

- 2.60. On a public road, it is necessary that vehicles can enter and leave the space without encroaching into the opposing traffic lane and, for 60 degree parking, the minimum distance to the centre line of the road behind the bay is 4.3 metres. Hence to satisfactorily accommodate 60 degree angle parking as proposed in Burns Street, a clear distance of 18.8 metres is required, traffic lanes of a combined 8.6 metres and 5.1 metre deep bays on each side.
- 2.61. To achieve this and retain a minimal 1.5 metre foot path on each side a total road reservation of 21.8 metres is required or setback of the property boundary by approximately 2.5 metres.
- 2.62. Parking in Burke Street is proposed at 45° with the plans showing 4.4 metre deep bays and a 7.2 metre aisle.
- 2.63. The Australian Standard for on street 45 degree parking is summarised in Figure 2.3 of the Standard (**provided**).
- 2.64. The requirements, allowing for a 600mm overhang, is for a 4.8 metre deep bay, with 3.5 metres to the centre line, equivalent to a total kerb to kerb width of 16.6 metres. This would allow for only 1.35 metre wide footpath on each side which, in the context of the proposal and the extent of pedestrian traffic likely to be generated is unsatisfactory.

#### **Loading arrangements**

- 2.65. The application plans show loading for the development provided via loading docks at the south eastern boundary of the site with access from both Burns Street and Burke Street, linked by a two way internal access road.
- 2.66. Staff parking for 16 cars is shown along part of the access road near the Burns Street access. Mr O'Brien has prepared an analysis of truck movements into and out of the loading dock from Burns and Burke Streets shown in Figures 4, 5 and 6.
- 2.67. Within Section 7.3 of his report the following loading access strategy is enunciated.

### **Coles Loading Dock**

Enter via Burke Street access from Cross Street

Exit via Burns Street

### **Kmart Loading Dock**

Enter via Burns Street

Exit via Burke Street

2.68. Cardno Grogan Richards has assessed the proposed operation of the loading dock and O'Brien assessment with turning paths for 19 metre semi trailers through the site shown (copy plan **provided**).

2.69. That assessment shows:-

- a) Trucks turning into the site from Burns Street to access Kmart loading dock will require most of the available area, deleting at least 11 of the 16 staff spaces shown. It is noted that the O'Brien assessment at Figure 5 suggests that a semi trailer can turn into the site from Burns Street without losing car spaces. It appears however that their assessment has assumed a 6.4 metre wide driveway aisle, whereas the architectural plans show, and scale, as 5.2 metres only. To retain the car spaces, the building would need to be set back at least 1.2 metres to widen the driveway.
- b) Maneuvering areas on site are very tight particularly near the Coles Loading dock.

Use of both docks simultaneously would be difficult.

- c) Trucks entering the site from Burke Street to access the Coles loading dock must use Cross Street as acknowledged in the O'Brien report. Given the predominant residential nature of this street, this may be inappropriate. For trucks to turn in directly from Burke Street, preferably from Tuaggra Street, the entry would need to be widened as shown in Figure 1.

- d) The movement of semi trailers along Burns Street and Burke Street to reach the loading dock with aisle parking as proposed is submitted inappropriate given the tightness of the design and further widening is recommended to facilitate truck access as well as angle parking."

### **Car parking quantum**

2.70. Bearing in mind the substantial reliance of on street parking, and the distances by the monopolisation of public car parking spaces, and the distances to be travelled to the retail premises, it is submitted the floor area of the premises proposed should either be reduced and/or the greater provision for on site car parking should be provided.

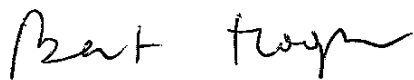
2.71. As proposed the purposes for "car parking" at clause 52.06 of the Planning Scheme are not met. The design and location of the car parking areas:-

- adversely affect the amenity of the locality, in particular the amenity of pedestrians and other road users;
- does not achieve a high standard of urban design;
- does not create a safe environment for users;
- does not enable easy and efficient use;
- does not protect the role and function of nearby roads.

### **3. CONCLUSION**

3.1. For the abovementioned reasons, it is respectfully submitted to the Panel should recommend the Amendment be abandoned.

**DATED:** 12 June 2007



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**BEST HOOPER**  
for and on behalf of  
**Woolworths Limited**