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Response to the DPHI
2-4 Burleigh St & 20-24 Railway Parade, Burwood NSW 2134
12th of November 2025

Attn: Joseph Puckeridge

Assistant Development Manager

NSW Housing Corporation Pty Ltd

Dear Joseph,

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 the Burwood Council have requested the following additional information:

Recommendation

The proliferation of driveways associated with the proposed development is not supported. It is acknowledged driveway widths have been reduced; however, the extent of driveways remains unchanged to that of the original SSDA proposal.

Consideration should be given to investigating the consolidation of driveways along Railway Parade, to have a combined single basement car park/porte-cochere. Consolidation of these driveways would improve pedestrian amenity and remove the need to have a driveway located so close to the intersection with Burleigh Street.

Solution 1 Response

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, as part of the design process, the design team considered combining the entrance to the porte cochere with the driveway accessing the basement-level car park. Combining the driveway would involve the motorist accessing the porte-cochere and driving past residents exiting the basement-level car park. This would result in hazardous conditions and create an unsafe environment for motorists accessing the proposed mixed-use.

Considering the above, it was appropriate to separate vehicular access to the basement-level car park from the porte-cochere and to retain the proposed design.

Recommendation

The modification to the Porte-cochere exit shows a reduced driveway width, which pushes exiting vehicles closer to Railway Parade. If the driveway is narrowed it should be required to provide a greater distance from Railway Parade to address the concerns previously raised.

Solution 1 Response

The driveway servicing the Porte-cochere is now modified to include a waiting bay, as shown in the figure overleaf:

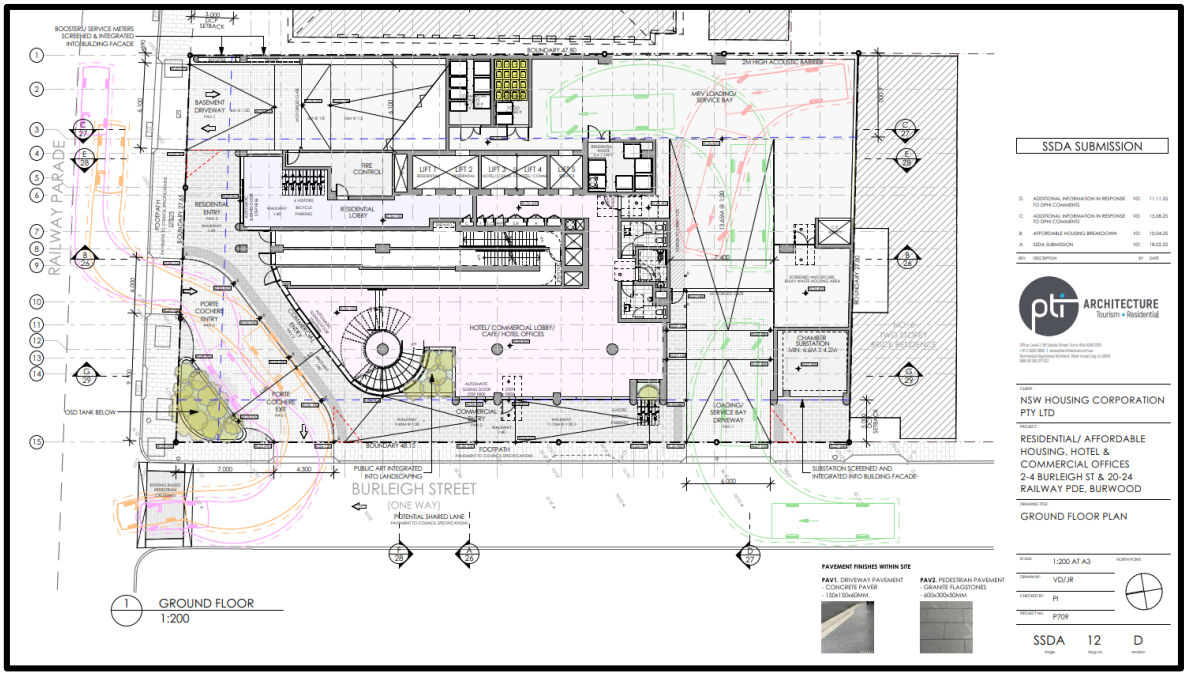


Figure 1 – Proposed Porte-Cochere(Source Architectural Plan Prepared by PTI Architects)

Figure 3.1 of the Standard (AS2890.1-2004) shown below, specifies the prohibited location for the introduction of a Category 1 driveway.

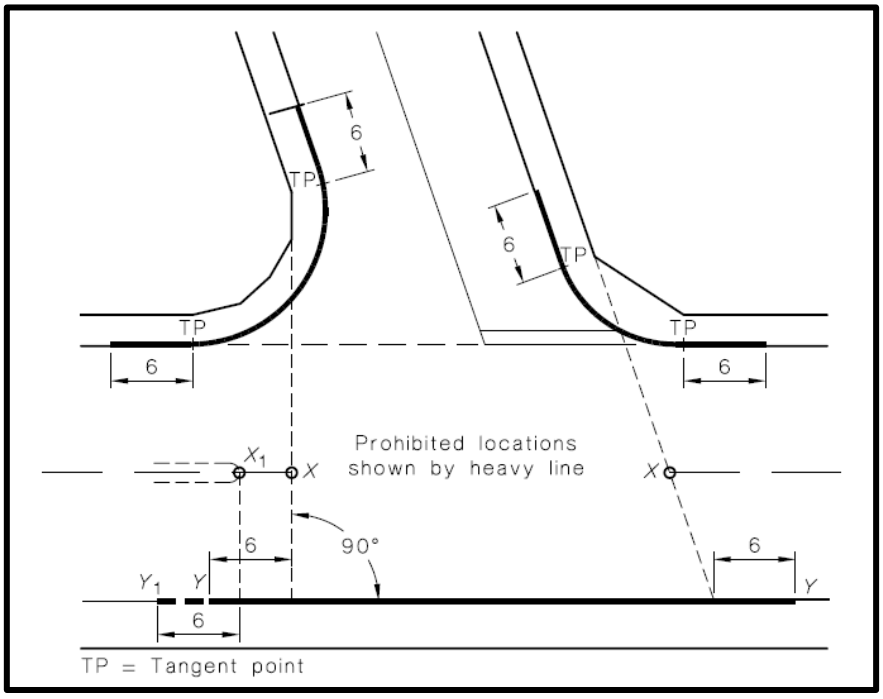


Figure 2 Prohibited Locations of Access Driveway (Source AS2890.1-2004)

A review of the proposed exit driveway servicing the Porte-Cochere indicates the driveway is located well outside the prohibition zone and, therefore, the proposal is considered compliant with the Standard.

Recommendation

The modification to the basement driveway which now includes an offset between the vehicle crossover at the kerb and the internal aisle is not supported as it will lead to conflict between entering and exiting traffic.

Solution 1 Response

The driveway serving the basement-level car park has been modified to align with the internal aisle. For additional details, please refer to the updated architectural plans (Ground floor- drawing No SSDA-12 Revision D) and an extract of the driveway is presented in the figure below:

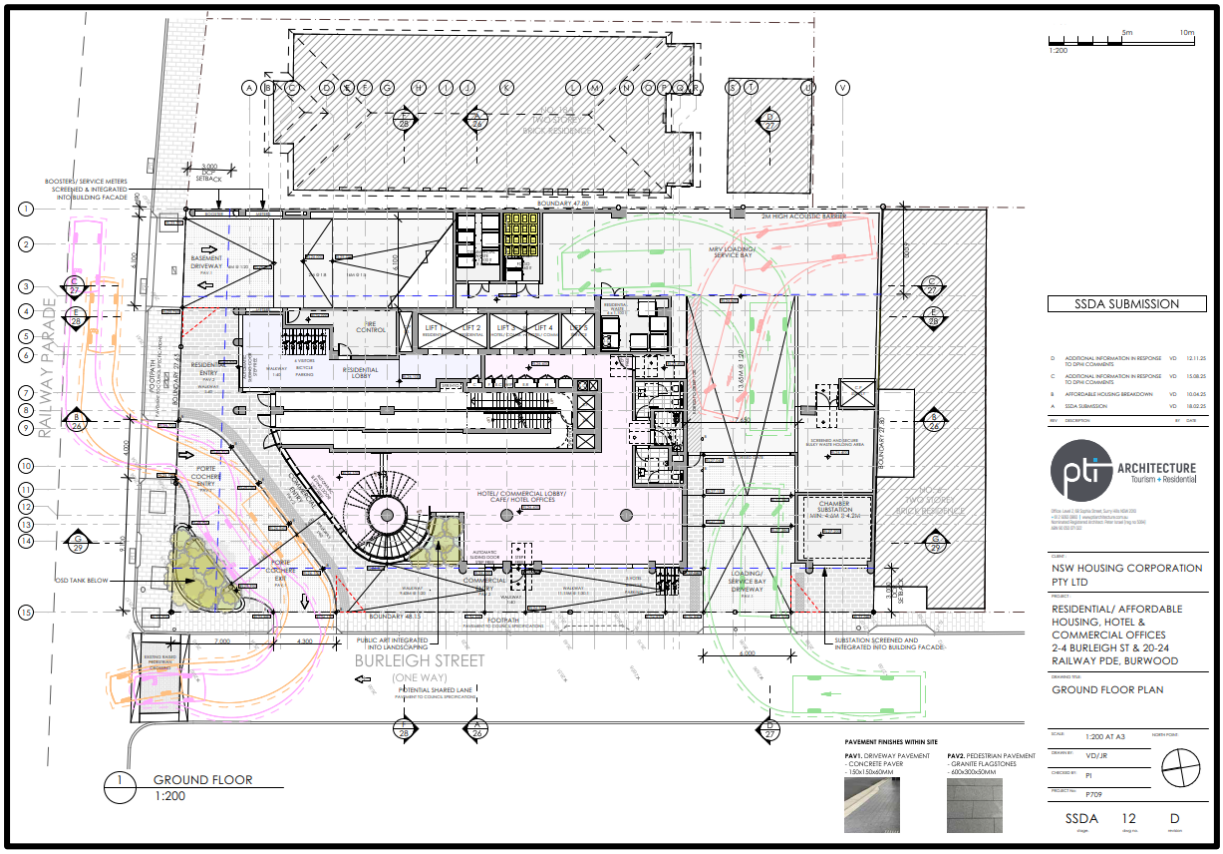


Figure 3 – Proposed Driveway servicing Basement Level (Source Architectural Plan Prepared by PTI Architects)

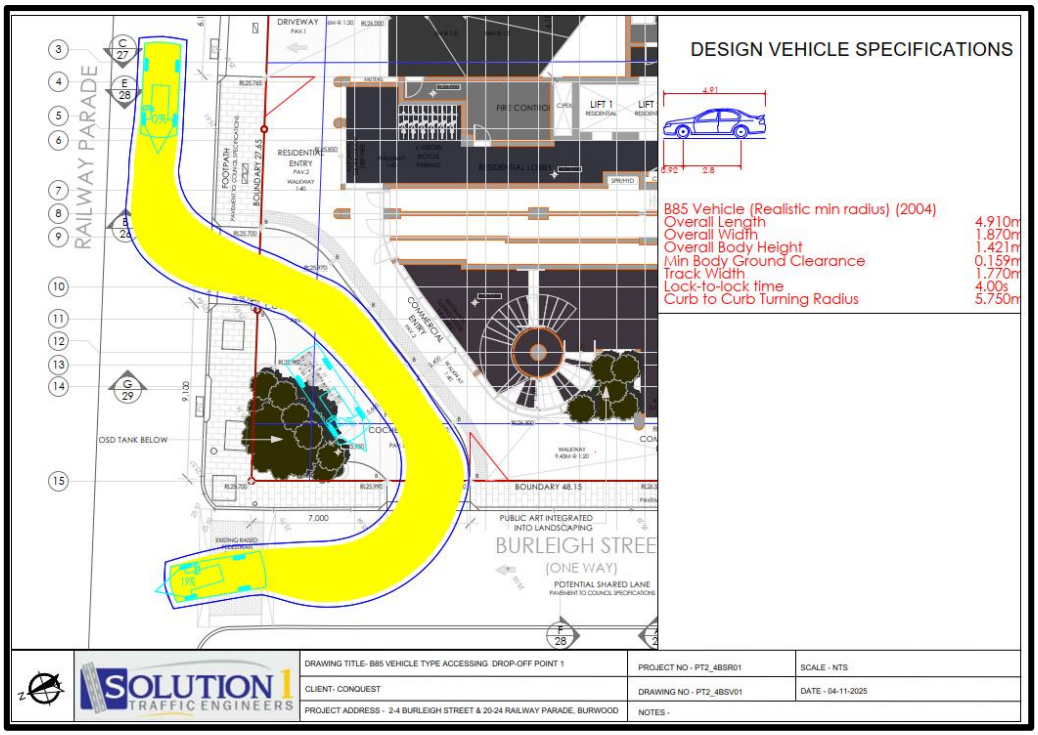
Recommendation

No evidence in the way of swept path analysis has been provided for the design of the Porte Cochere to show how two vehicles can use this space simultaneously, or how one vehicle entering can enter if another vehicle is already parked in this space.

Solution 1 Response

Swept path diagrams have been prepared to check the proposed Porte-cochere access arrangement. Swept path was undertaken using Autodesk Vehicle Tracking software 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.



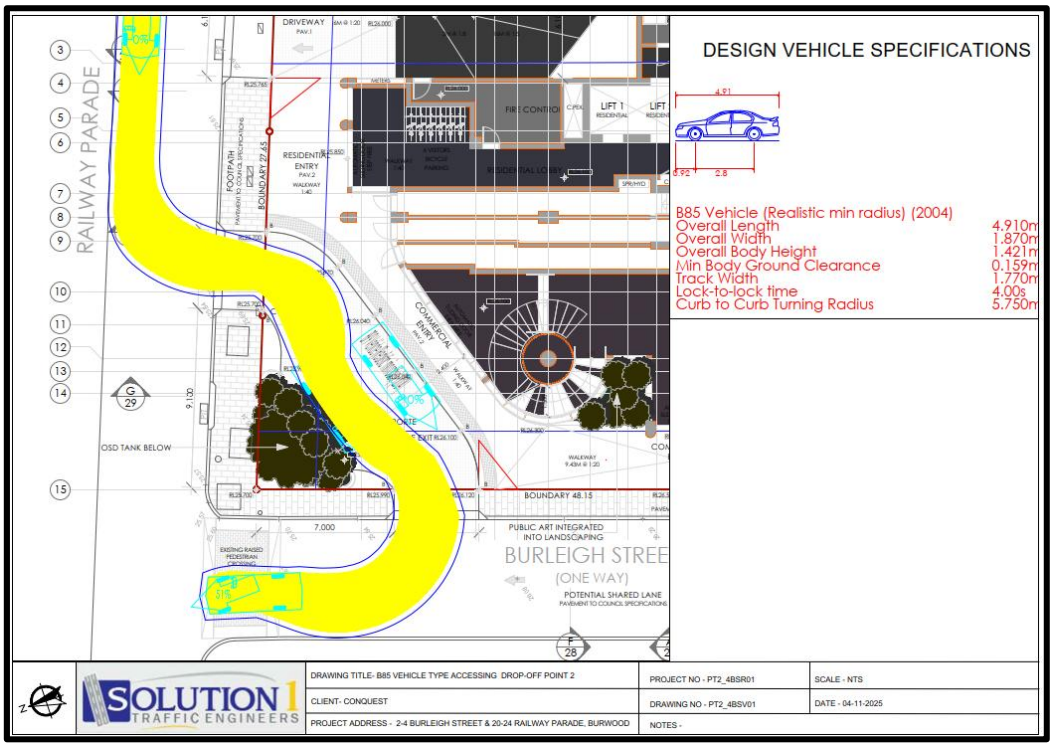


Figure 4 – Swept Path Assessment Demonstrating B85th vehicle type accessing the Porte-Cochere

Recommendation

- *The motorised gate at the entry to the loading dock is to be set back so as to allow the largest sized vehicle to be able to pull into the site fully without blocking the footpath while waiting for the gate to open.*
- *The motorised gate on the ramp on level B2 which leads down to level B3 will restrict access to resident visitor parking spaces. All resident visitor parking spaces are therefore required to be placed on level B1 and accessible at all times, or alternately able to be accessed via an intercom to all residential units. A turning space would be required to be provided on level B2 if visitor spaces are to be located on level B3 in the event that a visitor cannot get access to B3.*

Solution 1 Response

The plans have been revised to include the council's recommendation. The driveway servicing the loading dock is now modified to include a motorised gate at the entry to the loading dock, which is to be set back. Also, the basement level includes the recommended intercom.

For additional details, please refer to the updated architectural plans (Ground floor —drawing No. SSDA-12, Revision D).

Recommendation

For the purpose of parking calculations, the two-bedroom units have been classified as 2 x one-bedroom as advised. This therefore equates to 36 affordable one-bedroom units, and 60 non-affordable one-bedroom units. Under the DCP 96 resident and 19 visitor parking spaces are required. Under the SEPP 44 resident and 0 visitor parking spaces are required. The plans show 82 resident and 2 visitor parking spaces.

Solution 1 Response

Please refer to the client's planner response for this comment.

Recommendation

Confirmation of what parking is required to be removed within Burleigh Street opposite the site to allow for service vehicles and vehicles exiting the porte-cochere are to be provided.

The section of Burleigh Street situated between the access driveway for the basement level parking and the porte-cochère must remain unobstructed, and on-street parking should not be permitted in this area.

TfNSW's Recommendation

A Pedestrian Road Safety Audit be undertaken for the existing situation to identify current deficiencies along Railway Parade in the vicinity of the proposed development and any potential deficiencies identified which may arise from the development that require mitigation.

Council, as the relevant Road Authority, needs to be satisfied that the proposed depressed footway crossings are appropriate to maintain safety and a high level of service for pedestrians.

Solution 1 Response

A pedestrian safety audit generally assesses the pathways utilised by pedestrians to essential destinations, such as the high street and transport interchanges.

In July 2025, a meeting was convened with the planning team at Burwood City Council to discuss the proposed development. During this meeting, the planning team suggested that a master plan for the local area be approved, which encompasses the council's car park located on Burleigh Street. This master plan is anticipated to include enhancements along Railway Parade; however, specific details remain undisclosed at this time.

Furthermore, in accordance with Clause 3.2.4 of the Australian Standard for Off-Street Parking Facilities (AS2890.1-2004), the design of the proposed driveways, including the porte-cochère, will incorporate the recommended pedestrian safety sight triangles. This design aims to ensure the safety of pedestrians along Railway Parade. In this regard, the proposed arrangements for the driveways will contribute positively to pedestrian safety along the site's frontage.

Consequently, it is considered appropriate to integrate a pedestrian safety audit as a condition of consent as further details of the master plan for the local area should be known.

Recommendation:

An adjoining breakdown lane strip 2.0 wide is provided on one side of a single queuing lane. Ref AS 2800.1:2004 Section 3.4 Table 3.3 has not been provided.

The submitted plans do not demonstrate compliance with AS: 2800:2004 and other relevant technical guidelines. Existing transport network operations and high pedestrian activity at this location require this to be addressed by the Applicant.

The access driveway for the Porte cochere needs to comply with AS 2890.1:1994 and have clear sight lines to in accordance with Figure 3.1 Section 3.2.4 AS 2890,1:2004.

TfNSW will require the Applicant to address these prior to any concurrence under section 138 of the Roads Act, 1993 being provided. Due to the design changes to the development and to avoid further modifications, TfNSW recommends that this occurs prior to any determination issued by the DPHI.

To assist, TfNSW would welcome a discussion with the Applicant and DPHI to outline what is required to address the above matters.

Solution 1 Response

The driveway servicing the Porte-cochere is now modified to include a waiting bay, as shown in the figure overleaf:

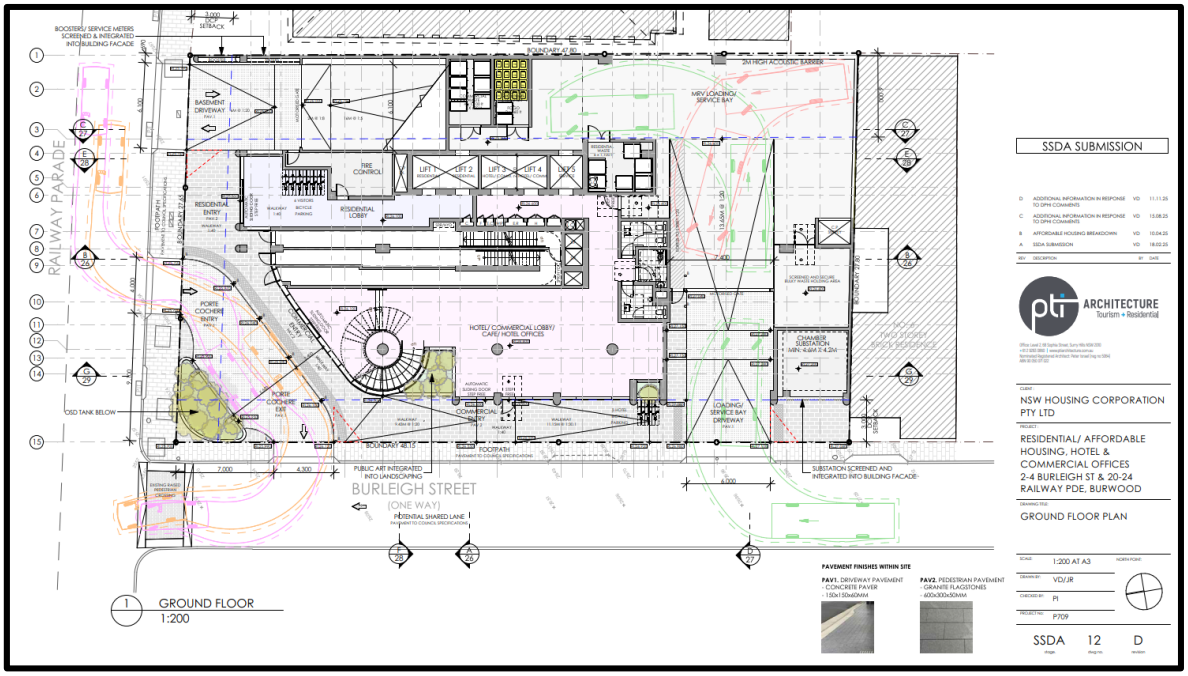


Figure 5 – Proposed Porte-Cochere(Source Architectural Plan Prepared by PTI Architects)

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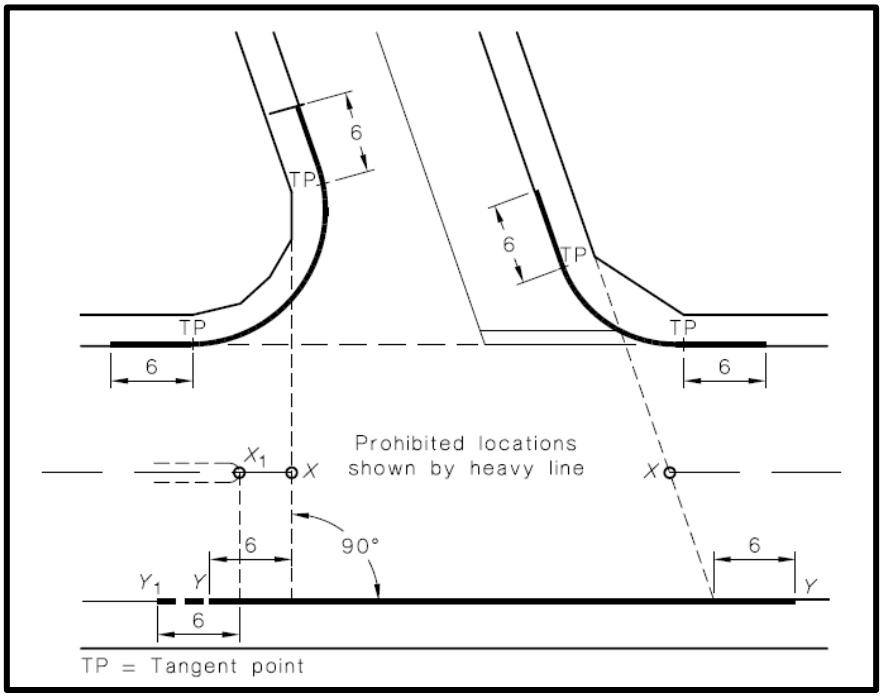

Figure 6 Prohibited Locations of Access Driveway (Source AS2890.1-2004)

A review of the proposed exit driveway servicing the Porte-Cochere indicates the driveway is located well outside the prohibition zone and, therefore, the proposal is considered compliant with the Standard.

The plans have been revised to include the council's recommendation. The driveway servicing the loading dock is now modified to include a motorised gate at the entry to the loading dock, which is to be set back. Also, the basement level includes the recommended turning bay.

For additional details, please refer to the updated architectural plans (Ground floor- drawing No SSDA-12 Revision D.

The driveway servicing the basement level car park is now modified to be aligned with the internal aisle. For additional details, please refer to the updated architectural plans (Ground floor- drawing No SSDA- 12 Revision D) and an extract of the driveway is presented in the figure below:

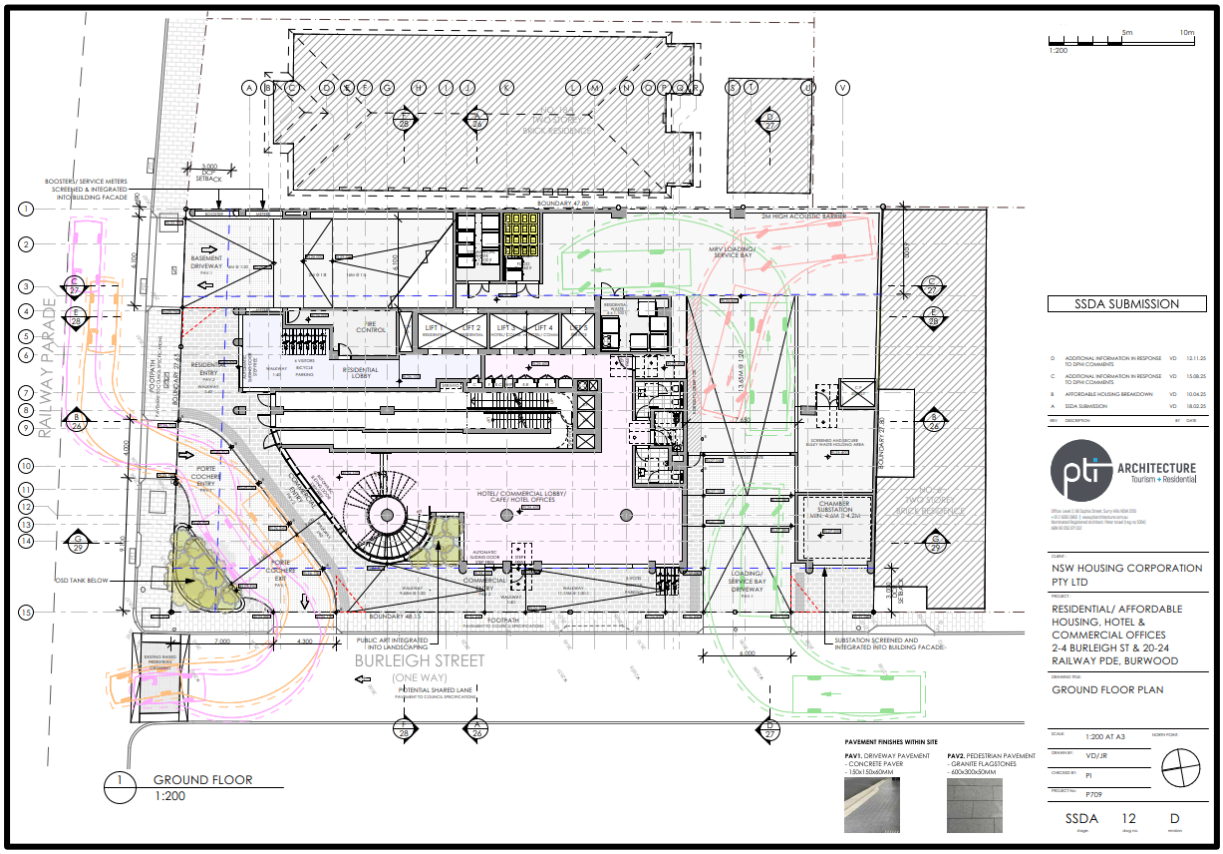

Figure 7 – Proposed Driveway servicing Basement Level (Source: Architectural Plan Prepared by PTI Architects)

Recommendation:

As part of the operational Plan of Management (PoM) of the development, TfNSW recommends that a requirement is included to ensure that deliveries are organised outside of transport peak periods and any other management strategies to ensure that road safety and transport operations is maintained.

Solution 1 Response

Solution1 proposes that the considerations outlined above should be regarded as integral components of the conditions of consent and will be systematically incorporated into the Plan of Management (PoM).