

# **Proposed Mixed Use Development** **669 – 683 Old South Head Road, Vaucluse** **Traffic and Parking Assessment**

Ref: 23201  
Date: Jan 2024  
Issue: E

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# 1.0 Introduction

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This report has been prepared to accompany a Development Application to Waverley Council for a proposed Seniors Living based mixed use development at 669 – 683 Old South Head Road, Vaucluse (Figure 1).

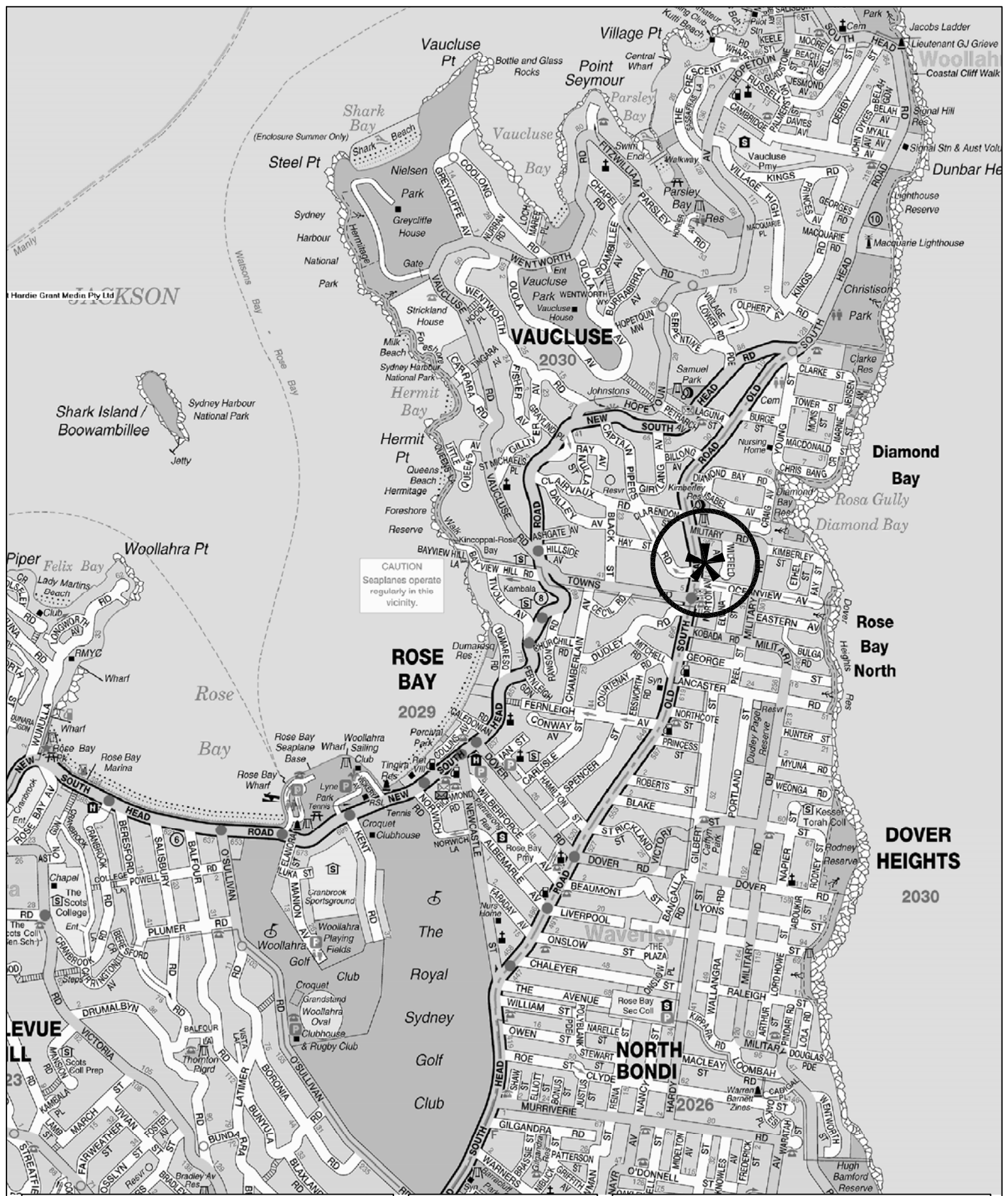
The Eastern Suburbs of Sydney is a popular area for medium – high density residential apartment living where there is convenient access to public transport services as well as extensive retail, entertainment and other facilities/services.

Consent (DA-455/2021) was granted on 22/10/2022 for a proposed development of 37 apartments on the consolidated site of 671 – 683 Old South Head Road. A further property has now been consolidated into the landholding (No. 669) and the proposed new development scheme involves:

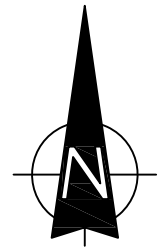
- ❖ demolition of existing buildings
- ❖ construction of 2 new 4-level buildings
- ❖ 31 ILU's
- ❖ retail tenancy
- ❖ ancillary facilities
- ❖ basement parking
- ❖ retention of the previously approved vehicle accesses

The purpose of this report is to:

- ❖ describe the site, its context and the proposed development scheme
- ❖ describe the existing road network and traffic circumstances
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the potential traffic implications
- ❖ assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



LEGEND



LOCATION

FIG 1



## 2.0 Proposed Development Scheme

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### 2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of 8 lots which occupies an irregular shaped total area of some 4345 m<sup>2</sup> with frontages to the eastern side of Old South Head Road and the northern side of Oceanview Avenue (see details on survey plan overleaf).

The surrounding uses comprise:

- ❖ the apartment buildings which adjoin to the north and east
- ❖ the various types of residential buildings which extend along Old South Head Road

The existing uses on the site comprise 7 single dwellings and a mixed use building all with access driveways on the Old South Head Road and Oceanview Avenue frontages.

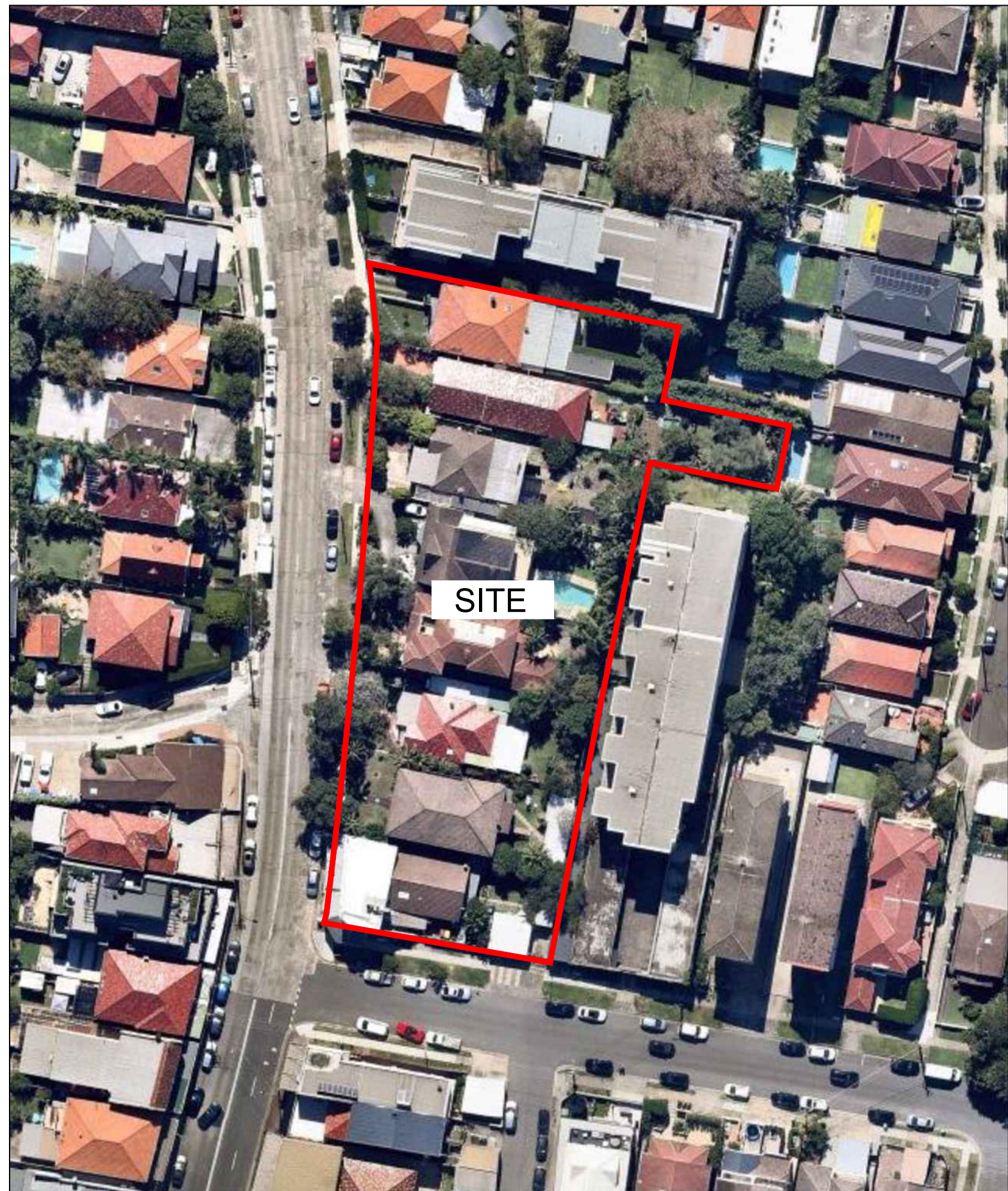
### 2.2 Approved Development

Consent was granted (for the consolidated site of 671 to 683 Old South Head Road) to demolish existing buildings and excavate part of the site to construct new 4/5-level building over basement carparking. The approved development comprised 37 one, two and three bed apartments.

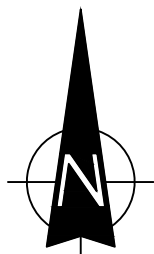
A total of 55 parking spaces were provided in 2 basement levels with ingress / egress driveways, including those for a porte cochere, on the Old South Head Road frontage.

Details of the approved development scheme are provided on the plans which are reproduced in part in Appendix A along with a copy of the TfNSW DA concurrence including the provision of new access driveways on Old South Head Road.





**LEGEND**



**SITE**

**FIG 2**





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### VAUCLUSE SENIORS LIVING 669- 683 OSH RD VAUCLUSE

#### DA01 EXISTING CONDITIONS



Status	SCHEMATIC DESIGN		
Scale	1 : 200	@ A1	
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## 2.3 Proposed Development

It is proposed to demolish the existing buildings and excavate part of the site to provide for basement parking and a level building platform. The proposed development comprises:

<b>Apartments</b>	<b>Retail</b>
15 x Two Bed Apartments	225 m <sup>2</sup>
16 x Three Bed + Apartments	
<b>Total 31 Apartments</b>	

The proposed extensive ancillary facilities include community lounge, dining and kitchen areas, gym, cinema, treatment meeting and “break out” rooms.

It is proposed to provide a total of 48 parking spaces in 2 basement levels with vehicle accesses for the basement and frontage Port Cochere located on Old South Head Road in accordance with the previous Consent.

Details of the proposed development are shown on the plans prepared by Bates Smart which accompany the Development Application and are reproduced in part in Appendix B.

A Pre-DA application was submitted and the Council advice (see Appendix C) received on 14/4/23 contained the following instructions in relation to parking and vehicle access:

- parking provision to be in accordance with SEPP21 (Housing)
- vehicle accesses (porte cochere and basement) shall be located on Old South Head Road as previously approved for DA-455/2021



## 3.0 Road Network and Traffic Conditions

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### 3.1 Road Network

The road network serving the site (Figure 3) comprises:

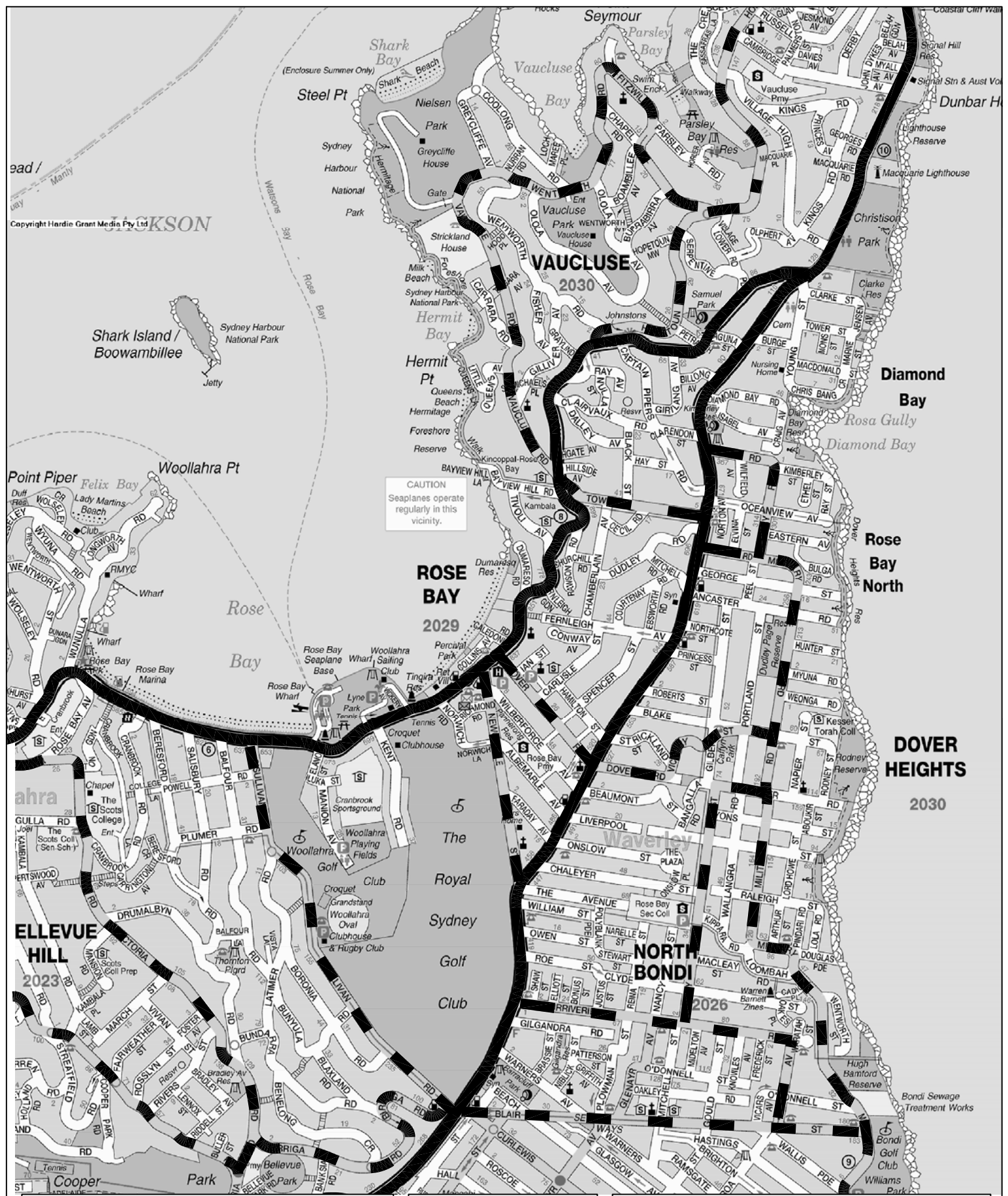
- ❖ New South Head Road – a State Road and arterial route connecting between Vaucluse and the City
- ❖ Old South Head Road – a State Road and arterial route connecting between Watsons Bay and Bondi Junction
- ❖ O’Sullivan Road – a Regional Road and major collector route connecting between New South Head Road and Old South Head Road
- ❖ The system of collector road routes including:
  - Newcastle Street
  - Dover Road
  - Hardy Street
  - Kobada Road/Military Road
- ❖ Oceanview Avenue – a local access road connecting to the east of Old South Head Road.

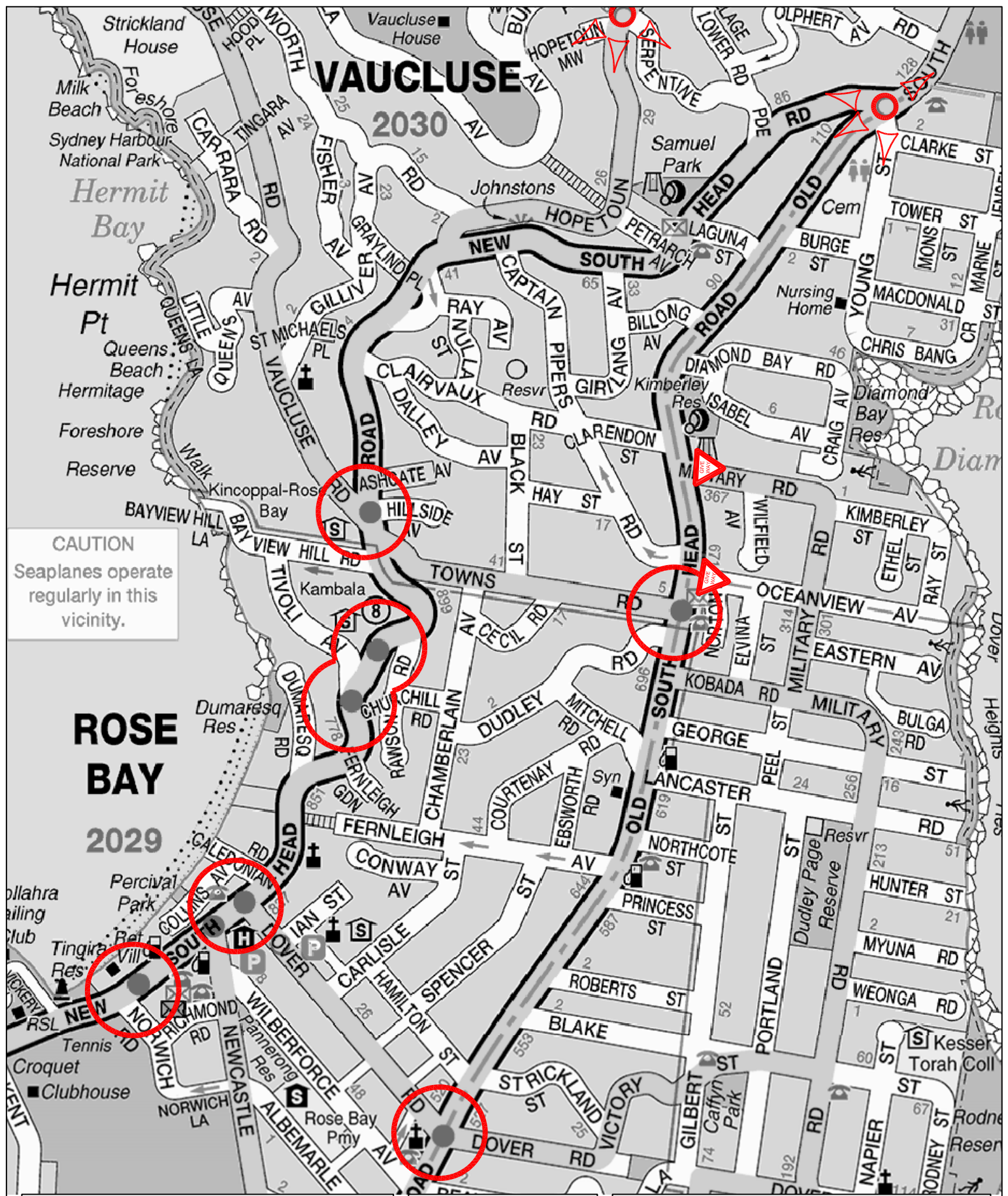
Old South Head Road in the vicinity of the site is relatively straight with one traffic lane plus a parking lane in each direction while Oceanview Avenue rises away from Old South Head Road with a significant crest at the eastern site boundary.

### 3.2 Traffic Controls

The existing traffic controls (Figure 4) on the road system serving the site comprise:

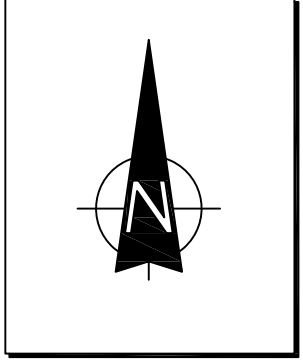
- ❖ the traffic signals on Old South Head Road and Towns Road intersection
- ❖ the BUS ZONES on both sides of Old South Head Road
- ❖ the 60 kmph speed restriction on Old South Head Road
- ❖ the 50 kmph speed restrictions on the local and collector road system
- ❖ the GIVE WAY controls on Oceanview Avenue and Military Road at Old South Head Road





**LEGEND**

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT



**TRAFFIC CONTROLS**

**FIG 4**



### 3.3 Traffic Conditions

An indication of traffic conditions on the road system serving the site is provided by data published by TfNSW and observations undertaken as part of this study. The data published by TfNSW is expressed in terms of Annual Average Daily Traffic (AADT) and the latest available data is as follows:

	<b>AADT</b>
Old South Head Road north of Newcastle Street	25,317

The observed traffic flows along Old South Head Road during the AM and PM Peak periods are as follows:

	<b>AM</b>	<b>PM</b>
Northbound	960	1580
Southbound	1650	870

There are regular gaps created in the Old South Head Road traffic movements by the operation of the traffic signals to the north and south and these facilitate access movements to and from properties and side streets in the area.

### 3.4 Transport Services

The development site has ready access to bus services which connect to rail services. Due to the site's level of accessibility to public transport, residents and visitors are expected to make good use of the services provided particularly for journey to work and other travel purposes highly accessible to both bus and rail services and as such, staff and patrons are expected to make good use of the services provided.

#### **Rail**

Convenient rail services are available at Bondi Junction, Edgecliff and the City and these provide access to the Metropolitan Transport Network.



## Bus

Bus stops are located within a 2-minute walking distance from the site on Old South Head Road and the available bus services are shown on the diagrams overleaf which are summarised in the following:

Route	Description	Peak Frequency
324	Watsons Bay to Central via Rose Bay	25 minutes
325	Watsons Bay to City via Rose Bay	30 minutes
380	Watsons Bay to Bondi Junction	25 minutes
386	Vaucluse to Bondi Junction via Rose Bay	25 minutes
387	Vaucluse to Bondi Junction via Rose Bay	20 minutes









## 4.0 Parking

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An indication of the appropriate parking provision for the development is provided by the SEPP 2021 (Housing) as follows:

**SEPP**

0.5 space per bedroom

Application of this criteria to the proposed development would indicate the following:

82 bedrooms

41 spaces

It is proposed to provide a total of 46 spaces including 5 visitor spaces and 2 car share spaces in satisfaction of Schedule 3 of the SEPP.

In accordance with the DCP “minimum nil provision” for retail and the facilities staff it is not proposed to provide on-site parking for these uses.

Council’s DCP also specifies provision for motorcycles and bicycles as follows:

*Residential*

- Motorbike - 1 space per 3 car spaces
- Bicycles - 1 space per 10 apartments for visitors

*Retail*

- Bicycles - staff 0.1 space per 100 m<sup>2</sup>
- visitor 0.4 space per 100 m<sup>2</sup>

Having regard for the fact that this is a Seniors Living development, it is proposed to provide 17 motorcycle spaces with 38 bicycles in the basement for resident/visitors and 4 rack spaces adjacent to the retail tenancy. It is apparent that these proposed parking provisions will be compliant with the DCP requirements.

Provision will be made for battery charging for electric cars, motor bikes and bicycles consistent with Council DCP requirements.



## 5.0 Traffic

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The TfNSW Development Guidelines traffic generation criteria for high density apartments (not near a railway station) is 0.29 vtpd per apartment in the AM and PM peak periods indicating:

	AM		PM	
	IN	OUT	IN	OUT
31 Apartments	2	7	7	2

However, it is inevitable that these 'Seniors Living apartments' will have a somewhat lower generation rate. The existing uses on the site in accordance with the TfNSW criteria would generate some 6 vtpd and accordingly, the assessed worst case additional generation of the proposed development is only some 3 vtpd in the peak periods and some 2vtpd less than the previously of approved development.

Thus, the generated 'additional' traffic generation consequential to the development scheme will be relatively imperceptible being slightly less than that of the previously approved DA (ie less apartments) and there will be no adverse road capacity or safety implications. Vehicles ingressing and egressing the site will take advantage of the regular gaps in the traffic flows on Old South Head Road created by the operation of the traffic signals at intersections to the north and south.

In regard to Clause 2.119 of SEPP (Transport and Infrastructure) it is assessed that:

- the proposed vehicle access on Old South Head Road (as previously approved) are considered to be safe having regard to their location, nature and limited vehicle movements
- the traffic movements on Old South Head Road will not be adversely impacted particularly as the generated peak traffic movements will be less than that of the previously approved development
- the design of the accesses is appropriate and will minimise any access issues

## 6.0 Internal Circulation and Servicing

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### 6.1 Access

The proposed vehicle access driveways (porte cochere and basement) reflect the arrangement on the Old South Head Road frontage as approved for the previous DA and as specified by Council's Pre-DA response. Whilst the site has existing access driveways on the Oceanview Avenue frontage, it is noted that these:

- are located within an intersection (Norton Avenue) contrary to the requirements of AS2890.1
- are located where there is a severe crest in Oceanview Avenue limiting sight distance (i.e. below the requirements of AS2890.1 particularly if a driveway were to be located to be west of the intersection)

The design of the proposed driveways complies with the AS2890.1 requirements and there will be good sight distances available at these locations. Details of the turning path assessment for vehicles accessing the site are provided in Appendix C while the DCP requirements for speed humps and STOP signs on the egress driveways will be complied with.

The previously approved porte cochere will enable provision to be made for setdown/pickup as well as vans which would otherwise be reliant on stopping/parking in Old South Head Road.

### 6.2 Internal Circulation

The design of the carpark complies with the requirements of AS2890.1 & 6 and details of the turning path assessment are provided in Appendix D indicating suitable and appropriate provisions for access and manoeuvring.

A traffic signal system will be provided on the single lane Ground to B1 ramp and this will operate in the normal manner of automatic return and dwell on 'green' for ingress with sensor demand for egressing vehicle in B1 and timed delay from red to green to red.

### 6.3 Servicing

Refuse removal and deliveries will be undertaken by 6.4m Small Refuse Vehicles standing in the bay on Basement Level 1. Vans, cars with trailer and small service vehicles etc will also be able use this bay (see Appendix E details) while other small service vehicles (e.g. service personnel) will also be able to use the visitor spaces.

## 7.0 Conclusion

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This assessment of the proposed development scheme concludes that:

- ❖ there will not be any adverse traffic implications
- ❖ the proposed parking provision will be compliant with the relevant statutory criteria
- ❖ the proposed vehicle access, internal circulation and servicing arrangements will be suitable and appropriate



# Appendix A

## Approved Plans



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#### Legend

- ① BRICK
- ② CONCRETE SLAB
- ③ TERRACOTTA SCREEN
- ④ GLASS BRICKS
- ⑤ GLASS - FIXED, AWNING WINDOWS AND SLIDING DOORS
- ⑥ METAL 01 - GLAZING FRAMES
- ⑦ METAL 02 - BALUSTRADE HANDRAILS
- ⑧ LANDSCAPE PLANTING



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1	21.09.23	ISSUE FOR INFORMATION	SH	
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### VAUCLUSE SENIORS LIVING 671- 683 OSH RD VAUCLUSE

#### A09 BUILDING ELEVATION

Status	CONCEPT		
Scale	As indicated	@	A1
Drawn	SH	Checked	-
Project No.	S12551		
Plot Date	10/10/2021 9:20:04 PM		
BIM			

Drawing no.	Revision
A09.001	A

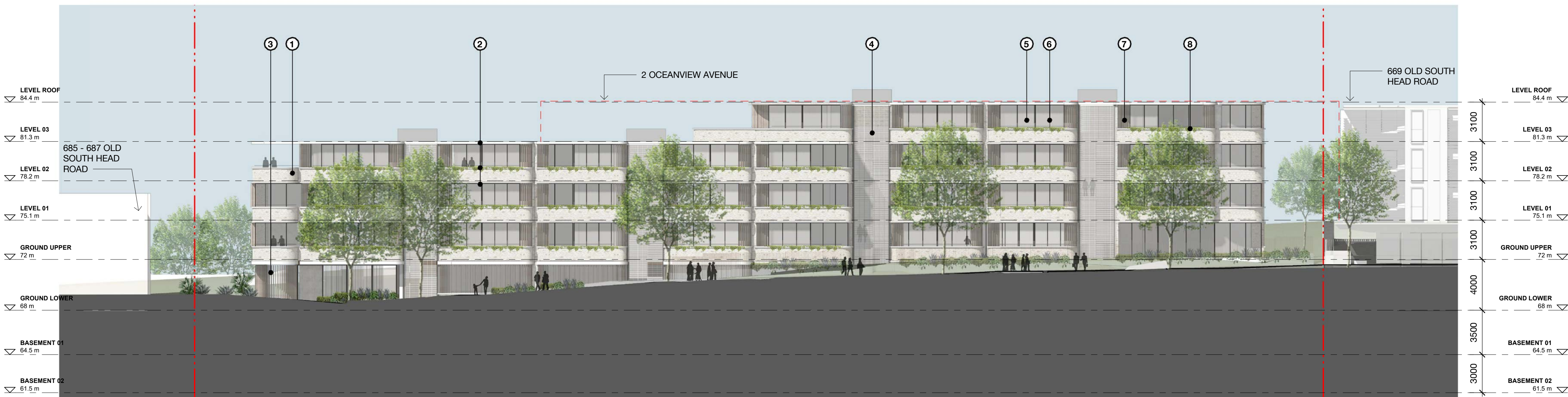
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1 NORTH ELEVATION  
1 : 200



2 WEST ELEVATION  
1 : 200



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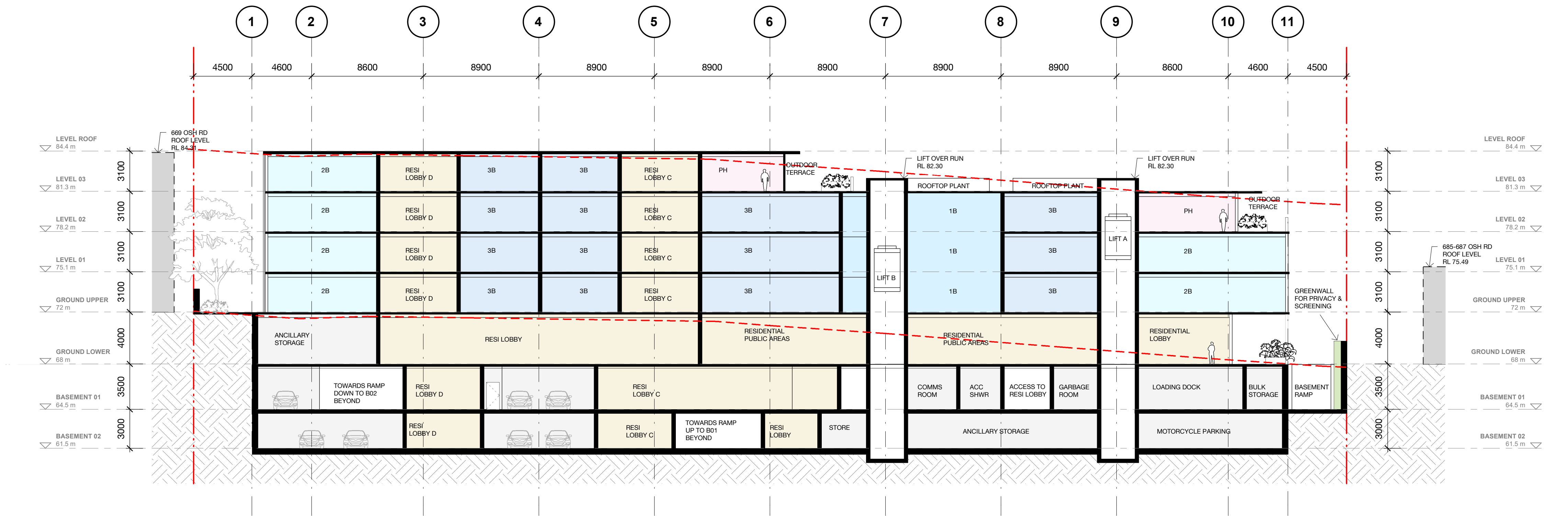
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### VAUCLUSE SENIORS LIVING 671- 683 OSH RD VAUCLUSE

#### A10 BUILDING SECTION

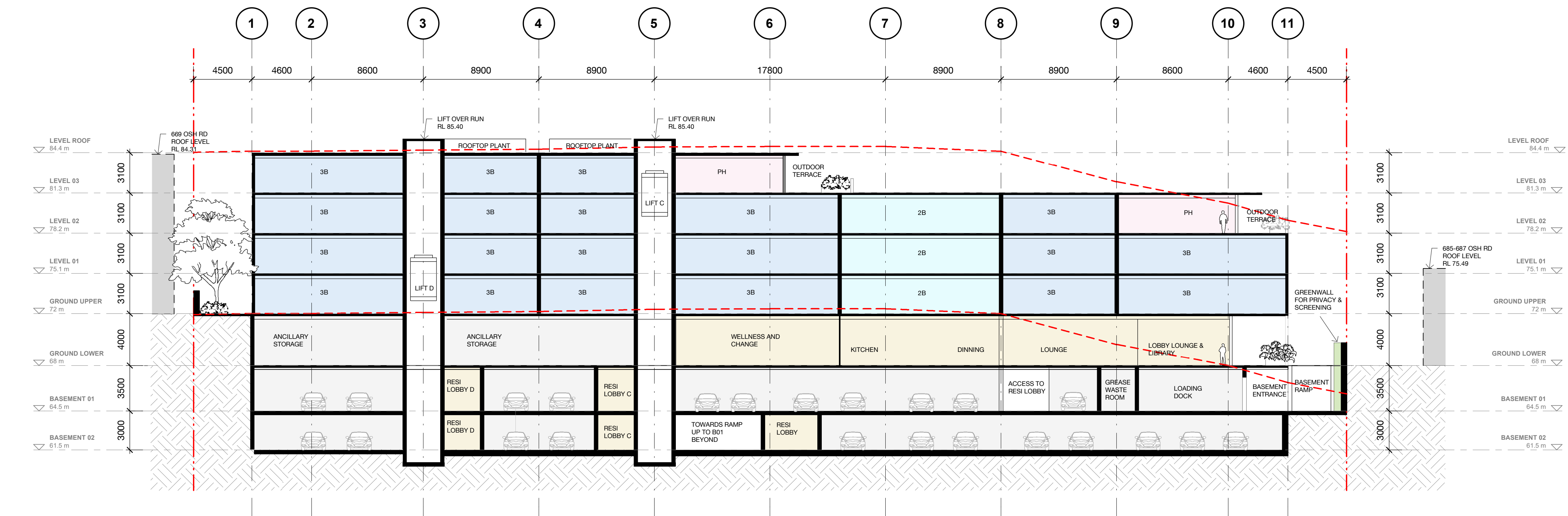
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A10.001	A

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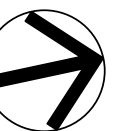
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A	21.10.07	DEVELOPMENT APPLICATION	SH	
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A03  
GROUND LOWER PLAN



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Drawing no.	Revision
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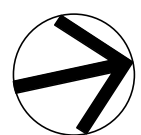
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671- 683 OSH RD VAUCLUSE

A03  
BASEMENT 01



Status	CONCEPT
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VAUCLUSE SENIORS LIVING  
671- 683 OSH RD VAUCLUSE

A03  
BASEMENT 02



Status	CONCEPT		
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BIM			

Drawing no.	Revision
A03.008	A

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29 March 2022

Ms. Emily Scott  
General Manager  
Waverly Council  
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Attention: Katie Johnstone

Dear Ms. Scott,

**PROPOSED SENIOR HOUSING DEVELOPMENT  
683 OLD SOUTH HEAD ROAD, VAUCLUSE**

Reference is made to Council's correspondence dated 2 February 2022, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for concurrence in accordance with section 138 of the *Roads Act, 1993* and clause 2.118 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021*.

TfNSW has reviewed the submitted amended plans and provides concurrence under section 138 of the *Roads Act 1993*, for the removal of the construction of new vehicular crossings on Old South Head Road, subject to Council's approval and the following requirements being included in any consent issued by Council:

1. All buildings and structures (other than pedestrian footpath awnings), together with any improvements integral to the future use of the site are to be wholly within the freehold property (unlimited in height or depth), along the Old South Head Road boundary.
2. The design and construction of the kerb and guttering and new gutter crossing on Old South Head Road shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to [developerworks.sydney@transport.nsw.gov.au](mailto:developerworks.sydney@transport.nsw.gov.au).

Detailed design plans of the proposed gutter crossing and kerb and guttering are to be submitted to TfNSW for approval prior to the issue of a Construction Certificate and commencement of any road works. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

3. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system that impact upon Old South Head Road are to be submitted to TfNSW for approval, prior to the commencement of any works. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

A plan checking fee will be payable and a performance bond may be required before TfNSW approval is issued.

4. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001.  
The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au)

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

5. The developer shall be responsible for all public utility adjustment/relocation works, etc necessitated by the above/approved work and as required by the various public utility authorities and/or their agents.
6. All vehicles are to enter and leave the site in a forward direction.
7. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2018 for heavy vehicle usage.

8. The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
9. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Old South Head Road.
10. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on Old South Head Road during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

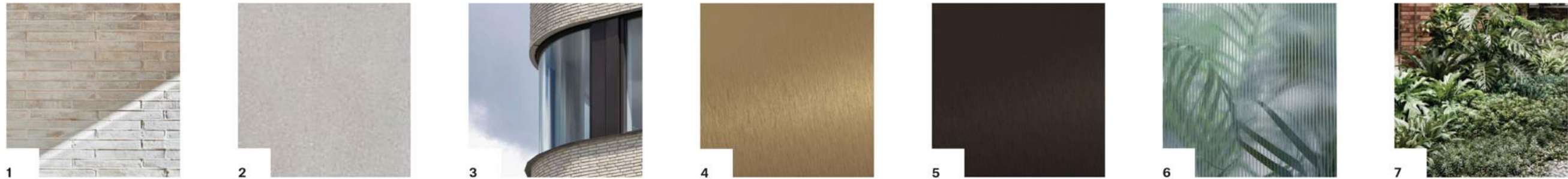


**Brendan Pegg**  
**Senior Manager Land Use Assessment Eastern**  
**Planning and Programs, Greater Sydney Division**

## Appendix B

### Development Plans





Legend

- ① BRICK (LIGHT COLOURED)  
ALL ELEVATIONS
- ② CONCRETE (LIGHT COLOURED)  
FACADE EXPRESSION ON ALL BALCONY
- ③ CLEAR GLASS (DOUBLE GLAZED)  
ALL WINDOWS & SLIDING DOORS
- ④ METAL 01 (SATIN PALE BRONZE)  
PRIVACY FINS TO ALL BALCONY  
PROFILED METAL CLAD TO SOLID WALLS
- ⑤ METAL 02 (SATIN ESPRESSO BRONZE)  
FRAMES TO ALL GLAZING  
BALUSTRADE HANDRAILS  
SHADING FINS
- ⑥ FLUTED GLASS (OPAQUE)  
TO BATHROOMS & BEDROOMS
- ⑦ LANDSCAPE PLANTING  
JULIETTE BALCONY & COURTYARD GARDENS

OSHR AT VAUCLUSE  
HOLDINGS PTY LTD

VAUCLUSE SENIORS LIVING  
669- 683 OSH RD VAUCLUSE

DA09  
ELEVATION\_OLD SOUTH HEAD  
RD\_NORTH

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.  
Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.  
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Revision	Date	Description	Initial	Checked
A	23.12.15	ISSUE FOR DA	SH	
2	23.11.08	ISSUE FOR INFORMATION	SH	
1	23.11.30	ISSUE FOR INFORMATION	SH	

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Drawn	ML	Checked SH
Project no.	S12551	
Status	DEVELOPMENT APPLICATION	
Plot Date	18/12/2023 8:43:51 AM	
Drawing no.		Revision

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DA ISSUE

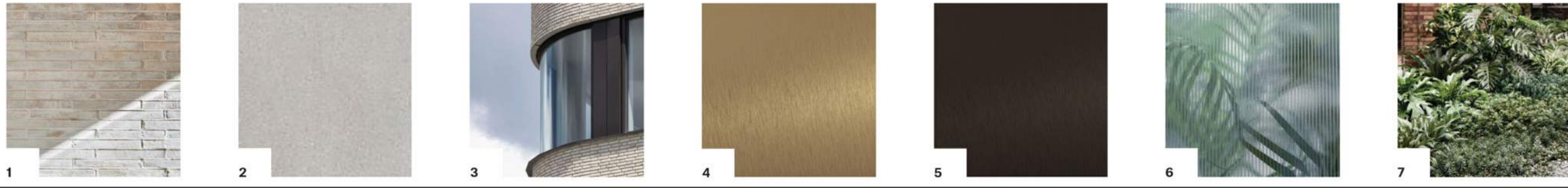
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Melbourne VIC 3000 Australia  
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http://www.batesmart.com.au

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Surry Hills NSW 2010 Australia  
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email syd@batesmart.com.au  
http://www.batesmart.com.au

Bates Smart Architects Pty Ltd ABN 68 094 740 986  
NSW Nominated Responsible Architects: Kellie Payne Reg. 6454 / Philip Vivian Reg. 6696 /  
Guy Lake Reg. 7119 / Matthew Allen Reg. 8498

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- Legend**
- ① BRICK (LIGHT COLOURED)  
ALL ELEVATIONS
  - ② CONCRETE (LIGHT COLOURED)  
FACADE EXPRESSION ON ALL BALCONY
  - ③ CLEAR GLASS (DOUBLE GLAZED)  
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JULIETTE BALCONY & COURTYARD GARDENS

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VAUCLUSE SENIORS LIVING  
669- 683 OSH RD VAUCLUSE

DA09  
ELEVATION\_OLD SOUTH HEAD  
RD\_SOUTH

Revision	Date	Description	Initial	Checked
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2	23.11.08	ISSUE FOR INFORMATION	SH	
1	23.11.30	ISSUE FOR INFORMATION	SH	

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Project no.	S12551	
Status	DEVELOPMENT APPLICATION	
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Drawing no.		Revision

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**DA ISSUE**





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VAUCLUSE SENIORS LIVING  
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DA03  
GROUND UPPER PLAN

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.  
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Status	DEVELOPMENT APPLICATION	
Plot Date	18/12/2023 8:43:17 AM	
Drawing no.		Revision

DA03.004 A

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Revision	Date	Description	Initial	Checked
A	23.12.15	ISSUE FOR DA	SH	
2	23.11.21	ISSUE FOR INFORMATION	SH	
1	23.10.25	ISSUE FOR INFORMATION	SH	





DA ISSUE

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VAUCLUSE SENIORS LIVING  
669- 683 OSH RD VAUCLUSE

DA03  
GROUND LOWER PLAN

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Drawing no.		Revision

DA03.003 A

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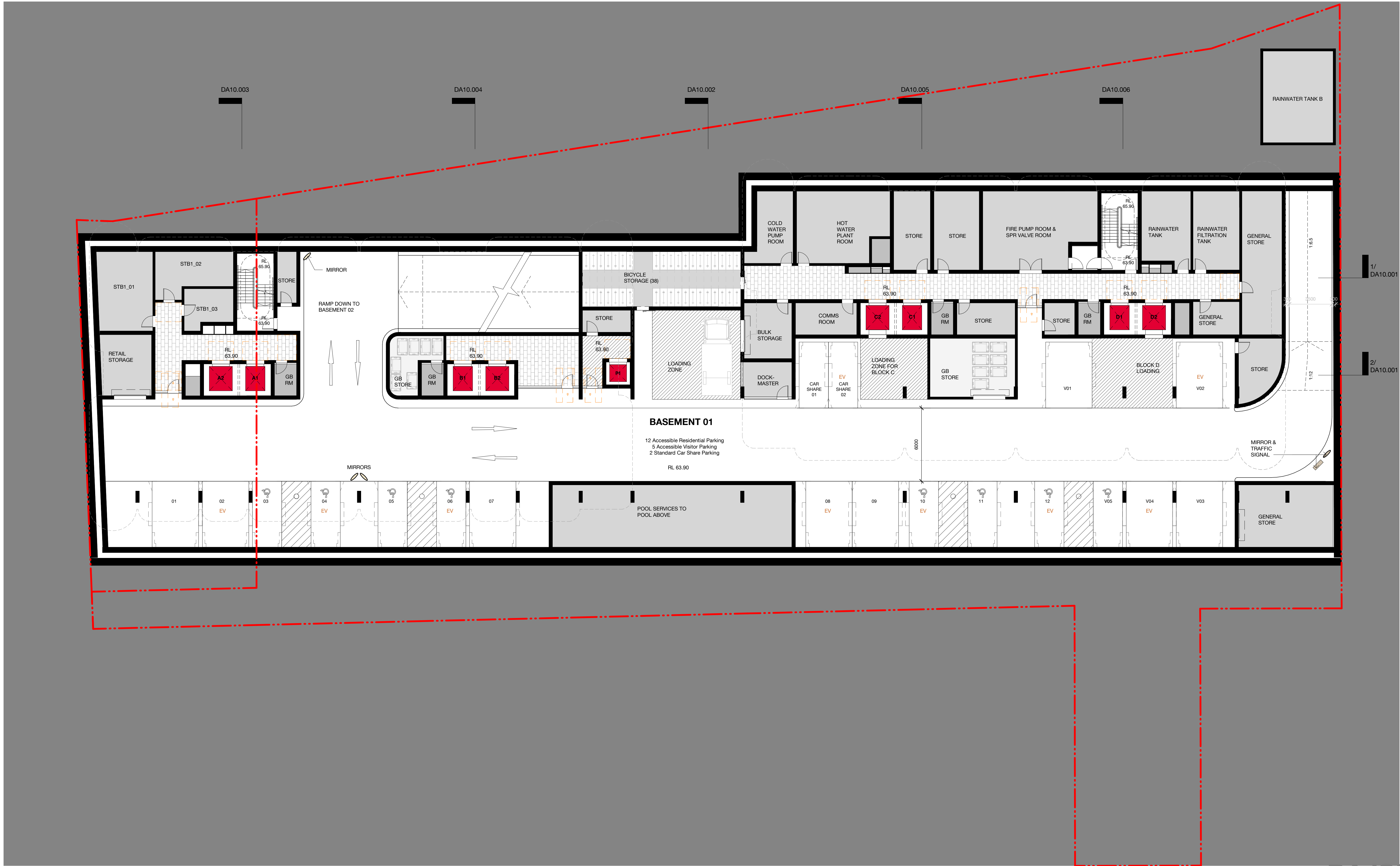
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A	23.12.15	ISSUE FOR DA	SH	
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Revision	Date	Description	Initial	Checked



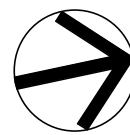


DA ISSUE

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HOLDINGS PTY LTD

VAUCLUSE SENIORS LIVING  
669- 683 OSH RD VAUCLUSE

DA03  
BASEMENT 01



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2	23.11.21	ISSUE FOR INFORMATION	SH	
1	23.10.25	ISSUE FOR INFORMATION	SH	

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Plot Date	18/12/2023 8:42:59 AM	
Drawing no.		Revision

DA03.002 A

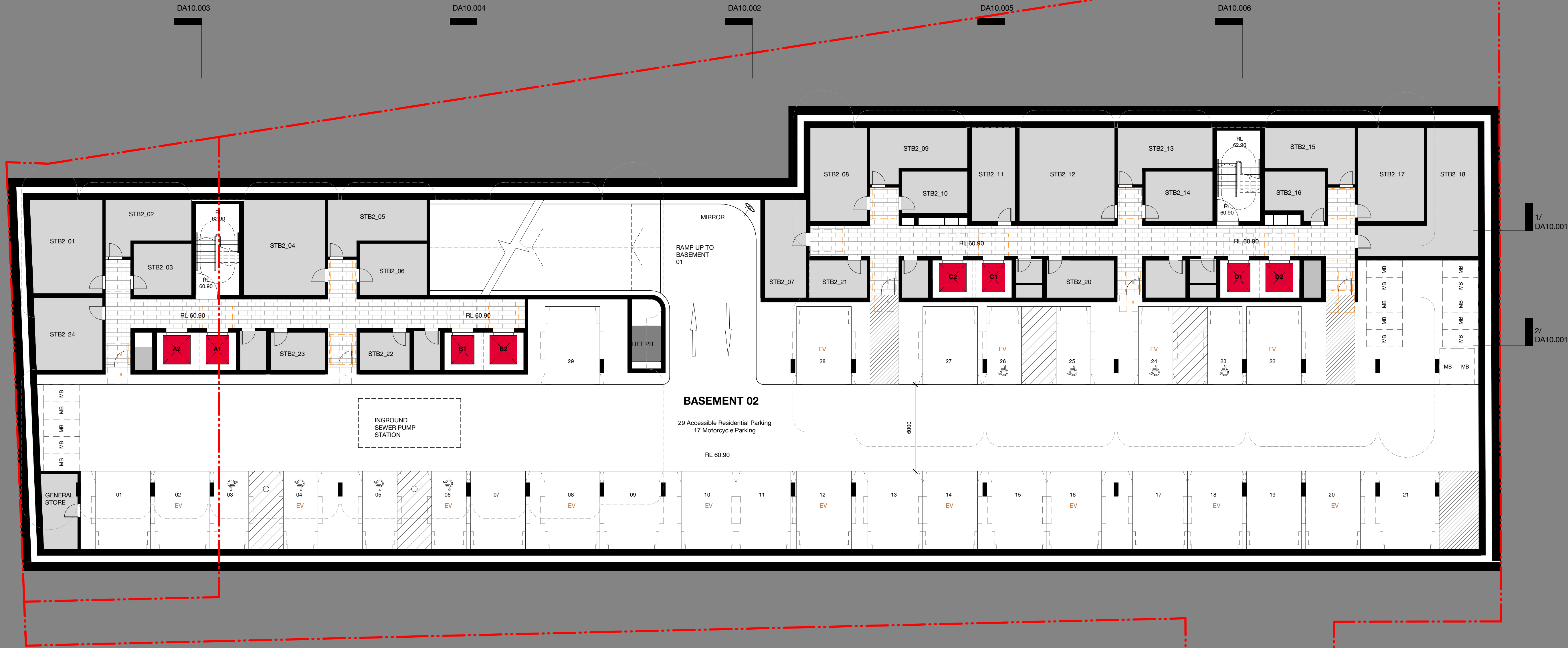
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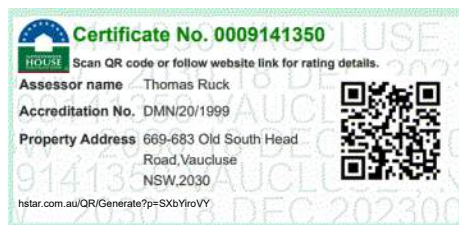




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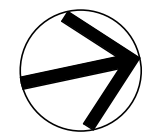
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VAUCLUSE SENIORS LIVING  
669- 683 OSH RD VAUCLUSE

DA03  
BASEMENT 02



Revision	Date	Description	Initial	Checked
A	23.12.15	ISSUE FOR DA	SH	
3	23.11.08	ISSUE FOR INFORMATION	SH	
2	23.11.21	ISSUE FOR INFORMATION	SH	
1	23.10.25	ISSUE FOR INFORMATION	SH	

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Drawing no.		Revision

DA03.001 A

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NSW Nominated Responsible Architects: Kellie Payne Reg. 6454 / Philip Vivian Reg. 6696 /  
Guy Lake Reg. 7119 / Matthew Allen Reg. 8498

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## Appendix C

### Council's Pre DA Advice





PD-5/2023

14 April 2023

Blare Management  
Level 1 , 19-23 Hollywood Ave, BONDI JUNCTION NSW 2022  
[jeremy@blare.com.au](mailto:jeremy@blare.com.au)

Dear Blare Management

**PRE-DA ADVICE  
PD-5/2023  
669-683 OLD SOUTH HEAD ROAD, VAUCLUSE NSW 2030**

I refer to the pre-development application (or Pre-DA) described above you have lodged with Council for the following concept:

**Pre-DA for demolition of all structures and construction of a 4-storey seniors' housing development containing retail use at ground level and basement car parking.**

The advice appended to this letter about the concept proposal follows a meeting of the Waverley Design Excellence Advisory Panel held virtually on 8 March 2023 and is based on plans prepared by Bates Smart and supporting documentation prepared by SJB Planning received by Council on 14 February 2023.

The advice provided in this letter is proffered to assist you in formalising a development proposal for this site. It is expected that the issues identified are addressed in the lodgement of any future development application (DA) to Council. The advice in no way fetters the discretion of Council in the assessment and determination of any future DA for the site. Other issues may arise which were not identified in this advice due to public consultation, specialist review and consideration of a complete DA. This advice **does not** represent the view of the elected Council.

Any future DA for this site may be determined by Council staff under delegation or by the Waverley Local Planning Panel (WLPP) or the Sydney Eastern City Planning Panel, should the proposal constitute regionally significant development. For a list of documentation to be submitted with any DA, please refer to the *Waverley Development Application Guide* on Council's website. A copy of this Guide can be found via the following hyperlink:

[https://www.waverley.nsw.gov.au/\\_data/assets/pdf\\_file/0007/170692/Waverley\\_Development\\_Application\\_Guide.pdf](https://www.waverley.nsw.gov.au/_data/assets/pdf_file/0007/170692/Waverley_Development_Application_Guide.pdf)

*Where to find more information:*

For more information, please note that Council's website provides a lot of information with respect to preparing your application, lodgement requirements, various policies, maps and procedures and the tracking of applications. It is recommended you refer to this information to assist with the preparation of your application.

Please also note that since 1 January 2021, all DAs, including modification and review applications, are required under relevant legislation to be lodged on the NSW Planning Portal. In-person or mail-in lodgements are no longer accepted. Refer to Council's *Electronic Lodgement Guidelines* when submitting your DA on the NSW Planning Portal. A copy of these Guidelines can be found via the following hyperlink:

[https://www.waverley.nsw.gov.au/\\_data/assets/pdf\\_file/0004/86791/Electronic\\_lodgement\\_guidelines.pdf](https://www.waverley.nsw.gov.au/_data/assets/pdf_file/0004/86791/Electronic_lodgement_guidelines.pdf)

If you have any questions, require assistance or further information about the matter, please contact on [emma.finnegan@waverley.nsw.gov.au](mailto:emma.finnegan@waverley.nsw.gov.au).

Yours faithfully



Emma Finnegan  
**Development Assessment**

***Enclosed:***

***Pre-DA Advice and Summary of Issues***

## PRE-DA ADVICE AND SUMMARY OF ISSUES

### 1. SUMMARY OF PROPOSAL

The concept proposal is for a seniors' housing development, specifically:

- Demolition of all existing structures on each allotment;
- Construction of a 4 storey seniors housing development across two buildings (with retail use at ground floor at 669 Old South Head Road) involving independent living units;
- Basement level with car parking and storage for the seniors housing use; and
- Associated landscaping.

### 2. PRINCIPAL PLANNING ISSUES

The concept proposal has been assessed and considered against applicable environmental planning instruments and development control plans. The following section of this advice identifies and explains the main issues of the concept proposal with reference to applicable development standards, controls and policies.

#### **ISSUE ONE: Urban Design**

The preliminary proposal was presented to the Design Excellence Advisory Panel on 8 March 2023. The Panel was supportive of the amalgamation of the sites and the decision to not proceed with the approved mixed use development at 669 Old South Head Road (DA-374/2020) was praised.

The Panel supports the proposed split built form, with two defined elements centred around a lobby entrance that manages resident drop-off and pedestrian access. The 'shop-top' typology at the corner of Oceanview Avenue is an important element of the proposal.

As presented, the massing and design of the development are considered to make a valuable contribution to the streetscape. It is recommended that further sustainable initiatives be demonstrated in any future development application.

#### **ISSUE TWO: Floor Space Ratio**

The submitted documentation indicates the site has a total area of 4,345.03sqm. This encompasses the site at 671-683 Old South Head Road measuring 3,867.1sqm and the site at 669 Old South Head Road measuring 477.93sqm. Two approaches to the allocation of GFA across the sites have been provided. Noting that both approaches result in the same proposed combined FSR of 1.432:1.

Approach 1 includes retaining the two separate sites. This results in 5398sqm GFA (1.396:1) at 671-683 Old South Head Road, and 824.43sqm GFA (1.725:1) at 669 Old South Head Road.



Approach 2 includes consolidating the two sites. This results in 6222.43sqm GFA (1.432:1) across the entire site.

Council staff confirm that the preferred approach involves amalgamating all sites, calculating the maximum GFA permissible under the controls, including any bonuses allowed for under the SEPP (Housing) 2021, then distributing this across the entire site as needed.

SEPP (Housing) 2021 Clause 87 (2)(b)(i) allows for an additional 15% floor space ratio for development involving independent living units. Clause 87(2)(b)(iii) allows for an additional 25% floor space ratio for development involving independent living units and residential care facilities. It is noted that residential care facilities have the same meaning as in the *Aged Care Act 1997*.

It is recommended that any future development on the site not exceed the maximum FSR permitted, including any applicable bonus under the SEPP (Housing) 2021. Should the proposal exceed the maximum FSR permitted for the site, a written request to vary the development standard is required to be submitted pursuant to Clause 4.6 of Waverley LEP 2012. No assurance of support for an exceedance to a development standard can be provided without an assessment against the provisions of WLEP Clause 4.6.

### **ISSUE THREE: Land contamination and remediation**

Prior to consent being granted for the previous development application DA-455/2021, documentation was required to be submitted in accordance with Clause 4.6 of State Environmental Planning Policy (Resilience and Hazards) 2021. Satisfaction of this SEPP is required prior to determination of an application involving a change of use of the land, so it is recommended that this documentation be updated as required and submitted with any future development application.

## **3. OTHER MATTERS**

The pre-DA was referred to certain internal technical officers within Council and their advice/recommendations are included below:

### **Public Domain**

*No objections are raised from a Public Domain perspective.*

*Given the extent of the redevelopment Council will likely recommend the upgrade of both street frontages outside the site.*

*The upgrade may include but not be limited to the following;*

- *Reconstruction of Kerb and Gutter (Including removal of any 'Double/Triple Kerb' sections)*
- *Reconstruction of footpath*
- *Removal of redundant driveways*
- *Construction of new driveways*
- *Planting of new street trees*

- Lighting Upgrades
- Drainage Upgrades
- Replacement of Street Furniture

*The driveway arrangement including recommended number and locations are to be recommended by the traffic team and be in accordance with the DCP requirements.*

*It is also recommended that the proposal be forwarded to the RMS for comment given Old South Head Road is a State Road.*

*Full assessment of the detailed proposal will be undertaken when the full DA is lodged with Council. For any more information feel free to reach out to [assets@waverley.nsw.gov.au](mailto:assets@waverley.nsw.gov.au)*

## **Stormwater**

*Following a quick assessment from a stormwater perspective, the following recommendations are provided:*

- *A suitably qualified and practising Civil Engineer shall be engaged to undertake the stormwater management plan for the proposed development in accordance with the Waverley Council Development Control Plan (WCDCP) and Waverley Council Water Management Technical Manual (WCWMTM). The plan shall be submitted to Council during the lodgement of the Development Application;*
- *The checklist as set out on pages 68-76 on Council's Water Management Technical Manual (Oct 2021) available online shall be completed and submitted with any revision of Construction Certificate Plan Submission.*
- *The stormwater management plan shall include the location, surface and invert level of all pits and the grade of all pipes;*
- *The engaged Engineer should carefully review Council's policies to determine if the development is subject to on-site stormwater detention (OSD). If OSD is required, the stormwater management plan shall provide details of the proposed OSD system and its details for each lot e.g. pit dimensions, cross & long sections, significant water invert levels of inlet and outlet pipes, details of Discharge Control Pit, orifice plate details including orifice diameter, depth of water above centreline of orifice etc., pit overflow, OSD plaque, OSD warning sign and catchment plan.*
- *The BASIX Certificate and its requirements shall be complied with; and*
- *Please note that after reviewing the submitted stormwater management plans, Council may request for more information.*

## **Traffic and Transport**

*Previous development application for the site were assessed under SEPP (Housing for Seniors or People with a Disability) 2004. This no longer applies.*

*Clause 108 (2) (k) of the 2021 SEPP requires the provision of at least 0.5 parking spaces for each bedroom.*

*Clause 5 of Part 1 of Schedule 4 of the 2021 SEPP states:*

*If car parking (not being car parking for employees) is provided—*

- (a) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890.6, and*
- (b) 10% of the total number of car parking spaces (or at least one space if there are fewer than 10 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and*
- (c) any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.*

*Motorcycle and bicycle parking requirements will be assessed against Councils DCP and the previous approval DA-455/2021 for 671-683 Old South Head Road.*

*The Porte Cochere and access off Old South Head Road shall be designed as previously approved for DA-455/2021 for 671-683 Old South Head Road (or something similar).*

*Provision shall be made for waste collection and deliveries by small rigid vehicles as defined in AS2890.2. Minimum head clearance requirements shall be the same as for the previous approval DA-455/2021 for 671-683 Old South Head Road.*

Further to the above, considerations must be given to matters outlined in clause 2.119(2) under SEPP (Transport and Infrastructure) 2021 in relation to development with frontage to a classified Road.

#### 4. CONCLUSION

The key issues of the concept proposal are as follows:

- Floor Space Ratio; and
- Land contamination and remediation.

The above key issues clearly demonstrate the concept proposal is suitable for the site. Therefore, the concept is supported.

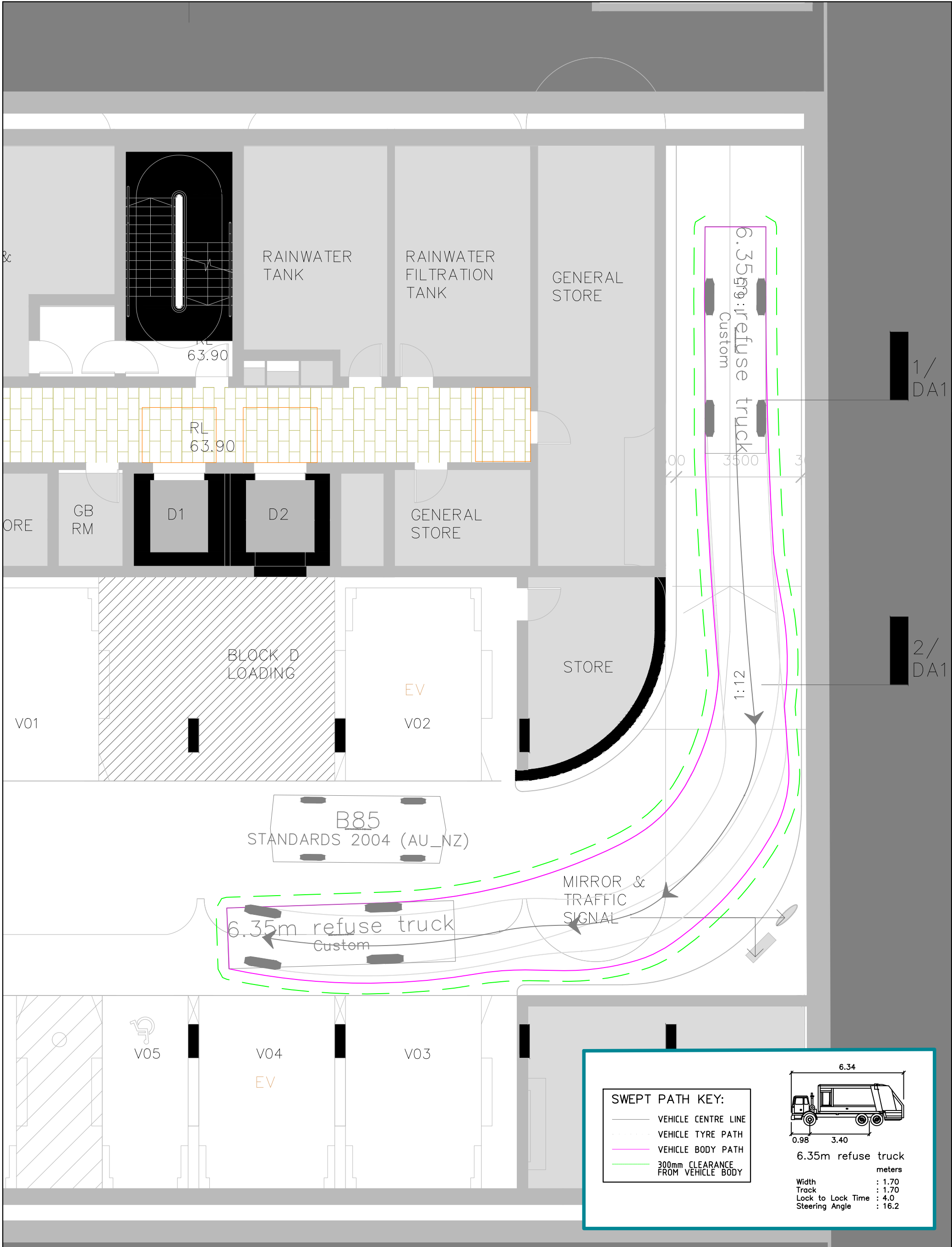
**- END OF ADVICE -**



## Appendix D

# Turning Path Assessment





669-683 OLD SOUTH HEAD ROAD, VAUCLUSE  
A 6.4 M SMALL REFUSE VEHICLES ENTERING THE SITE  
SWEPT PATH ASSESSMENT

DRAWING REF NO.23201-V1.2-SP SHEET NO. 02 OF 06 ISSUE DATE 15 December 2023

DESIGNED BY  
V.DAU

REVIEWED BY  
R.NETTLE

DISCLAIMER

SCALE  
A3

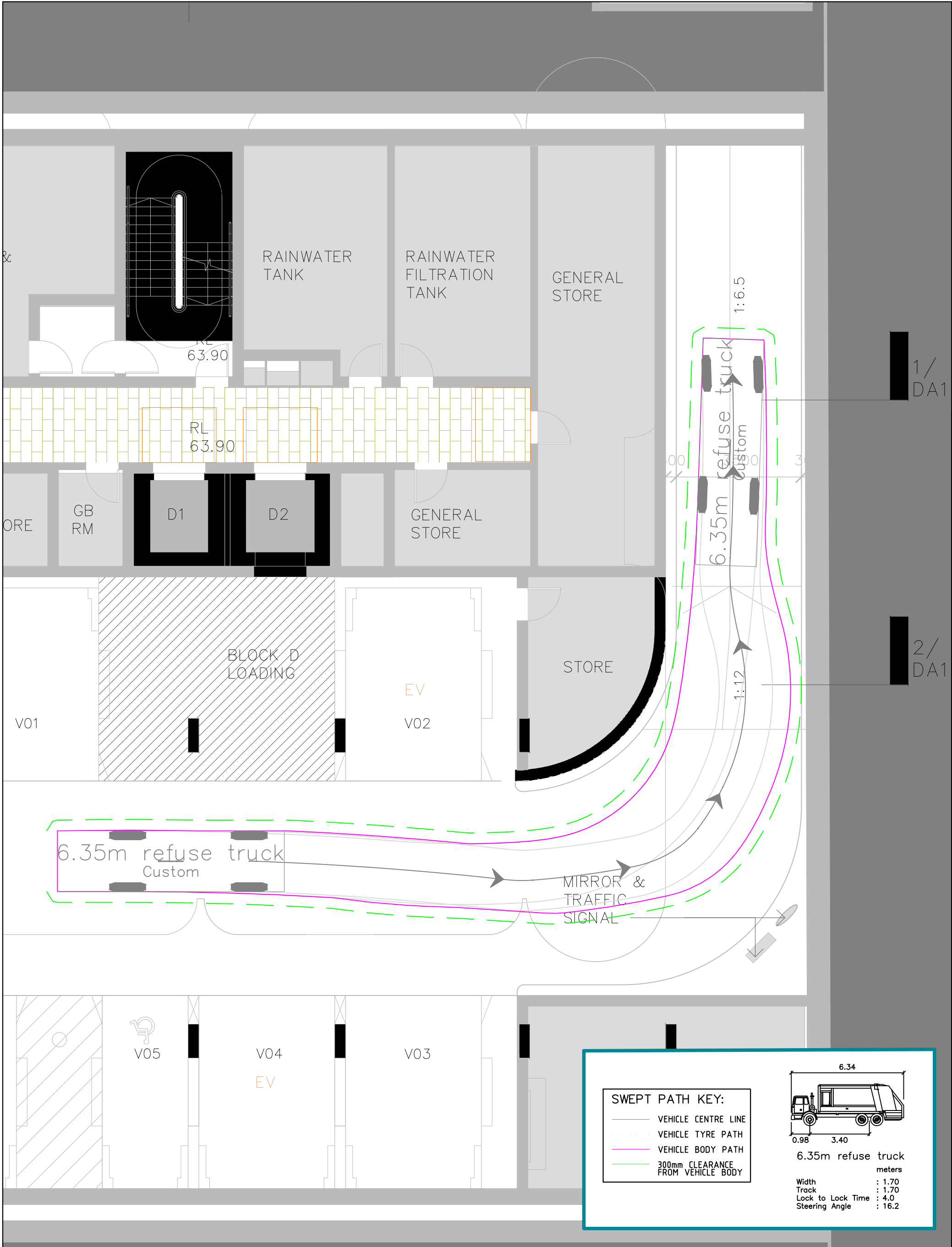
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Established 1994

Address: Suite 604, Level 6, 10 Help Street, Chatswood NSW 2067  
P: (02) 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au





669-683 OLD SOUTH HEAD ROAD, VAUCLUSE  
A 6.4 M SMALL REFUSE VEHICLES EXITING THE SITE  
SWEPT PATH ASSESSMENT

DRAWING REF NO.23201-V1.2-SP SHEET NO. 03 OF 06 ISSUE DATE 15 December 2023

DESIGNED BY  
V.DAU

REVIEWED BY  
R.NETTLE

DISCLAIMER

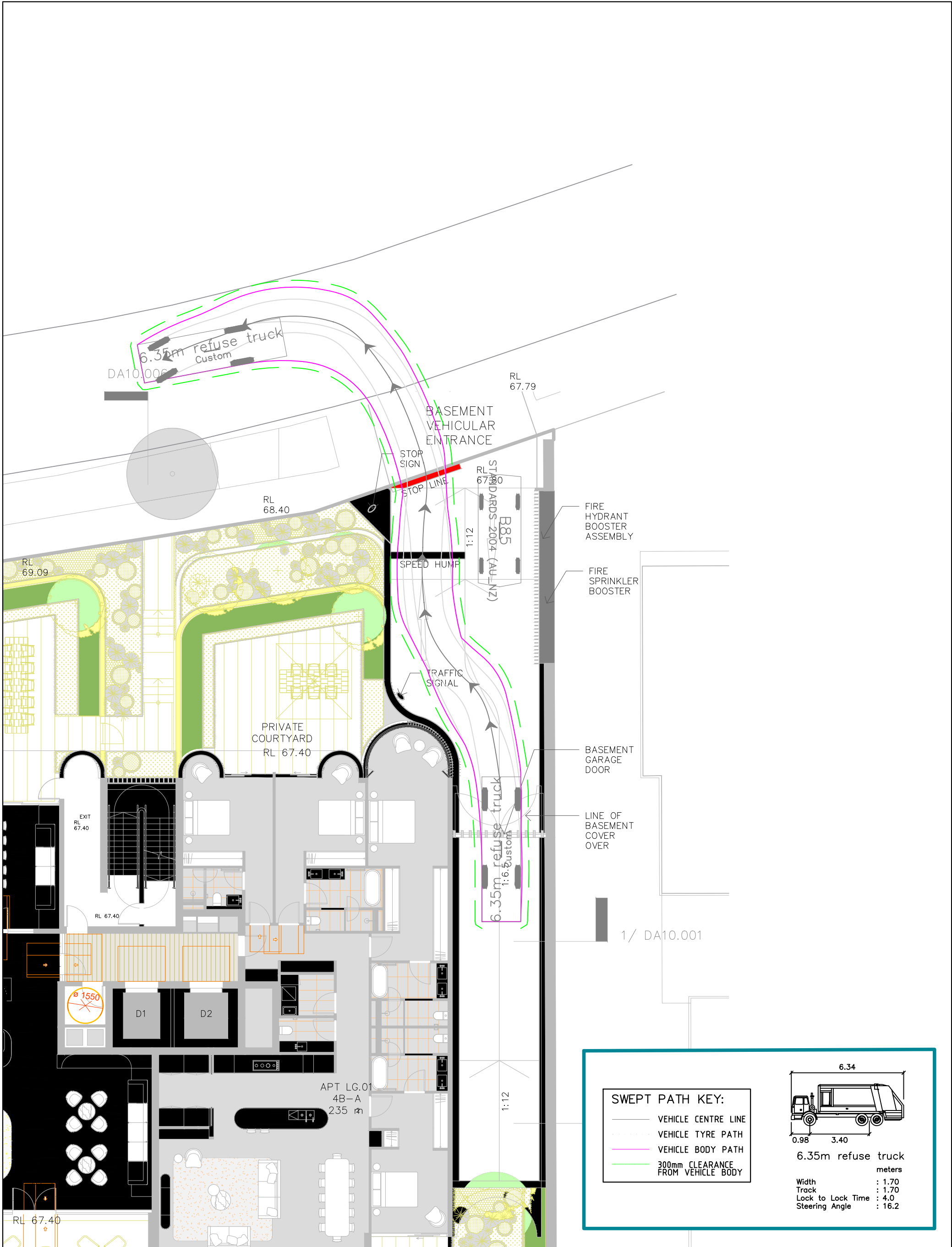
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SWEEP PATH ASSESSMENT

DRAWING REF NO.23201-V1.2-SP SHEET NO. 04 OF 06 ISSUE DATE 15 December 2023

DESIGNED BY  
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SCALE  
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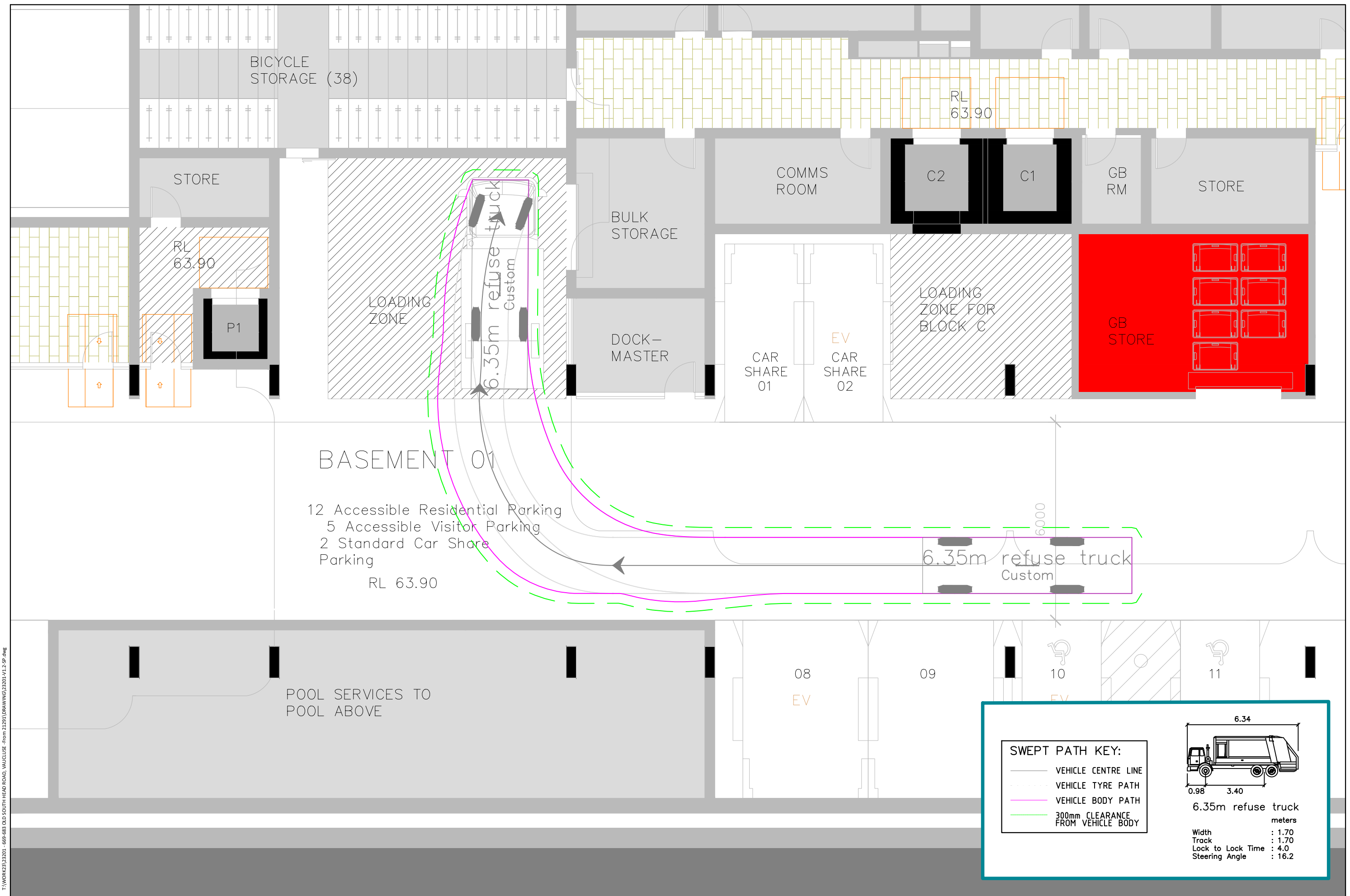
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Plotted by Van



669-683 OLD SOUTH HEAD ROAD, VAUCLUSE  
A 6.4 M SMALL REFUSE VEHICLES ENTERING THE LOADING BAY  
SWEPT PATH ASSESSMENT

DRAWING REF NO. 23201-V1.2-SP

SHEET NO. 05 OF 06

ISSUE DATE 15 December 2023

DESIGNED BY  
V.DAU

REVIEWED BY  
R.NETTLE

SCALE  
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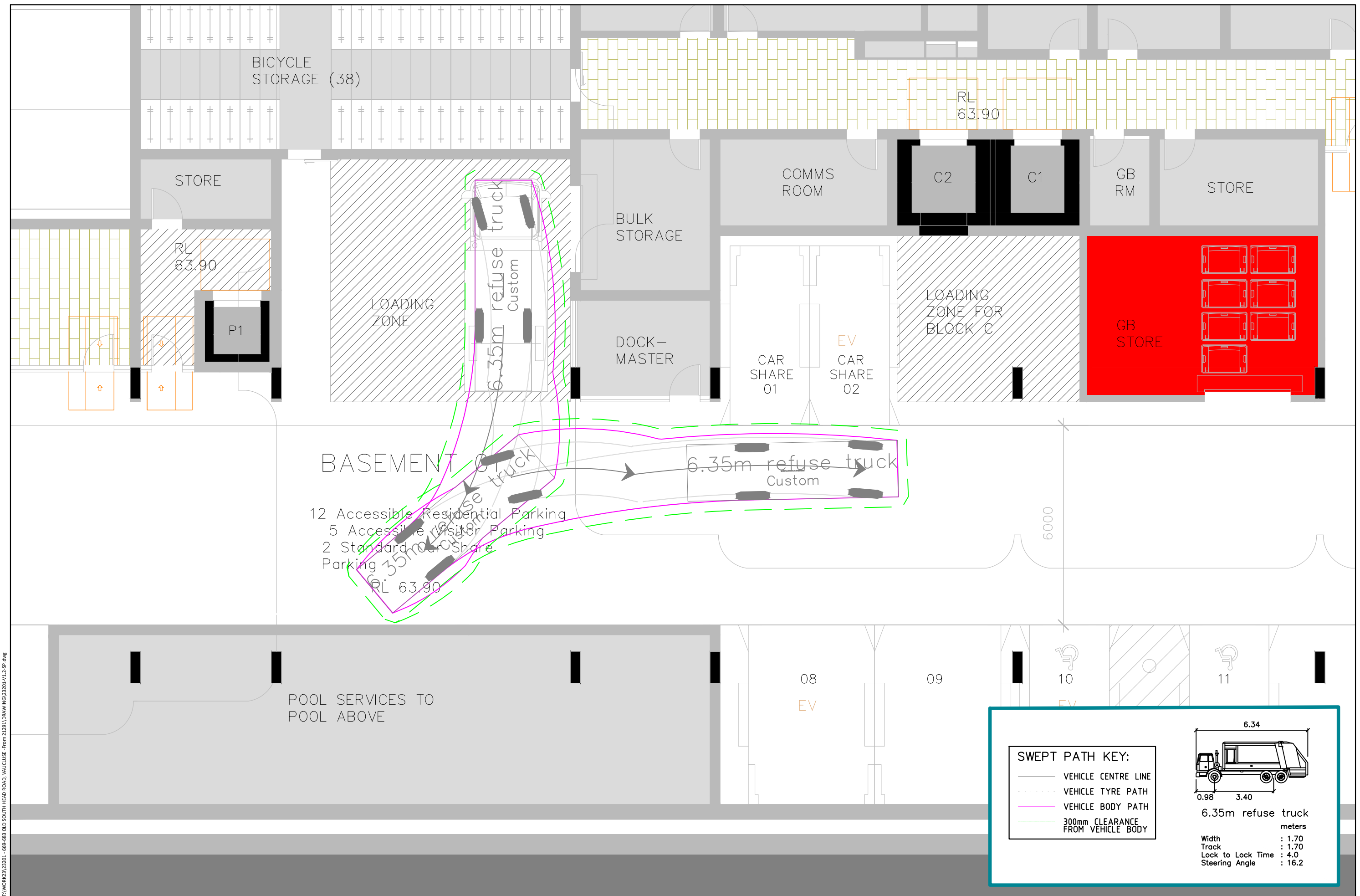
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Plotted by Van



**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

6.35m refuse truck

Width	: 1.70
Track	: 1.70
Lock to Lock Time	: 4.0
Steering Angle	: 16.2

669-683 OLD SOUTH HEAD ROAD, VAUCLUSE  
A 6.4 M SMALL REFUSE VEHICLES EXITING THE LOADING BAY  
SWEPT PATH ASSESSMENT

DRAWING REF NO. 23201-V1.2-SP

SHEET NO. 06 OF 06

ISSUE DATE 15 December 2023

DESIGNED BY  
V.DAU

REVIEWED BY  
R.NETTLE

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## Appendix E

### Details of Small Refuse Vehicle

Introducing the  
**WASTE WISE MINI**



**REAR LOADER**

Waste Wise Environmental introduced the first MINI rear loader vehicle into Australia in September 2011.

The success of the MINI rear loader has been well documented over the first 12 months of service. The ability to manoeuvre in confined areas within basement car parks, where bin rooms are located, and laneways where other vehicles find difficulty in reversing is unique, but achievable for this compact unit.

With an overall height of just 2.08 metres and length of 6.40 metres, this vehicle can enter most car parks, going down three (3) basement levels or climbing up eight (8) car park levels to empty MGB 240 litre & MGB 660 litre bins within its own height capacity.

MGB 1100 litre bins will be lifted higher than the vehicle and generally find a spot within the complex to do so.

The MINI rear loader is valuable to all: architects, developers, owners corporations (space saving and cost saving) and councils (no bins at kerbside affecting the streetscape).

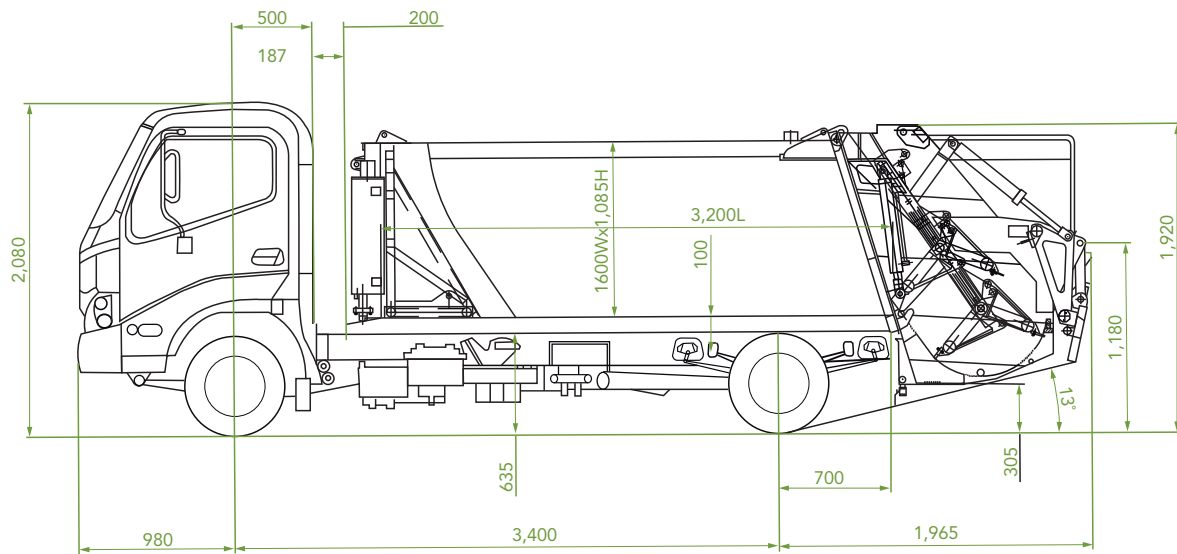


The Waste Wise Environmental fleet of MINI'S has successfully demonstrated its ability as the most valuable & versatile MINI rear loader on the road today. Not only in confined areas, but also under standard rear loader conditions at street level.

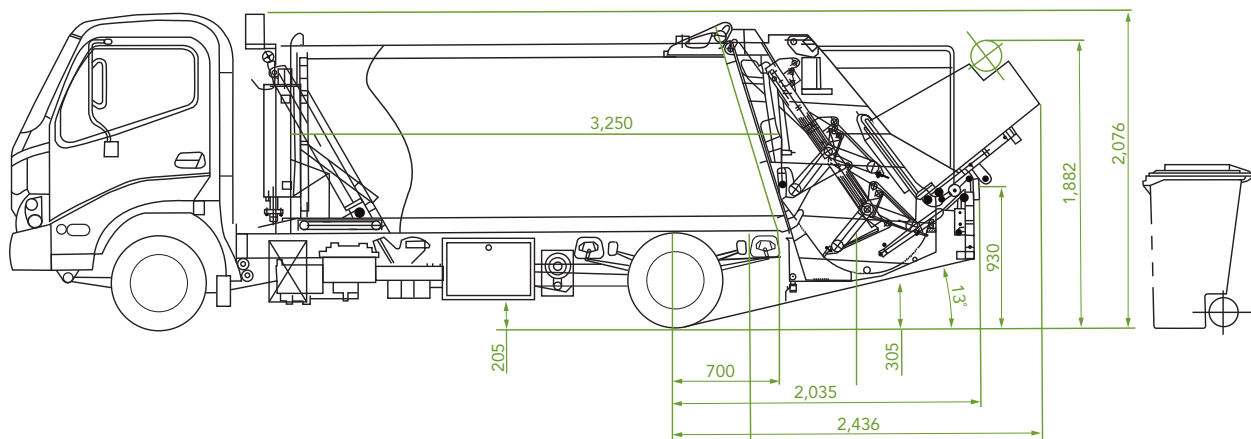




# Vehicle Dimensions



# Truck Bin Lift Capabilities



PO Box 117 Reservoir VIC 3073  
 T 03 9359 1555 F 03 9359 2544  
 info@wastewise.com.au  
 www.wastewise.com.au

**WASTEWISE**®  
 environmental



1300 550 408



30 Seville St, Fairfield East, NSW 2165  
PO Box 392, Earlwood, NSW 2206

P: 02 9599 9999  
F: 02 9727 4848  
E: [info@ccws.net.au](mailto:info@ccws.net.au)  
W: [www.capitalcitywaste.services](http://www.capitalcitywaste.services)

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5 December 2018

Campbelltown City Council  
PO Box 57  
Campbelltown NSW 2560

To Whom It May Concern

**Re: Waste & Recycling Services – Maiolo – Badgally Rd, Claymore**

Capital City Waste Services “CCWS” is a private waste management company based at Fairfield NSW 2165 and operates throughout the greater Sydney metropolitan region, 7 days per week.

CCWS have the capacity and capability to service Maiolo, Badgally Rd, Claymore for waste & recycling services with the following vehicle:

**Small Rigid Vehicle**

CCWS can service this site using one of our Small Rigid Vehicle which requires a 2.2m height clearance. Please view the below video showcasing our junior waste truck service.

<https://www.youtube.com/channel/UCTUAxuhtZr8Cjigohq7nX6Q>

Height	2.1 metres
Width	2.2 metres
Length	6.4 metres
Turning Circle	11.0 metres
GVM	6000 kg

The abovementioned small rigid vehicle can service the following sized bins:

- 240L MGB
- 660L MGB
- 1100L MGB

If you require any further information please contact me on 9599 9999 or via email [kylie@ccws.net.au](mailto:kylie@ccws.net.au).

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'K. Vernon', with a long horizontal flourish extending to the right.

Kylie Vernon  
Manager – Sales and Customer Service





Capital City Waste Services low entry Junior Trucks



## Truck Specs.

Length: 6.40m  
Height: 2.08m  
Width: 1.70m  
Turning Circle: 13m gutter to gutter  
Ramp Gradient Maximum: 1:4.5  
Bin Lift Height: 240L & 660L is 2.10m  
Bin Lift Height: 1100L is 2.20m  
Compactor Capacity: 5 cubic metres



