
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/12379/mc

8 October, 2024

Transport Planning
Traffic Studies
Parking Studies

Stockland
Level 25
133 Castlereagh Street
SYDNEY NSW 2000

Attention: Hee-Jung Yoon
Email: HJ.Yoon@stockland.com.au

Dear Madam,

RE: TRINITY STAGE 2 BUILD-TO-RENT HOUSING DEVELOPMENT
RESPONSE TO MATTERS RAISED BY AUTHORITIES

As requested, we are writing with regards to traffic and parking matters raised by Ryde City Council for the State Significant Development Application (SSD-55844212), for the Trinity Stage 2 Build-to-Rent housing development at 39 Delhi Road, North Ryde.

Traffic matters raised by Ryde City Council and our responses are set out below.

Matter Raised

- *The submitted swept path diagram shows standard vehicle will encroach upon the opposite aisle/traffic flow, this does not comply with AS2890.1 Clause 2.5.2 (c).*
- *The aisle width shall be widened to allow for two-way traffic flow without encroachment upon the opposite aisle/traffic flow. Updated swept path diagram shall be provided to demonstrate fulfilment of this requirement. Alternatively, measures shall be implemented to provide drivers clear indication who is giving way in these intersection areas to avoid conflicting flow. These measures shall be reflected on the proposed plans and updated traffic report.*

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

Response

The Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS2890.1-2004, allows for non critical areas within car parks that do not require two vehicles to pass. These non critical areas include the intersection of internal circulation aisles within residential car parks with low traffic generation, low speed environment and good sight lines. For these areas the Australian Standard allows for the overlap of vehicle swept paths for opposing turns.

In accordance with AS2890.1-2004 the internal circulation aisles within the car park will be at least 5.8 metres wide, allowing appropriate access to adjacent parking spaces and sufficient width to allow two vehicles to pass.

The proposed residential car park (comprising some 92 residential spaces and 42 visitor spaces), located within the Stage 2 development basement car park, will have a traffic generation of some 16 to 20 vehicles per hour two-way during peak periods. Such a low traffic generation would not result in traffic issues within the car park. The likelihood of two vehicles requiring to pass would be low. Should however two vehicles meet within the car park, one vehicle would simply give way to the other vehicle at the intersections of the internal circulation aisles.

In accordance with the Australian Standard AS2890.1-2004, the internal circulation aisles within the car park will be at least 5.8 metres wide, allowing appropriate access to adjacent parking spaces and sufficient width to allow two vehicles to pass.

It should be noted that, in accordance with the Australia Standard AS2890.1-2004, within the critical areas of the car park such as at the car park access driveway and at the car park access controls, provision has been made for two vehicles to pass, allowing for independent access for entering and exiting vehicles.

Matter Raised

- *The applicant is to provide detail of the location of the waiting area/hold bay within the development site, location of the traffic signals and how the flashlight/signal system will work for the development. Please note, a hold bay or waiting bay within Council's land will not be supported. In addition, priority needs to be given to the exiting vehicle under the traffic signal/flashlight arrangement.*

Response

The loading dock will be managed via a Service Vehicle Management Plan (SVMP) which will be prepared prior to construction certificate. The SVMP will establish a traffic management system for the loading dock and adjacent retail car park, via the use of boom gates, hold bay for entering vehicles, active signage (stop within hold bay on RED signal), bi-directional loop detectors and lights located within the loading dock and on the internal service road, as shown on Figure 1. The traffic management system would include the following:

- boom gates will be located on the internal service road, within the site from Rivett Road;
- a hold bay will be located for entering vehicles, on approach to the boom gates;
- red and green lights will be located within the loading dock and on the internal service road, informing motorists and service vehicle delivery drivers when service vehicles are entering and exiting the site. The lights will set priority to exiting vehicles;
- the lights will be activated via the use of di-directional loop detectors located within the loading dock and on the internal service road;
- on arrival, retail customer vehicles and service vehicles will stop on the RED signal at the designated hold bay within the service road, clear of Rivett Road;
- the bi-directional loop detector within the service road will register the arrival of the vehicle, change the lights to GREEN for entering vehicles and open the boom gate;
- the entering vehicle will then proceed to the loading dock or to the adjacent retail parking area. The loop detectors within the loading dock (or after a period of 10 seconds) will reset the lights to exit priority;
- on exit, service vehicles exiting the loading dock or customer vehicles exiting the adjacent retail car park will proceed to the exit boom gate controls. The di-directional loop detectors on approach to the exit boom gate controls will open the boom gate and the vehicle will exit onto Rivett Road.

Matter Raised

- *The swept paths (Appendix N - TALA, pgs 69-74) show multiple intrusions in the clearance to vehicle body envelope (which includes the mirrors).*
- *The swept paths show the HRV having to mount the pedestrian walkway at the south of the property to turn into the loading dock.*

Response

The service vehicle swept paths have been updated onto the latest architectural plans, as shown on Figures 2 to 5. The swept paths indicate that with the traffic management system in place, there will be no conflicts for entering and exiting vehicles.

Figure 5 indicates that the swept path of the HRV entering or exiting the site will not encroach onto the pedestrian walkway located on the southern side of the internal service road.

Matter Raised

- *The Transport and Accessibility report claims that there are multiple pullover opportunities for retail customer vehicles to wait for the HRV to pass – the swept paths provided for HRV access and HRV/B99 simultaneous access conflict.*

Response

The updated swept paths indicate that with the traffic management system in place, there would be no conflicts for entering and exiting vehicles, as shown on Figures 2 to 5.

Matter Raised

- *When exiting the HRV will have to cross the centre divide on the road with poor sightlines due to trees.*

Response

Matter noted. This is typical of many sites within the surrounding Riverside Corporate Park and would be subject to detailed design to ensure appropriate sight lines are maintained for exiting vehicles to observe traffic conditions on

Rivett Road. Traffic exiting the site will be required to give way to traffic on Rivett Road before entering the surrounding road network.

As shown on the attached swept paths, service vehicles up to MRV will be able to exit the site, without crossing the centre line of Rivett Road.

Matter Raised

- *Due to the large volume of collections that Council undertakes, waste collection vehicles cannot guarantee a specified collection time or window. Council must be able to undertake collections at any time.*

Response

Matter noted.

Matter Raised

- *The loading dock and driveway design does not permit more than one HRV on site at any time. If an HRV is already onsite, swept paths provided in the traffic management plan show that there is no holding location for any additional HRV onsite. As such a traffic management system is required at the driveway entrance at Rivett Road with an accompanying loading dock management plan.*

Response

The loading dock will be managed via a Service Vehicle Management Plan (SVMP) which will include the operating hours of the dock and management procedures for the use of the three loading bays.

The loading dock has been modified to include a waiting area, as shown on Figure 1. The waiting area would be available for a service vehicle to stand, should the loading bays be occupied.

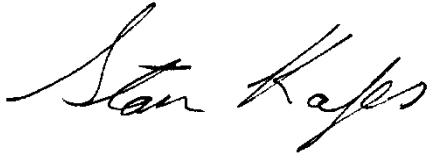
With regards to garbage collection, this would typically be carried out from the central service vehicle manoeuvring area of the loading dock. Garbage trucks would typically be medium rigid trucks up to 10.7 metres in length. These vehicles would be able utilise either the MRV or the HRV loading bays to turn around within the loading dock.

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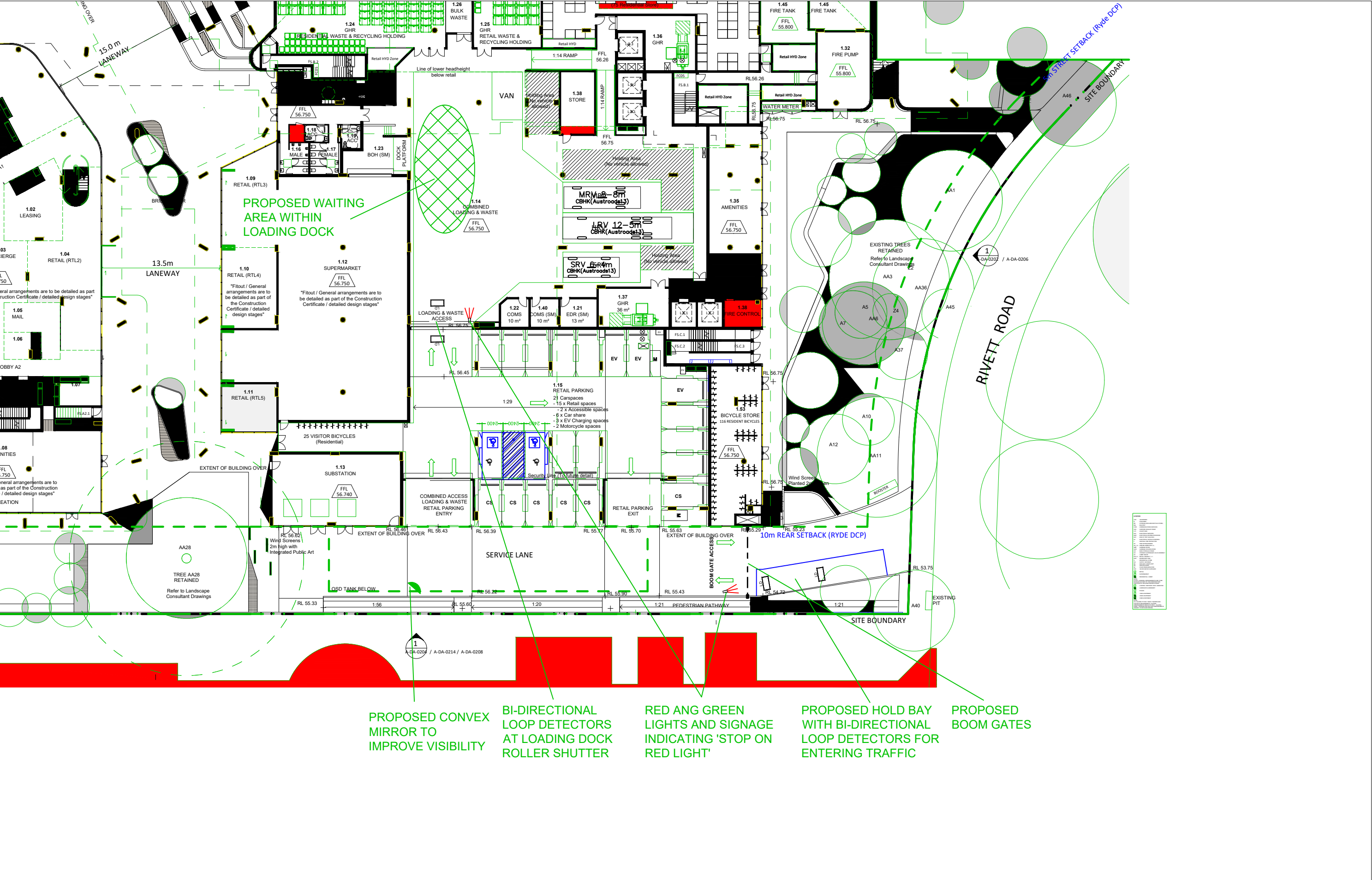
We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

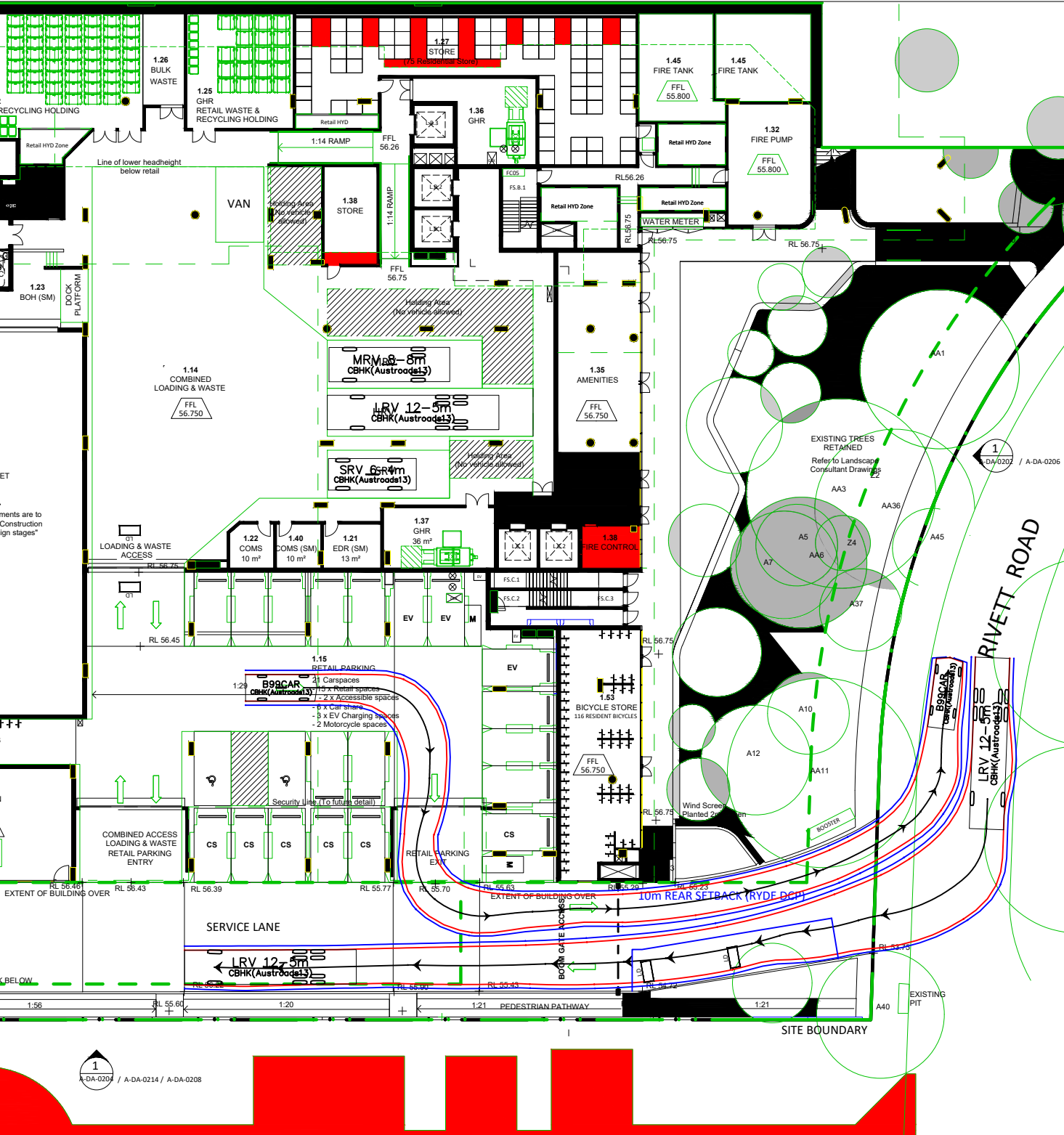
A handwritten signature in black ink, appearing to read 'S Kafes', written in a cursive style.

S Kafes
Director

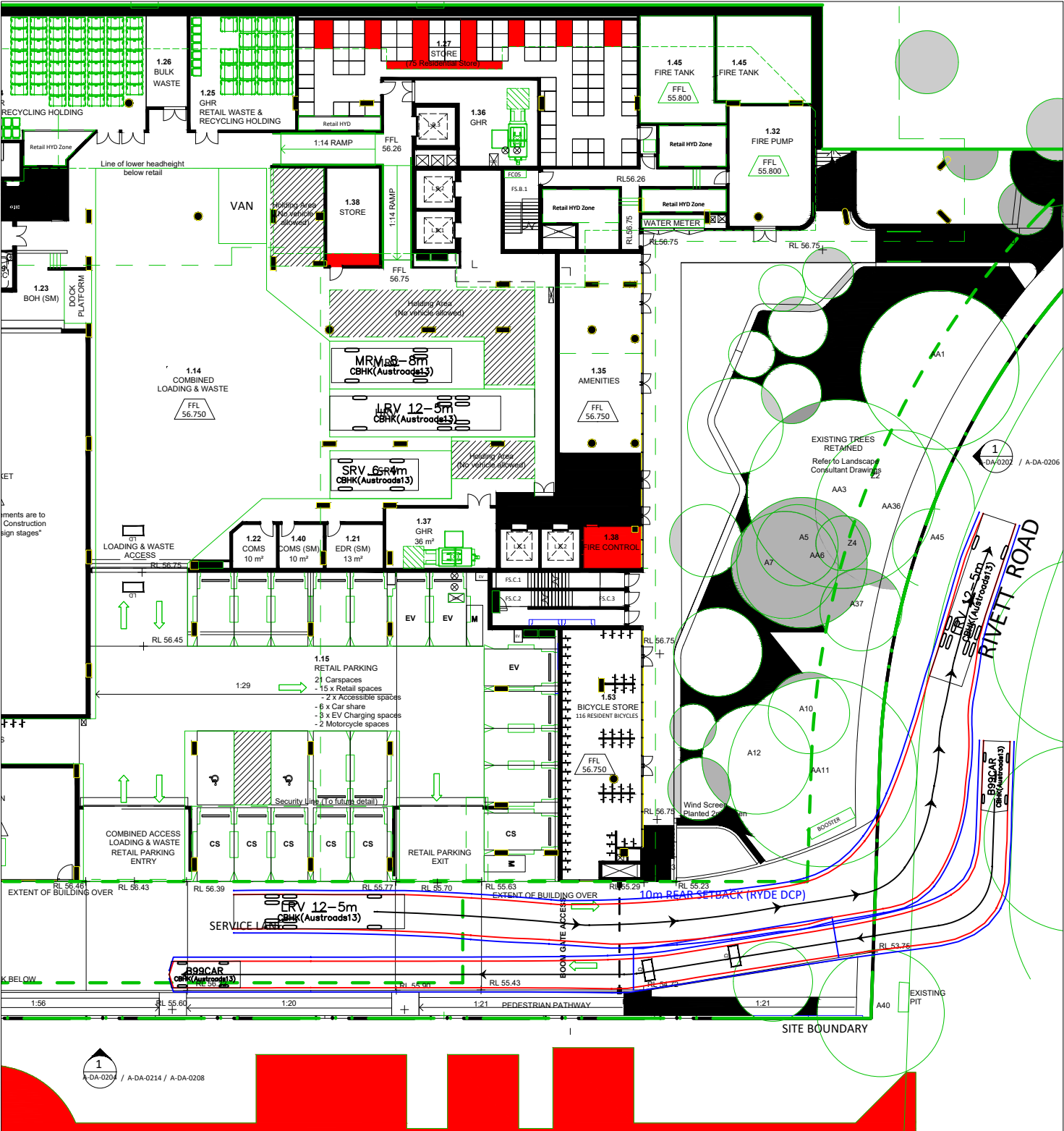


NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS. THIS PLAN SHOULD NOT BE USED FOR COMPLIANCE CERTIFICATION OR FOR CONSTRUCTION.

PRINCIPLES OF SERVICE
VEHICLE MANAGEMENT
PLAN



SERVICE VEHICLES ENTERING
AND EXITING AT THE SAME
TIME AS CUSTOMER VEHICLES

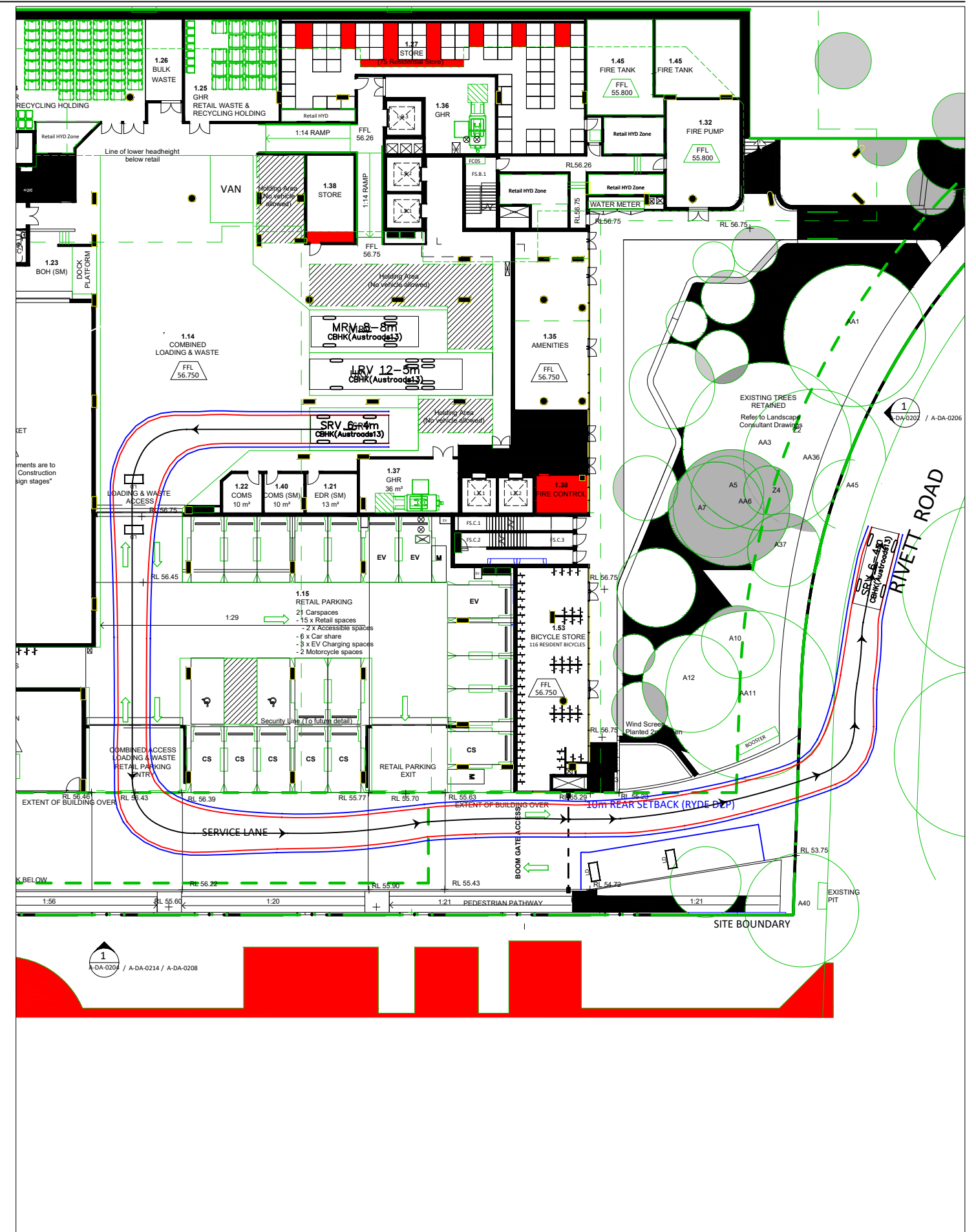
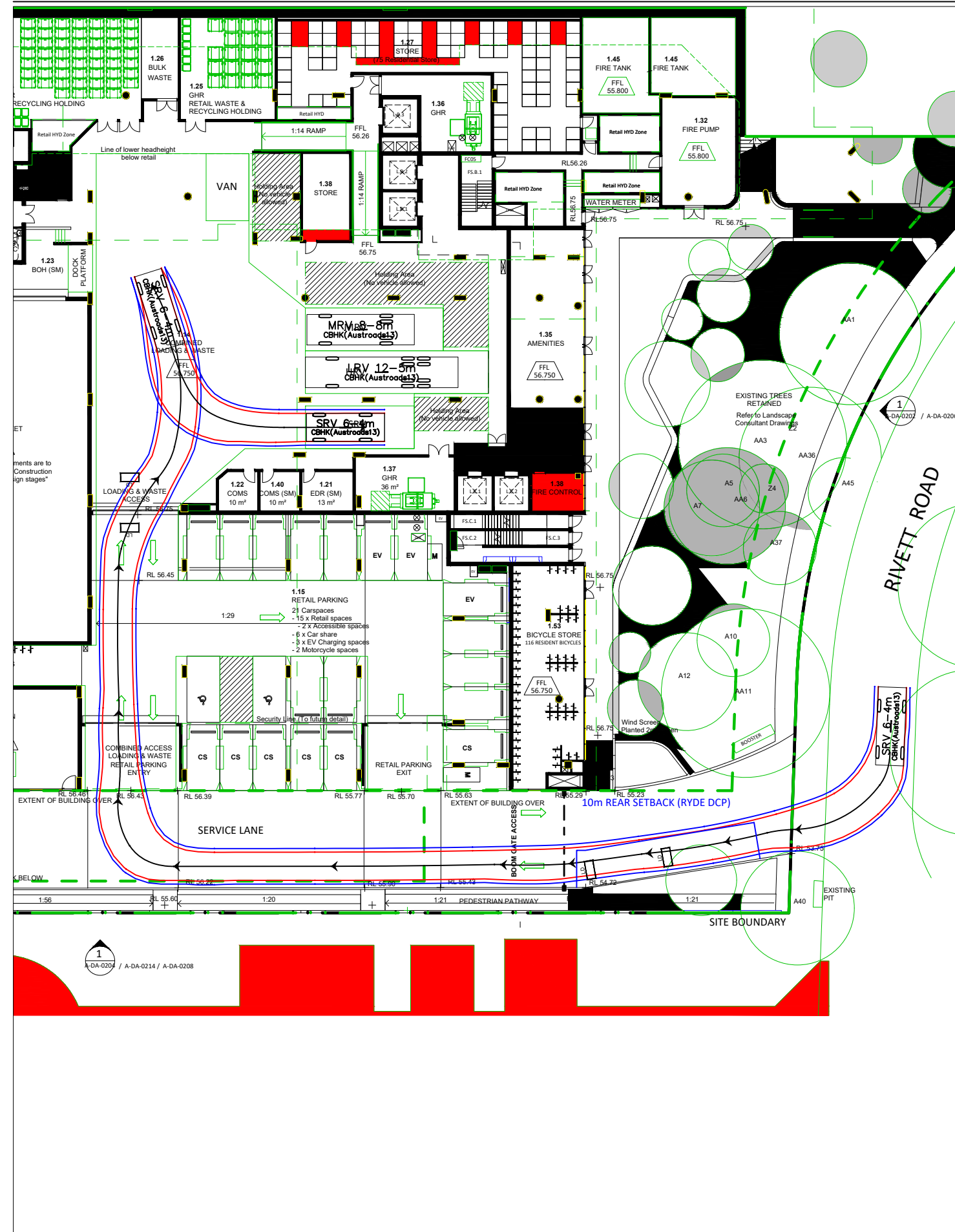


SERVICE VEHICLES ENTERING
AND EXITING AT THE SAME
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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

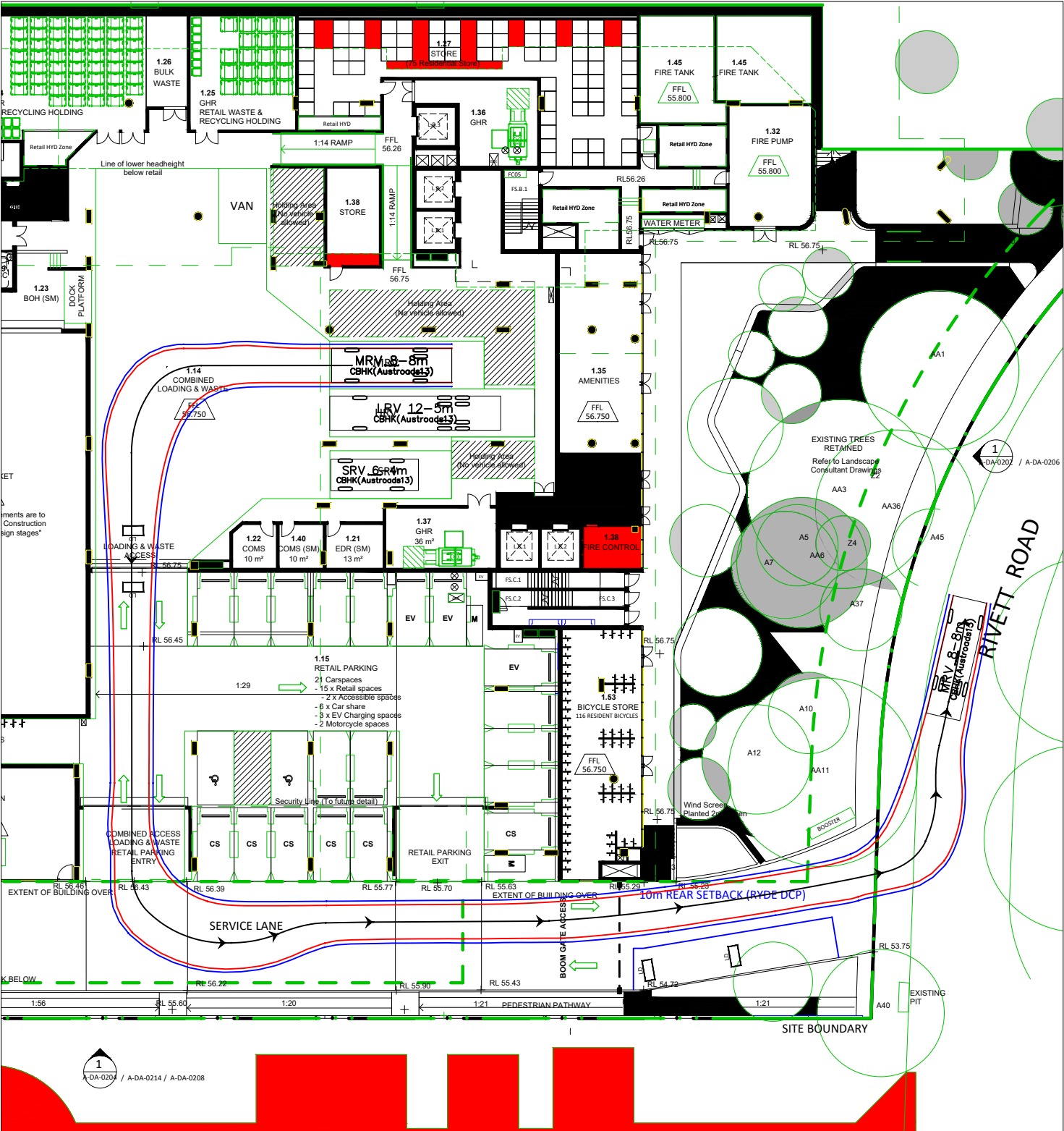
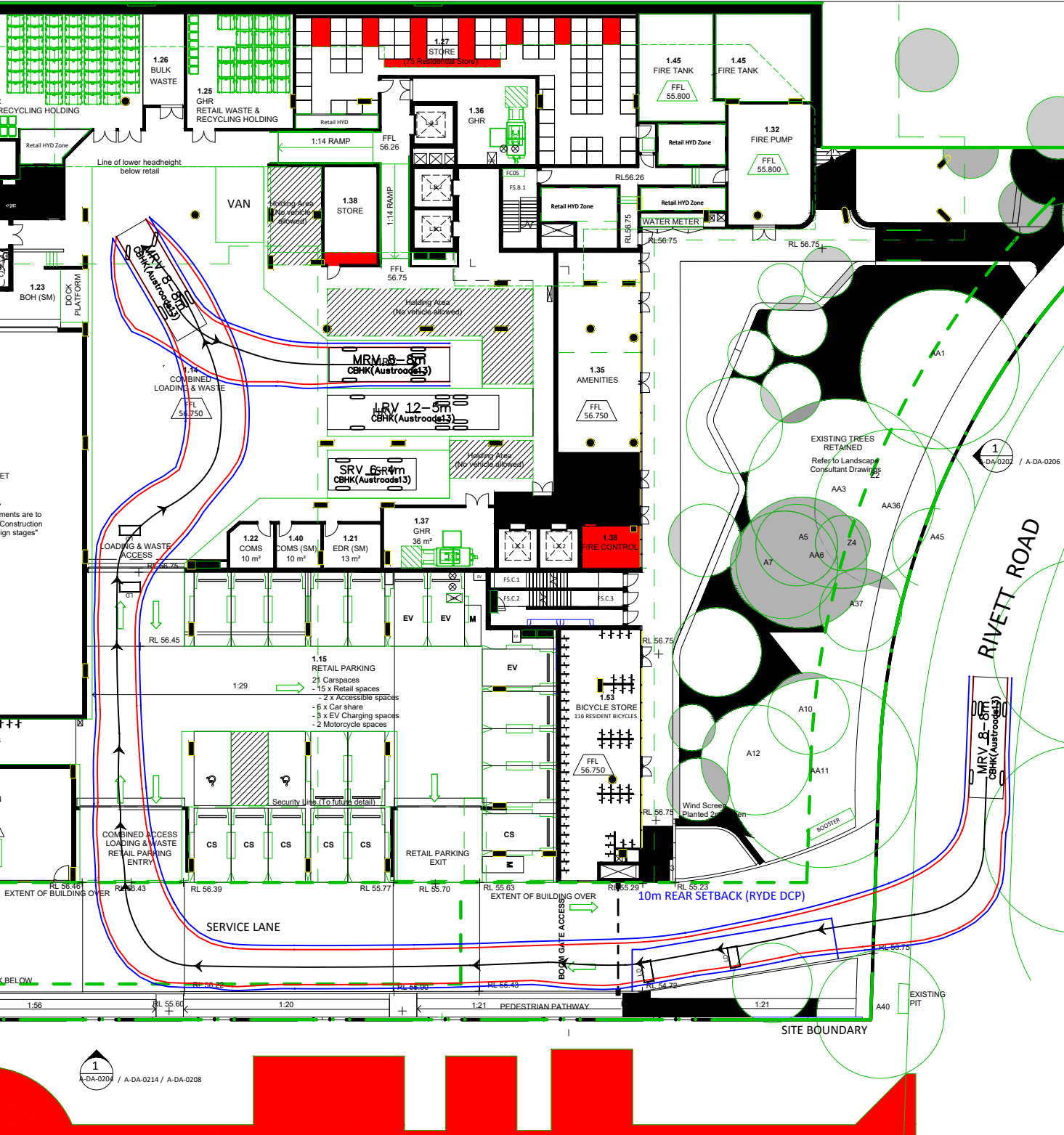
B99 & 12.5m LARGE RIGID
VEHICLE SWEPT PATHS



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

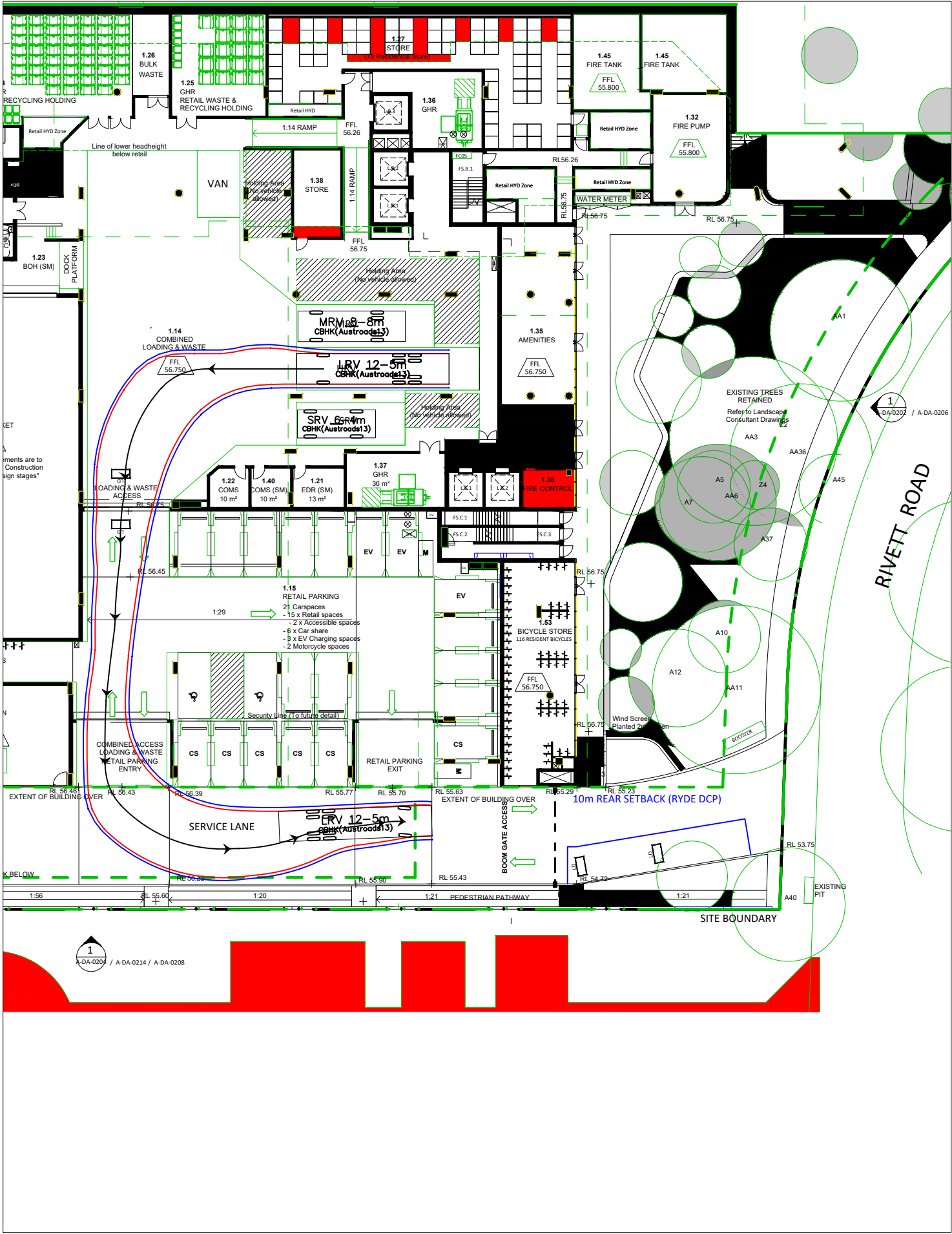
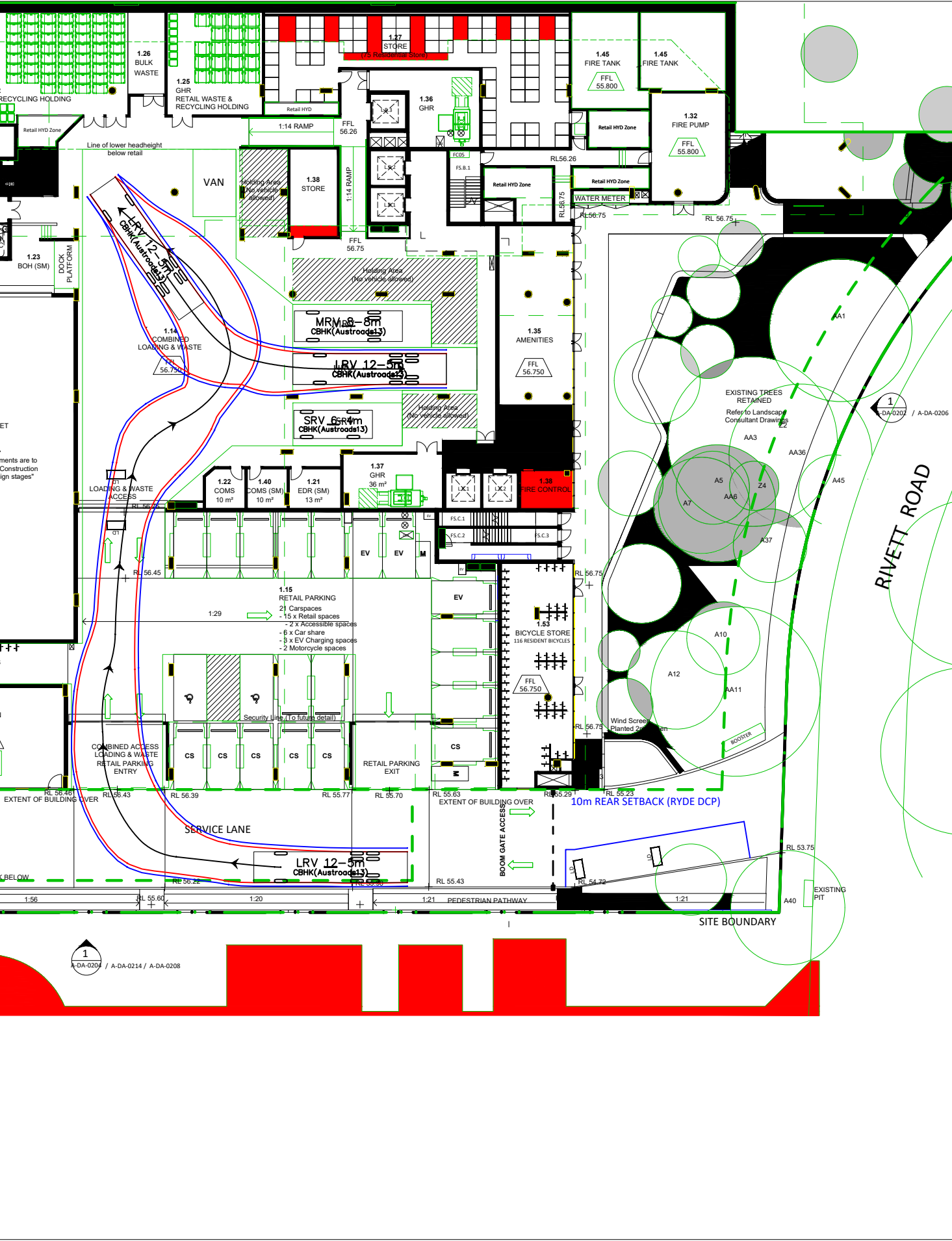
6.4m SMALL RIGID VEHICLE SWEPT PATHS



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

8.8m MEDIUM RIGID VEHICLE
SWEPT PATHS



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

12.5m LARGE RIGID VEHICLE
SWEPT PATHS