TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Reference: 20.275r04v02

15 September 2022

Olter Investments Pty Ltd
C/- PBD Architects
Level 2 – 52 Albion Street
Surry Hills, NSW 2010

Attention: Mr Hector Valderrama, Senior Project Coordinator / Designer

Re: 71-75 Victoria Road, Drummoyne
Proposed Mixed Use Development
Traffic Impact Statement

Dear Hector,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Development Application (DA) relating to a mixed-use development located at 71-75 Victoria Road, Drummoyne. The existing site comprises a gym and specialty retail shop. The proposed development involves demolition of the existing structures and construction of a mixed-use residential/retail development. The subject site is located within the City of Canada Bay Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposed development is considered to be a minor development with less than 75 dwellings providing access within 90m to a classified road. As such, the DA will not require referral to the Transport to NSW (TfNSW) under the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021.

Site and Location

The subject site is situated at 71-75 Victoria Road, Drummoyne and is located on the western corner of the intersection of Victoria Road and Day Street, approximately 590 metres northwest of the Iron Cove Bridge and 8.0 kilometres northwest of the Sydney Central Business District (CBD).

The site has a total site area of 1,340m^2. It has a north-eastern frontage of 32 metres to Victoria Road, a southeast frontage of 40 metres to Day Street, a south-western frontage of 30 metres to Formosa Street, and a northwest boundary of 42 metres with a mixed-use development.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the Photographic Record presented in **Attachment 1**, which provides an appreciation of the general character of roads and other key attributes within proximity of the site.

Figure 1: Location Plan

Figure 2: Site Plan

Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Victoria Road: an RMS Main Road (MR 165) that runs in a northwest-southeast direction between O'Connell Street in the west and City Link Road in the southeast. Victoria Road provides three (3) lanes of traffic in each direction, a dedicated bus lane is provided in the kerbside southbound lane and Victoria Road is subject to 60 km/h speed zoning. Time-restricted kerbside parallel parking is permitted in the southerly Kerbside parking is not permitted along either side of Victoria Road in the vicinity of the site.

- Day Street: a local collector road that runs in a northeast-southwest direction between Arcadia Avenue in the northeast and Tranmere Street in the southwest. Day Street provides four (4) lanes of traffic in an eastbound direction (one-way) east of its intersection with Formosa Street, and a single lane of traffic in each direction west of this intersection. Day Street is subject to 50 km/h speed zoning in the vicinity of the site. Time-restricted kerbside parking is provided along both sides of Day Street west of its intersection with Formosa Street and kerbside parking is not permitted along either side of Day Street east of this intersection.

- Formosa Street: a local road that runs in a northwest-southeast direction between Lyons Road in the northwest and Henley Marine Drive in the southeast. Formosa Street provides two-way traffic flow within an undivided carriageway and is subject to 50km/h speed zoning. Time-restricted kerbside parking is permitted along both sides of Formosa Street. Vehicular access driveway is currently provided to the subject site via Formosa Street.

- Church Street: a local road that runs in a northeast-southwest direction between Victoria Road in the northeast and College Street in the southwest. Church Street provides a single lane of traffic in each direction within an undivided carriageway and is subject to 50km/h speed zoning. Time-restricted kerbside parking is permitted along both sides of Church Street.

It can be seen from **Figure 3** that the site is conveniently located with respect to the arterial and local road systems serving the region, with connectivity to the north and south via Formosa Street and Victoria Road and connectivity to the east and west via Church Street and Day Street.

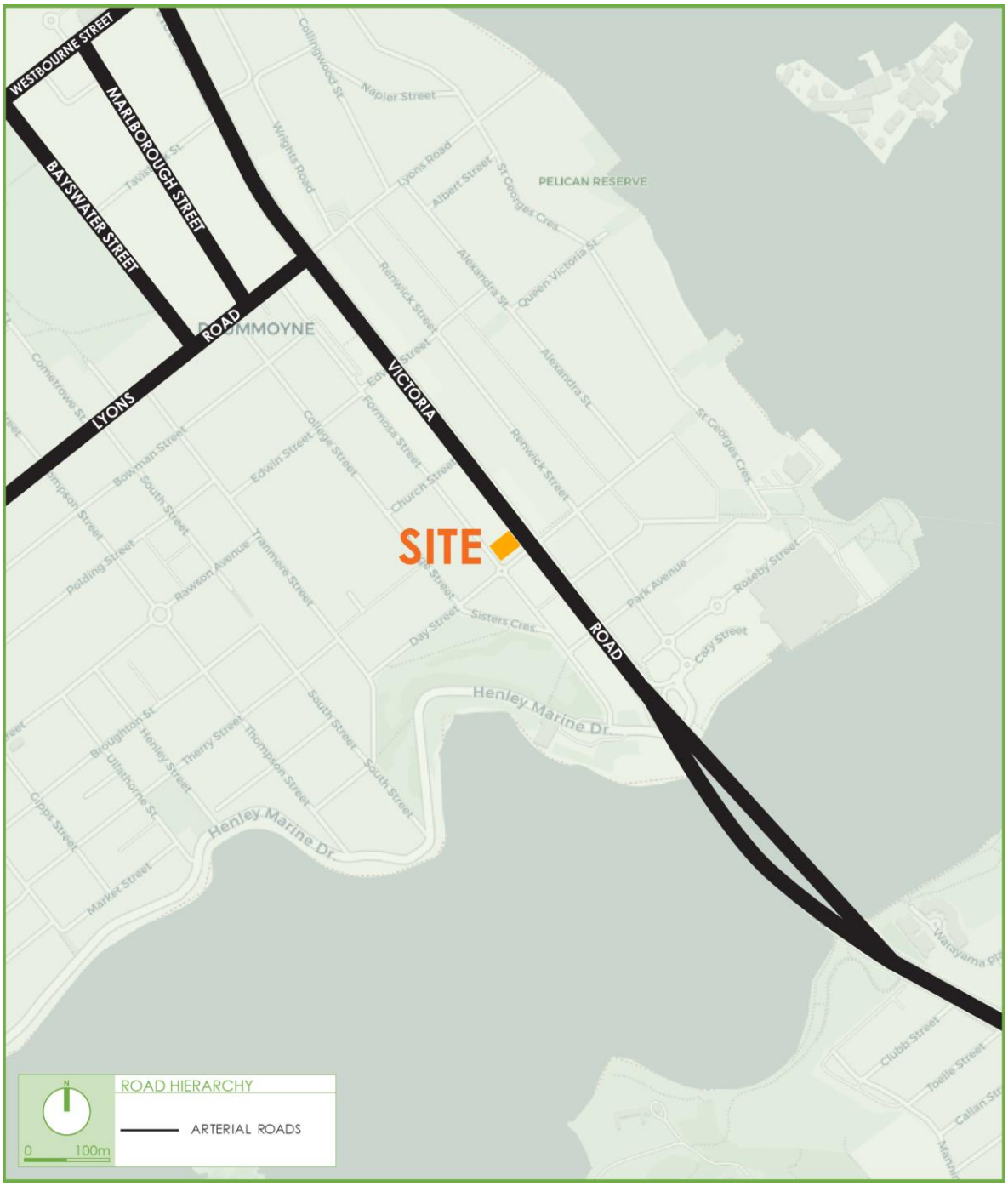


Figure 3: Road Hierarchy

Public Transport

The subject site is within optimal walking distance (400 metres) of several bus services operating in the locality. There are six (6) bus stops along Victoria Road. These bus services are presented in **Figure 4** and are summarised as in **Table 1** below:

Table 1: Bus Routes

Bus No.	Route	Bus No.	Route
501	West Ryde to Central Pitt Street via Pyrmont and Ultimo	508	Drummoyne to City Town Hall
502	Five Dock to City Town Hall	515	Eastwood to City Circular Quay
504	Chiswick to City Domain	518	Macquarie University to City Circular Quay
505	Woolwich to City Town Hall	520	Parramatta to City Circular Quay via West Ryde
506	Macquarie University to City Domain via East Ryde	M50	Coogee to Drummoyne
507	Macquarie University to City Circular Quay via Putney	M52	Parramatta to City Circular Quay (Limited Stops)

Bus service frequencies are summarised in **Table 2** below:

Table 2: Bus Frequencies

Bus No.	Weekday	Saturday	Sunday and Public Holidays
501	Every 20-30 minutes	Every 30-40 minutes	Every 30 minutes
502	Every 10-20 minutes	-	-
504	Every 20 minutes	Every 30 minutes	Every 30 minutes
505	Every 30 minutes	-	-
506	Every 30 minutes	Every 30 minutes	Every 30 minutes
507	Every 1 hour	Every 1 hour	Every 1 hour
508	Only 1 service	-	-
515	Every 30 minutes	Every 30 minutes	Every 1 hour
518	Every 30 minutes	Every 30 minutes	Every 30 minutes
520	Every 25-30 minutes	Every 30 minutes	Every 1 hour
M50	Every 1 hour	Every 20 minutes	Every 20 minutes
M52	Every 7-15 minutes	Every 20 minutes	Every 20 minutes

These bus services provide a frequent and reliable connection to West Ryde, Macquarie University, Eastwood, Parramatta, Drummoyne, the City and thereby the wider public transport network and provides an alternative mode of transport for residents, staff and visitors to the subject development.

More information concerning all bus service frequencies can be found on the Transport for NSW website: https://transportnsw.info/. Some changes and restrictions to the timetable are still being made in response to the COVID-19 pandemic.

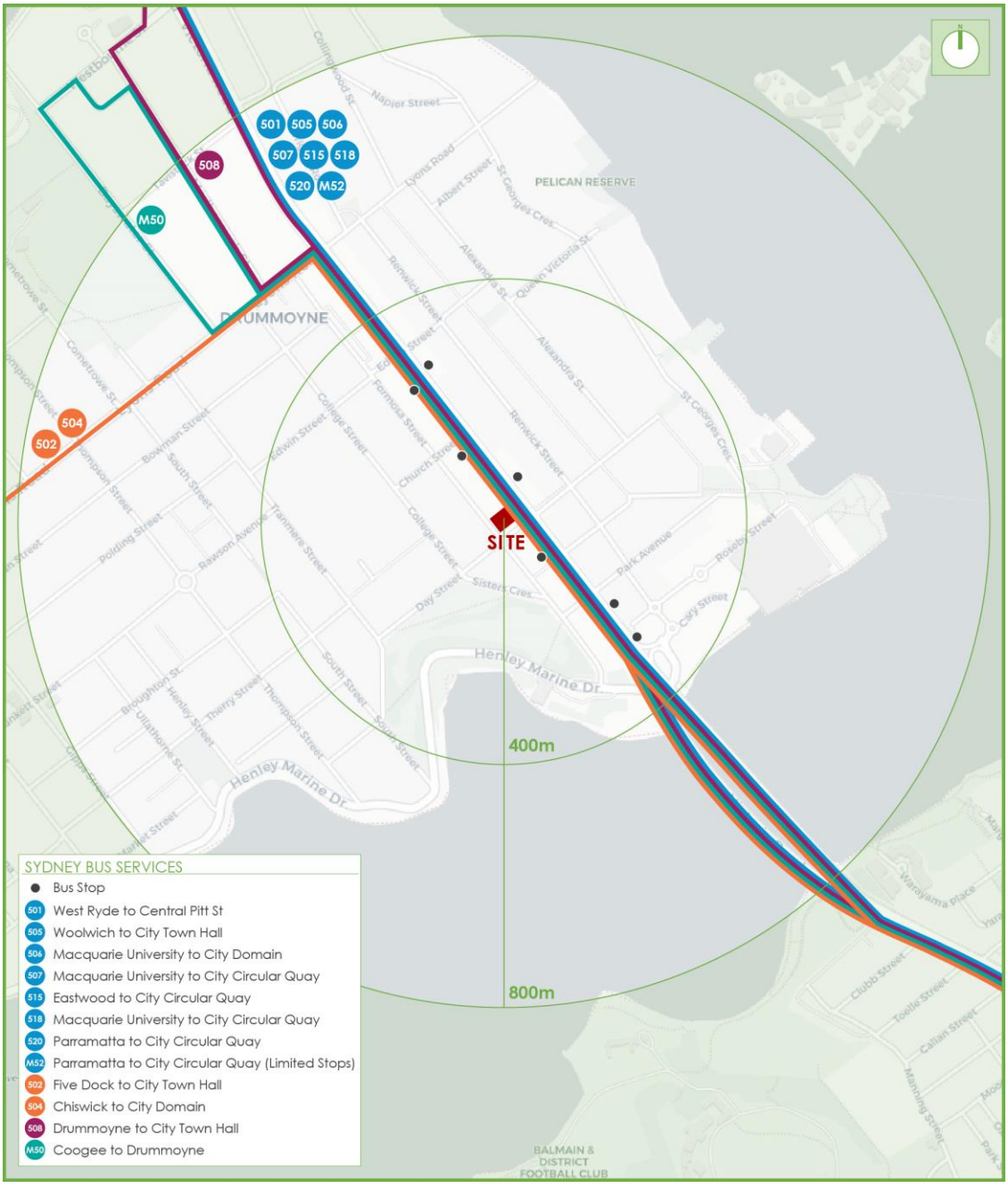


Figure 4: Public Transport

Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Demolition of all existing structures.
- Construction of a multi-storey mixed use development containing 393m^2 of retail GFA and 31 residential apartments, comprising:
  - 12 x one-bedroom apartments
  - 9 x two-bedroom apartments; and
  - 10 x three-bedroom apartments.
- Provision of 47 car parking spaces within basement levels comprising:
  - 30 x residential car parking spaces
  - 7 x residential visitor car parking spaces
  - 10 x retail parking spaces
- Provision of a loading dock on the ground floor with a vehicular access via Day Street.
- Provision of a vehicular access to the car parking areas via Formosa Street.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 2**.

Parking Requirements

Car Parking

The City of Canada Bay Development Control Plan 2020 (DCP) Part C Tables C-B and C-C provides parking requirements for shop top housing development. The parking rates and provision for the subject development is summarised in **Table 3** below.

Table 3 – Car Parking Rate and Provisions

Type	Number of Apartments / GLFA	Car Parking Rate	Parking Required	Parking Provided
Residential (Maximum)*				
1-Bedroom Apartments	12	0.6 spaces per 1-bedroom apartment	7.2	30
2-Bedroom Apartments	9	0.9 spaces per 2-bedroom apartment	8.1	
3-Bedroom Apartments	10	1.4 spaces per 3-bedroom apartment	14	
Visitors	31	1 space per 5 apartments	6.2	7
Sub Total			35.5 (36)	37
Retail				
Retail	393m^2	1 space per 40m^2 GLFA	9.8 (10)	10
Sub Total			10	10
		Totals	**46**	**47**

**Note: In accordance with Table C-B of Council's DCP the total number of parking spaces required for a residential development in B4 Mixed Use Zones is a maximum parking rate which is be rounded up if the fraction of the total calculation is equal or more than half (0.5 of a space).*

It can be seen from **Table 3** that the proposed development is nominally required to provide a maximum of 46 car parking spaces being 30 residential, 6 residential visitors and 10 retail spaces. In response, a total of 47 car parking spaces are provided being 30 residential, 7 residential visitors and 10 retail spaces. This is a minor deviation to Council's requirements, however, is considered acceptable as the one (1) additional visitor space will ensure that all standard visitor demands are met on-site.

Accessible Parking

Residential

The City of Canada Bay Development Control Plan 2020 (DCP) Part C1.1 Table C-E provides parking rates for adaptable housing. Council's DCP states that 15% of the total number of dwellings are required to be adaptable dwellings and adaptable housing units should meet the requirements of AS 4299. Therefore, a minimum of five (5) adaptable apartments are required for the proposed development. A result, five (5) adaptable apartments are provided. Section 3.7.3 of AS 4299 also requires the provision of one (1) accessible parking space per adaptable unit. Therefore, five (5)

accessible parking spaces are required. In response, six (6) accessible parking spaces are provided, thereby satisfying the requirements of Council's DCP and AS 4299.

Retail

The City of Canada Bay Development Control Plan 2020 (DCP) Part C - Table C-E provides accessible parking requirements for retail developments in accordance with the Building Code of Australia (BCA) requirements. The retail use is classified as a Class 6 building under the BCA and requires accessible parking spaces to be provided in accordance with **Table 4** shown below.

Table 4 –Retail Accessible Parking Rate and Provisions

Type	Number of Car Parking Spaces	Maximum Accessible Parking Rate	Accessible parking Spaces Required	Accessible Parking Spaces provided
Retail	10	1 space for every 50 car parking spaces or part thereof	1	2
Totals			**1**	**2**

**Note: The calculated number to be taken to the next whole figure.*

It can be seen from **Table 4** that the proposed development is nominally required to provide one (1) accessible parking space for the retail component. In response, two (2) accessible spaces are provided, thereby exceeding the minimum requirements of Council's DCP.

Motorcycle Parking

The City of Canada Bay DCP does not specify any motorcycle parking rates, hence no motorcycle parking spaces are proposed. However, it is noteworthy that residents, customers or visitors arriving by motorcycle would be able to utilise appropriate available carparking spaces and motorcycle parking requirements are therefore able to be accommodated onsite, accordingly.

Servicing and Waste Collection

All servicing and waste collection will be undertaken onsite within the dedicated loading bay located on the ground floor. All waste collection will be undertaken via Day Street using Council's waste collection vehicle, thereby ensuring that servicing and general traffic are provided with separate access driveways. All service vehicles will enter and exit the proposed development in a forward direction using a turntable provided within the loading bay. Reference should be made to the swept path analysis presented in **Attachment 3**. It is noted that a loading dock management plan can be developed at a later stage prior to OC stage with a suitable condition of consent.

Bicycle Parking

The City of Canada Bay Development Control Plan 2020 (DCP) Table C-F provides *minimum* bicycle parking requirements for residential and retail developments as summarised in **Table 5** below:

Table 5 – Minimum Bicycle Parking Rate and Provisions

Type	Number of Apartments / GFA	Minimum Bicycle Parking Rate	Parking Required	Parking Provided
Residential				
Residential	31 units	1 space per dwelling	31	34
Visitors	31 units	1 space for every 12 dwellings	2.6 (3)	
Retail				
Staff	393m² GFA	1 space per 300m²	1.3 (1)	1
Visitors		1 space per 500m²	0.8 (1)	1
Totals			**36**	**36**

It can be seen from **Table 5** that the proposed development is required to provide a minimum of 36 bicycle parking spaces for the entire development. In response, the development provides 36 bicycle spaces located in Basement Level 1 thereby satisfying Council's bicycle parking requirements.

Traffic Generation

Existing Development

The existing site comprises two (2) separate components as described below.

- A gym (single storey) of approximately 465m² GFA; and
- A retail store (2 storeys) of approximately 1,440m² GFA.

The *TfNSW Guide to Traffic Generating Developments 2002 (GTGD 2002)* recommends the following traffic generation rate for a gym and for retail premises:

- Gym: 3 trips per 100m² GFA during the morning and afternoon peak periods.
- Retail: 4.6 vehicle trips per hour per 100m² gross leasable floor area (GLFA) (approximately 75% of GFA) during the afternoon peak periods.

Application of the above rate to the existing gym and retail shop results in the following traffic generation:

- 14 vehicle trips per hour during the morning peak period (7 in, 7 out); and
- 64 vehicle trips per hour during the afternoon peak period (32 in, 32 out).

Proposed Development

The proposed development comprises 31 residential apartments. The *TfNSW Technical Direction 2013/04a* recommends the following traffic generation rates for high-density residential developments (more than 20 dwellings, greater than 5 storeys, close to public transport):

- 0.19 vehicle trips per unit during the morning peak periods.
- 0.15 vehicle trips per unit during the afternoon peak periods.

Retail component of 393m^2 of GFA to be assessed in accordance with GTGD 2002 (295m^2 GLFA).

Application of the above rates to the 31 residential apartments and 295m^2 of retail GLFA will result in the following traffic generation:

- 6 vehicle trips per hour during the morning peak period (1 in, 5 out); and
- 19 vehicle trips per hour during the afternoon peak period (11 in, 8 out).

Net Traffic Impacts

The above is not a net increase over the existing development. When accounting for traffic generated by the existing development, the net traffic of the site will generate the following:

- -8 vehicle trips per hour during the morning peak period (-6 in, -2 out); and
- -41 vehicle trips per hour during the afternoon peak period (-21 in, -24 out).

It can be seen that traffic generated by the proposed development will result in a net reduction of 41 vehicle trips per hour during the critical afternoon peak period. This equates to a reduction of more than one vehicle trip every two minutes and will improve the operation of nearby intersections and the surrounding road network, a significant benefit to existing road users.

Access and Internal Design

Access Arrangements

The proposed development incorporates a total of 47 car parking spaces with access via Formosa Street (minor road). In accordance with AS 2890.1 (2004), the proposed development requires a Category 1 vehicular driveway, being a combined entry and exit driveway of 3.0 to 5.5 metres. In response, the development provides two driveways for general traffic and servicing as follows:

- General Car Parking: a 5.5-metre-wide access driveway is provided via Formosa Street for general traffic and access to car parking, which complies with the minimum requirements of AS 2890.1 (2004); and
- Loading and Servicing: a 6.8m wide driveway access is provided via Day Street for servicing and waste collection vehicles capable of accommodating up to Council's waste collection vehicle.

As a result, the proposed development provides two (2) separate vehicular accesses to achieve a physical separation of light and heavy vehicles as recommended under TfNSW Guidelines. The TfNSW GTGD 2002 Section 6.4 states *"separation of service vehicle and car movements should be a design objective"*. The proposal separates the service vehicle and light vehicle accesses and therefore meeting the design objectives of the TfNSW Guideline.

Reference should be made to the swept path analysis presented in **Attachment 3** showing the satisfactory operation of both access driveways.

Internal Design Aspects

The internal carpark and servicing areas complies with the requirements of AS 2890.1 (2004), AS2890.2 (2018), AS 2890.3 (2015) and AS 2890.6 (2009), with the following characteristics noteworthy:

Parking Modules

- All residential car parking spaces have been designed in accordance with AS 2890.1 (2004) User Class 1A, being a minimum width of 2.4 metres, length of 5.4 metres, and providing an aisle width of 5.8 metres.
- All retail car parking spaces have been designed in accordance with AS 2890.1 (2004) User Class 2, being a minimum width of 2.5 metres, length of 5.4 metres, and providing an aisle width of 5.8 metres.
- All accessible parking spaces have been designed in accordance with AS 2890.6 (2009), being a minimum width of 2.4 metres, length of 5.4 metres, and providing an adjacent shared zone with the same dimensions.
- All spaces adjacent to obstructions greater than 150mm in height are to be provided with an additional width of 300mm.
- All blind aisles have been extended by a minimum of 1.0 metre beyond the last car parking space.
- All columns are located outside of the parking space design envelope as shown in **Figure 5.2** of AS 2890.1 (2004).
- A minimum clear head height of 2.2 metres is to be provided for all trafficable areas.
- A minimum clear head height of 2.5 metres is to be provided for all accessible parking spaces and adjacent shared zones.

Ramps

- The proposed development provides a gradient of less than 1:20 (5%) for the first 6.0 metres within the property boundary for both access driveways in accordance with the minimum requirements of AS2890.1 (2004).
- All light vehicle ramps have a maximum gradient of 1:5 (20%) with crest and sag transitions of 1:8 (12.5%), thereby meeting the minimum requirements of AS2890.1(2004).

Other Considerations

- 2.0 x 2.5 metre visual splays have been provided for pedestrian safety for both access driveways in accordance with Figure 3.3 of AS2890.1 (2004).
- A minimum clear head height of 4.0 metres is provided at the service access (Day Street) and above all areas traversed by Council's waste collection vehicle, the largest vehicle to access the Day Street access.
- A turntable has been provided within the loading area to ensure all service vehicles, including Council's waste collection vehicle can enter and exit the subject development in a forward direction. Reference should be made to the swept path analysis presented in **Attachment 3.**
- The turntable provides an additional 1.0m clearances on either side, being 14.5m diameter. Reference should be made to the Turntable Specifications presented in **Attachment 4**.
- All 36 bicycle parking spaces have been provided in accordance with AS2890.3 (2015).
- The internal one-way ramp system between Basements 1 and 2 is to be signalised to control the flow of on-way traffic to avoid vehicle conflicts and waiting bays have provided within Basements 1 and 2 accordingly.
- Residential parking spaces are secured from retail parking spaces by a boom gate provided on Basement 1. The Intercom is only to be used by visitors and residents are to be provided with a remote.

- In the event that all parking spaces are occupied (visitor parking areas), there is sufficient area for vehicles to conduct a 3-point turn with the aisles. As a result, all vehicles are able to enter and exit the development in a forward direction. Reference should be made to the swept path analysis provided in **Attachment 3**, accordingly.
- A swept path analysis of all critical movements has been undertaken in accordance with AS 2890.1 & AS 2890.2. Reference should be made to the swept path analysis of all critical movements provided in **Attachment 3**.

In summary, the internal configuration of the basement car park and servicing areas have been designed in accordance with AS 2890.1 (2004), AS2890.2 (2018), AS 2890.3 (2015) and AS 2890.6 (2009). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards. As such, any minor amendments considered necessary can be dealt with prior to the release of a Construction Certificate.

Conclusion

On the basis of the above, the proposed mixed-use development at 71-75 Victoria Road, Drummoyne in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffix

Vince Doan
Director

Encl: Attachment 1 – Photographic Record
Attachment 2 – Reduced Plans
Attachment 3 – Swept Path Analysis
Attachment 4 – Turntable Specifications

ATTACHMENT 1

Photographic Records

View looking southwest across Victoria Road trowards the subject site's frontage

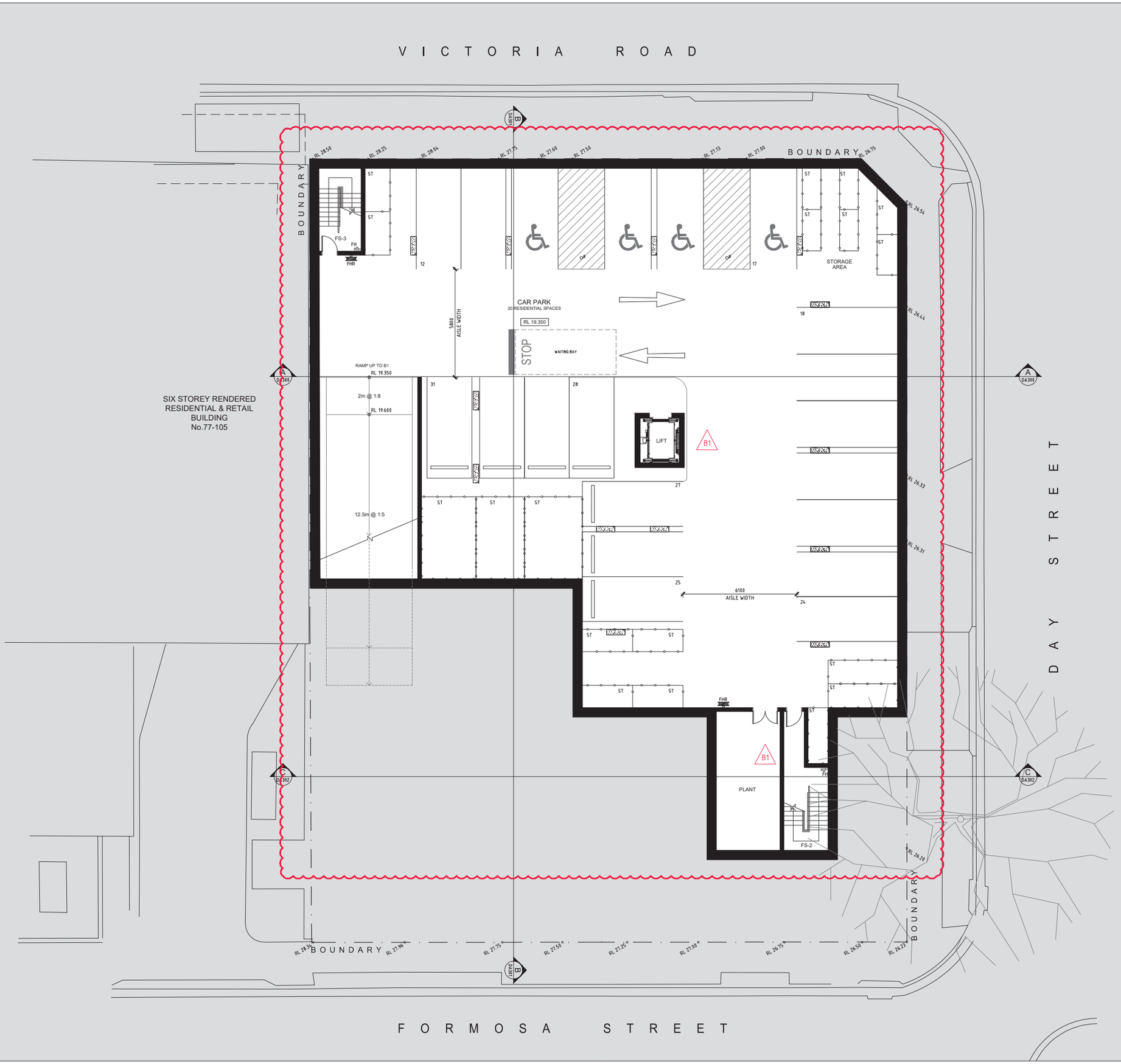
View looking northeast across Formosa Street towards the subject site's frontage

View looking southwest along Day Street towards its intersection with Formosa Street

View looking southeast along Formosa Street towards its intersection with Day Street

ATTACHMENT 2

Reduced Plans



GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- DRAWINGS FOR THE PURPOSES OF DA ONLY - FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT CC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANT'S DRAWINGS, SPECIFICATIONS & REPORTS
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY PBD ARCHITECTS AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY - FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
MV	MECHANICAL RISER TO FUTURE DETAIL
GC	GARBAGE CHUTE
MB	MAILBOX TO FUTURE DETAIL
PB	PLANTERBOX
R	240L RECYCLING BIN
SK	SKYLIGHT
ST	STORAGE
WT	HOT WATER UNITS

LIST OF AMENDMENTS (Rev B):

1. Fire stair 2 and lift relocated
2. Boom gate added to separate retail parking to residential and visitor parking
3. Ramp from ground to basement level 1 widened to two-way ramp
4. Retail 1 along Victoria Rd extended up to the site boundary
5. Residential lobby extended towards Day St
6. Retail 2 enlarged, glazing added facing north
7. Driveway off Day Street to be used for access to loading dock only
8. Driveway off Formosa St added for access to residential and retail parking
9. Allowance for chamber substation
10. Live/work townhouses along Formosa St removed and replaced with cascading landscaping from communal open space on level 1
11. Street trees added
12. Revised floor plate to provide compliant unit mix and ADG requirements
13. Vertical plenum added to most noise affected units facing Victoria Rd and provide natural ventilation to bedrooms and living spaces
14. Updated roof top communal open space
15. Updated compliance diagrams

LIST OF AMENDMENTS (Rev C):

1. Updated schedules
2. Updated ramp and basement 1 to suit traffic swept paths and bicycle parking requirements
3. Updated residential waste room
4. Updated level 1 communal open space, communal vegetable patch added
5. Amended unit 107,206,306,406,506 to suit post-adaptation requirements
6. Updated elevations and sections
7. Updated finishes schedule
8. Updated compliance diagrams
9. Updated sun eye views and shadow diagrams
10. Updated adaptable unit layout

ISSUE	DATE	DESCRIPTION
C	22.07.25	S.34 ISSUE
B	22.07.12	SOFAC ISSUE
A	21.02.16	DA LODGEMENT

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SCALE 1:200 @ A3

CLIENT:
OLTER INVESTMENTS PTY LTD

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ABN 36 147 035 550
P - 02 9698 8140 E - info@pbdarchitects.com.au W - www.pbdarchitects.com.au
Level 2, 52 Albion Street, Surry Hills NSW 2010
Nominated Architect: Paul Butjevic NSW 7768

PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
71 - 75 VICTORIA ROAD
DRUMMOYNE
July 2020

DRAWING TITLE:
BASEMENT 2 PLAN

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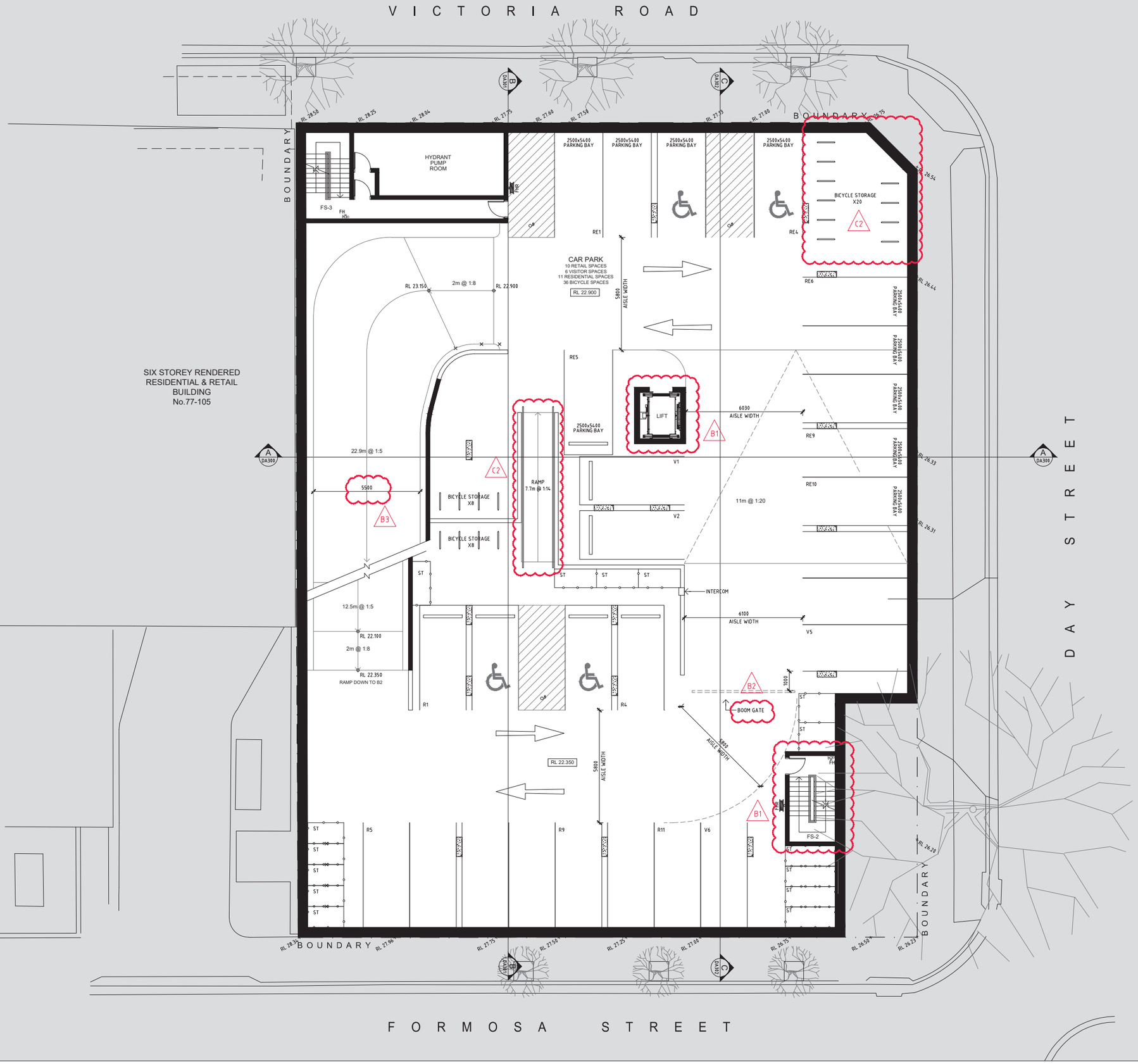
SCALE:	DRAWING NO:	ISSUE:
PROJECT NO: 2018	DA100	C



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0 1 2 5m

CLIENT:
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ARCHITECT:
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ABN 36 147 035 550
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Level 2, 52 Albion Street, Surry Hills NSW 2010
Nominated Architect: Paul Butjevic NSW 7768

PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
71 - 75 VICTORIA ROAD
DRUMMOYNE
July 2020

DRAWING TITLE:
BASEMENT 1 PLAN

DRAWN BY:	CHECKED BY:	
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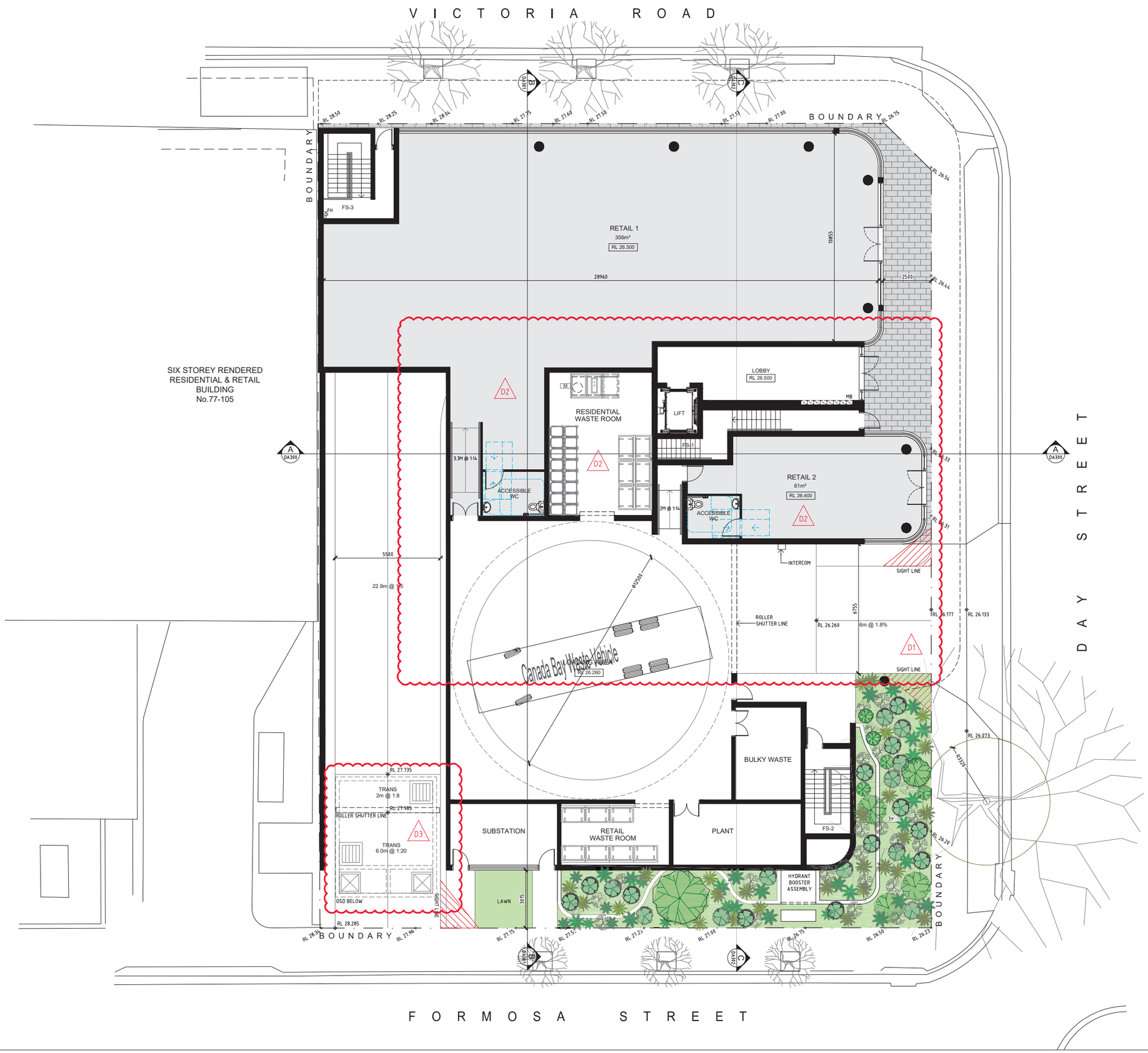
SCALE:	DRAWING NO:	ISSUE:
PROJECT NO: 2018	DA101	C



SIX STOREY RENDERED RESIDENTIAL & RETAIL BUILDING No.77-105

GENERAL NOTES:

- ALL WORKS TO COMPLY WITH BUILDING CODE OF AUSTRALIA, REQUIREMENTS OF RELEVANT STATUTORY AUTHORITIES/ LOCAL GOVERNMENT & RELEVANT AUSTRALIAN BUILDING STANDARDS
- DRAWINGS FOR THE PURPOSES OF DA ONLY.- FURTHER CONSULTANT/ AUTHORITY COORDINATION WILL BE REQUIRED AT CC STAGE WHICH MAY IMPACT ON DESIGN AND PLANNING LAYOUTS
- ARCHITECTURAL PLANS TO BE READ IN CONJUNCTION WITH CONSULTANT'S DRAWINGS, SPECIFICATIONS & REPORTS
- COPYRIGHT OF DESIGN SHOWN HEREON IS RETAINED BY PBD ARCHITECTS AND AUTHORITY IS REQUIRED FOR ANY REPRODUCTION
- AREA SCHEDULES SUPPLIED ARE APPROXIMATE ONLY.- FUTURE ALLOWANCE FOR VERTICAL SERVICE DUCTS, STRUCTURAL WALL SYSTEMS AND CONSULTANT INPUT WILL BE REQUIRED

LEGEND:

AW	AWNING
HW	HIGHLIGHT WINDOW
CU	A/C CONDENSER UNITS
FH	FIRE HYDRANT
FHR	FIRE HOSE REEL
FS	FIRE STAIRS
MV	MECHANICAL RISER TO FUTURE DETAIL
GC	GARBAGE CHUTE
MB	MAILBOX TO FUTURE DETAIL
PB	PLANTERBOX
R	240L RECYCLING BIN
SK	SKYLIGHT
ST	STORAGE
WT	HOT WATER UNITS

LIST OF AMENDMENTS (Rev B):

1. Fire stair 2 and lift relocated
2. Boom gate added to separate retail parking to residential and visitor parking
3. Ramp from ground to basement level 1 widened to two-way ramp
4. Retail 1 along Victoria Rd extended up to the site boundary
5. Residential lobby extended towards Day St
6. Retail 2 enlarged, glazing added facing north
7. Driveway off Day Street to be used for access to loading dock only
8. Driveway off Formosa St added for access to residential and retail parking
9. Allowance for chamber substation
10. Live/work townhouses along Formosa St removed and replaced with cascading landscaping from communal open space on level 1
11. Street trees added
12. Revised floor plate to provide compliant unit mix and ADG requirements
13. Vertical plenum added to most noise affected units facing Victoria Rd and provide natural ventilation to bedrooms and living spaces
14. Updated roof top communal open space
15. Updated compliance diagrams

LIST OF AMENDMENTS (Rev C):

1. Updated schedules
2. Updated ramp and basement 1 to suit traffic swept paths and bicycle parking requirements
3. Updated residential waste room
4. Updated level 1 communal open space, communal vegetable patch added
5. Amended unit 107,206,306,406,506 to suit post-adaptation requirements
6. Updated elevations and sections
7. Updated finishes schedule
8. Updated compliance diagrams
9. Updated sun eye views and shadow diagrams
10. Updated adaptable unit layout

LIST OF AMENDMENTS (Rev D):

1. Day St driveway for loading dock access relocated away of existing street tree SRZ
2. Amended retail tenancies and residential waste rooms to suit relocated driveway
3. OSD tank relocated below Formosa St driveway
4. Level 1 landscape amended to include bigger area for additional tree on communal open space
5. General dimensions added
6. Victoria Rd street awning divided in 3 sections that step down to suit street conditions
7. Updated elevation to reflect changes to loading dock
8. Wall finishes tags added
9. Updated height limit diagram with acoustic screen
10. Updated GFA calculation

ISSUE	DATE	DESCRIPTION
D	22.08.19	S34 ISSUE
C	22.07.21	S34 ISSUE
B	22.07.12	SOFAC ISSUE
A	21.02.16	DA LODGEMENT

SCALE 1:100 @ A1
SCALE 1:200 @ A3
0 1 2 5m

CLIENT:
OLTER INVESTMENTS PTY LTD

ARCHITECT:
PBD | ARCHITECTS
ABN 36 147 035 550
P - 02 9698 8140 E - info@pbdarchitects.com.au W - www.pbdarchitects.com.au
Level 2, 52 Albion Street, Surry Hills NSW 2010
Nominated Architect: Paul Buljevic NSW 7768

PROJECT:
PROPOSED SHOP TOP HOUSING DEVELOPMENT
71 - 75 VICTORIA ROAD
DRUMMOYNE

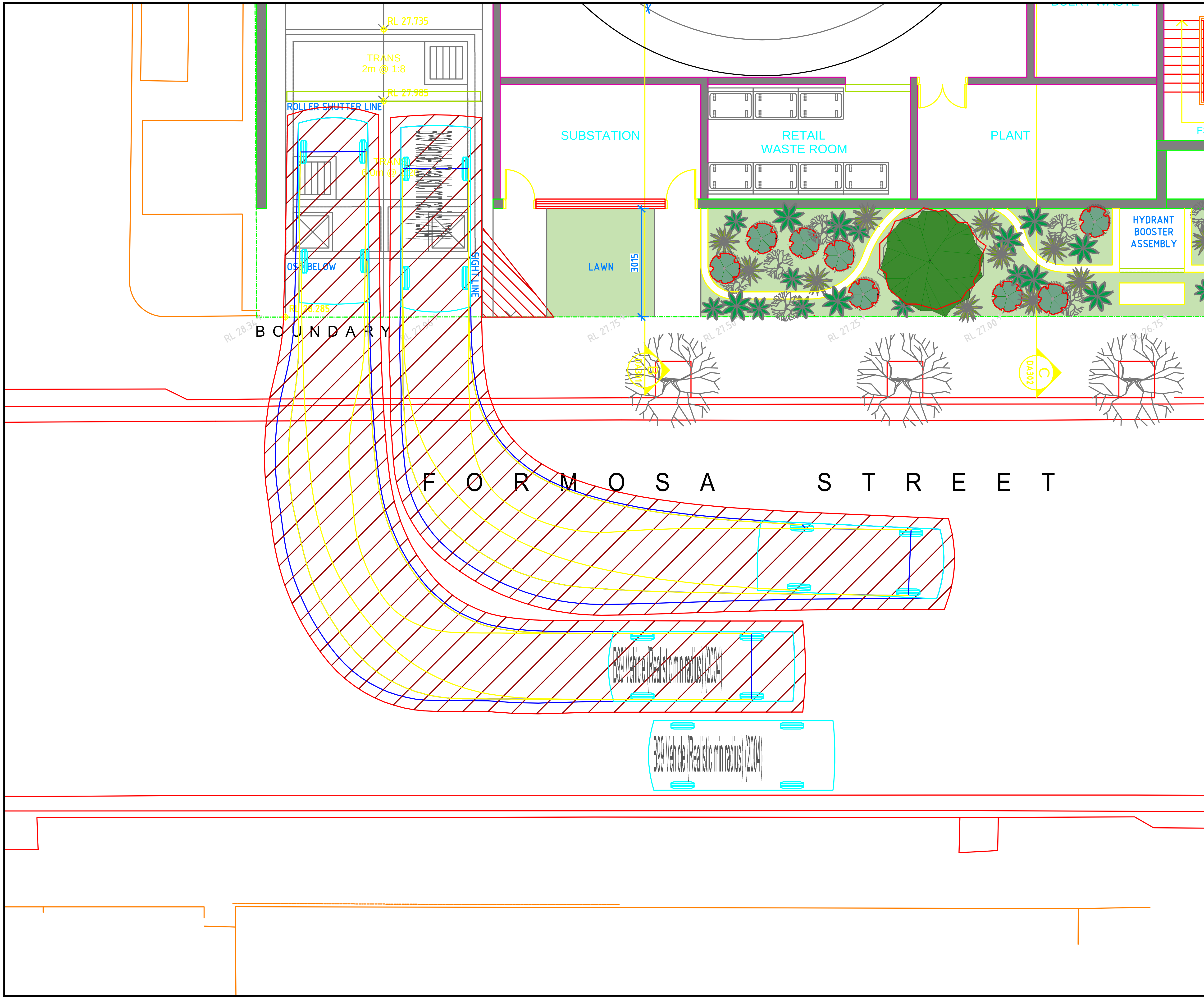
July 2020

DRAWING TITLE:
GROUND FLOOR PLAN

DRAWN BY:	CHECKED BY:	
SCALE: 1:100@A1 / 1:200@A3	DRAWING NO: DA102	ISSUE: D
PROJECT NO: 2018		

ATTACHMENT 3

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards *(AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities)*. These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Anlaysis	JP	26-07-22
B	Updated Plans	VD	15-09-22

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
PBD Architects
52 Albion Street
Surry Hills NSW 2010

Client
Olter Investments Pty Ltd

Scale / Plan Orientation
0 1 2 3 4m
1:100 @ A3

Project Description
71-75 Victoria Road
Drummoyne NSW 2047

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

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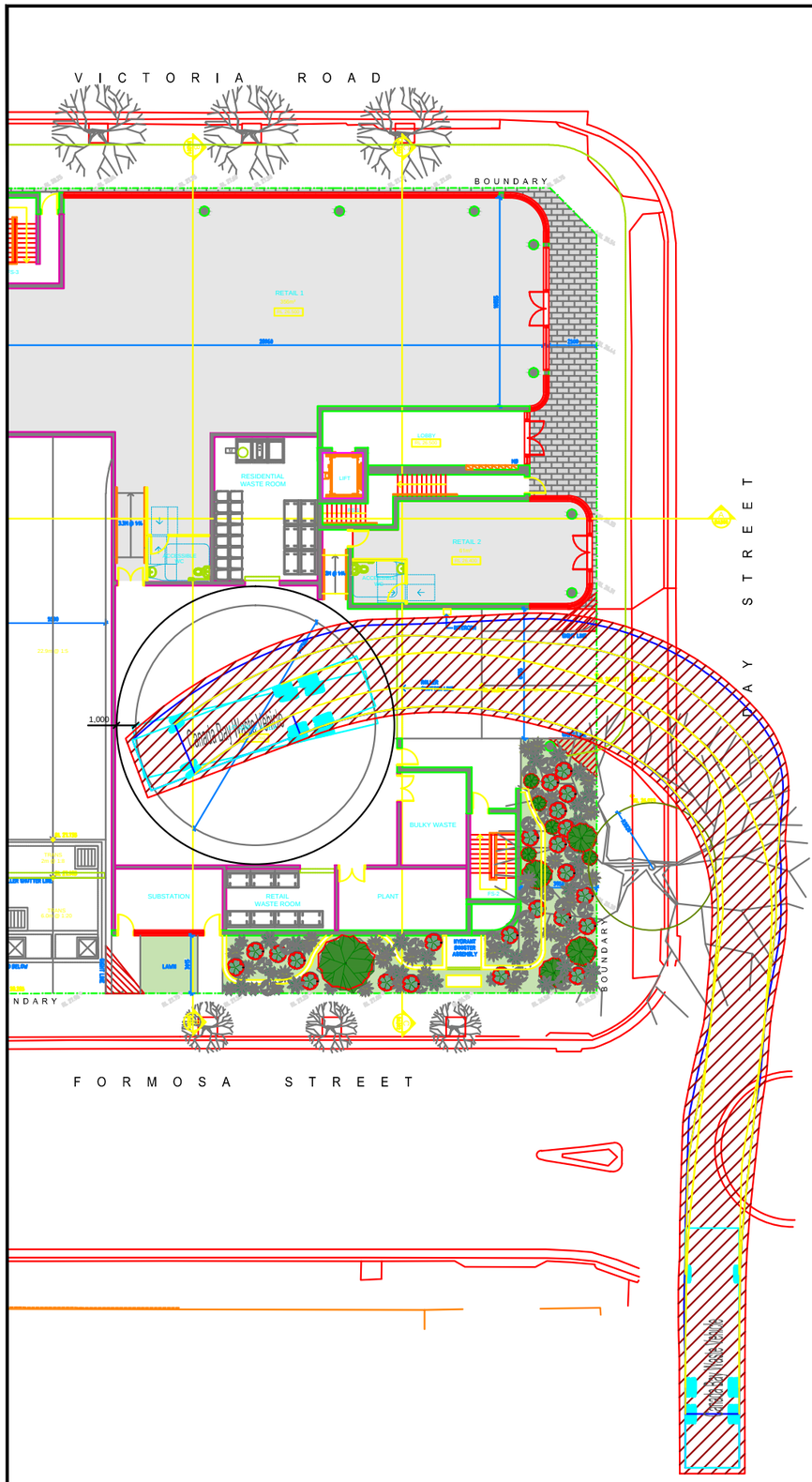
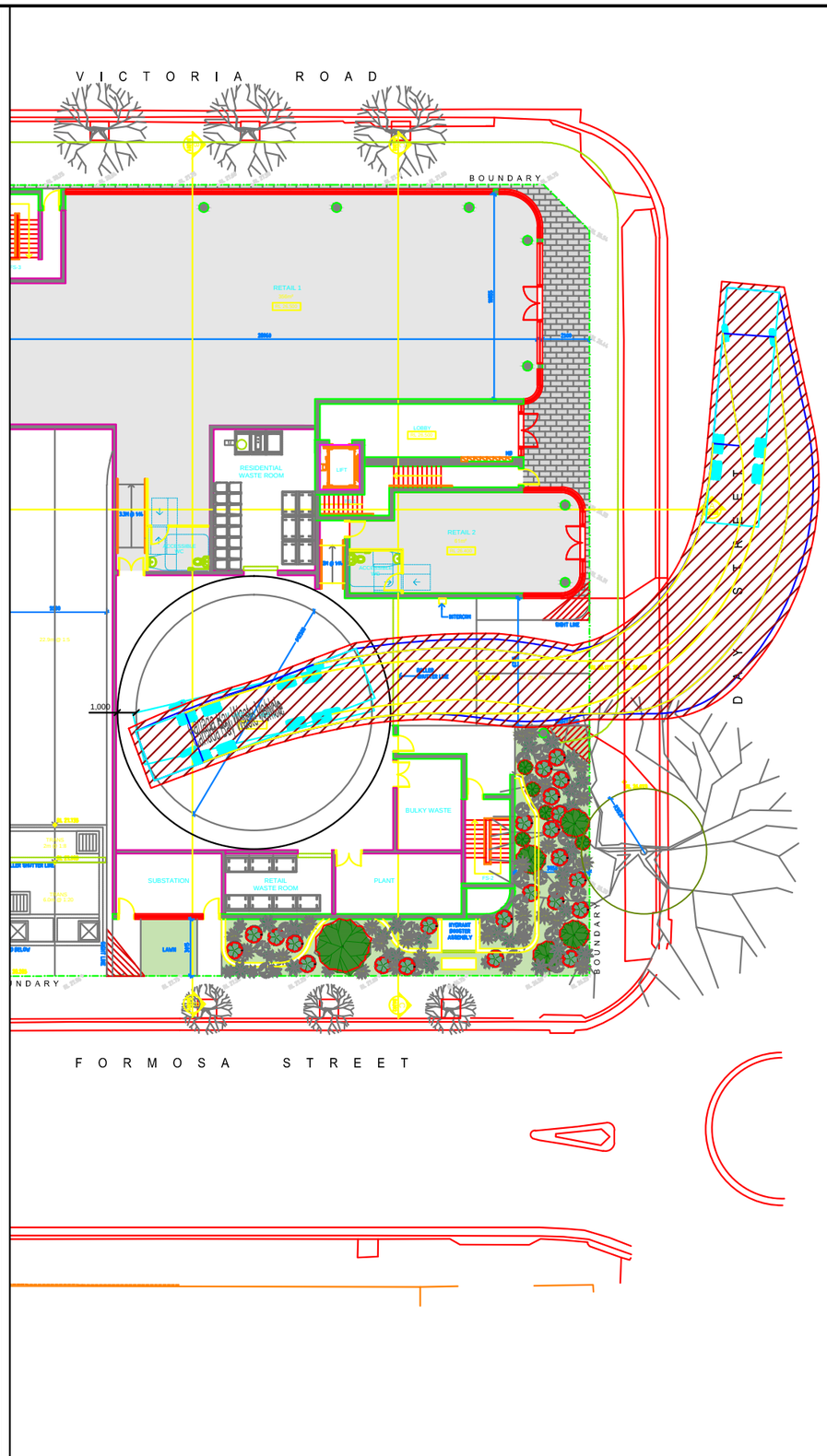
Drawing Title
Ground Floor Plan
Formosa Street Vehicular Access Driveway
B99 Design Vehicle
Entry & Exit Manoeuvres

Drawn: JP | Checked: VD | Date: 26-07-22

20.275d07v01 TRAFFIX [220908 Plans] Design Review - L&E Court.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.275	L&EC	TX.01	B





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Rev.	Revision Note	By.	Date
A	S34 Plans	JP	26-07-22
B	Updated Plans	VD	17-08-22
C	Turntable Clearance to 1.0m	VD	15-09-22

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
PBD Architects
52 Albion Street
Surry Hills NSW 2010

Client
Olter Investments Pty Ltd

Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

Project Description
71-75 Victoria Road
Drummoyne NSW 2047

Drawing Prepared By

TRAFFIX
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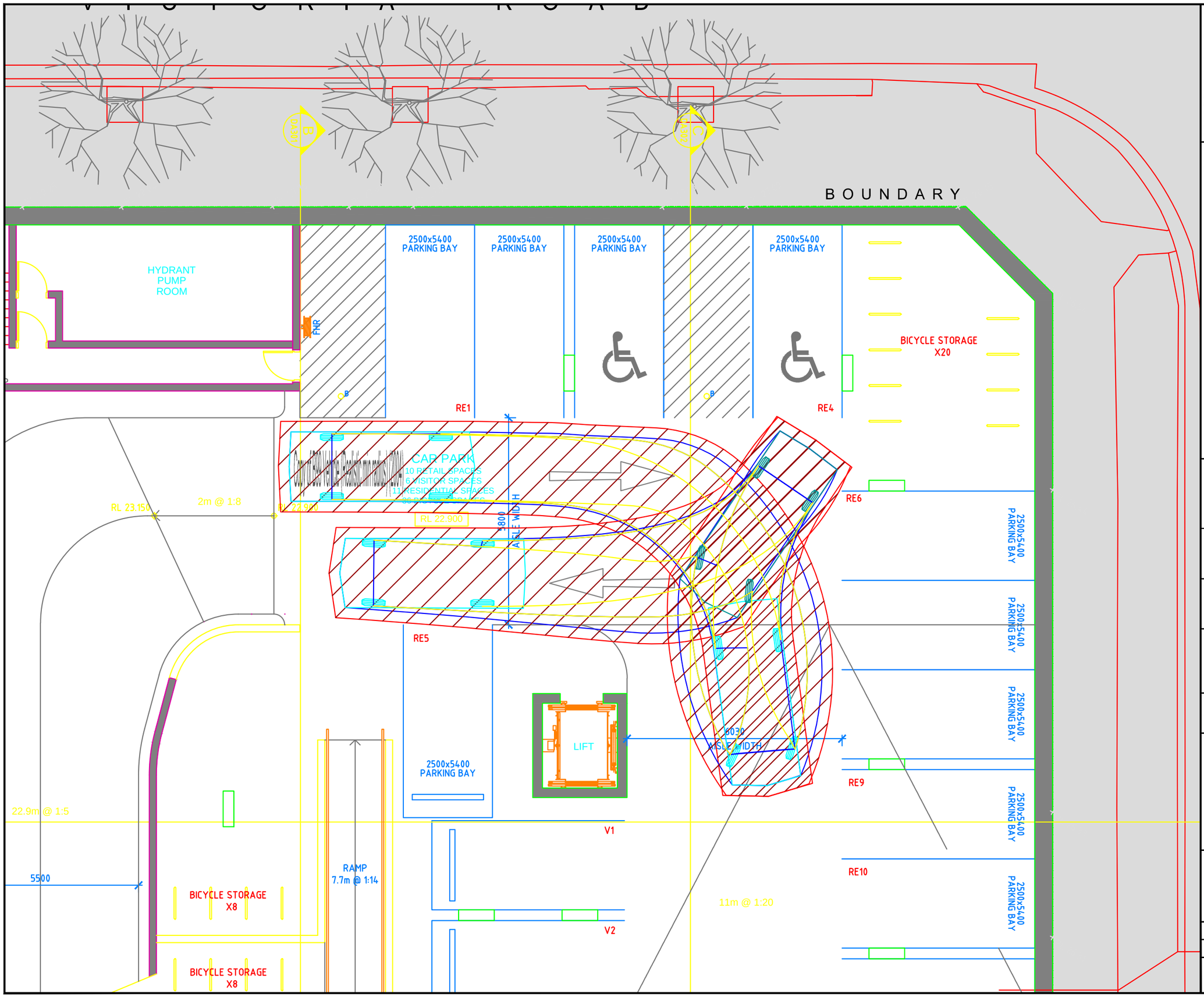
Drawing Title
Ground Floor Plan
Day Street Access
12.5m Canada Bay Waste Collection Vehicle
Left: Forward Entry Manoeuvre
Right: Forward Egress Manoeuvre

Drawn:	Checked:	Date:
JP	VD	26-07-22

20.275d07v01 TRAFFIX [220908 Plans] Design Review - L&E Court.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.275	L&EC	TX.02	C



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Rev.	Revision Note	By.	Date
A	Swept Path Anlaysis	JP	26-07-22
B	Updated Plans	VD	15-09-22

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
PBD Architects
52 Albion Street
Surry Hills NSW 2010

Client
Olter Investments Pty Ltd

Scale / Plan Orientation

0 1 2 3 4m
1:100 @ A3

Project Description
71-75 Victoria Road
Drummoyne NSW 2047

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS
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Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012
t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Basement 1 Plan
Northeastern Circulation Aisle
B99 Design Vehicle
3 Point Turn

Drawn:	Checked:	Date:
JP	VD	26-07-22

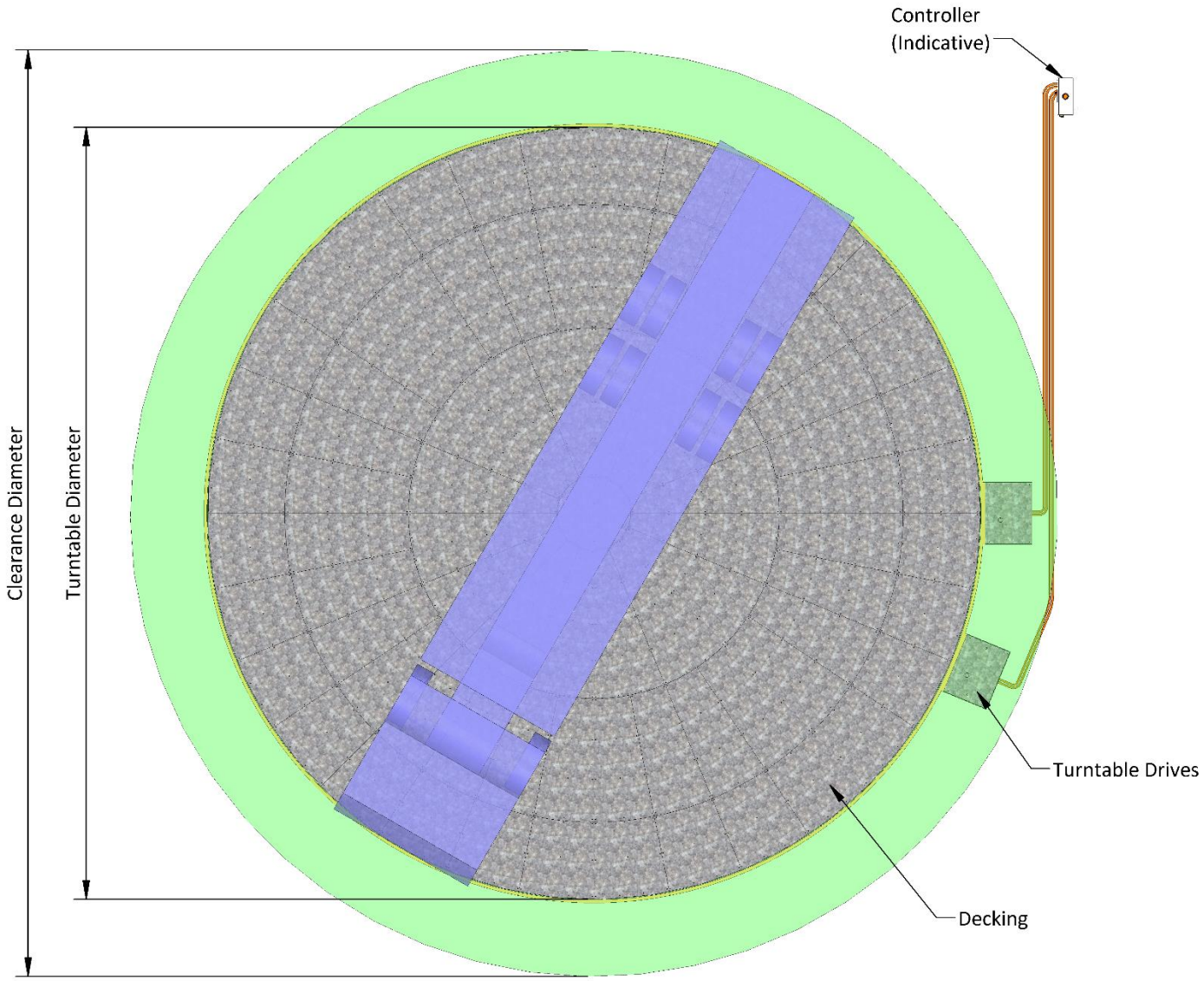
20.275d07v01 TRAFFIX [220908 Plans] Design Review - L&E Court.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.275	L&EC	TX.03	A

ATTACHMENT 4

Turntable Specifications

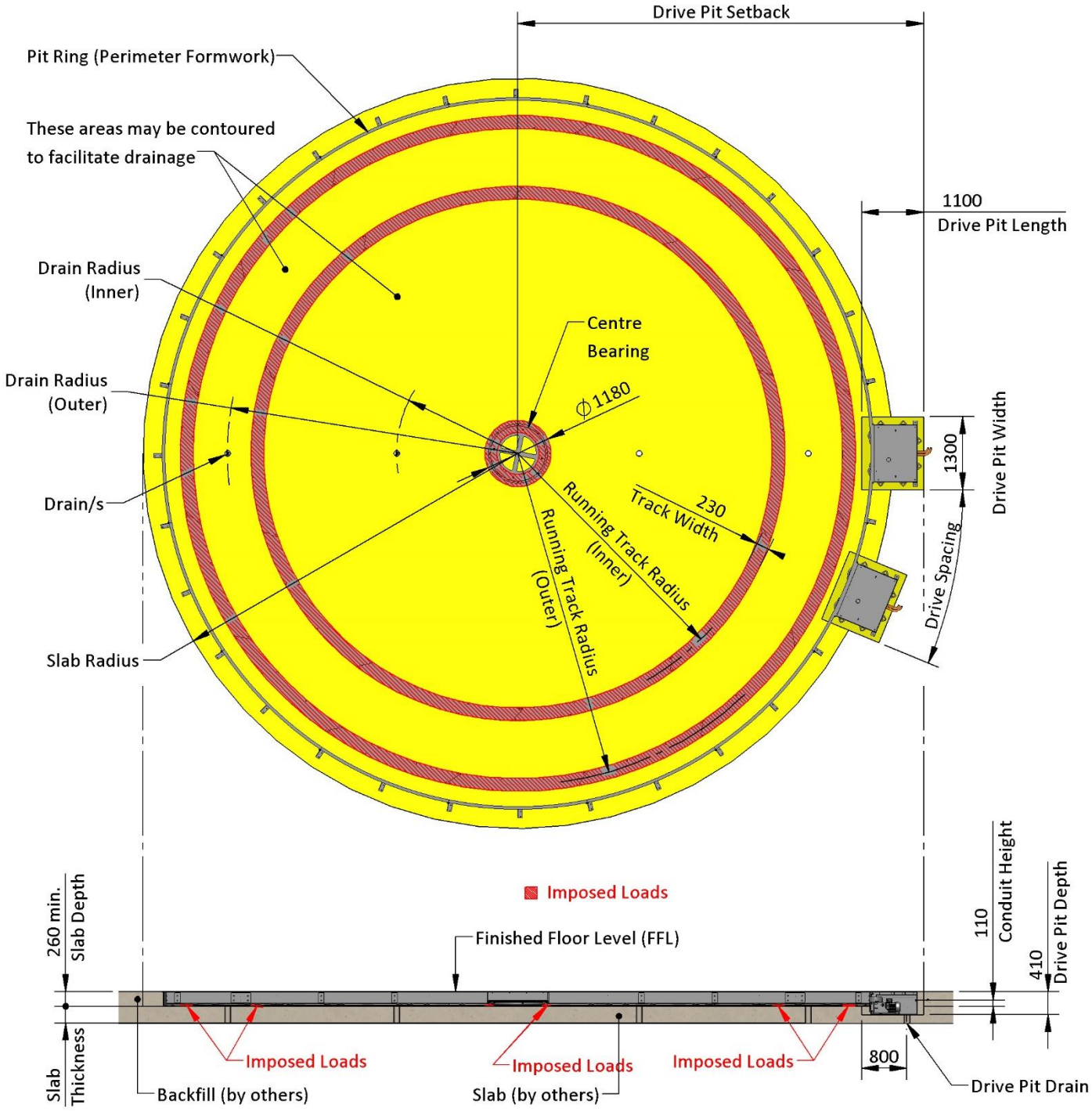
HTT12.5 to HTT15 - 250 Turntable Specification



**See Specification table for dimensions*

Turntable Overview	
Application:	*Loading Dock, Garbage collection, suspended slabs*
Platform Finish:	*Hot dipped galvanised chequer plate – 5mm thick*
Inspection Hatches:	*Centre bearing and drive. Decking removable for access to Running Track/Drain*
Corrosion Protection:	*Hot dipped galvanised, zinc coating*
Drive Mechanism:	*Friction wheels driven powered by motor drives*
Safety system: (Optional extra)	*For projects where there is a chance of collision during rotation with people, building or other vehicles/objects ATC can design and supply a system to reduce risk.*
Vehicle positioning system: (Optional extra)	*ATC can design and supply a vehicle guidance and positional parking system to suit specific projects requirements. This system assists the driver in parking in the correct area to reduce chance of collision with people, building or other vehicles/objects.*
Redundant drive: (Optional extra)	*For projects where the turntable is considered critical infrastructure a redundant drive can be included. In cases of motor failure, the affected drive can be disengaged allowing the turntable to continue operation without loss of productivity.*

Turntable Slab



**See Specification table for dimensions*

Slab Overview

1. The turntable slab provides the surface which the turntable is secured to via mechanical fastenings. Nominal 80mm embedment.
2. The slab size is larger than the turntable to accommodate the perimeter formwork and fixtures.
3. The overall size and shape of the slab can be made to suit the installation site provided it can accommodate the minimum required slab sizes as indicated below.
4. Once the turntable has been installed, a concrete backfill is poured up to the Pit Ring (perimeter formwork) to encase the turntable into the finished floor.
5. The imposed loads on the slab are concentrated through the Centre Bearing area and the Running tracks.

AUSTRALIAN TURNTABLES

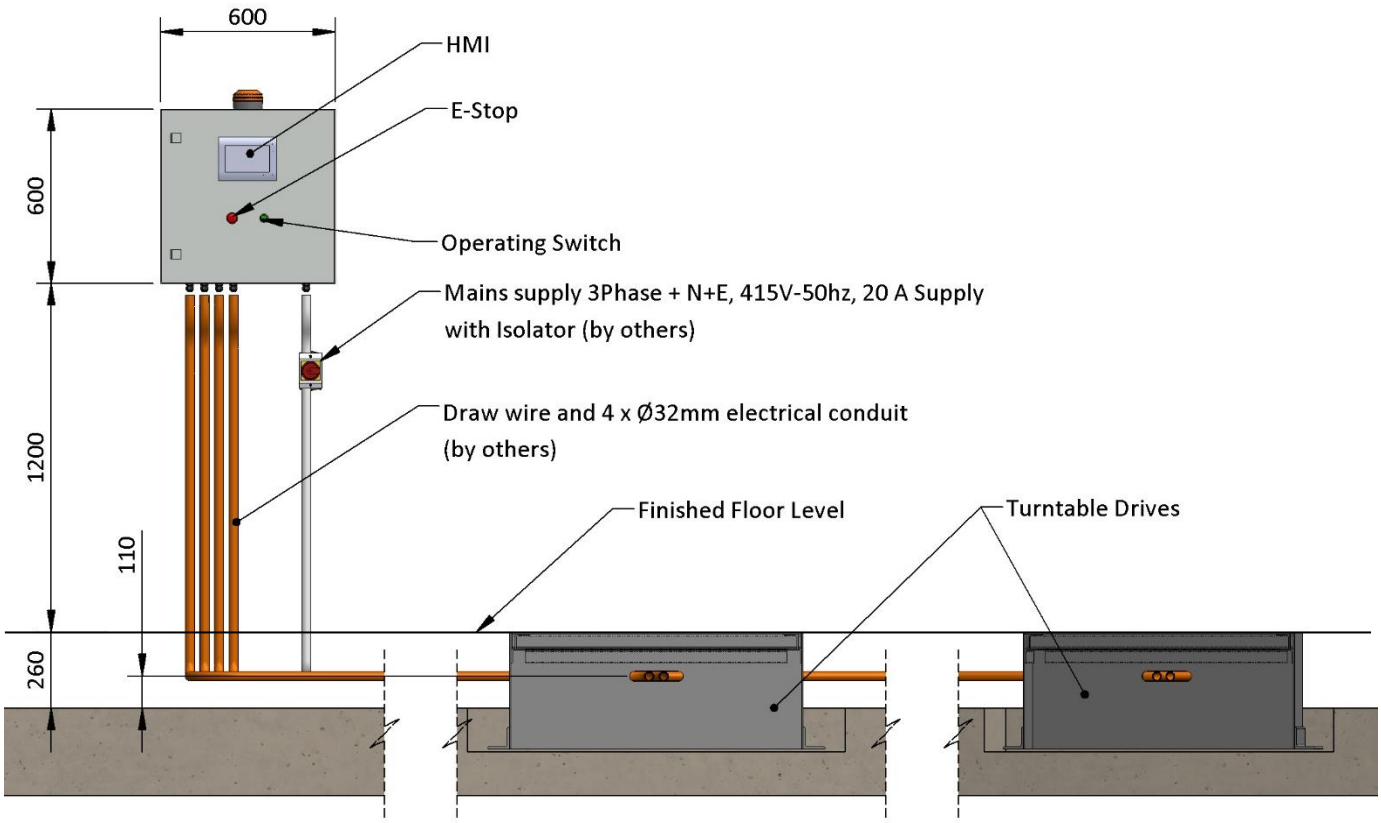
Turntable Specifications

Model	HTT12.5-250	HTT15-250		
Turntable Diameter (mm)	12500	15000		
Vehicle length accommodated (1)	12500	15000		
Clearance Diameter (mm) (2)	14500	17000		
Slab Depth (mm) (3)	260 min.			
Slab Radius (mm)	6650	7900		
Drain Radius - Inner (mm) (4)	2150	2150		
Drain Radius - Outer (mm) (4)	5150	6400		
Drive Pit Setback (mm)	7200	8450		
Drive Pit Width (mm)	1300			
Drive Pit Length (mm)	1100			
Drive Pit Depth (mm)	400			
Drive Spacing (increments of X°)	22.5	20		
Running Track Radius - Inner (mm)	4625	4625		
Running Track Radius - Outer (mm)	5875	7125		
Operating Capacity (kg)	45000			
Operating Speed (Nominal RPM)	0.4	0.3		
Distributed Load Capacity (kPa) (5)	15			
Imposed Load - Centre (kN) (6)	423	408		
Imposed Load – Inner Running Track (kN/m)(6)	28	25		
Imposed Load – Outer Running Track (kN/m)(6)	12	25		
Lateral Force on Centre Bearing (7)	174	174		
Minimum Concrete strength (MPa) (8)	25			
Slab Thickness (8)	Subject to client engineering			

Notes

1. *Suggested vehicle length. ATC recommend that vehicles fit entirely on the turntable platform. Longer vehicles accommodated subject to wheelbase and installation location.*
2. *Suggested clearance diameter based on the nominated vehicle positioned correctly on the turntable. This clearance zone can be reduced when an optional scanner safety system is implemented*
3. *Slab surface to be steel trowel finished.*
4. *Recommended drainage location/s shown. Actual drainage requirements specified by the client engineer which may include grease traps or sump pits.*
5. *Structural load capacity generally in accordance with AS/NZS 1170. Allows for full use of turntable area as a general trafficable area.*
6. *Imposed loads stated are, un-factored load based on the Distributed Load Capacity plus the turntable dead load.*
7. *Lateral Force applied based on a vehicle of maximum turntable operating capacity coming to a complete stop on the turntable from a speed of 10km/h over a distance of 1m.*
8. *Slab thickness and strength is to be specified by the client engineer.*

Electrical & Control



Feature	
Direction of Rotation	Bi-directional
Start-up	Soft start/stop, ramp up/ramp down
Operation	'Hold to Run' switch at control box location
Safety Inclusions	Emergency stop, isolation switch at control box location
Motor Power (kW)	1.5 x 4
RCD Type Required (by customer)	Compatible with inverters
Power Supply Required	AC – 415V 50Hz 32Amps
Minimum Wiring Design Standard	AS/NZ 3000
Max. power consumption during operation	20 amps
HMI screen	• Option for programmable Safe Operation Procedure or Safe Work Practices (SOP/SWP) • Advanced trouble shooting and fault finding • Simple integration with guidance and area scanner options
Enclosure	Lockable, IP66 rated
Operator safety (recommendations)	• Controller location should be chosen to ensure that the operator is in a safe position when operating the turntable. This includes doorways and other trafficable areas. • Consider elemental protection for operator in outdoor installations