

31 March 2023



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Attn: Carla Bisanti, Design & Minor Projects Manager

RE: DA/4.55 RFI – DA/414/2020 – P2059 Scape Todman –Traffic Engineering Response

Dear Carla,

This letter has been prepared in response to Randwick City Council (Council)'s response in relation to proposed student accommodation development (the Proposal) at 172-180 Anzac Parade and 116R Todman Avenue, Kensington (the Site).

The comments were issued on 28 March 2023 from Ferdinando Macri (Senior Planning Officer) via email as part of Council's response to the Development Application (DA no.: DA/414/2020).

Specifically, Council raised the following question:

"Can the current configuration demonstrates future connection functionality in terms of a wider wall opening, basement signals and a passing bay adjacent to the opening. This would only require minor changes to the existing proposed layout as a separate plan showing the future configuration."

Ason Group has conducted an assessment based on revised architectural drawing (reference number: BASEMENT FLOOR PLAN, AR - B20-B1-00, revision 1 from Bayley Ward) and offer the following response:

1. The original approved plans were formulated based on having a future proof vehicle access to 118 – 120 Todman Avenue. Based on the stamped plans for the Scape Todman development forming part of DA/414/2020, the accessway is approximately 6.2 metres wide.
2. Upon the detailed design work post approval, due to reasons outlined in the S4.55 application, the proposed basement forming part of the Scape Todman development has been redesigned.
3. The revised design maintained the ability for a future basement access connection to / from 118 – 120 Todman Avenue via an accessway with a minimum width of 3.2 metres wide. The accessway is considered to be appropriate and continue to be consistent with the DA stamped plans on the basis of the following:
 - a. 118 – 120 Todman Avenue has a land area of approximately 531 square metres.
 - b. Reference is made to Section 5.3 of Austroads Guide to Traffic Management Part 11: Parking Management Techniques, where the average area required per public car parking space including the parking space itself and circulation and manoeuvring areas is approximately 35 square metres.

- c. Conservatively, a single level of basement car parking by applying 35 square metres per parking space to a land area of 531 square metres equate to a maximum provision of 15 car parking spaces. This does not allow for necessary building structures which would typically further reduce actual available floor plate area for parking facilities.
4. In accordance with Table 3.1 and 3.2 of AS2890.1:2004, a combined accessway of 3.0 – 5.5 metres for entry and exit is acceptable for car parks accessed from a local road, for up to 25 parking spaces.
5. In order for the parking layout to function satisfactorily, a traffic signal system, and provision of a waiting / passing bay will be necessary. Refer to the attached concept mark up for detail.
6. The signal operation sequence is expected to be as follows, subject to refinement of concept design, and further detail design work:
 - a. Signal #1 is located on the ground level access and is default to red for incoming vehicles.
 - b. Signal #2 is located generally in line with Gridline F2. It will default to red for vehicles exiting 118 – 120 Todman Ave.
 - c. When the car lift is called, Signal #1 will remain in red, until the car lift returns to ground level, when car lift door open, plus 10 seconds to allow for vehicle to exit. After this, Signal # 1 will turn green.
 - d. When the car lift is called and it is empty, Signal #1 will turn to green after a 5 second delay after the car lift door is open.
 - e. When a vehicle accessing 118 - 120 Todman Ave activates the car lift on ground level, Signal #2 remains in red until a vehicle is detected to have travelled passed Gridline F2. Signal #2 can then turn green after a 5 second delay.
 - f. When a vehicle exiting 118 – 120 Todman Avenue approach and stop on approach to Signal #2, if the car lift is not in use, Signal #2 can turn green after a 5 second delay.
 - g. Activation equipment / process, traffic signal and waiting bay locations will be subject to supplier input and further detailed design.

On the basis of the above, we are of the opinion that future proof access via the basement level to 118 – 120 Todman Avenue is maintained, subject to validation of assumptions and further detailed design development of the S4.55 scheme.

We trust the above is of assistance and if you have any questions, please do not hesitate to contact the undersigned or Dora Choi.

Yours sincerely,



Alan Tan

Traffic Engineer – Ason Group

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Attachment A

Design Commentary

