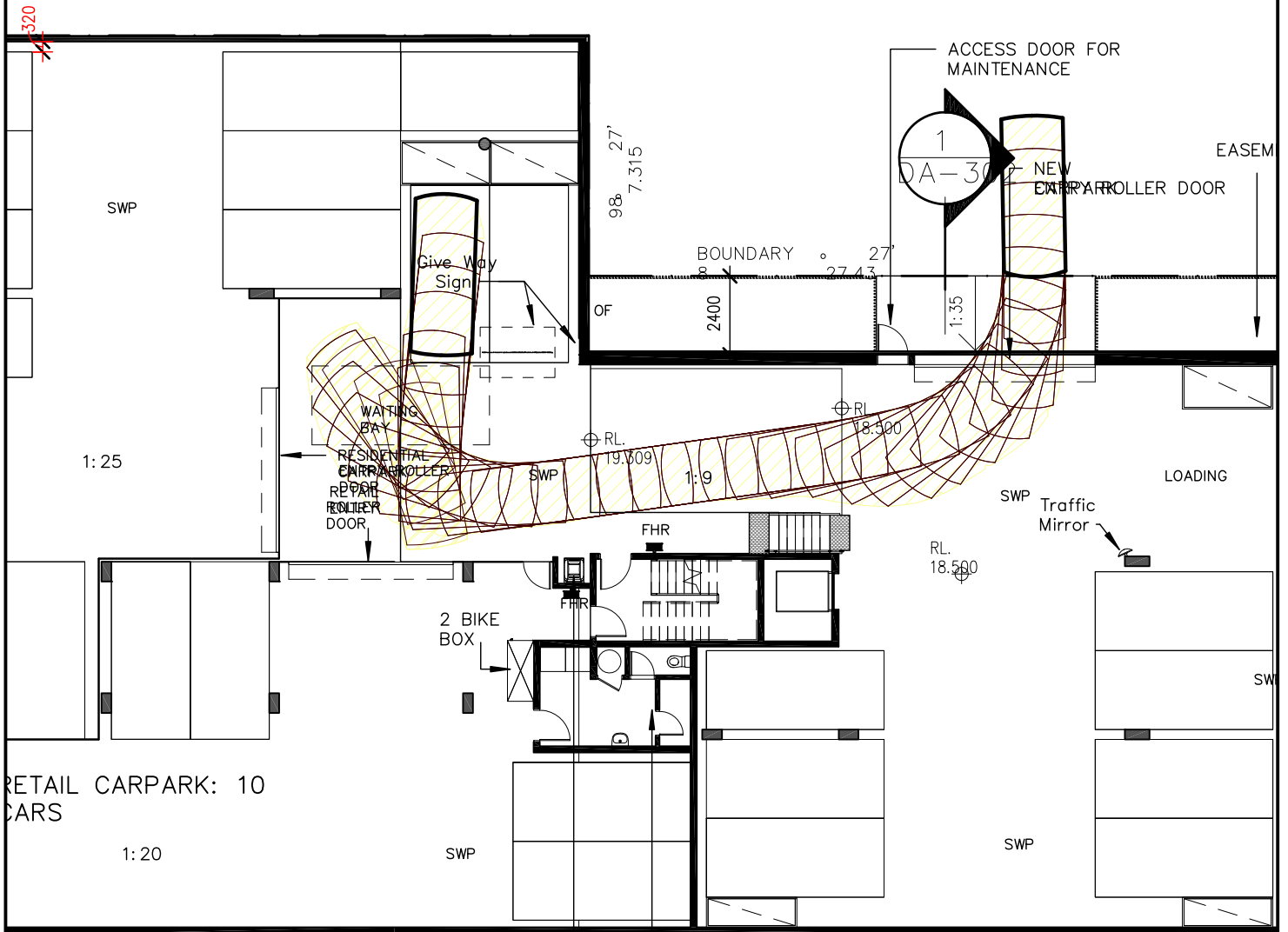
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**SWEPT PATH ANALYSIS  
OF A 7.2m RIGID  
VEHICLE EXITING THE SITE**

**SP 2**

# COUNCIL CARPARK



## LEGEND

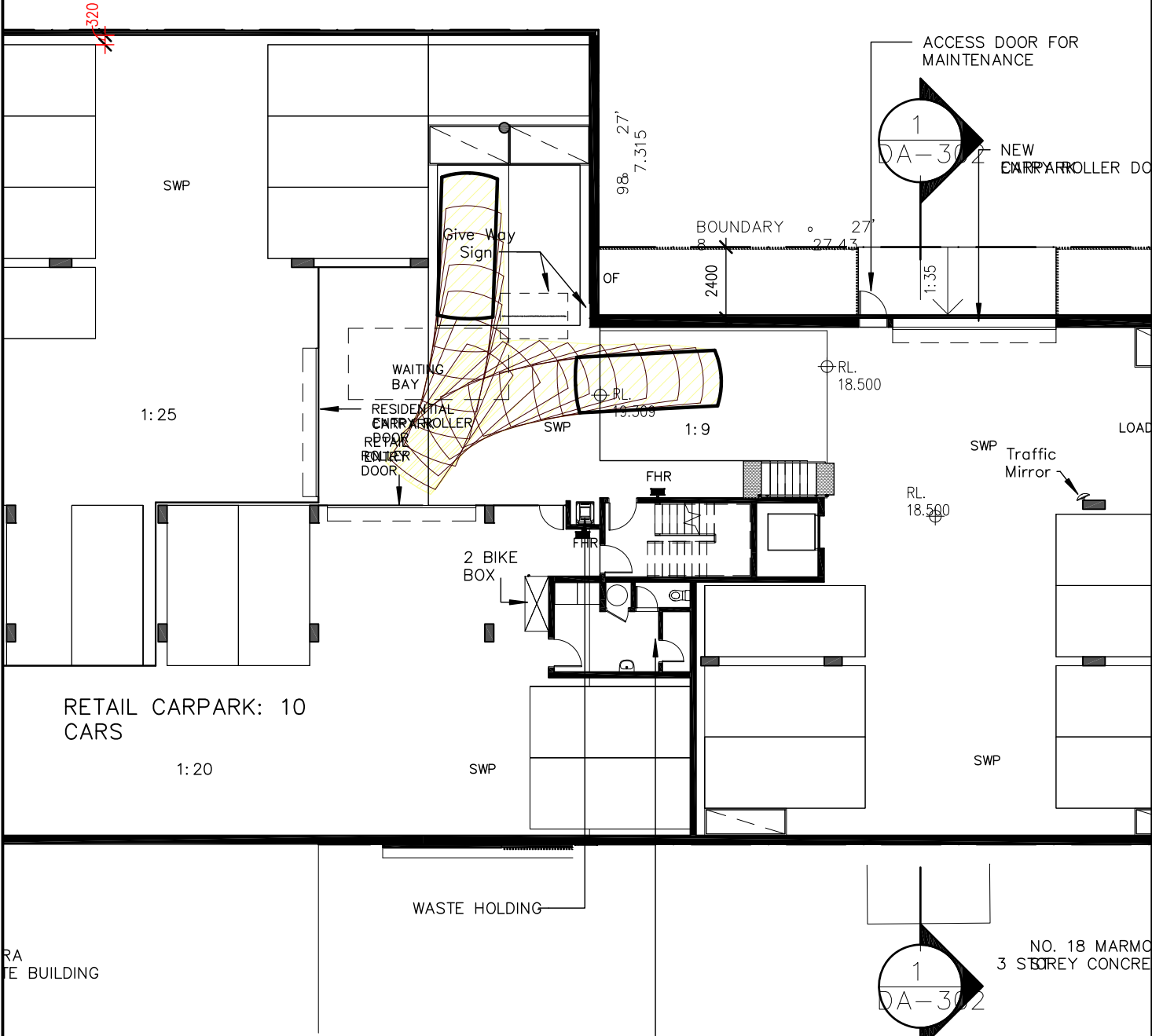
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## SWEPT PATH ANALYSIS OF AN 85th PERCENTILE VEHICLE ENTERING THE SITE

**SP 3**

COUNCIL CARPARK



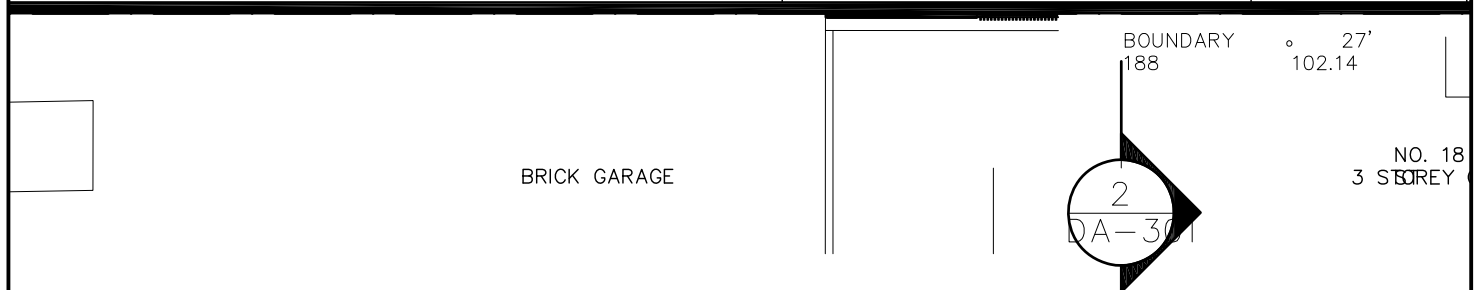
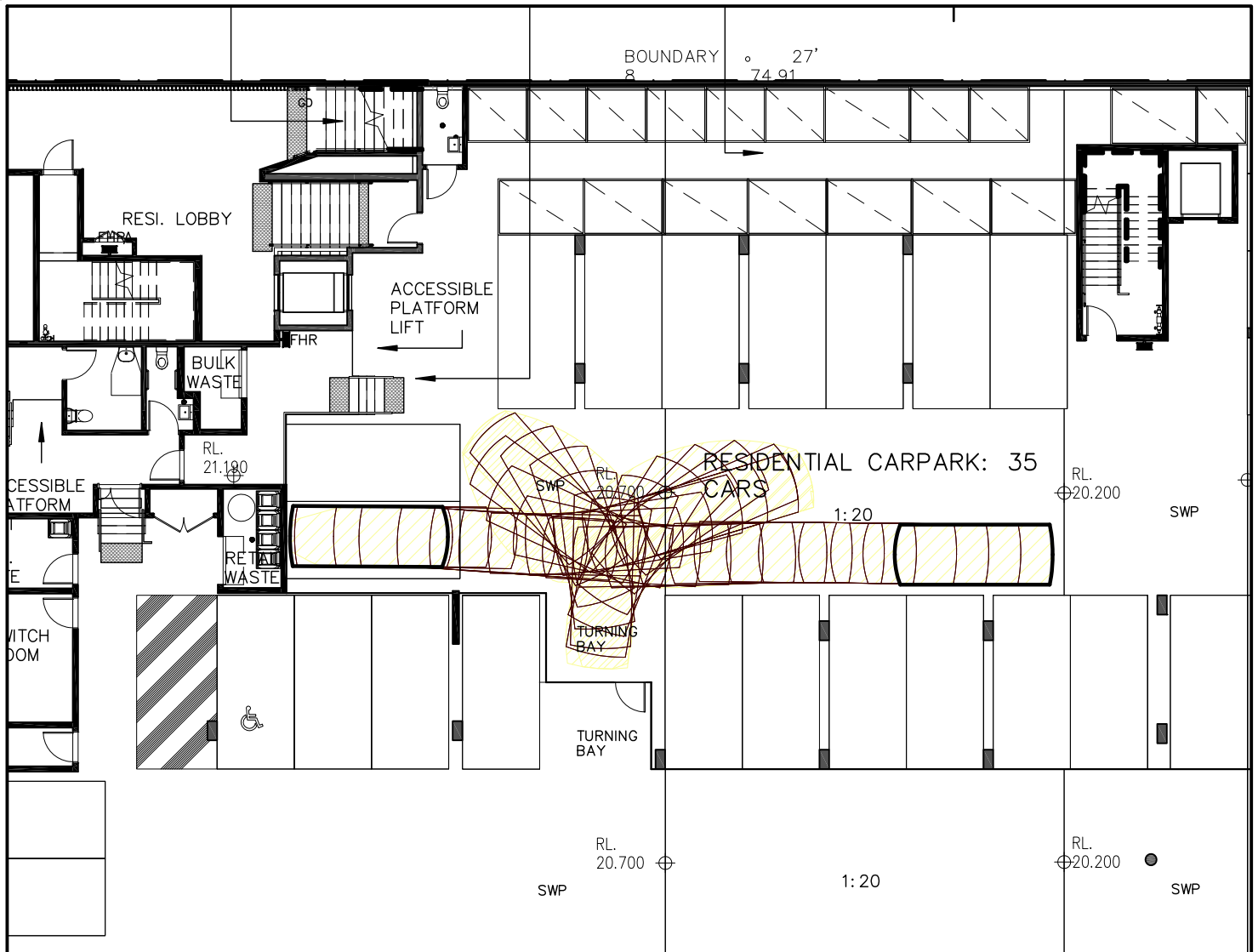
**LEGEND**

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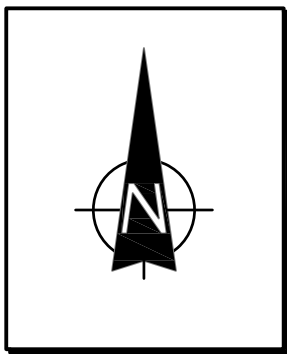
**SWEPT PATH ANALYSIS OF AN 85th PERCENTILE VEHICLE EXITING THE SITE**

**SP 4**



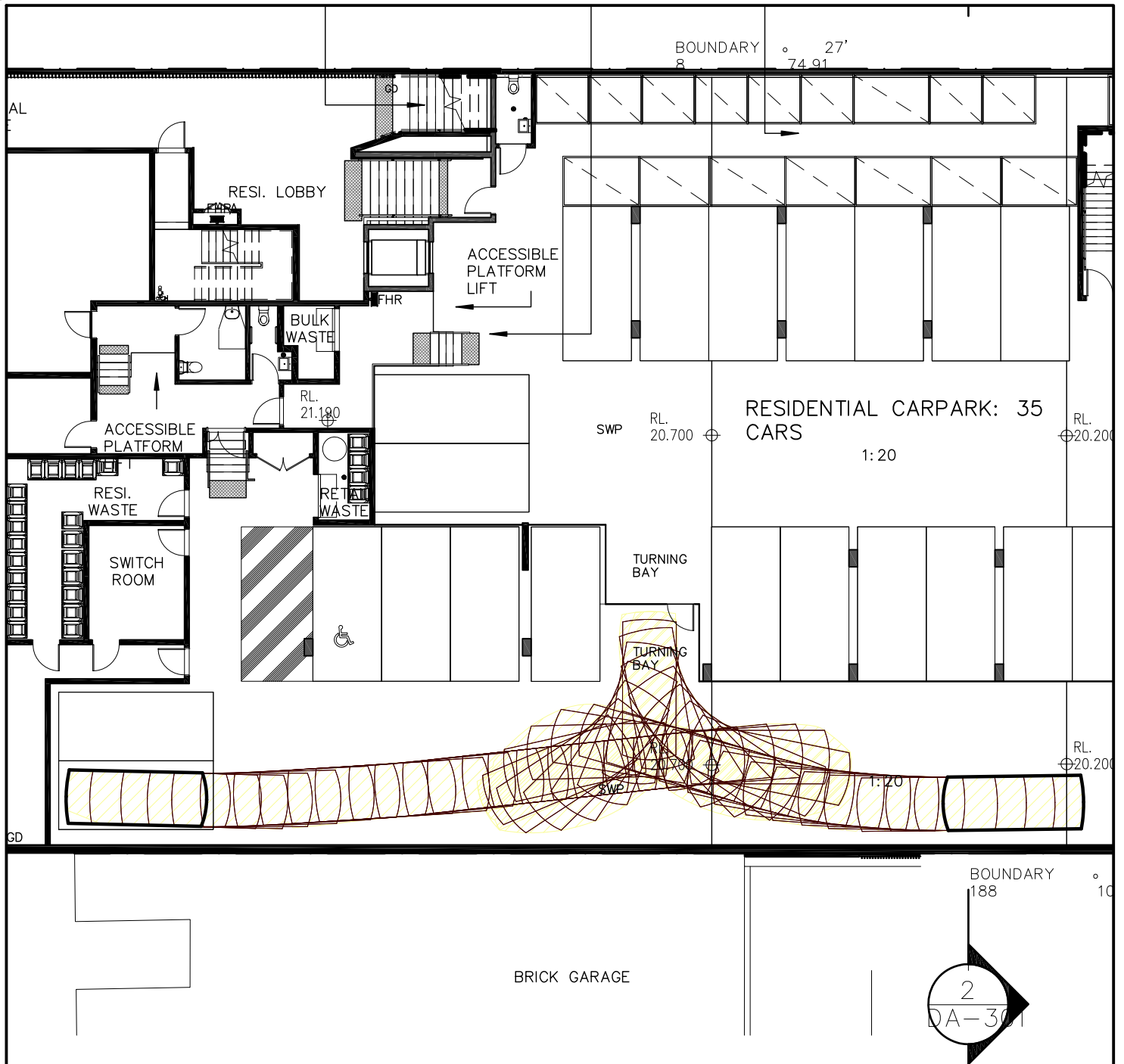
**LEGEND**

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**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE ENTERING THE SITE**

**SP 5**



## LEGEND

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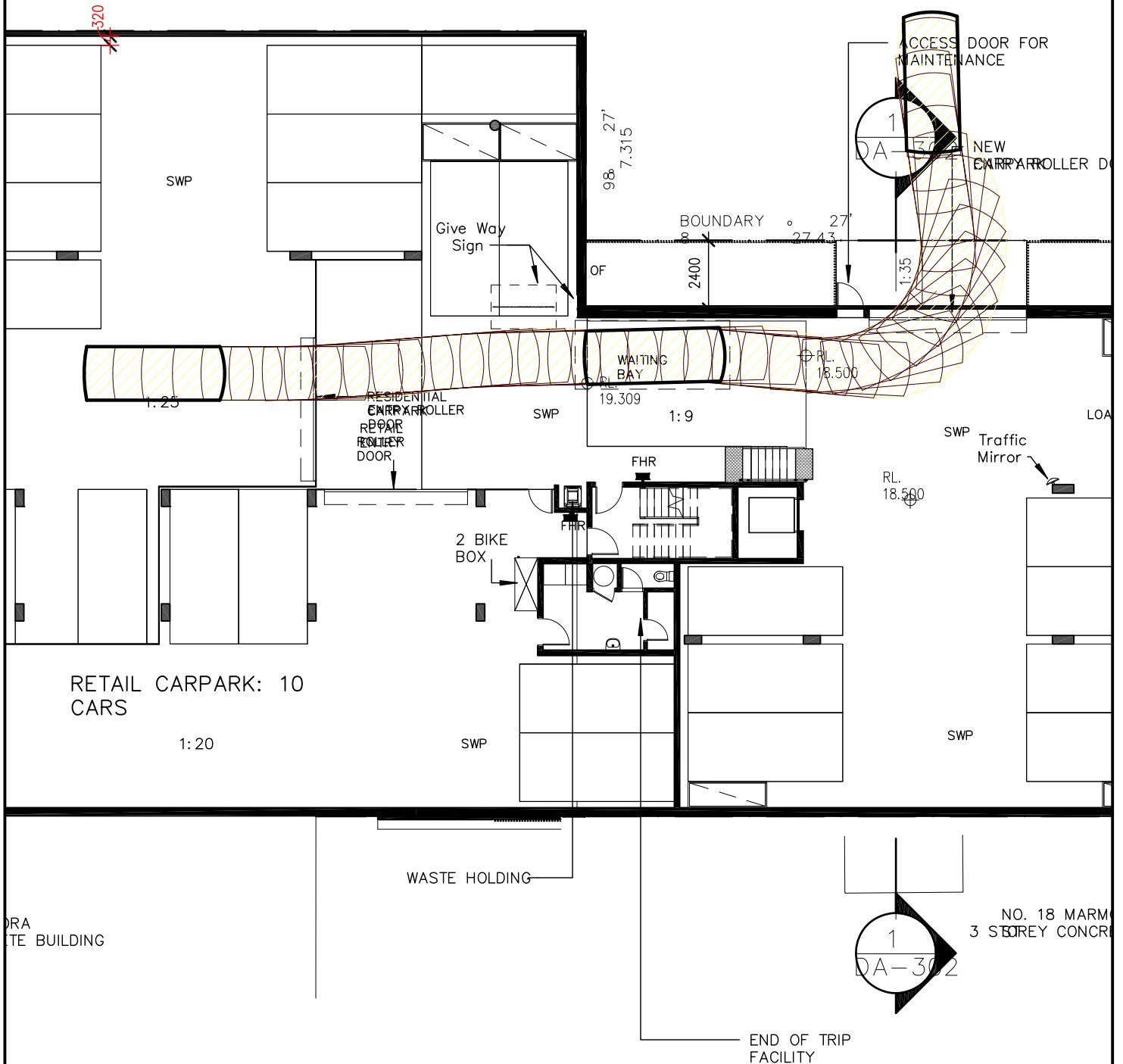


**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE ENTERING THE SITE**

**SP 6**



COUNCIL CARPARK



**LEGEND**

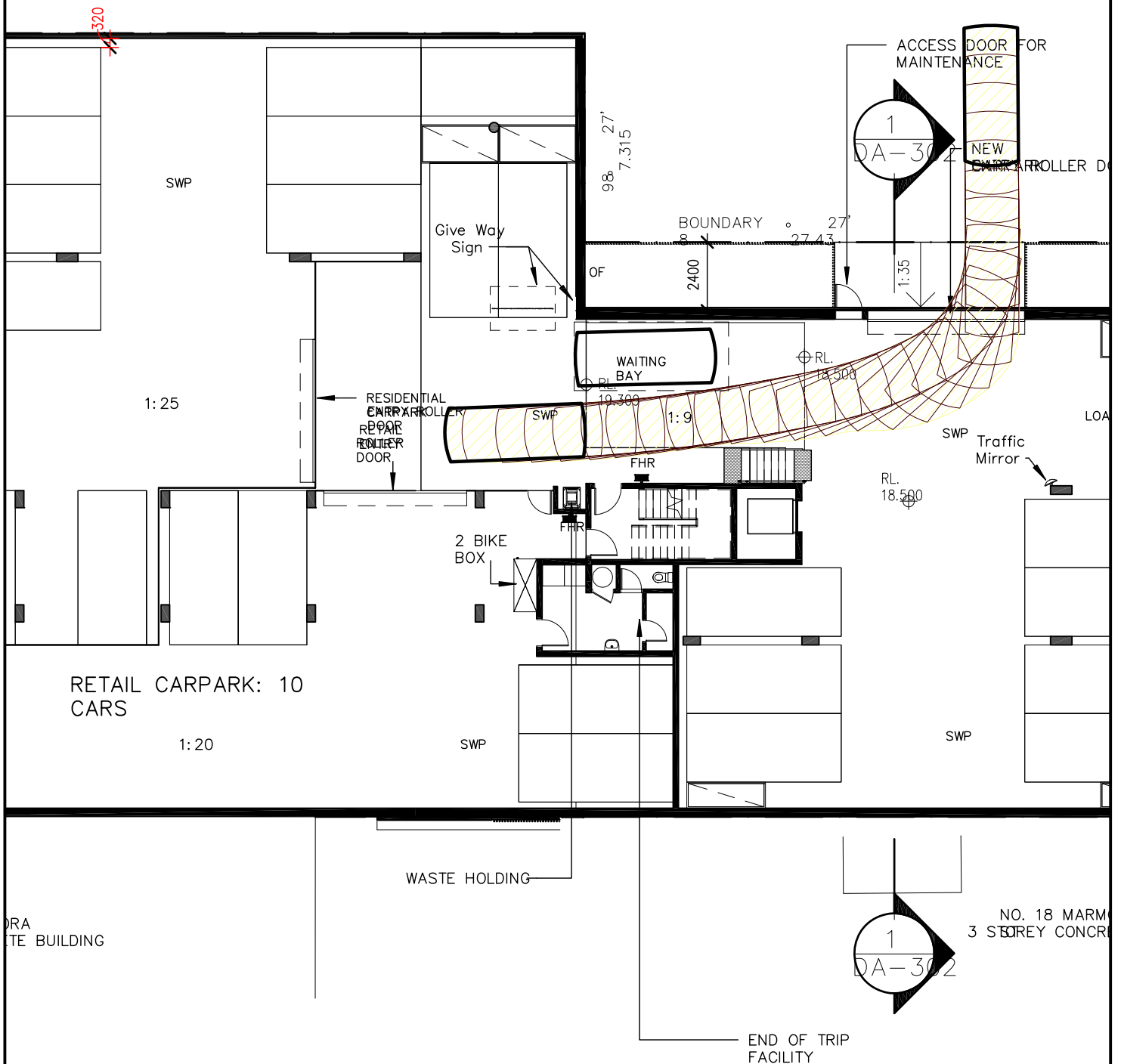
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**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE EXITING THE SITE  
SHOWING WAITING LOCATION**

**SP 7**

# COUNCIL CARPARK



## LEGEND

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**SWEPT PATH ANALYSIS  
OF AN 85th PERCENTILE  
VEHICLE ENTERING THE SITE  
PAST WAITING CAR**

**SP 8**