

# **TTM Consulting (Vic) Pty Ltd**



**KEW RESIDENTIAL SERVICES SITE  
STAGE 3B – RESIDENTIAL SUBDIVISION  
PARKING AND TRAFFIC IMPACT ASSESSMENT**

**Prepared By**

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**For**

**Kew Development Corporation  
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## 1. INTRODUCTION AND SCOPE

This report provides a traffic engineering review of the design of the traffic facilities proposed for Stage 3B of the Kew Cottages Site Redevelopment.

This report considers the basic traffic engineering considerations of street carriageway width, accessibility by the vehicles that will need to use the traffic facilities, and intersection layout in respect of accessibility and safety.

## 2. THE STAGE 3 MASTERPLAN

The Stage 3 Masterplan Plan prepared by DKO Architecture Pty. Ltd expands on Stage 1 and 2 by increasing the total number of dwellings to the original masterplan yield of 520 dwelling units.

A reduced scale version of the Masterplan is shown below in figure 1.



**FIGURE 1 : THE MASTERPLAN PLAN**

## 3. THE STAGE 3B

The currently proposed plan for Stage 3B includes provision for 32 residential lots generally in accordance with the plan shown in Figure 2.



**FIGURE 2 : STAGE 3B DEVELOPMENT**

Key dimensions of traffic facilities set out in the Stage 3B plan are :-

- Road – Dark Gray 7.0 metres
- Road – Light Gray 5.5 metres

#### **4. STREET CARRIAGEWAY WIDTHS**

All street carriageway widths accord with the requirements of Clause 56 of the Boroondara Planning Scheme for the respect categories of Access Place and Access Street.

Further, the proposed carriageway widths accord with those set out in earlier approvals for the project.

## 5. ACCESSIBILITY CONSIDERATIONS

All intersections have a combination of kerb return radii and carriageway width such that the adopted “design vehicle”, which is a rigid truck of 11 metres length, can make turns between intersection carriageways using all of the available carriageway. That principle accords with the requirements of Clause 56 of the Boroondara Planning Scheme.

At the ends of the culs-de-sac a key consideration is the capacity of a garbage truck to make a three point turn on the design terminal carriageway. This is demonstrated by the drawings attached in Appendix A and checked using AutoTrack v8.75.

## 6. ON-STREET PARKING OPPORTUNITIES

The principles outlined in Clause 56 of the Boroondara Planning Scheme encourage carriageway widths that provide adequately for kerbside parking.

Attached in Appendix B is an on-street parking diagram that indicates the number of on-street parking spaces that can be legally accommodated on street.

There a total of 32 on-street parking spaces for 32 dwellings, a rate well of 1 space per dwelling.

## 7. SUMMARY AND CONCLUSIONS

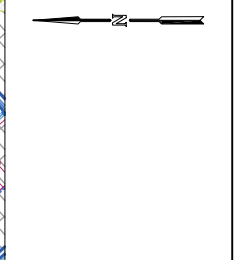
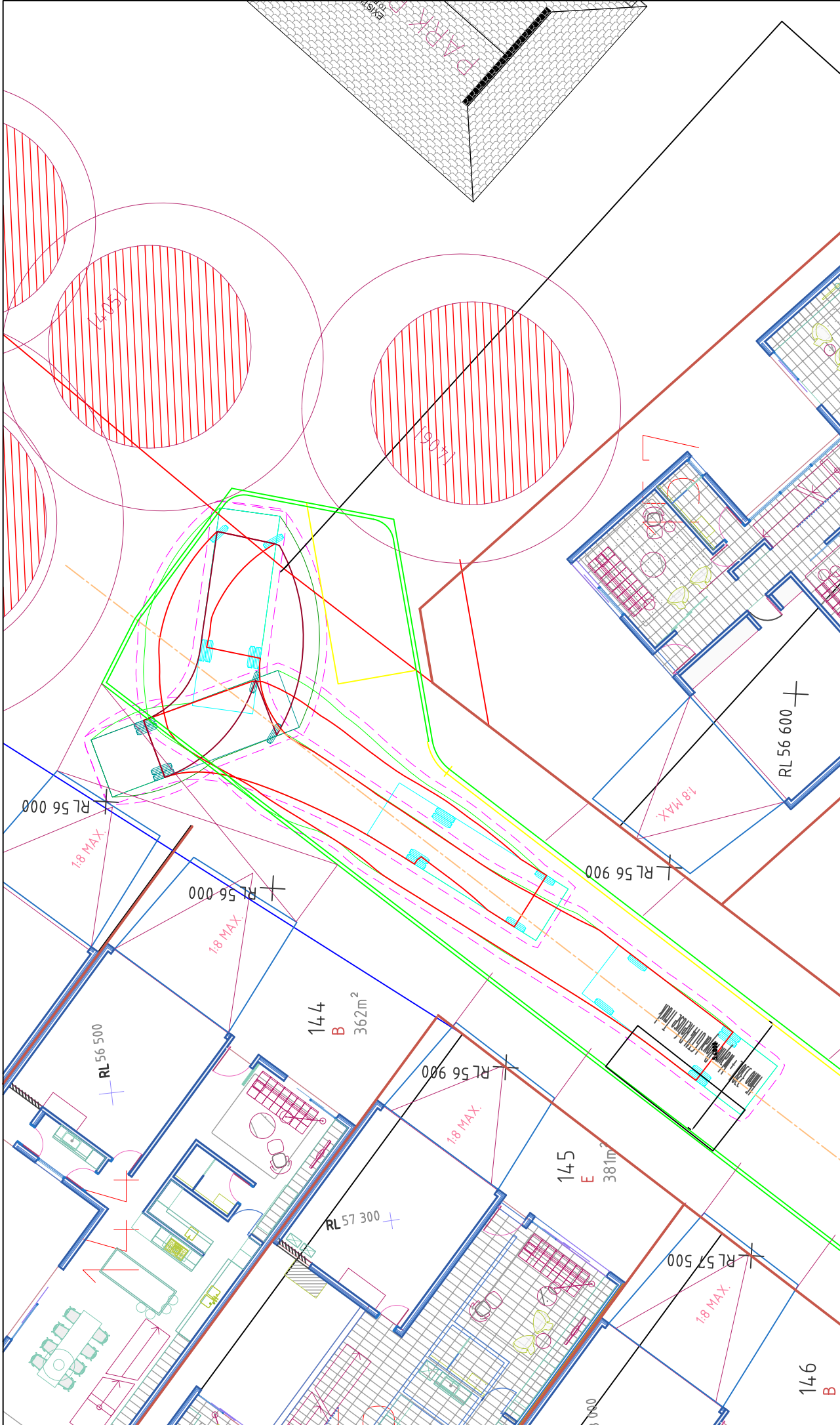
The Stage 3B plan provides adequately for the vehicular traffic that can be expected to use the facilities. All traffic facilities are appropriately designed in respect of compliance with relevant guides in the Boroondara Planning Scheme, and in respect of earlier approvals.

### **TTM Consulting (Vic) Pty. Ltd.**



**Damien Hancox**

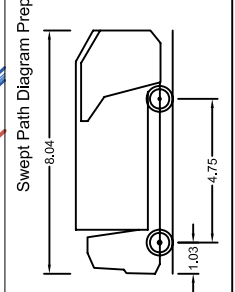
# **APPENDIX A**



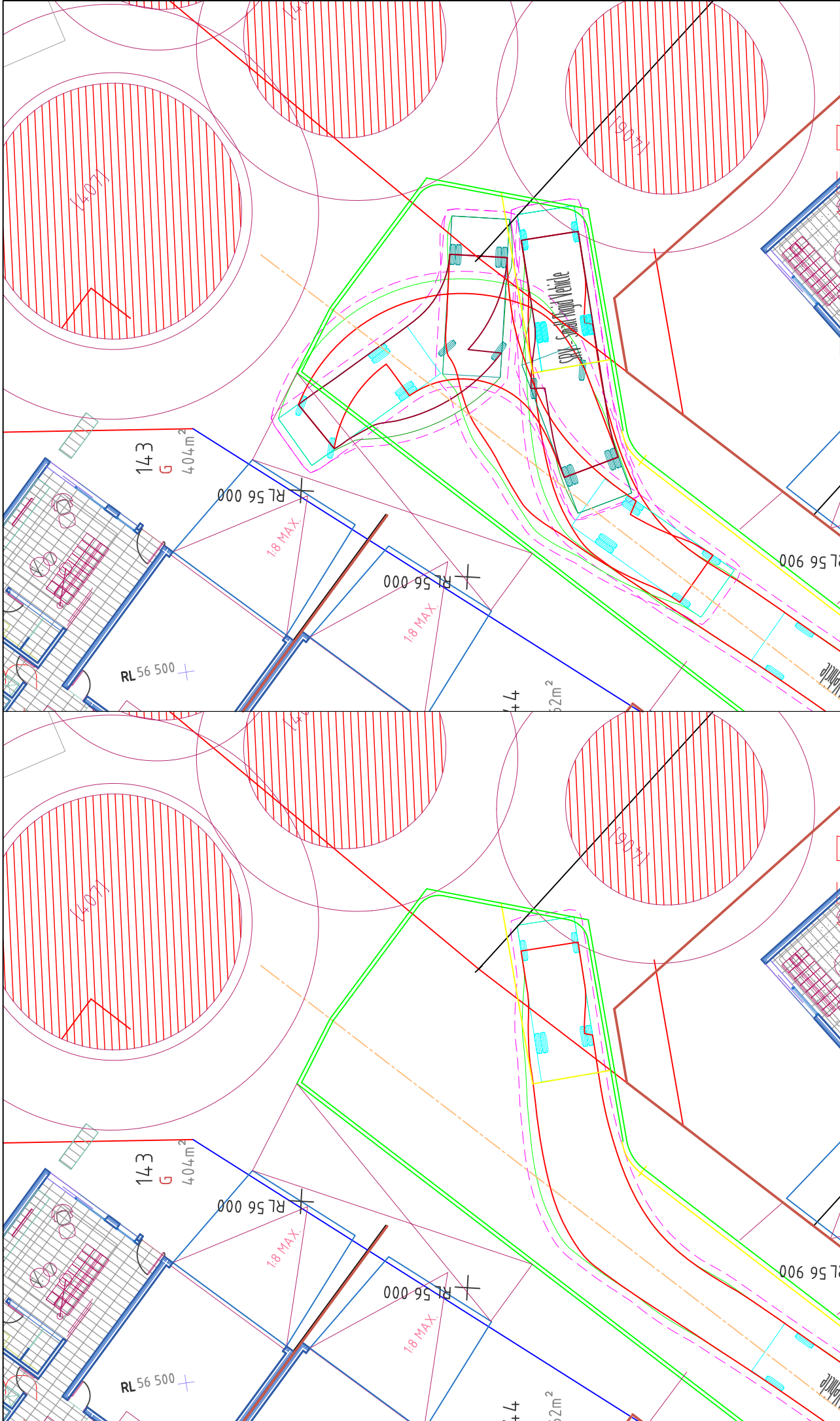
Swept Path Diagram Prepared using AutoTrack v8.75

Hino 338 L + Wayne Royal GT14 Refuse Truck

Overall Length	8.042m
Overall Width	2.451m
Overall Body Height	3.197m
Wheelbase	2.451m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	7.681m



Issue/Appd	Date	Original Issue	Comments
A	DJH 03/05/10	Original Issue	



**Kew Residential Cottages Stage 3A Option 1 Access to Ambulance Bay**

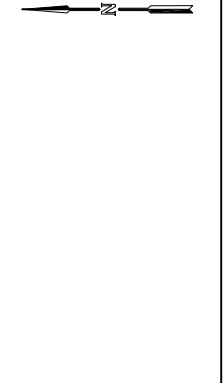
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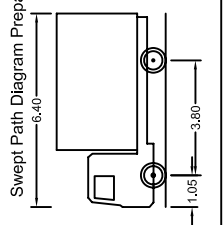
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Swept Path Diagram Prepared using AutoTrack v8.75

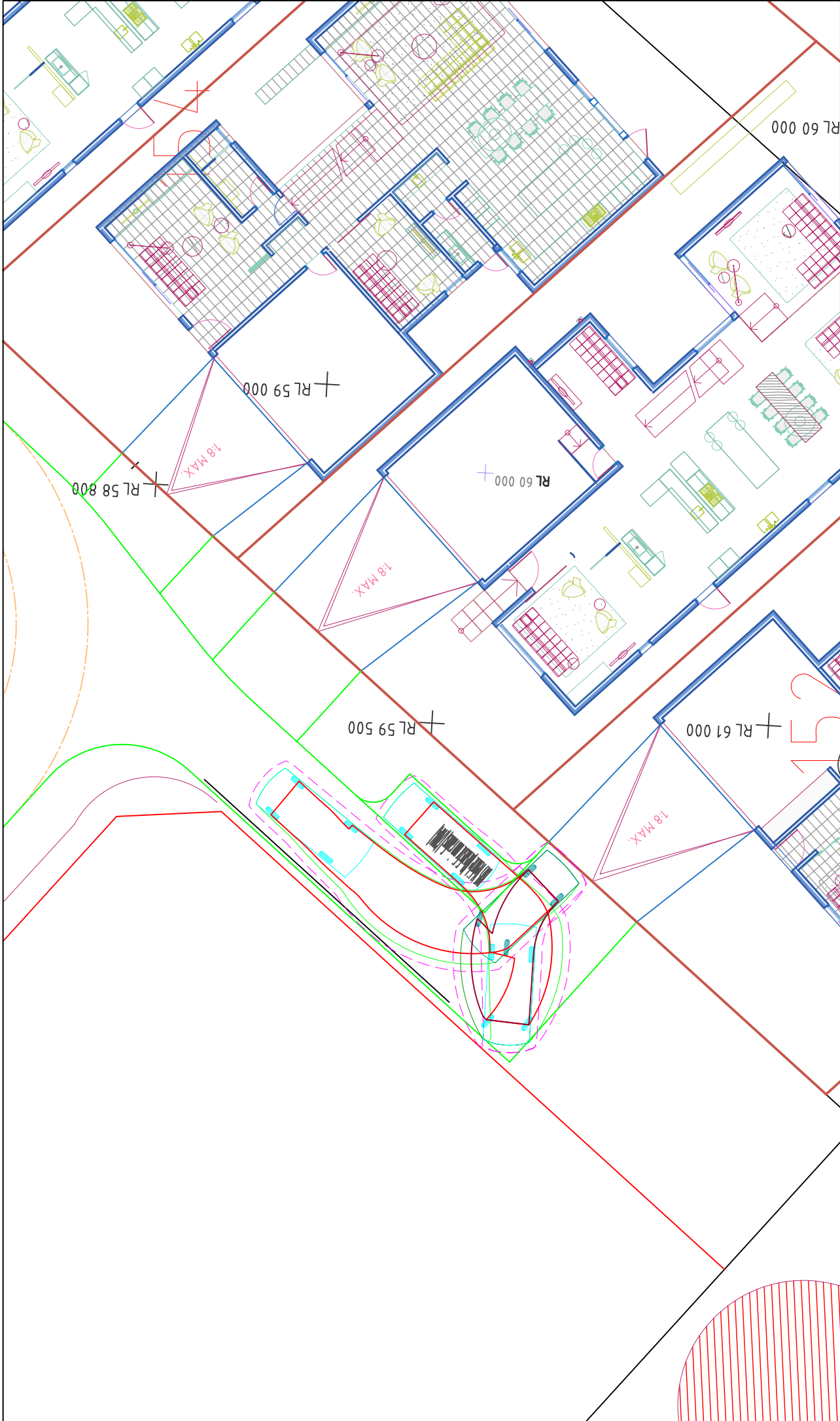
SRV - Small Rigid Vehicle

Overall Length	6.40m
Overall Width	2.33m
Wheelbase	3.80m
Min Entry Ground Clearance	0.395m
Lock Wheelbase	2.30m
Lock Wheelbase Time	4.10m
Curb to Curb Turning Radius	7.10m



Issue/Appd	Date	Original Issue	Comments
A	DJH 03/05/10	Original Issue	

— Wheel path  
— Vehicle Overhang  
— Vehicle Overhang + 300mm Clearance



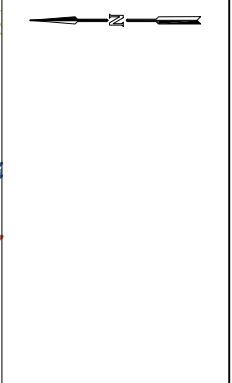
**KEW RESIDENTIAL COTTAGES STAGE 3B ADJACENT TO LOT 152 ON-STREET PARKING SPACES**

Scale 1:200 @ A4

Drawing No : 5120s3b03  
Sheet No : 3 Issue : A

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**Swept Path Diagram Prepared using AutoTrack v8.75**

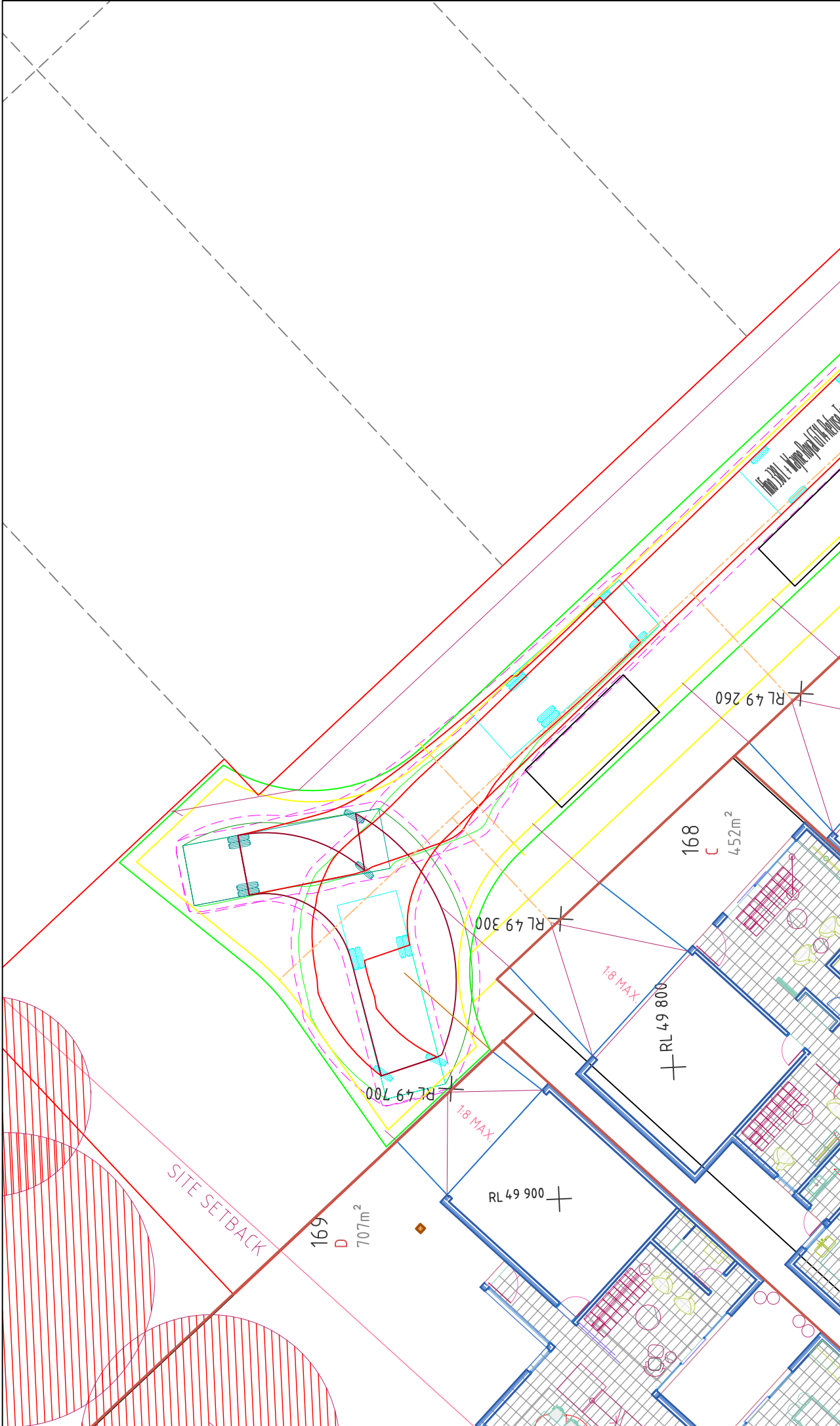
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.499m
Min Body Ground Clearance	0.120m
Track Width	1.770m
Lock to Lock Time	4.00sec
Curb to Curb Turning Radius	5.750m

Issue/Appd	Date	Original Issue	Comments
A	DJH	03/05/10	

- Wheel path
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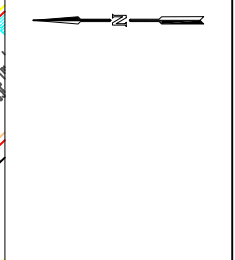
**KEW RESIDENTIAL COTTAGES STAGE 3B ADJACENT TO LOT 152 ON-STREET PARKING SPACES**

Scale 1:200 @ A4

Drawing No : 5120s3b03  
Sheet No : 4 Issue : A

**TTM**  
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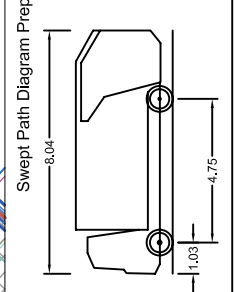
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169 D 707m<sup>2</sup>

168 C 452m<sup>2</sup>

1:8 MAX

RL 49 900

RL 49 700

RL 49 300

RL 49 260

Issue/Appd	Date	Original Issue	Comments
A	DJH 03/05/10		

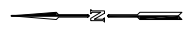
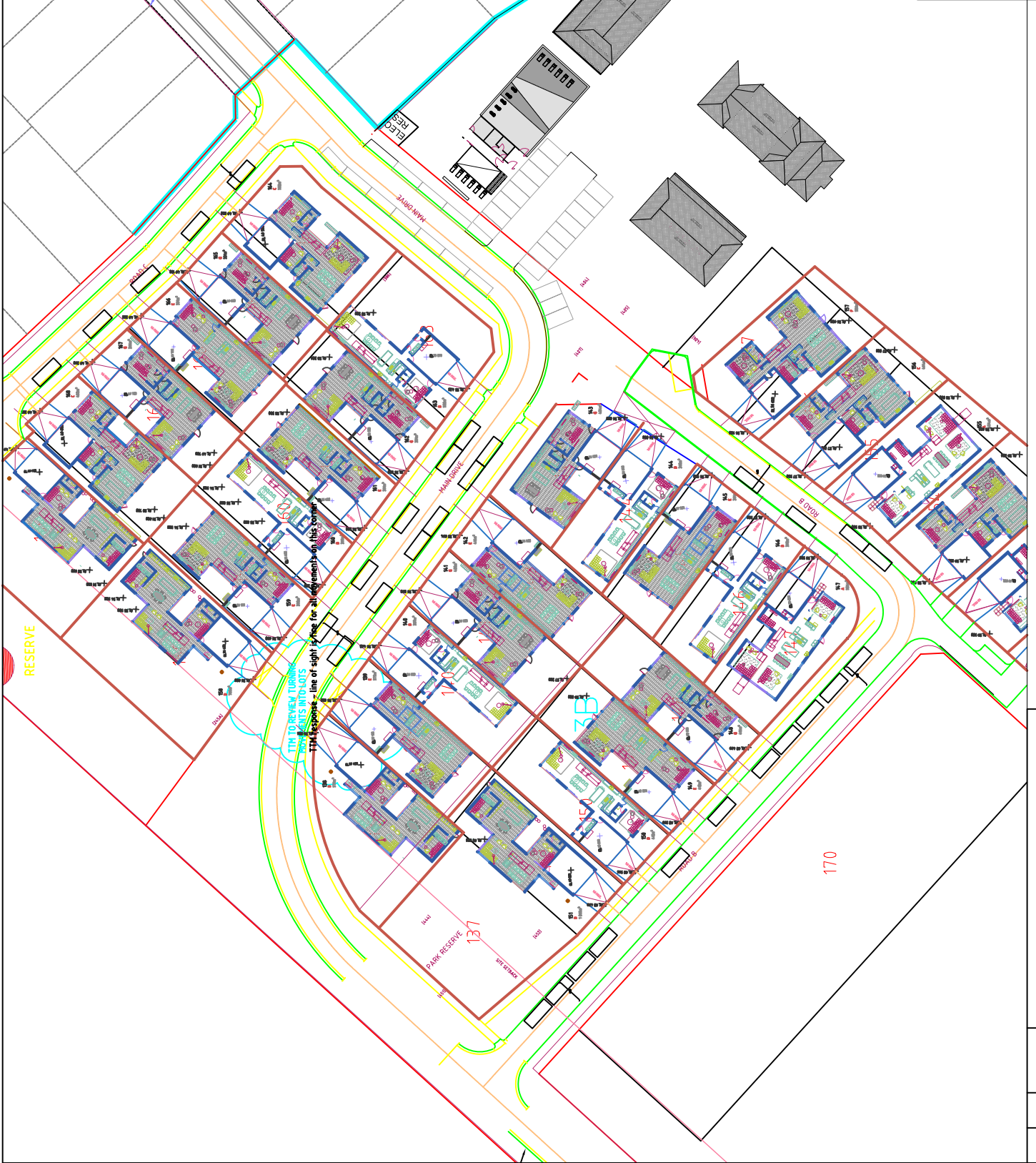
Wheel path

Vehicle Overhang +

Vehicle Overhang +

300mm Clearance

# **APPENDIX B**



**KEW RESIDENTIAL  
COTTAGES  
STAGE 3B  
ON-STREET PARKING  
SPACES**



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Scale 1:1,000 @ A4  
Drawing No : 5120s3b03  
Sheet No : 5 Issue : A

Issue/Date	Original Issue	Comments
A   DJH   31/05/10	Original Issue	