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ADDENDUM II
TRAFFIC IMPACT ASSESSMENT

2-4 BURLEIGH ST & 20-24 RAILWAY PDE, BURWOOD.

PROPOSED MIXED-USE DEVELOPMENT

Prepared for:	NSW Housing Corporation Pty Ltd
Date Prepared:	August 2025
Revision:	1.0
Development Application #:	--

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INTRODUCTION

Solution1 Traffic Engineers was engaged by **NSW Housing Corporation Pty Ltd** to prepare an addendum to the original Traffic and Parking Impact Assessment report (TIA, prepared in January 2025) for the construction of a mixed-use development with infill affordable housing located at 2-4 Burleigh Street & 20-24 Railway Parade, Burwood NSW.

The proposal is to construct a mixed-use development comprising residential ("dual key"), commercial office space, a hotel with function rooms, a gym, and a restaurant. The basement-level car park will provide 138 spaces, including ten (10) disabled spaces. Vehicular access to the proposed basement-level car park will be provided via the driveways located on the Railway Parade, whereas heavy vehicle access will be restricted to the Burleigh Street frontage. A porte-cochere will be provided for hotel patrons, with entry on Railway Parade and exit on Burleigh Street.

The proposal was submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) and requested the following additional information:

b. Provide an updated Traffic Impact Assessment (TIA) which:
i. responds to the issues raised in item 6(a).

ii. considers intersection impacts to Burleigh Street/Belmore Street
iii. provides an analysis of the hotel drop off and pick up arrangements, usage and impacts, including types of vehicles, frequency and queueing impacts.

iv. provides swept paths for all vehicle types expected to use the any drop off/pick up facility
v. provides swept path diagrams demonstrating that vehicles (including waste vehicles) can enter/exit the site driveways from the road and swept paths for waste vehicles accessing Burleigh Street from Belmore Street and turning into Railway Parade from Burleigh Street.

item 6(a).TfNSW has reviewed the Traffic Impact Assessment (TIA) and has identified the following:

- *Parking demand calculations are not provided.*
- *The ABS data reflects commuter mode share, not the total number of trips generated. It does not consider non-work trips (school, shopping, deliveries), multiple trips per day per person, ignores land use context and does not consider temporal distribution (i.e. peak hour trips). The NSW Guide to Transport Impact Assessment (GTIA) rates for vehicle trips and other demonstrated sources to be used to estimate vehicle trip generation.*
- *The report estimates a 0.3 trip generation per hotel room without any clear justification. Where generation available rates are not available the analysis should be based on surveys of similar existing hotels.*
- *The trip generation distribution and assignment to the surrounding road network is not clear and should follow that outlined in Section 5.5 of the GTIA.*

This report will act as an addendum and should be considered in conjunction with the TIA prepared in January 2025 and the Addendum that Solution 1 Traffic Engineers prepared in April 2025.

The following documents were referenced for the preparation of this report:

- Burwood Council Development Control Plan (2012);
- State Environmental Planning Policy (Housing) 2021;
- Institute of Transportation Engineers (ITE) Common Trip Generation Rates;
- TfNSW Guide to Transport Impact Assessment;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1-2004);
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6-2022); and
- Australian Standard for Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.2-2018).

BACKGROUND AND EXISTING CONDITIONS

Subject Site Location

The proposed development is addressed as 2-4 Burleigh Street & 20-24 Railway Parade, Burwood, NSW. The site is located within Burwood, a suburb of the Burwood Local Government Area located approximately 10km west of the Sydney CBD.

The site is located on the southern side of Railway Parade and to the south of the Main Suburban railway line. It sits at the corner of Burleigh Street and Railway Parade. This site comprises five (5) parcels of land identified as follows:

- 20 Railway Parade – Lot C in DP 438222;
- 22 Railway Parade – Lot B in DP 438222;
- 24 Railway Parade – Lot A in DP 438222.
- 2 Burleigh Street – Lot D in DP 438222; and
- 4 Burleigh Street – Lot E in DP 438222.

The site, which occupies an area of 1329 sqm and is regular in shape, is surrounded by commercial housing on the east and south, Railway Parade on the north, and Burleigh Street on the west.

The subject site is currently occupied by multiple businesses, including a medical centre, an educational coaching centre, a residential development, and a hearing clinic. All vehicular access to the site is available via the driveway located on the Burleigh Street frontage.

The location of the subject site and its surrounding suburbs are depicted in **Figure 1** overleaf.

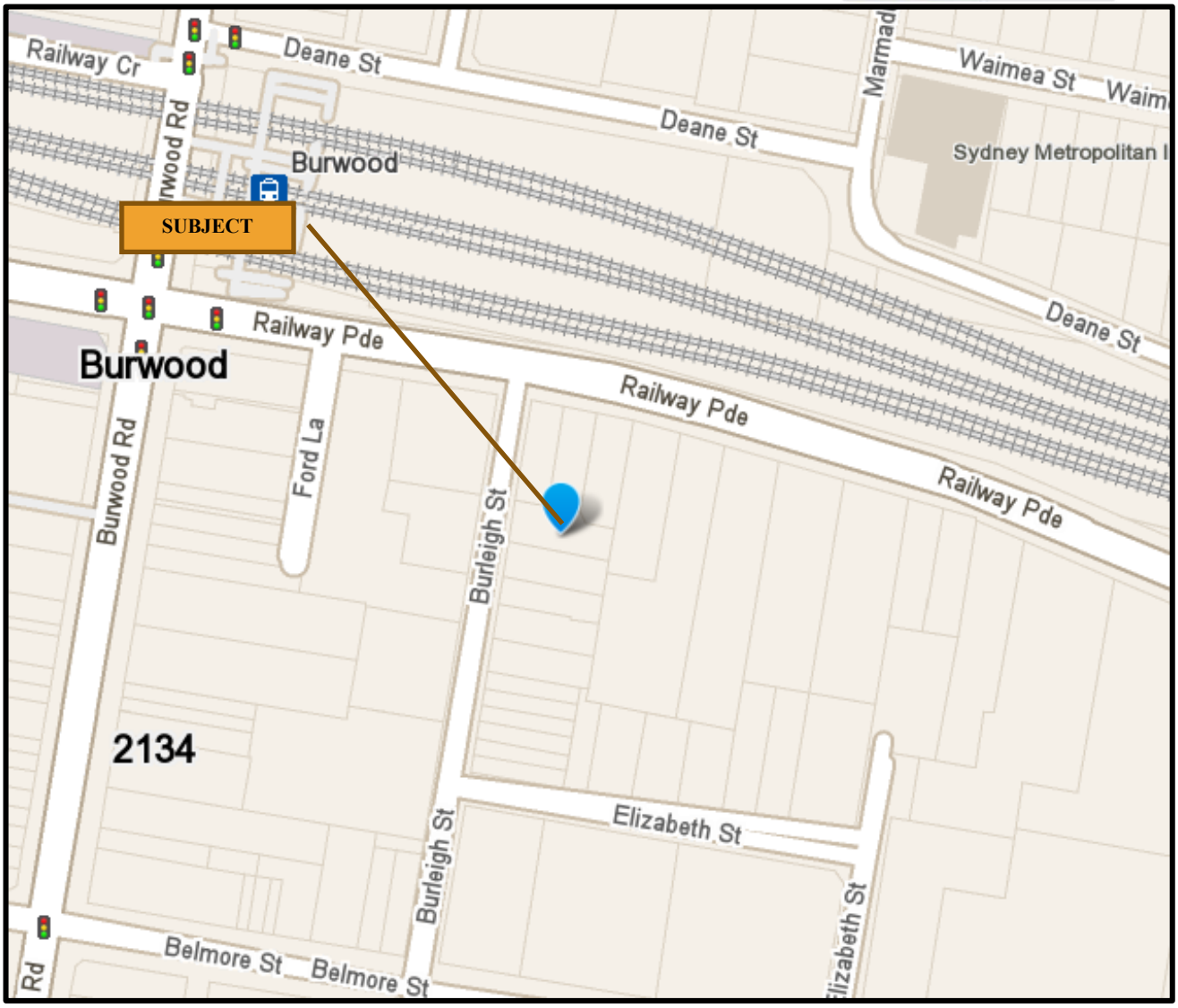


Figure 1 - Surrounding Suburbs (Source: Whereis Maps – Map data@2024)

Figure 2 on the following page portrays an aerial view of the site.

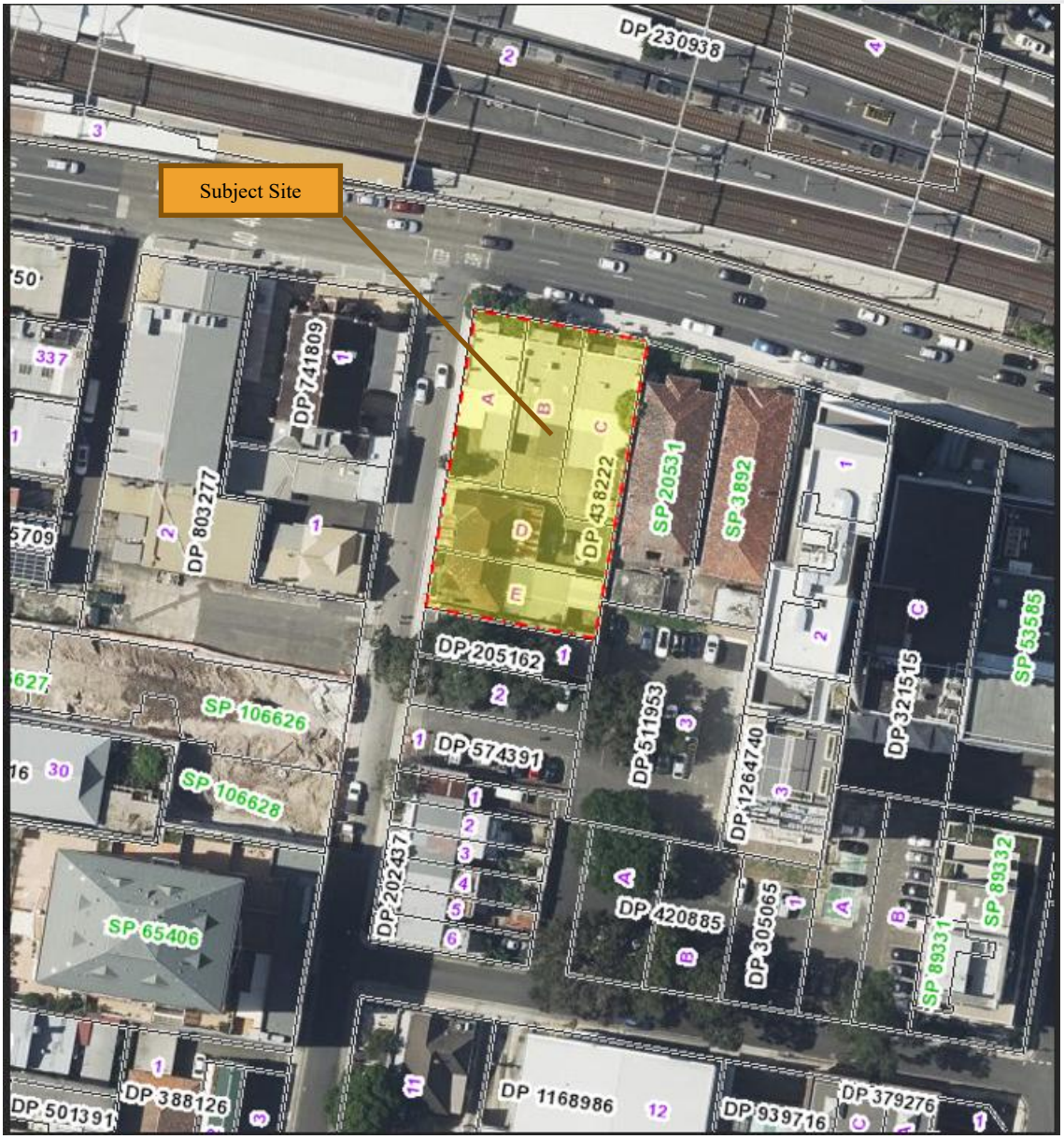


Figure 2 - Aerial View of the Subject site (Source: Six Maps)

Proposal

The proposal involves the construction of a mixed-use development with affordable housing infill, comprising residential development, hotel, and commercial offices. The proposed development will accommodate the following uses:

- Two-bedroom x 48 dual key units, including affordable units;
- Hotel room x 120 rooms; and
- Commercial office – 998sqm.

Furthermore, the proposed hotel will include additional facilities, such as function rooms, a restaurant, a café, and a gym, to support its overall operations. It is important to note that access to the function rooms and the café will be extended to the general public.

The proposal involves providing 138 on-site parking spaces, including ten (10) disabled spaces. Access to the basement-level car park will be provided via a combined entry/exit driveway located on the Railway Parade frontage. Commercial vehicle access will be provided via the driveway on the Burleigh Street frontage. A porte-cochere will be provided for the hotel patrons to be dropped off. Entrance to the porte-cochere is provided via the Railway Parade, and the exit will be located on Burleigh Street.

Architectural plans associated with the proposal have been prepared by PTI Architects, and the plans indicating the car park are presented in **Attachment A**.

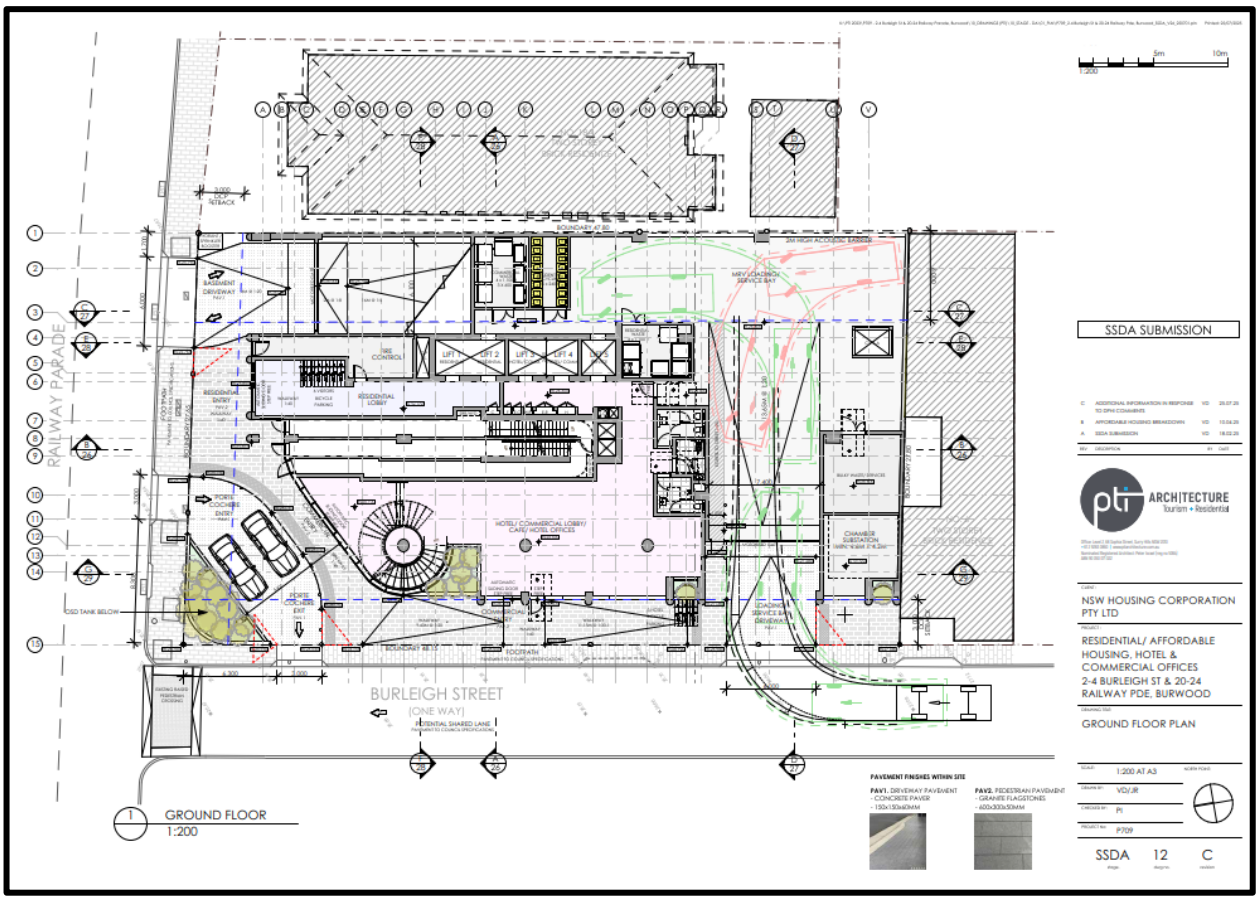


Figure 3 - Proposed Ground Floor Plan (Source PTI Architects)

The following subsections discuss the impact of the expected traffic generation levels associated with the subject proposal.

Trip Generation

The standard engineering practice is to determine the traffic activity associated with the proposal with reference to the 'TfNSW Guide to Traffic Generation Developments' (the Guide-2024). The vehicle trip activity of the proposal has been determined with reference to the TfNSW Guide to Transport Impact Assessment. In relation to the proposed residential and commercial uses located in an area easily accessible via public transport, the Guide recommends the following person trip rates:

Table 1 – Vehicle Trip Generation (Source TfNSW Guide to Transport Impact Assessment)

Use	AM Peak	PM Peak	Daily
Residential Use	0.19 per unit	0.15 per unit	1.52 per unit
Office use	1.6 per 100sqm (GFA)	1.2 per 100sqm(GFA)	11.29 per 100sqm(GFA)

The TfNSW Guide does not provide traffic generation for hotels. In accordance with TfNSW's comment, the trip generation rates for the proposed hotel accommodation are established with reference to the operational characteristics of a comparable hotel. To assess the traffic activity for the hotel, a traffic activity survey was conducted at Crowne Plaza, Burwood, over a period of one week, commencing on 18th July 2025, and covering a 24-hour timeframe. The Crowne Plaza Burwood is located at 60 Burwood Road, Burwood and accommodates a total of 90 rooms and includes a function centre and a restaurant. Cameras were installed at the entry and exit lanes to the car park, and all the traffic flow was recorded.

The surveys concluded the following:

- Peak traffic activity was recorded on a Saturday, with a daily traffic rate of 1.24 vehicle trips per room. During the morning peak period, traffic was recorded at 0.11 vehicle trips per room, while the afternoon peak traffic amounted to 0.09 vehicle trips per room.

Please note, the Crowne Plaza, Burwood does not feature a Porte cochere, and the main driveway is accessible via Webbs Lane. As a result, there is a chance that guests may be dropped off along Burwood Road. To account for this possibility, we have doubled the survey results, leading to the following findings:

- AM Peak – 0.22 vehicle trips per room;
- PM Peak – 0.18 vehicle trips per room; and
- Daily Trips – 2.48 vehicle trips per room.

Application of the above mode share to the projected vehicle trips generated by the proposal are summarised in the table below:

Table 2 – Summary of Vehicle Trip Generation

Peak	Use	Rate(vehicle trips)	Trips (Veh/hr)
AM Peak	Residential (48 units)	0.19 trips per unit	9.12
	Office Use (998sqm)	1.6 trips per 100sqm (GFA)	15.98
	Hotel (120 rooms)	0.22 trips per room	26.4
	Total		**51.48**
PM	Residential (48 units)	0.15 trips per unit	7.2
	Office Use (998sqm)	1.2 per 100sqm(GFA)	11.97
	Hotel (120 rooms)	0.18 vehicle trips per room	21.6
	Total		**40.76**
Daily	Residential (48 units)	1.52 trips per unit	72.96
	Office Use (998sqm)	11.29 trips per 100sqm(GFA)	112.67
	Hotel (120 rooms)	2.48 trips per room	297.60
	Total	**465.80**	**483.23**

According to the information provided to Solution1 Traffic Engineers, it is understood that access to the proposed function rooms, restaurant, and café will primarily be utilised by hotel patrons. It is important to note that both the function rooms and the café will also be accessible to the general public. As a result, these facilities are not expected to generate significant traffic activity on their own. However, it should be acknowledged that the Crowne Plaza includes the function rooms and restaurants; therefore, the surveyed traffic activity at this location incorporates the traffic associated with these uses.

Lastly, the proposed development site is currently occupied by residential dwelling houses, an educational coaching centre, a medical centre, and a hearing aid clinic, all of which generate traffic activity. If the standard engineering practice is adopted and the existing traffic activity is deducted from that of the projected activity of the proposal – this will further reduce the net increase in the local traffic activity.

However, for the purposes of this assessment, the projected traffic is considered additional or new to the current traffic flow on the surrounding road network.

Trip Distribution

The traffic activity associated with the proposed development was distributed based on the traffic flow on Railway Parade. During the morning peak period, the turning movement counts at the intersection of Burleigh Street with Railway Parade indicated 56% of traffic was travelling eastbound, and that the remaining 44% of the motorists were travelling westbound. These proportions were applied to distribute the projected traffic activity associated with the proposal onto the road network.

As part of the distribution process of the projected traffic activity, the existing turning movement ratios from the surveys were retained. For example, during the morning peak period at the intersection of Railway Parade and Burwood Road, it was observed that 20% of the westbound traffic on the west approach of Railway Parade turned left and proceeded south.

The figure below indicates the projected traffic volumes of the proposal on the road network:

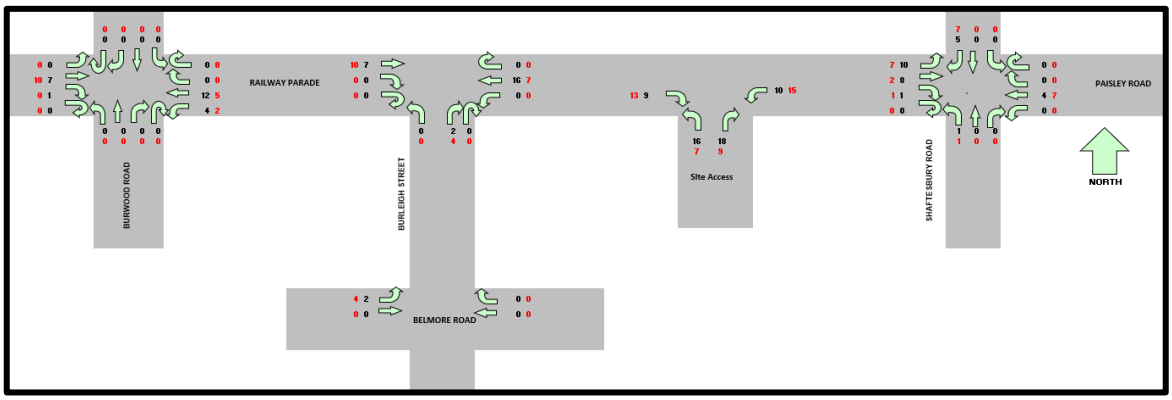


Figure 4: Projected Traffic Activity

The above projected traffic activity was superimposed on the surveyed intersection, and the resultant traffic flows are presented in the figure below:

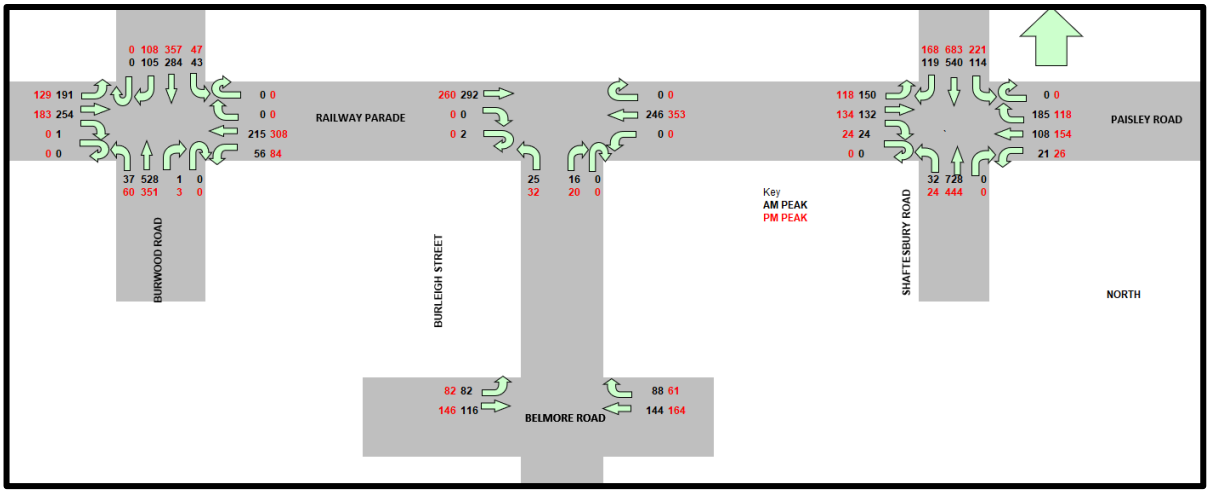


Figure 5: Projected + Existing Traffic Activity

Impact Assessment

To determine the operation of the intersection, the above volumes were applied to the existing SIDRA model, and the results are presented below:

Table 3 - Summary of Intersection Operation -Post Development

Intersection	Peak Period	Existing			Existing + Projected		
		Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)	Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)
Burwood Road/Railway Pde	AM Peak	23.0	B	0.448	23.1	B	0.445
	PM Peak	23.0	B	0.387	23.1	B	0.387
Shaftesbury Road /Railway Pde	AM Peak	37.1	C	0.899	40.5	C	0.917
	PM Peak	34.6	C	0.900	36.1	C	0.925
Burleigh St/Railway Pde*	AM Peak	8.1	A	0.154	8.2	A	0.158
	PM Peak	8.7	A	0.187	8.8	A	0.191
Burleigh St/Belmore Road*	AM Peak	6.5	A	0.078	6.5	A	0.078
	PM Peak	6.6	A	0.089	6.6	A	0.089

* worst movement results are reported for the priority-controlled & Roundabout intersections

The modelling results indicate that following the completion of the development, the intersection will continue to operate similarly to the existing conditions, suggesting the proposal has no detrimental impact on the operation of the road network.

Cumulative Assessment

A review of the Burwood Council's website indicates that in 2024, a State Significant Development (SSD) was approved for a site located 400m north of the subject site. The approved site is located at 17 George Street, 21 George Street and 28-34 Victoria Street, Burwood.

The approved development is summarised in the table below:

Table 4 - Summary of the Approved Development

Building	Use	No. of Units/Sqm
Building A **(28-34 Victoria Street)**	Residential	253
	Café/Restaurant Use (998sqm)	254sqm
	Private hospital/Health Imaging Facility	5,348sqm
Building B **(21 George Street)**	Residential	75
	Serviced Apartment	9
	Office/Commercial	806
	Retail	325
Building C **(17 George Street)**	Residential	53
	Serviced Apartment	16
	Office/Commercial	1,078
	Cafe	96
	Retail	158

Varga Traffic and Planning Consultancy prepared the traffic and parking impact assessment (TIA) report to accompany the SSDA. A review of the TIA indicates that the approved development has the potential to generate the traffic activity presented in **Figure 6** overleaf:

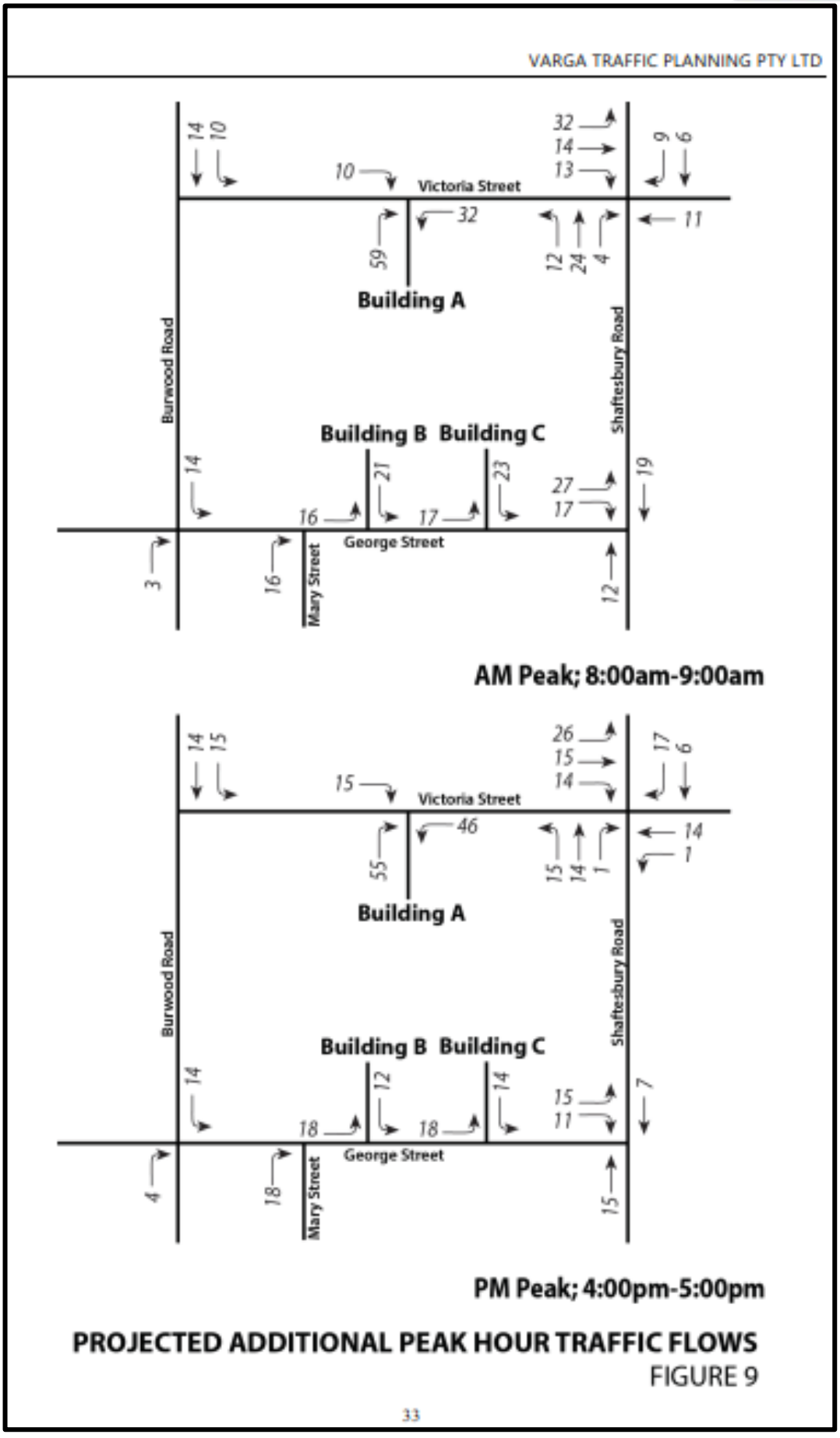


Figure 6: Approved Traffic Activity

As part of this assessment, Solution1 have assumed that all additional traffic generated from the approved development travelling to/from the south of George Street on either Burwood Road or Shaftesbury Road will travel through the following two intersections:

- Railway Parade with Burwood Road; and
- Railway Parade with Shaftesbury Road.

Therefore, the above traffic was superimposed on the post-development traffic generated by the proposed development and is summarised in **Figure 7** below:

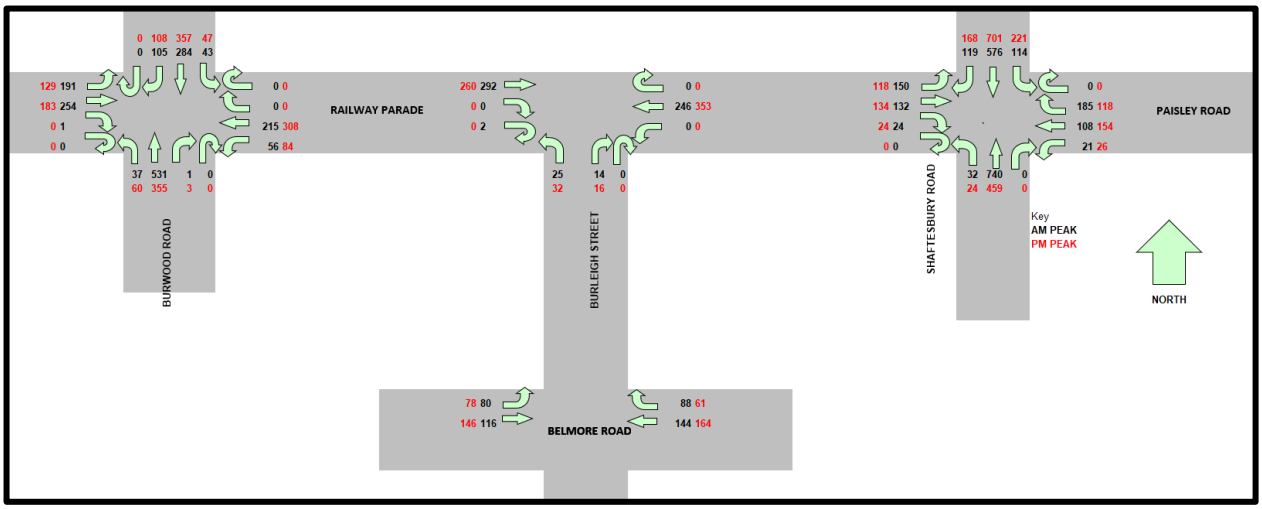


Figure 7: Post Development + Approved Traffic Activity

To determine the operation of the intersection, the above volumes were applied to the Post Development SIDRA model, and the results are presented below:

Table 5 - Summary of Intersection Operation -Post Development + Approved Development

Intersection	Peak Period	Existing+ Projected			Existing + Projected + Approved		
		Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)	Avg. Delay (Secs)	Level of Service (LoS)	Degree of Saturation (DoS)
Burwood Road/Railway Pde	AM Peak	23.1	B	0.445	23.2	B	0.448
	PM Peak	23.1	B	0.387	23.1	B	0.391
Shaftesbury Road /Railway Pde	AM Peak	40.5	C	0.917	42.8	C	0.950
	PM Peak	36.1	C	0.925	38.8	C	0.928
Burleigh St/Railway Pde*	AM Peak	8.2	A	0.158	8.2	A	0.158
	PM Peak	8.8	A	0.191	8.8	A	0.191
Burleigh St/Belmore Road*	AM Peak	6.5	A	0.078	6.5	A	0.078
	PM Peak	6.6	A	0.089	6.6	A	0.089

* worst movement results are reported for the priority-controlled & Roundabout intersections

The modelling results indicate that following the completion of the proposed and approved developments, the intersection will continue to operate similarly to the existing conditions, suggesting the proposal has no detrimental impact on the operation of the road network.

PROVISION OF CAR PARKING SPACES

Number of car parking spaces required for the Development.

The subject site is located at 2-4 Burleigh Street and 20-24 Railway Parade, Burwood, and is part of the Burwood City Council LGA. The proposal involves the construction of a mixed-use development with affordable housing infill, comprising residential development, hotel, function rooms, restaurant, and commercial offices, and therefore, on-site parking requirements are determined with reference to the State Environmental Planning Policy (Housing) 2021 (SEPP).

The subject site is within 200m of the Burwood train station and is identified as an accessible site.

> Clause 19 of SEPP specifies the on-site parking requirements for residential development.
>
> *(e) the following number of parking spaces for dwellings used for affordable housing—*
>
> *(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,*
>
> *(f) the following number of parking spaces for dwellings not used for affordable housing—*
>
> *(ii) for each dwelling containing 2 bedrooms—at least 1 parking space,*

Additionally, for the proposed commercial development and hotel use, Table 2 of the Burwood City Council DCP specifies the following:

> *1 space for the first 400 sqm or part thereof, plus 1 space per 120 sqm or part thereof additional to the first 400 sqm. Up to 20% of this can be regarded as parking for visitors to the office or business premises (Visitors Parking).*
>
> *Hotel use – 1 space per unit and 2 spaces for employees involved in the Tourist and visitor accommodation business.*
>
> *Restaurant Use - 1 space for the first 400 sqm or part thereof, plus 1 space per plus 1 space per 40 sqm or part thereof, additional to the first 400 sqm.*
>
> *Function Centre- As determined by Council, having regard to a Transport, Traffic and Parking Impact Report and Management Plan, or a Transport, Traffic and Parking Impact Report, as applicable.*
>
> In the absence of a specified parking rate for the Function Centre within the Development Control Plan (DCP), the parking demand has been assessed using the rates outlined in the Inner West Council's DCP, which is the neighbouring council. To determine the parking requirements, the Inner West Council has classified regions based on their accessibility to public transport. Areas situated in close proximity to train stations or those with excellent public transport access are designated as "Parking Area 1." The subject site is conveniently located near Burwood Station/interchange, consequently allowing for the calculation of parking demand for the Function Centre in accordance with the standards for "Parking Area 1." The Inner West Council recommends an on-site parking rate of one space per 80 square meters of gross floor area (GFA) for function centres within this classification.

In 2017, Bitzios Consulting conducted a parking study to assess the on-site parking requirements for hotel use in support of a development application (DA) for a site within the Burwood Council LGA. The study compared hotel parking rates across various strategic centres, including Chatswood, St Leonards, Parramatta, and Hurstville, which share characteristics similar to Burwood Town Centre. These areas all feature key amenities such as a train station, bus interchange, major shopping centre, significant employment hub, and multiple nearby attractions with established hotels.

The study found that hotels in these strategic centres primarily offer paid parking on-site, with spaces available either through pre-booking or on a "first-come, first-served" basis. As a result, these hotels do not maintain a parking provision of one space per room. Based on these findings, the study recommended a parking rate of 0.3 spaces per room. The suggested parking rates are similar to those recommended by the TfNSW Guide to Traffic Generation Developments for Motel Use (i.e., one space per 4 rooms).

Therefore, as part of this assessment, we have used the on-site parking rate recommended by Bitzios Consulting of 0.3 spaces per room.

The proposal involves the construction of a mixed-use development comprising residential development, hotel and commercial offices. The proposed development will accommodate the following uses:

- Two-bedroom x 48 dual key units;
- Hotel room x 120 rooms; and
- Commercial office – 998sqm.

Additionally, ancillary function rooms, a restaurant, a cafe, and a gym will be provided to support the proposed hotel's operation.

On-site parking requirements are summarised in **Table 6**:

Table 6 - On-Site Parking Requirement

Use	**Council's or SEPP Parking Requirement**	**No. of Unit/Commercial Area**	**On-Site Parking Spaces Based on Council's/SEPP rate (no. of spaces)**	**Bitzios Consulting, SEPP Parking Requirement, or Innerwest Council**	**On-Site Parking Spaces Based on Bitzios Consulting/SEPP rate (no. of spaces)**
Residential Use	0.5 space per 2-bedroom unit (Affordable units)	18 units	9.0	0.5 space per 2-bedroom unit (Affordable units)	9.0
	1.0 space per 2-bedroom unit (non-Affordable units)	30	30.0	1.0 space per 2-bedroom unit (non-Affordable units)	30.0
Commercial use*	1 space per 400m² gross floor area *plus 1 space per 120 sqm or part thereof additional to the first 400 sqm.*	998sqm	5.98(6)	1 space per 400m² gross floor area *plus 1 space per 120 sqm or part thereof additional to the first 400 sqm.*	5.98(6)
Hotel Use	1 space per unit + 2 spaces for employees	120	122	0.3 spaces per room +2 spaces for employees	38
Restaurant Use	*1 space for the first 400 sqm or*	104	1	N/A	

	part thereof, plus 1 space per plus 1 space per 40 sqm or part thereof, additional to the first 400 sqm.				
Function Centre	*Traffic and Parking Impact Report*	369	N/A	*1 space 80sqm GFA*	4.61(say 5)
Total			**168 spaces**		**86**

The proposal includes an on-site parking provision of 138 car spaces, including ten (10) disabled car spaces – compliant with the planning requirements.

Additionally, the proposed development site is currently home to residential dwellings, an educational coaching centre, a medical centre, and a hearing aid clinic. It is understood that these existing uses rely on the available public parking to support their operations.

In this regard, the proposed on-site parking provision is considered adequate to service the proposed development and unlikely to exacerbate the existing parking demand experienced in the area.

Swept Path Assessment

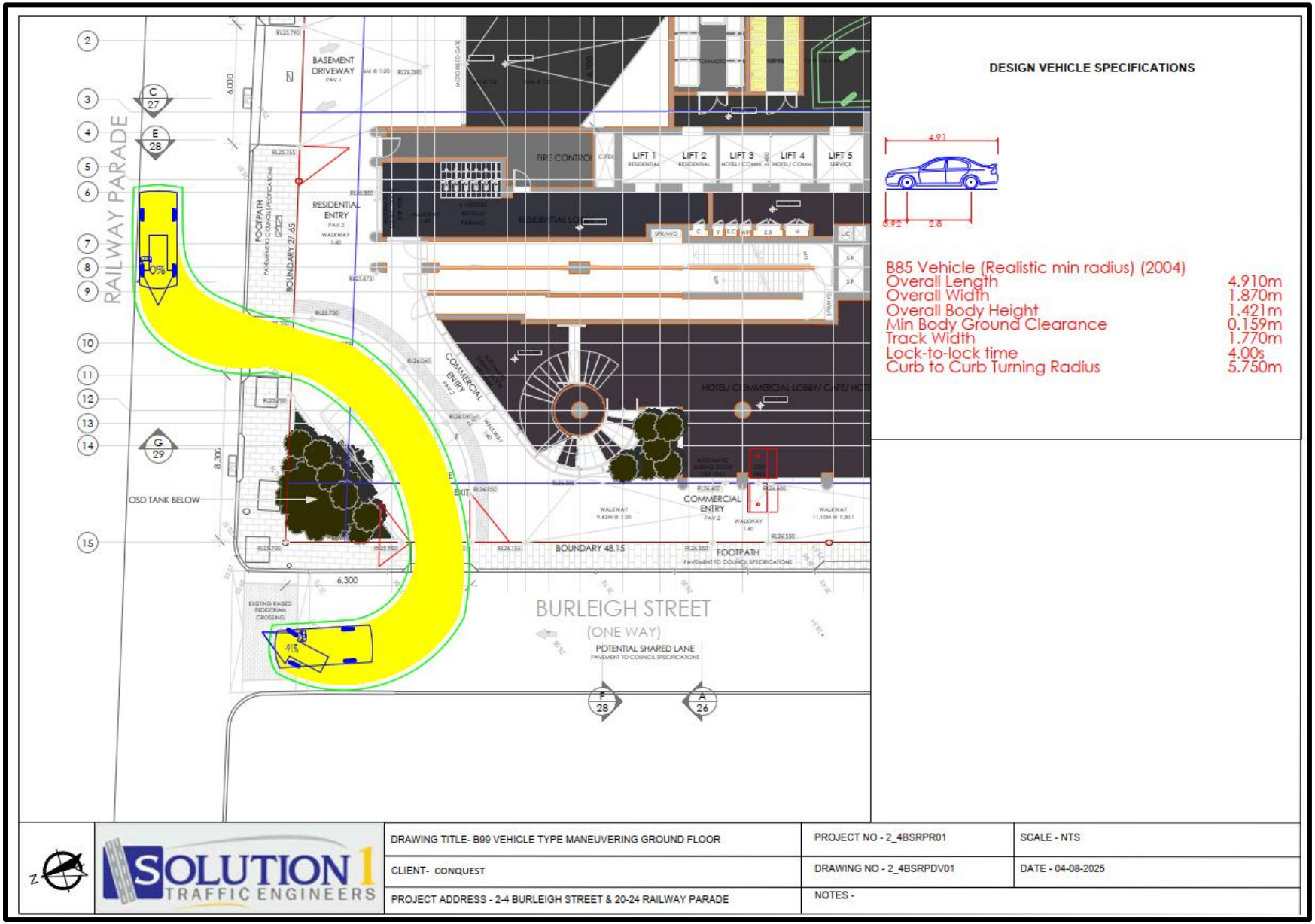
Swept path diagrams have been prepared to check the proposed Porte-cochere access arrangement. Swept path was undertaken using AutoTurn with the application of Standard B85th &B99th passenger vehicles. The swept paths are shown below, and it is concluded that the proposed design is adequate to allow for a passenger vehicle to enter and exit in a forward direction.

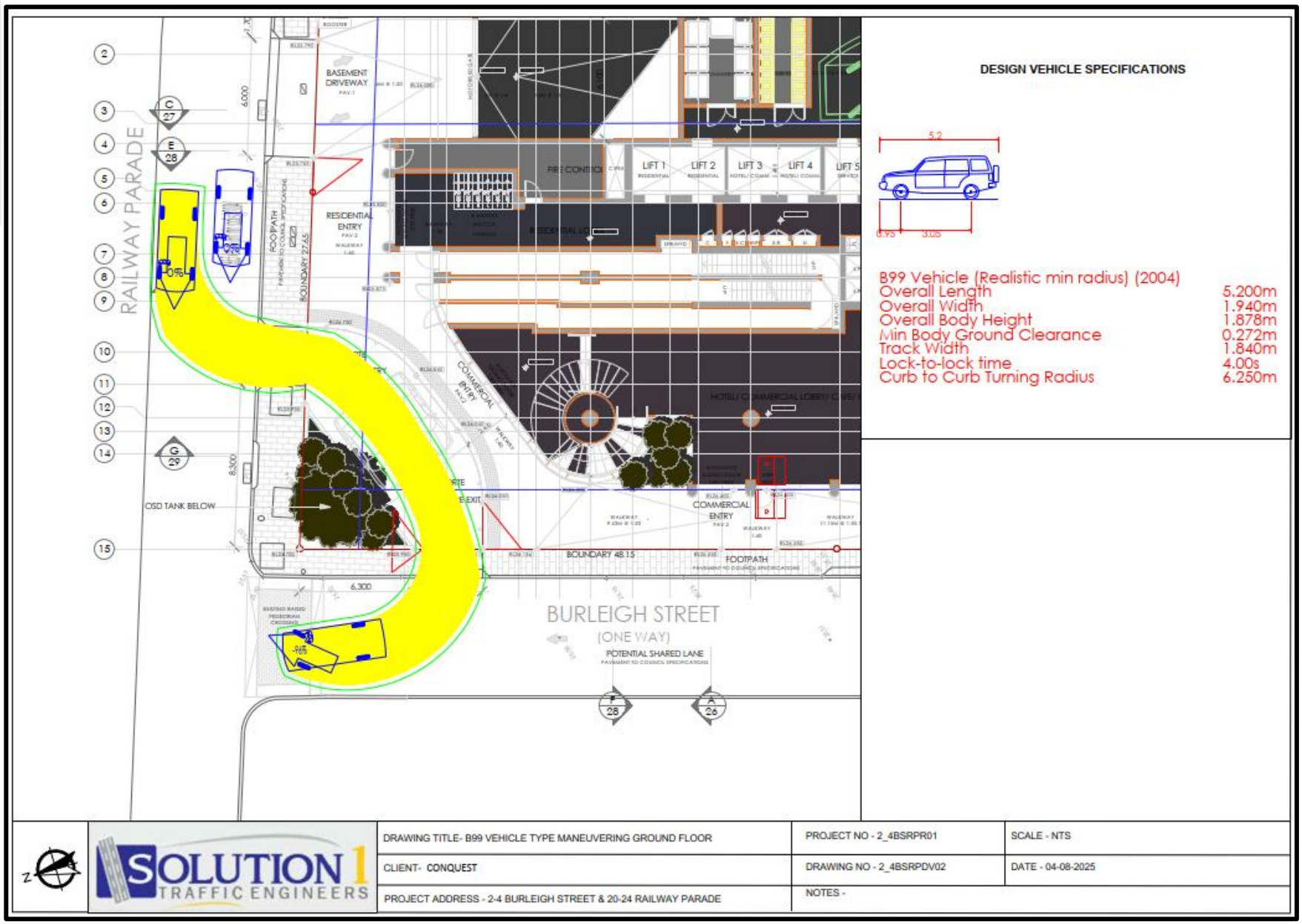
Furthermore, the majority of hotel patrons are likely to be unfamiliar with the local conditions and utilise taxis or ride-share services to access the site. The proposed porte cochere will create a secure location for these vehicles to park and drop off customers. Without this designated area, ride-share/taxi services are unlikely to utilise the basement-level drop-off area—if such an area is provided—and may instead resort to parking on the street, leading to double parking along the site's frontage on Railway Parade (due to the ease of access). This scenario would obstruct through traffic and significantly impact the safety of both hotel patrons and motorists on Railway Parade.

Furthermore, hotel guests arriving by car typically check in before proceeding to park in the basement car park. With parking demand high on Railway Parade, this behaviour may lead to illegal stopping or double parking, which consequently creates hazardous conditions.

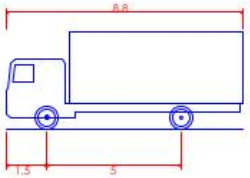
It is essential to note that access to the basement parking will be shared with both commercial and residential users of the proposed mixed-use development. If unrestricted access is granted to the basement-level parking area, it could potentially compromise the safety of residential residents.

Lastly, the entrance to the proposed porte cochere on Railway Parade is strategically located outside the prohibition zone as recommended by Figure 3.1 of AS2890.1. In this regard, the proposed porte cochere serves to enhance the safety of hotel users and maintain unrestricted traffic flow on Railway Parade.


RAILWAY PARADE
BASEMENT DRIVEWAY
RESIDENTIAL ENTRY
FOOTPATH
BOUNDARY 27.45
FIRE CONTROL
LIFT 1
LIFT 2
LIFT 3
LIFT 4
LIFT 5
COMMERCIAL ENTRY
HOTEL/ COMMERCIAL LOBBY/ CAFE/ HOTEL
OSD TANK BELOW
EXIT
BOUNDARY 48.15
FOOTPATH
6.300
BURLEIGH STREET
(ONE WAY)
POTENTIAL SHARED LANE
C 27
E 28
G 29
F 28
A 26
DESIGN VEHICLE SPECIFICATIONS
4.91
0.92
2.8
B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.910m
Overall Width 1.870m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m
DRAWING TITLE- B99 VEHICLE TYPE MANEUVERING GROUND FLOOR
PROJECT NO - 2_4BSRPR01
SCALE - NTS
CLIENT- CONQUEST
DRAWING NO - 2_4BSRPDV01
DATE - 04-08-2025
PROJECT ADDRESS - 2-4 BURLEIGH STREET & 20-24 RAILWAY PARADE
NOTES -


RAILWAY PARADE
BASEMENT DRIVEWAY
RESIDENTIAL ENTRY
FOOTPATH
BOUNDARY 27.65
OSD TANK BELOW
COMMERCIAL ENTRY
COMMERCIAL ENTRY
BOUNDARY 48.15
FOOTPATH
BURLEIGH STREET
(ONE WAY)
POTENTIAL SHARED LANE
LIFT 1
LIFT 2
LIFT 3
LIFT 4
6.000
6.300
6.300
DESIGN VEHICLE SPECIFICATIONS
5.2
0.95
3.05
B99 Vehicle (Realistic min radius) (2004)
Overall Length 5.200m
Overall Width 1.940m
Overall Body Height 1.878m
Min Body Ground Clearance 0.272m
Track Width 1.840m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 6.250m
DRAWING TITLE- B99 VEHICLE TYPE MANEUVERING GROUND FLOOR
PROJECT NO - 2_4BSRPR01
SCALE - NTS
CLIENT- CONQUEST
DRAWING NO - 2_4BSRPDV02
DATE - 04-08-2025
PROJECT ADDRESS - 2-4 BURLEIGH STREET & 20-24 RAILWAY PARADE
NOTES -

DESIGN VEHICLE SPECIFICATIONS



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m

SOLUTION 1 TRAFFIC ENGINEERS

DRAWING TITLE- MRV VEHICLE TYPE TURNING LEFT ON RAILWAY PARADE	PROJECT NO - PT2_4BSR01	SCALE - NTS
CLIENT- CONQUEST	DRAWING NO - PT2_4BSV01	DATE - 14-08-2025
PROJECT ADDRESS - 2-4 BURLEIGH STREET & 20-24 RAILWAY PARADE, BURWOOD	NOTES -	

BELMORE STREET
BURLEIGH STREET
5%
DESIGN VEHICLE SPECIFICATIONS
MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.000m
8.8
5
SOLUTION 1 TRAFFIC ENGINEERS
DRAWING TITLE- MRV VEHICLE TYPE ACCESSING BURLEIGH ST
CLIENT- CONQUEST
PROJECT ADDRESS - 2-4 BURLEIGH STREET & 20-24 RAILWAY PARADE, BURWOOD
PROJECT NO - P72_4BSR01
DRAWING NO - P72_4BSV02
SCALE - NTS
DATE - 14-08-2025
NOTES -

Conclusions

Based on the assessment presented in this report, it is considered that:

- The proposed development for the site at 2-4 Burleigh Street & 20-24 Railway Parade, Burwood, is for a mixed-use development;
- The site has excellent access to the local area and the greater Sydney region through public transport. With public transport options within reasonable walking distance of the site, it is likely that patrons use public transport when travelling to and from the site.
- The proposed development will generate additional but low levels of trips throughout the day. It is expected that these trips can be accommodated at nearby intersections without affecting intersection performance or increasing delays and queues.
- The swept path assessment demonstrates that the proposed porte-cochere is adequate to allow passenger cars to enter and exit in the forward direction.

In conclusion, this study indicates that the proposed development is not envisaged to have adverse impacts on the surrounding traffic or pedestrian conditions. Therefore, the proposed development changes should be supported on traffic and pedestrian grounds.