



7 August 2015
Ref 15028

Department of Planning and Environment
23-33 Bridge Street
SYDNEY NSW 2000

Attn: Mr Simon Truong

Dear Simon,

**PROPOSED MIXED USE DEVELOPMENT
23-41 LINDFIELD AVENUE, LINDFIELD
TRAFFIC AND PARKING MATTERS**

I refer to Council's submission dated 29 May 2015 concerning the abovementioned development proposal. The following advice is provided in response to the car parking-related matters raised on page 13 of the Council's submission.

Council's reference to *Clause 2.5.2(c) of AS2890.1 - 2004* seems to be suggesting that provision should be made for two large vehicles to pass each other at ramp junctions whilst travelling in opposite directions.

However, the ramp width and aisle width dimensions provided at grid reference F2 on Basement 1 and a grid reference F2 on Basement Levels 1 & 2 are consistent with the dimensions provided on the previously approved MOD1 & MOD2 plans.

Those dimensions also comply with (and exceed) the ramp width and aisle width dimensions specified in *AS2890.1 - 2004*.

Whilst provision of for two vehicles to pass at ramp junctions is considered to be appropriate in busy *public* car parking areas such as *shopping centres* where delays may cause intolerable congestion, it is *not* necessary in *private* car parking areas. This is consistent with *Clause 2.5.2(c) of AS2890.1 - 2004* which states the following:

“(c) Intersections - Intersections between circulation roadways and ramps, and with parking aisles shall be designed so that both the approach roadways and the intersection area are wide enough to accommodate turning vehicles and there is adequate intersection sight distance.

*Intersection areas designed for use by one vehicle at a time shall be designed for use by the B99 vehicle. Areas **in which it is necessary** for two vehicles to pass one another shall be designed for a B85 vehicle to pass a B99 vehicle.”*

In this instance, it is not necessary for vehicles to pass one another on the corner because:

- access to the *private* car park will be restricted to retail staff, residents and their visitors, and traffic activity will be minimal
- the *private* basement car parking area is expected to generate approximately 41 vph, near the entrance to the upper basement parking level, with traffic volumes decreasing on the lower levels
- there are multiple passing opportunities in the car park, including the straight sections on either side of the corner
- there is good visibility around/across the corner
- vehicles travelling in opposite direction will be clearly visible to each other

It is noted also that Council did not raise this issue in its previous submissions when considering the original plans which were subsequently approved by the Department.

In the circumstances, it is considered that the previously approved ramp width and aisle width dimensions should be retained unchanged.

Parking for the residential component of the development proposal has been reduced from 155 spaces to 141 spaces, thereby satisfying Council's Parking Code which specifies a residential parking requirement in the range of 199 to 163 spaces.

Parking for the retail component has not been increased and remains at 76 spaces. This represents a nominal shortfall of 7 parking spaces in circumstances where a substantial proportion of retail customers are expected to be railway and bus commuters who will visit the shops when walking home from the *adjacent* bus/rail interchange. The proposed supermarket and retail shops are ideally located for public transport users to facilitate the purchase of "daily needs" items such as bread, milk or fresh foods or vegetables *without* the need to drive a car to the site as a separate trip. The nominal shortfall of just 7 spaces is therefore considered to be appropriate in this instance.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R Varga', with a stylized, flowing script.

Robert Varga
Director
Varga Traffic Planning Pty Ltd