



# Proposed Seniors Living Units 669-683 Old South Head Road, Vaucluse

## Loading Dock Management Plan



### Transport and Traffic Planning Associates

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## 1.0 Introduction

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

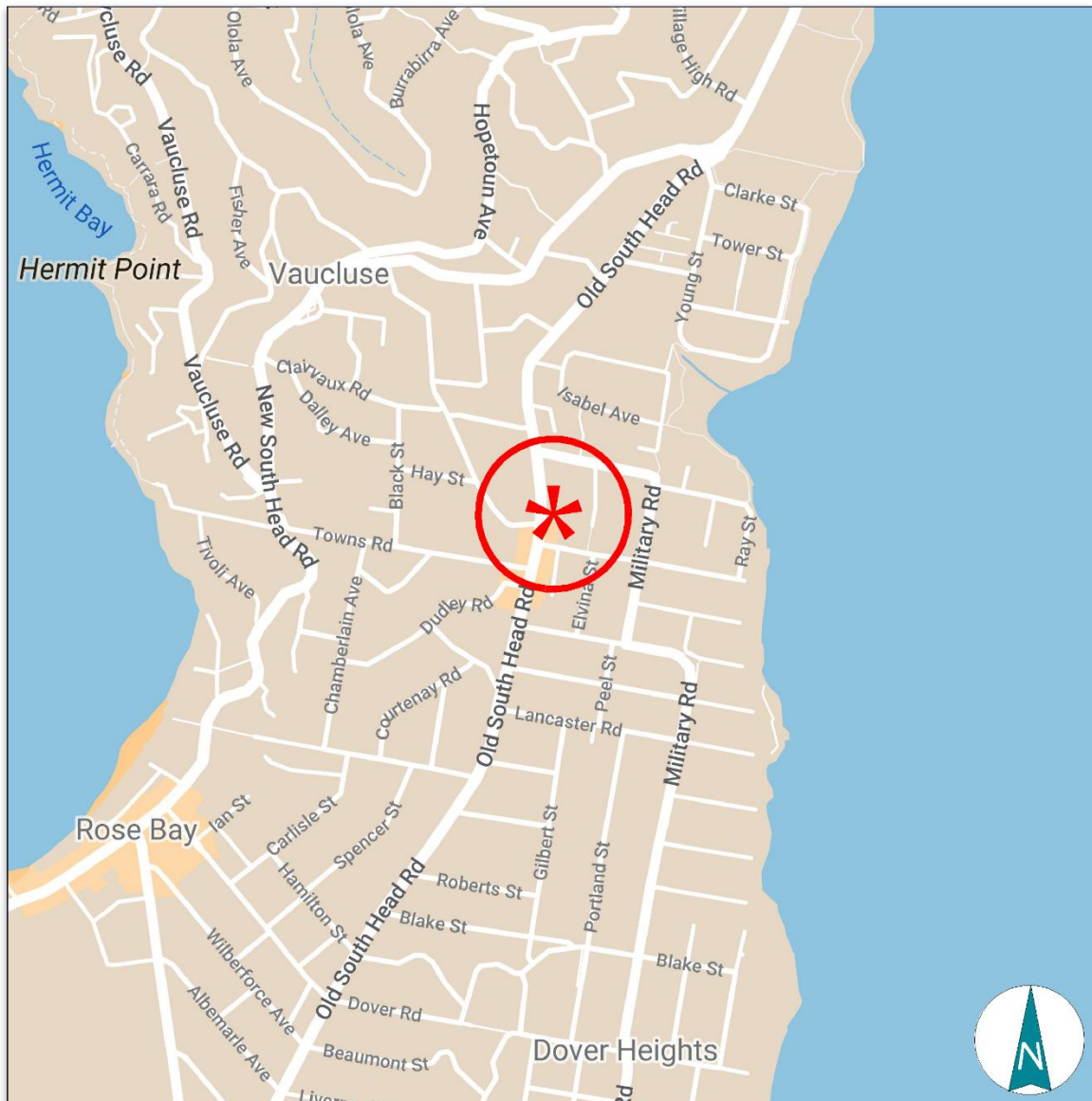


Figure 1 - Site Location

## 2.0 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 A.

A Pre-DA application was submitted and the Council advice (see Appendix D) 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 Servicing Arrangement

The following table summarises the types of servicing/deliveries required:

Type	Frequency	Truck/day
Courier	2 visitation per week (10 minutes/visitation)	0.3
Domestic refuse removal	1 refuse removal per week (30 minutes/removal)	0.3
Domestic deliveries and removals	Up to 2 deliveries/removals per week (30 minutes/visitation)	0.3
Emergency and maintenance vehicles	4 visitation per year (120 minutes/visitation)	0.01
<b>Total</b>		<b>1 truck per day</b>

*Note:*

*SRV – 6.4m small rigid vehicle*

*B99 – 99<sup>th</sup> Percentile Vehicle (i.e vans and utes)*

While there will be 1 truck a day, only 1 truck is allowed within each 30-minute time slot. This equates to a maximum of 2 trucks entering and exiting the site per hour.

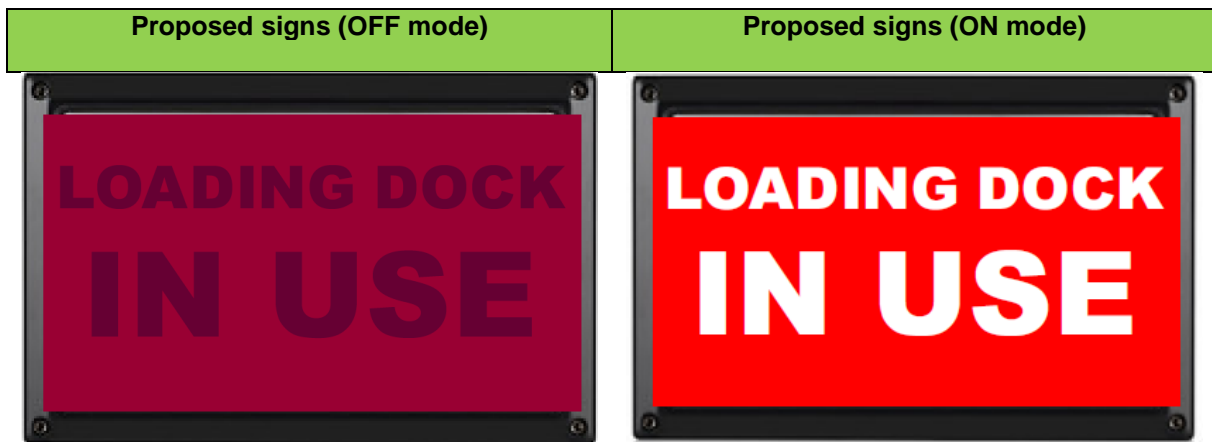
It is noted that minor deliveries and couriers are primarily undertaken using typical vans/utes (B99) outside of peak periods. These short-term and high turnover deliveries can rely on readily available visitors' parking spaces.

## 4.0 Loading Dock Management Plan

Access for the service dock will be located on Old South Head Road and the security shutter will provide access between 6.00 am and 10.00 pm (7 days). The location of the loading access and loading spaces are shown in the swept path analysis in Appendix C.

- A private waste collection service will have 24-hour access to the loading dock. A unique access code to unlock the security shutter is to be provided to the waste collection team prior to occupancy of the premises. The access control keypad/intercom is to be located next to the roller shutter on entry.
- The service dock will provide for:
  - refuse and recycling removal
  - residential/student accommodation deliveries and removals
  - emergency and maintenance vehicles
  - service personnel and other small vehicles (couriers and small van deliveries)
- The loading dock will accommodate access and manoeuvring for up to one private refuse truck with a height clearance of 3.5m.
- The loading dock management plan will centre around the use of a detailed online booking system. The online booking system will be operated and maintained by the building management and made available via a link on the building's website.
- The booking system will incorporate the following details:
  - appointment type/ reason
  - day/ date, timeslot (one timeslot or more)
  - carrier/ vehicle type/ size
  - vehicle number plate
  - company (name, ABN, address, phone/ mobile, email, etc.)
  - receiver (tenant/ owner)
  - loading dock reference number
  - additional comments.
- Booking requests should be lodged no less than 24 hours for on-site building manager for approval prior to the use of the loading facilities.
- The building management will liaise with the waste collection contractor to confirm the waste collection hours.

- Refuse removal times will be coordinated for non-peak times (outside of normal opening hours). The on-site building manager will arrange the movements of refuse bins to and from the storage areas to the dock pick-up area.
- The on-site building manager will monitor the loading dock area via the surveillance cameras to ensure that drivers do not “overstay” their allocated time in the loading dock. The building manager will contact the relevant receiver should a loading vehicle exceed their booking timeslot by more than 5-10 minutes. Any repeat offenders will be noted. This may affect future bookings.
- Such systems are common practice and will ensure appropriate use and prevent overstaying in the loading dock. The objective is to always manage service vehicle and trade vehicle activity so that no more than 3 service vehicles are at the loading spaces at any one time.
- The booking system will also include a contingency to allow for a slight overstay. As each allocated timeslot has a buffer to the extent that the next allocated timeslot so that neither booking is in jeopardy of being affected. That is, a vehicle arriving during its allocated timeslot is not presented with a scenario where the booked loading dock is occupied.
- The 30-minute allocated timeslots apply to the servicing requirements and their typical turnover needs. Longer periods, if required, will need to be considered at the time of booking. A double booking may be required.
- Based on a maximum of 2 trucks every hour, the loading dock can accommodate up to 30 trucks per day. Such provision can accommodate the servicing requirement of 18 trucks per day mentioned in Section 3 with some allowance for overstay.
- A “LOADING DOCK IN USE” blank-out sign is proposed to ensure the driver approaching the site via Old South Head Road will be aware of the loading dock is available for use.
- The sign will prevent unscheduled truck entry and departure by signalling “LOADING DOCK IN USE” to the approaching driver



- At Ground Level
  - Install loading dock sign on the southern of the driveway facing approaching service vehicles along Old South Head Road.
  - Install warning lights within the loading dock to warn drivers of entering trucks
  - Install warning lights at the truck access point on Old South Head Road to warn pedestrians of truck exiting
- The loading dock sign will be OFF at all times, except when Sensor 1 at the site entry is activated by the second truck arriving.
- On the very rare occasions where unforeseen incidents may cause undue delay, the on-site building manager will be available to supervise the dock activity as required.
- When a truck is within the premises, the driver will be required to turn on his hazard lights at all times, particularly during manoeuvring into/out of the loading area and vehicle ramp to enable other vehicles and pedestrians to see/detect their presence.
- Appropriate signage will be provided internally to direct service vehicles and trucks to their respective spaces, which will also be appropriately line-marked and delineated.
- No “out of hours” delivery will be permitted with security shutter closed between 10.00 pm and 6.00 am (All days)
- All trucks will enter and depart the site in a forward direction
- Turning path diagrams for the largest vehicle – A small private waste truck requiring access to the site are provided in Appendix C.



- A sign indicating a warning light system and a convex mirror will be provided on the site access to/from the basement carpark. As shown in the turning path diagrams, the small refuse vehicle will be able to exit the site while passing a B99 car waiting to exit.
- The exiting truck will give way to the cars entering the site to the basement carpark. Satisfactory manoeuvring of a B99 car entering B1 while passing a private refuse vehicle waiting to exit onto Old South Head Road is demonstrated in the turning path assessment in Appendix C.
- With no more than 18 trucks per day and with most servicing arriving and departing outside the commuting peak hours, it is expected that truck movements associated with the proposed development will have no undue operating and capacity impact on the existing and future road network.

## 5.0 Incident Management

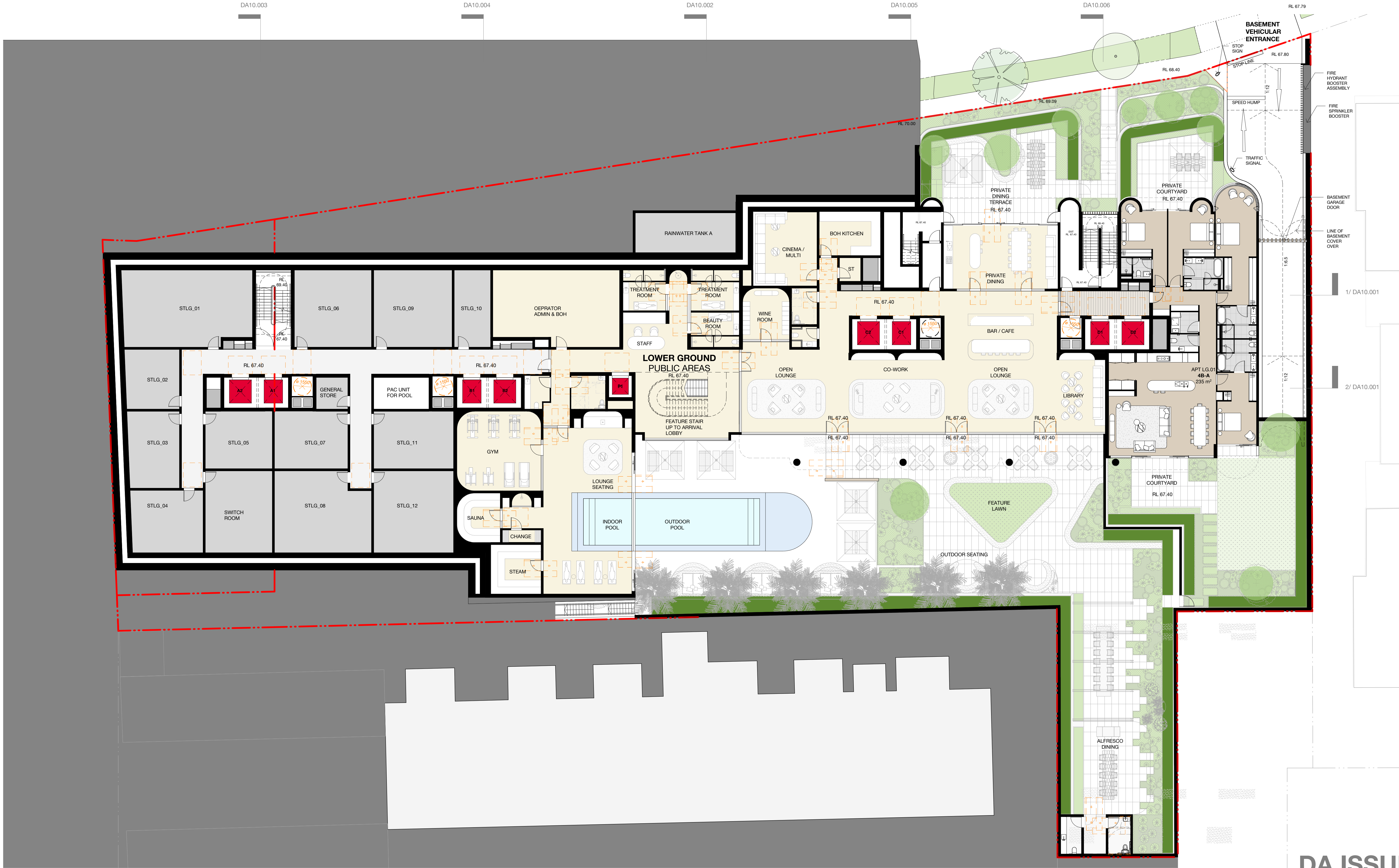
- With the loading dock management in place, all arrivals will be pre-booked. This should be included in the tenant's induction and handover.
- The blank out sign are positioned to ensure the truck driver will be able to see them prior to turning into the driveway. This will ensure no reversing of a truck will occur at the driveway and unnecessary stopping, which will impact the other traffic on Old South Head Road
- Should a vehicle arrive, that cannot be accommodated in the dock due to the presence of other vehicles (with the loading dock sign being ON), the driver will continue to travel along Old South Head Road.
- The driver will contact the building manager via mobile phone to confirm the ability to return during business hours from Monday to Sunday.
- The truck driver can temporarily wait on the surrounding local streets, i.e., Military Road, Oceanview Avenue, Captain Pipers Road, Towns Road, etc. in accordance to the Road Rules (no more than 1 hour)
- In the rare event that the loading dock signal is down, the on-site building manager with the assistance of security personnel will manually manage vehicle arrivals and departures until the loading dock signal is operational. It is anticipated that the signal maintenance/repair can be completed within 24 hours. When possible, the loading space booking will be rescheduled.
- The loading dock management plan will also ensure that the trucks remain at their respective spaces when a truck is entering the driveway.
- In the event that the trucks have manoeuvred out of their respective spaces when a truck inadvertently enter the loading dock, the exiting truck will have to reverse back onto their respective spaces temporarily to allow the entering truck to enter the waiting space.

# Appendix A

## Development Plans







DA ISSUE

OSHR AT VAUCLUSE  
HOLDINGS PTY LTD

VAUCLUSE SENIORS LIVING  
669- 683 OSH RD VAUCLUSE

DA03  
GROUND LOWER PLAN

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or 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.  
All drawings may not be reproduced or distributed without prior permission from the architect.

Scale	1 : 150	@ A1
Drawn	SH	Checked SH
Project no.	S12551	
Status	DEVELOPMENT APPLICATION	
Plot Date	18/12/2023 8:43:08 AM	
Drawing no.		Revision

DA03.003 A

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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

BATESSMART™

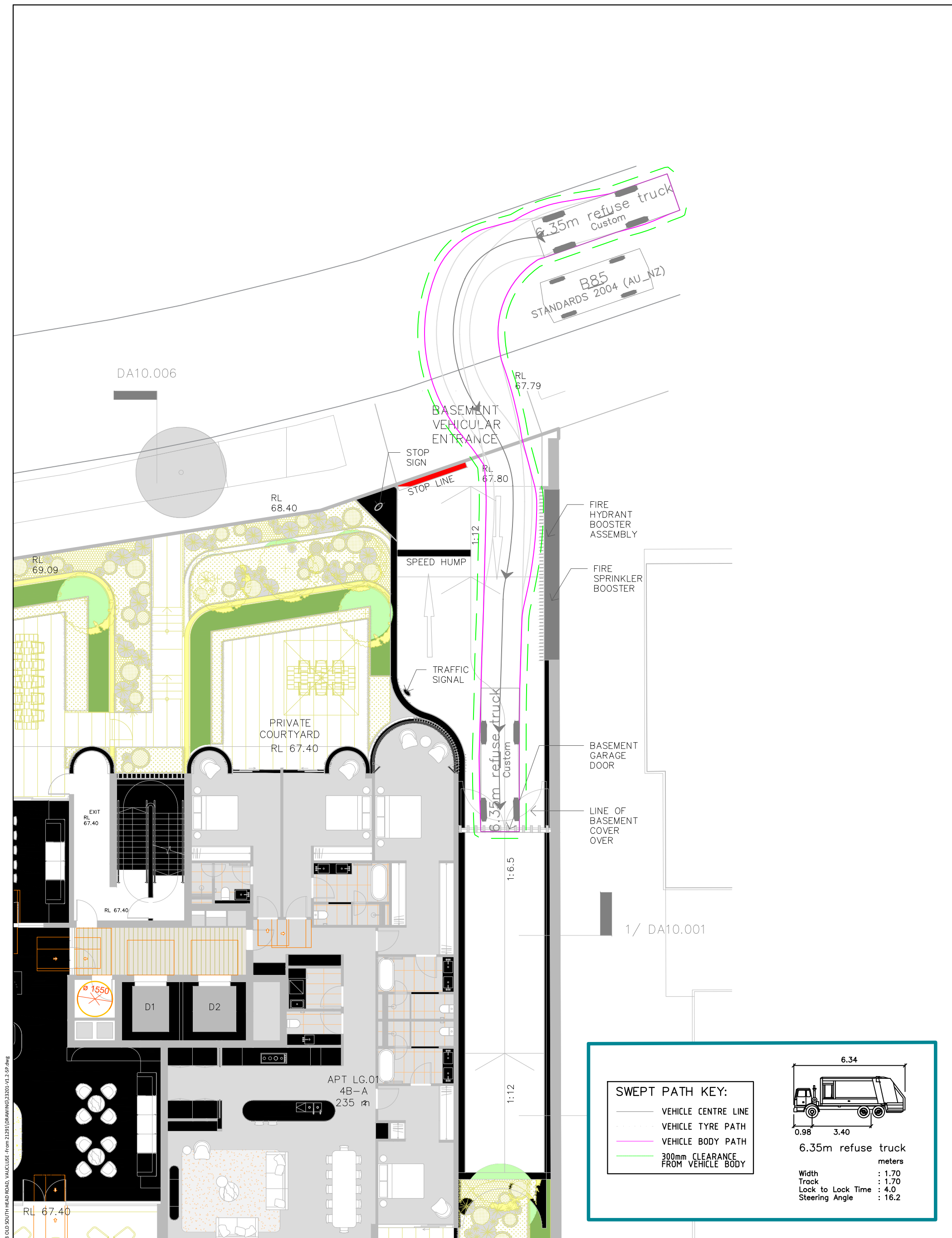


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2	23.11.21	ISSUE FOR INFORMATION	SH	
1	23.10.25	ISSUE FOR INFORMATION	SH	
Revision	Date	Description	Initial	Checked

# Appendix B

## Turning Path Assessment





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Plotted by Van

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. 01 OF 06 ISSUE DATE 15 December 2023

DESIGNED BY  
V.DAU

REVIEWED BY  
R.NETTLE

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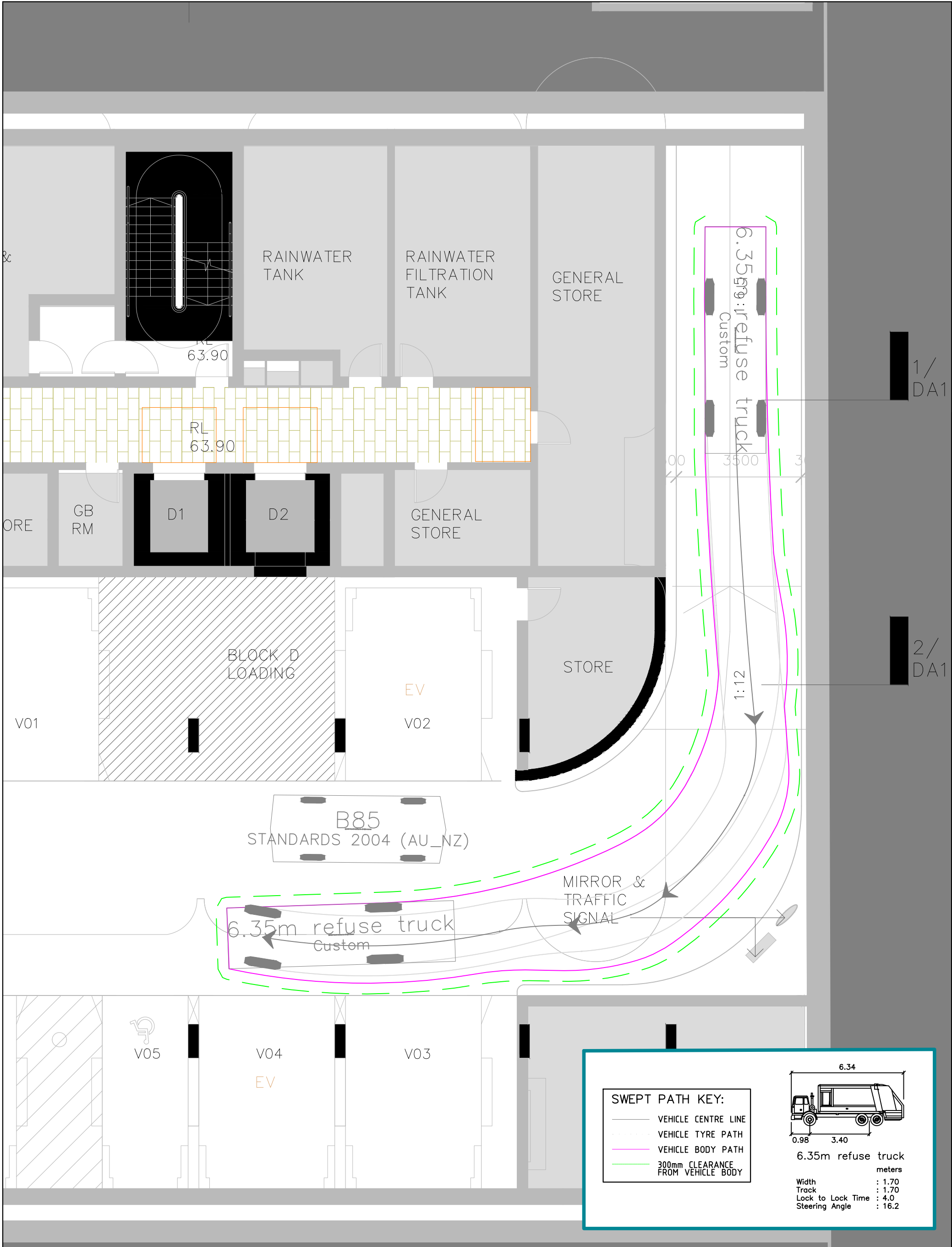
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A 6.4 M SMALL REFUSE VEHICLES ENTERING THE SITE  
SWEPT PATH ASSESSMENT

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

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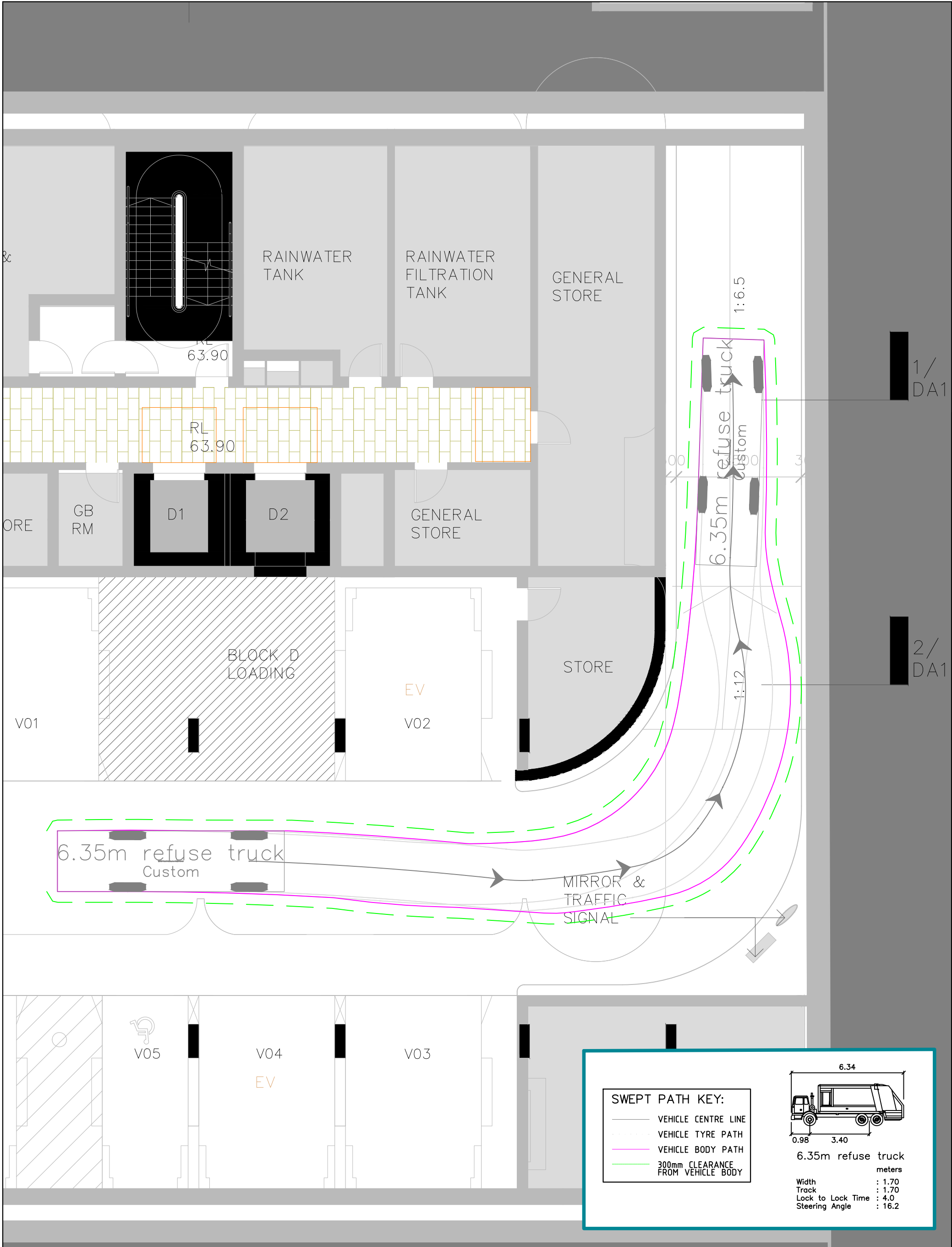
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Plotted by Van

669-683 OLD SOUTH HEAD ROAD, VAUCLUSE  
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SWEPT PATH ASSESSMENT

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

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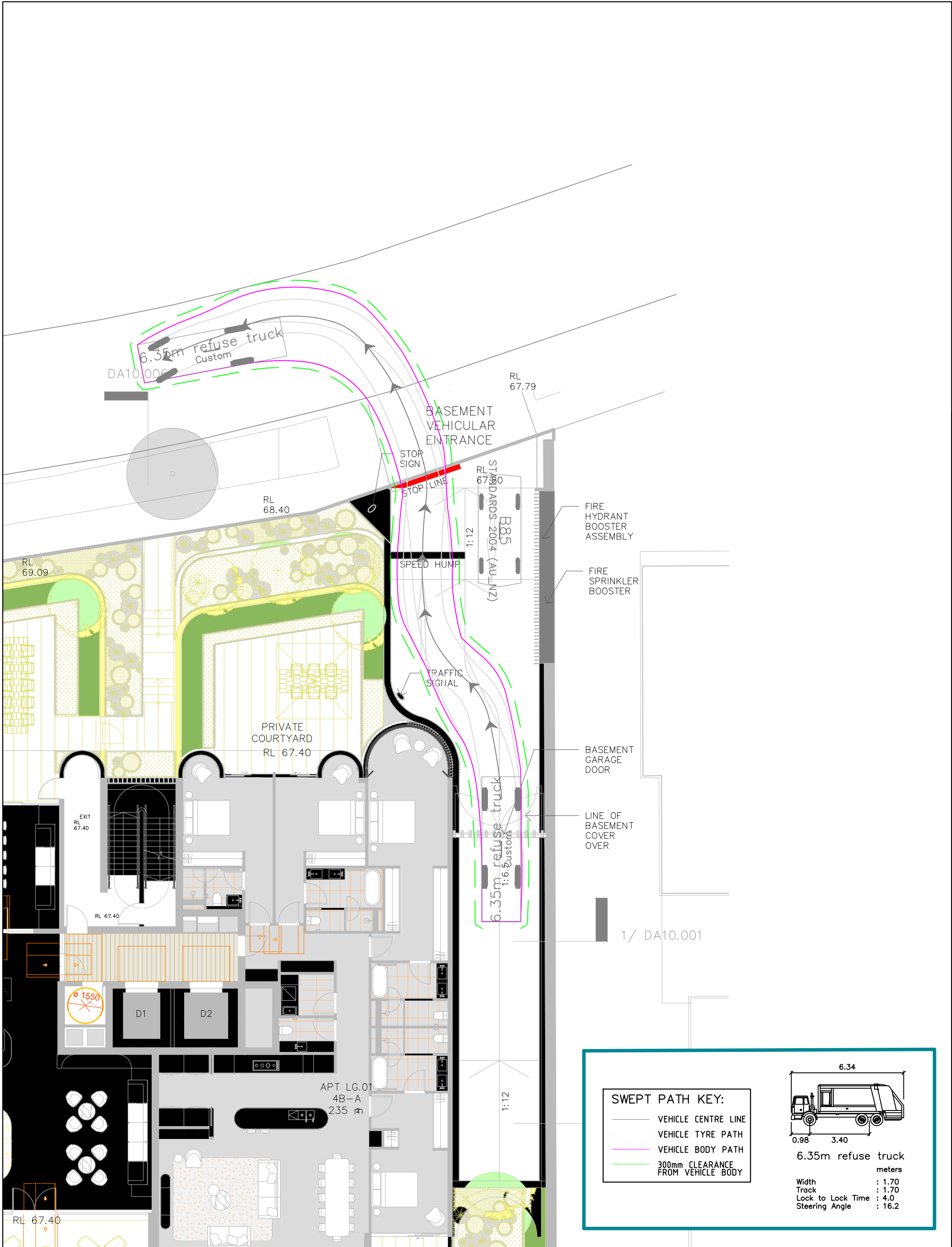
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669-683 OLD SOUTH HEAD ROAD, VAUCLUSE  
A 6.4 M SMALL REFUSE VEHICLES EXITING THE SITE  
SWEEP PATH ASSESSMENT

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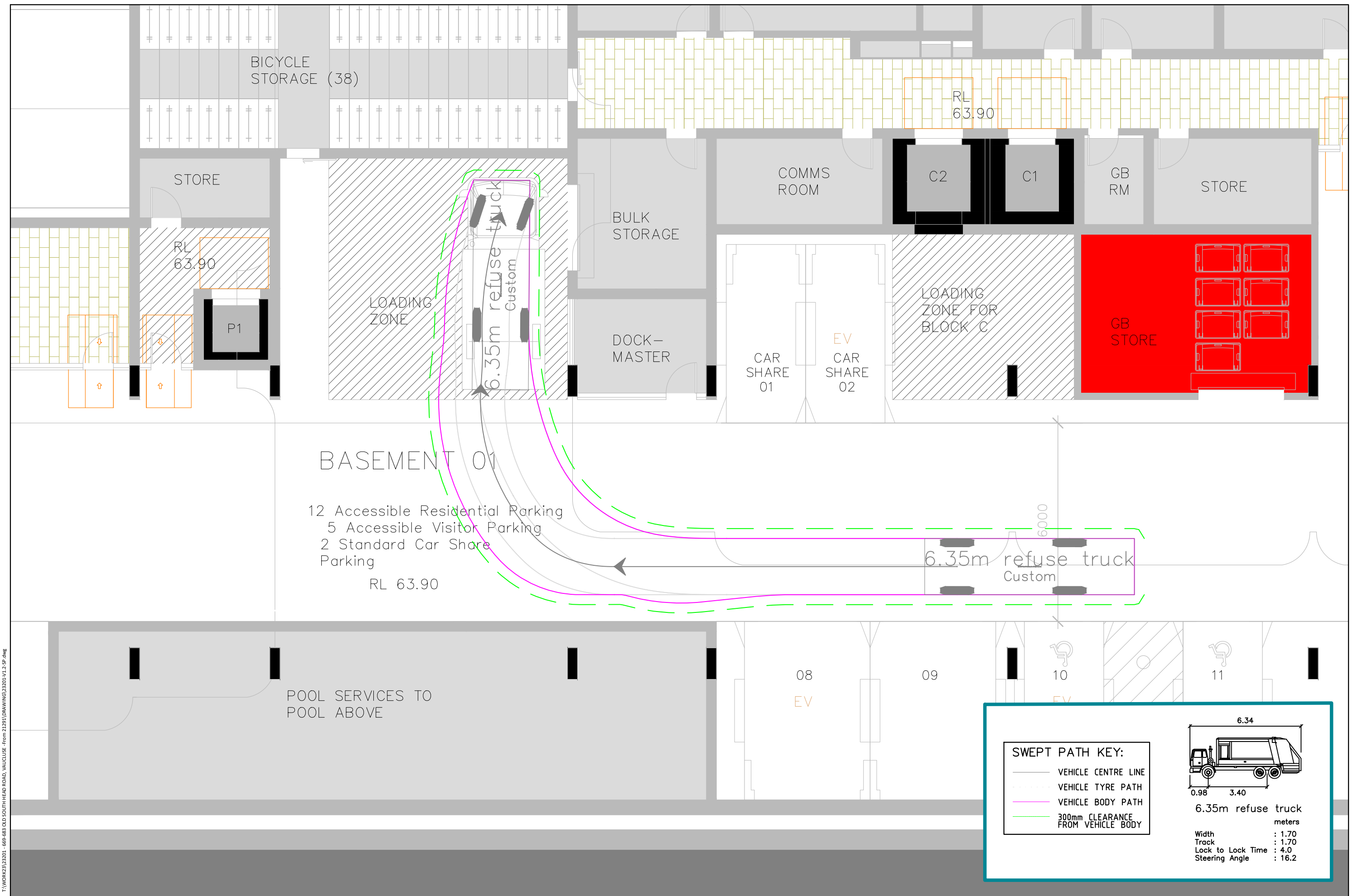
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Plotted by Van



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

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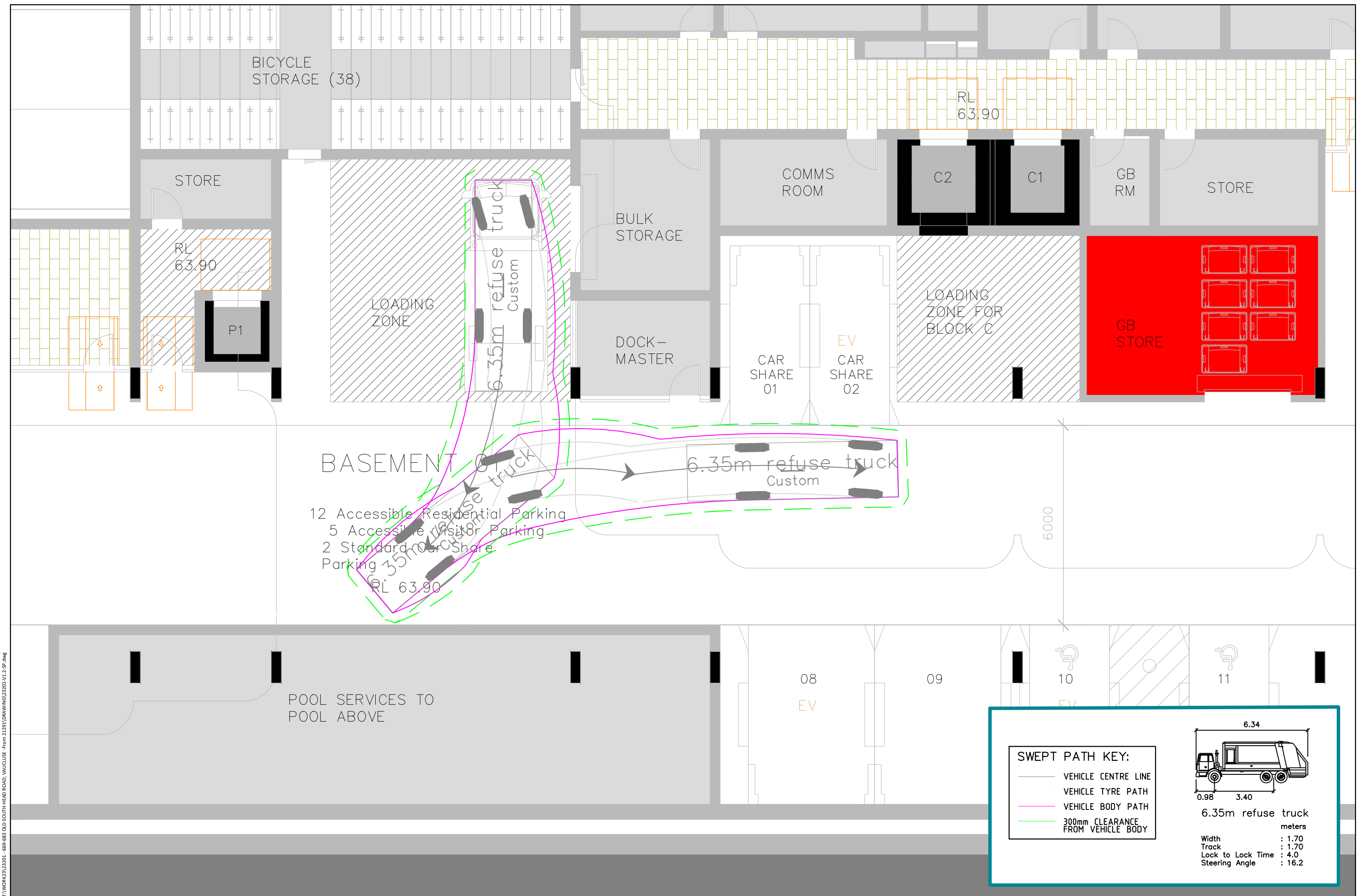


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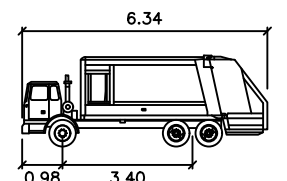
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Plotted by Van



**SWEPT PATH KEY:**

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



**6.35m refuse truck**

	metres
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

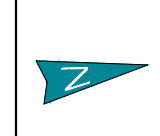
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# Appendix C

## Councils 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 -**