Reference: 13.085l01v3

7th June 2013

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Felix Milgrom
Sports Properties Pty Ltd
Suite 304, 45 Cross Street
Double Bay NSW 2028

Re: Planning Proposal – Rezoning of 105 Wellington Street, Bondi
Traffic Statement

Dear Mr Milgrom,

TRAFFIX has been appointed by Sports Properties Pty Ltd to provide traffic and parking consultancy services in support of a Planning Proposal seeking to rezone the Maccabi Tennis Centre site at 105 Wellington Street, Bondi from RE2 Private Recreation to R3 Medium Density Residential.

This Traffic Statement (TS) documents the findings of a preliminary traffic and parking assessment undertaken to assess the implications of the Planning Proposal. The subject site is located within the Waverley LGA and has been assessed under that Council's controls. The findings of the investigations are presented herewith.

Existing Site Details

Site Location

The subject site is located at 105 Wellington Street, Bondi, more specifically Lots 15 and 16, Section 4, DP411. The site is generally rectangular in shape with an area of approximately 4,000m^2. A Location Plan is presented in **Figure 1**.

Existing Development

The existing development within the site consists of a tennis centre comprising six tennis courts and a clubhouse building accommodating an 80m^2 gymnasium. The site does not have a vehicle access and accordingly does not provide off-street parking. However, on-street parking is available on both sides of Wellington Street and in the surrounding area, which it is understood patrons of the tennis centre currently use.

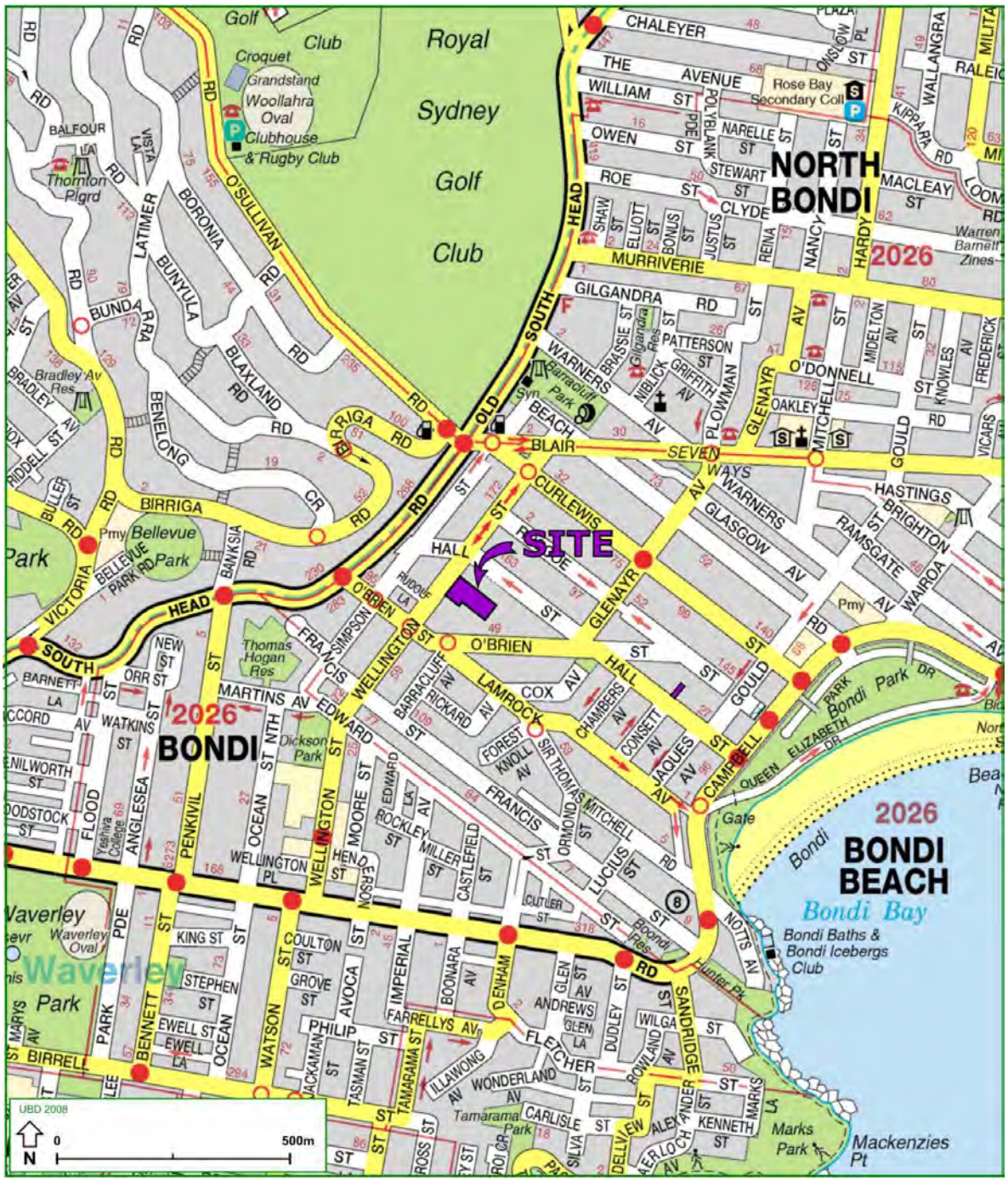


Figure 1: Location Plan

Existing Parking Demand

As discussed above, the existing tennis centre does not provide any off-street parking that could be surveyed to determine the existing parking demand that the tennis centre generates. As a result, the likely parking demand of the existing tennis centre has been determined using Council/RMS guidance.

In this regard, a review of Waverley Council's Development Control Plan (DCP) indicates that it does not provide a parking requirement for a tennis court or gymnasium use. Therefore, the parking rates provided in the RMS *Guide to Traffic Generating Developments* have been adopted to estimate the current parking demand generated by the subject site.

The RMS guide recommends that off-street parking for a tennis centre should be provided at 3 spaces per court and for a gymnasium use at a minimum of 4.5 spaces per 100m^2 GFA. Therefore, by applying these rates to the uses on the subject site; the likely parking demand generated by the existing tennis centre can be calculated as follows:

- 6 tennis courts @ 3 spaces per court = 18 parking spaces
- 80m^2 gymnasium @ 4.5 spaces per 100m^2 = 4 parking spaces

As a result, the parking demand for the subject site can be estimated to be 22 parking spaces. This demand is currently provided for as on-street parking around the subject site. As mentioned above, on-street parking is available along Wellington Street on both sides as well as in the surrounding areas. These parking spaces are also used by the local residents, in particular those who reside in period buildings that lack off-street parking and therefore rely heavily on on-street parking.

Existing Traffic Generation

As mentioned above, the site does not have a vehicle access at which traffic surveys can be undertaken to determine the peak hour traffic generation of the tennis centre. Therefore, the likely traffic generation of site has been estimated using trip rate guidance from the RMS *Guide to Traffic Generating Developments*.

The existing site falls within the RMS definition of a Recreational Facility. Under recreational facilities, the guidelines recommend an evening peak hour trip rate of 4 trips per court and a daily rate of 45 trips per court for a tennis centre use. Similarly, the guideline recommends an evening peak hour rate of 9 trips per 100m^2 GFA for gymnasium uses and a daily rate of 45 trips per 100m^2. Application of these trip rates to the existing 6 tennis courts and 80m^2 GFA of gymnasium result in the following:

- 6 courts @ 4 trips per court = 24 evening peak hour trips;
- 6 courts @ 45 trips per court = 270 trips per day;
- 80m^2 gymnasium @ 9 trips per 100m^2 = 7 evening peak hour trips;
- 80m^2 gymnasium @ 45 trips per 100m^2 = 36 trips per day;

Therefore, the currently permissible traffic generation of the subject site, based on the above rates, is considered to be 31 trips per hour during the evening peak hour and 306 trips per day.

Furthermore, tennis centre developments would generally have a vehicle access to off-street parking and therefore the volume of trips identified above would be the volume observed at the access. However, the subject site has no access or off-street parking. Therefore, whilst existing

site-related trips to/from the general area surrounding the tennis centre would be in the order of the trip volumes identified above (24 per evening peak hour, 270 per day), it is likely that at a local level on the roads surrounding the site, the actual volume of site-related trips (or movements) would be greater than the trips calculated above as there would be a number of additional traffic movements (particularly during the evenings) associated with vehicles 'searching' the surrounding road network for available on-street parking. During peak periods and/or event days at the centre, this 'searching' process could result in localised congestion on the surrounding road network.

Proposed Development

The following summarises the indicative dwelling yield proposed by the Concept Plan that has been prepared as part of this Planning Proposal:

- 42 apartments, consisting of:
  - 6 x one bedroom apartments;
  - 29 x two bedroom apartments;
  - 7 x three bedroom apartments; and
- 49 standard parking spaces across a one full basement level plus an additional partial basement level.

Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Attachment 1**.

Traffic and Parking Assessment

The traffic and parking impacts resulting from this Planning Proposal are discussed below.

Off-Street Parking

Waverley Council's DCP requires the parking for residential apartments to be provided at the minimum and maximum rates shown in **Table 1**:

Table 1: Council Parking Rates and Provision

Type	Number	Minimum Parking Rate	Minimum Parking Rate	Minimum Spaces Required	Maximum Spaces Required	Spaces Provided
1 bedroom	6	0.4 space per unit	0.8 space per unit	2.4	4.8	45
2 bedroom	29	0.8 spaces per unit	1.0 spaces per unit	23.2	29.0	
3 bedroom	7	1.0 spaces per unit	1.5 spaces per unit	7.0	10.5	
Visitor	42	1 spaces per 7 units after the first 12 units		4.3	4.3	4
			Totals	37	49	49

It can be seen from Table 1 that in order to comply with Council's DCP, the residential scheme should provide a minimum of 37 parking spaces and a maximum of 49 parking spaces. In response, the concept plan demonstrates that development of the site as proposed can provide a total of 49 parking spaces, including four (4) visitor parking spaces. Therefore, the parking provision of the development can satisfy Council's DCP requirements and as such will ensure that the parking demand generated by the proposed development will be accommodated wholly on-site.

This maximum provision of parking, sufficient to generally satisfy all parking demands generated by the residential scheme, is considered one of the major benefits of the proposal for local residents. As previously mentioned, the existing tennis centre generates a parking demand of up to 22 parking spaces, all of which is currently catered for on-street. Therefore, the concept plan proposal, which accommodates all forecasted parking demand off-street, would significantly improve the supply of on-street parking in the area for the benefit of local residents, in particular those who reside in period buildings that lack off-street parking and therefore rely heavily on on-street parking.

Traffic Generation

The development falls within the RMS guide's definition of a medium density residential development, consisting of two buildings providing about 20 dwellings each. For medium density residential the guide provides a range of peak hour trip rates: 0.4-0.5 trips per dwelling (for up to two bedrooms) and 0.5-0.65 trips (for three or more bedrooms). The guide also provides a range of daily trip rates: 4-5 trips per dwelling (for up to two bedrooms) and 5-6.5 trips (for three or more bedrooms). With a view to providing a conservative assessment of the future traffic generation of the proposed residential scheme, the higher trips rates have been adopted; the following analysis presents the forecasted traffic generation calculation:

- 22 peak hour (morning and evening) trips, consisting of:
  - 32 (one & two bed units) @ 0.5 trips per unit = 17.5 trips;
  - 7 (three bed units) @ 0.65 trips per unit = 4.5 trips;

- 221 daily trips, consisting of:
    - 32 (one & two bed units) @ 5.0 trips per unit = 175.0 trips;
    - 7 (three bed units) @ 6.5 trips per unit = 45.5 trips.

As previously mentioned, the current tennis centre most likely generates 31 trips during the evening peak hour and 306 daily trips. Therefore, the analysis above indicates that the residential scheme would generate marginally fewer (nine) trips during the evening peak and significantly fewer trips (about a 28% reduction) during the day.

The RMS guide does not provide morning peak hour rates for tennis centres; therefore, it is not possible to provide a comparison based on RMS rates. It is likely that the morning peak hour traffic generation volumes vary significantly on a day-to-day basis, from anywhere between 20% and 100% of the volumes experienced during the evening peak hour.

However, in the unlikely event that the existing tennis centre does not generate morning peak hour trips and therefore the 22 morning peak hour trips anticipated for the residential scheme would be wholly new trips on the surrounding road network, it is worth recognising that these 22 trips equate to about one 'new' trip on the surrounding road network every three minutes. It is unlikely that traffic increases of this order would have any material impact on the performance of the surrounding road network.

Furthermore, it is noteworthy that the residential scheme would further reduce traffic movements in the area (in particular movements associated with searching for available on-street parking) by providing off-street parking and therefore eliminating the site's reliance on on-street parking.

Access and Internal Design

The access for the proposed development site will be provided from Wellington Street which is categorised as a local street. The access driveway for the site will be located at the southern end of the site, providing sufficient distances between the access and the intersections with Hall Street to the north and O'Brien Street to the south. This access would be designed to conform to a Category 1 Driveway under AS2890.1, with regards to the driveway widths, visual splays and ramp gradients.

The design of the internal car parking at the basement levels would be in accordance with AS2890.1 requirements for a Class 1A (residential) user, providing minimum bay dimensions of 2.4m x 5.4m and minimum aisle widths of 5.8m.

Servicing of the site with regards to garbage collection would take place along the Wellington Street kerbside using Council's standard vehicle.

Conclusion

In summary:

- The proposal provides 49 off-street parking spaces thus satisfying the maximum requirements of Waverley Council's DCP. More importantly, the proposal would significantly improve the supply of on-street parking in the area for the benefit of local residents, in particular those who reside in period buildings that lack off-street parking and therefore rely heavily on on-street parking;
- The traffic analysis indicates that the proposed residential scheme would generate marginally fewer trips during the evening peak and significantly fewer trips (about a 28% reduction) during the day compared with the traffic generation of the existing tennis centre;
- The residential scheme would further reduce traffic movements in the area (in particular movements associated with searching for available on-street parking) by providing off-street parking and therefore eliminating the site's reliance on on-street parking; and
- The indicative Concept Plan identifies that access and internal design can be provided in accordance with the AS2890.1 requirements.

In conclusion, the Planning Proposal is supportable on traffic planning grounds and would operate satisfactorily.

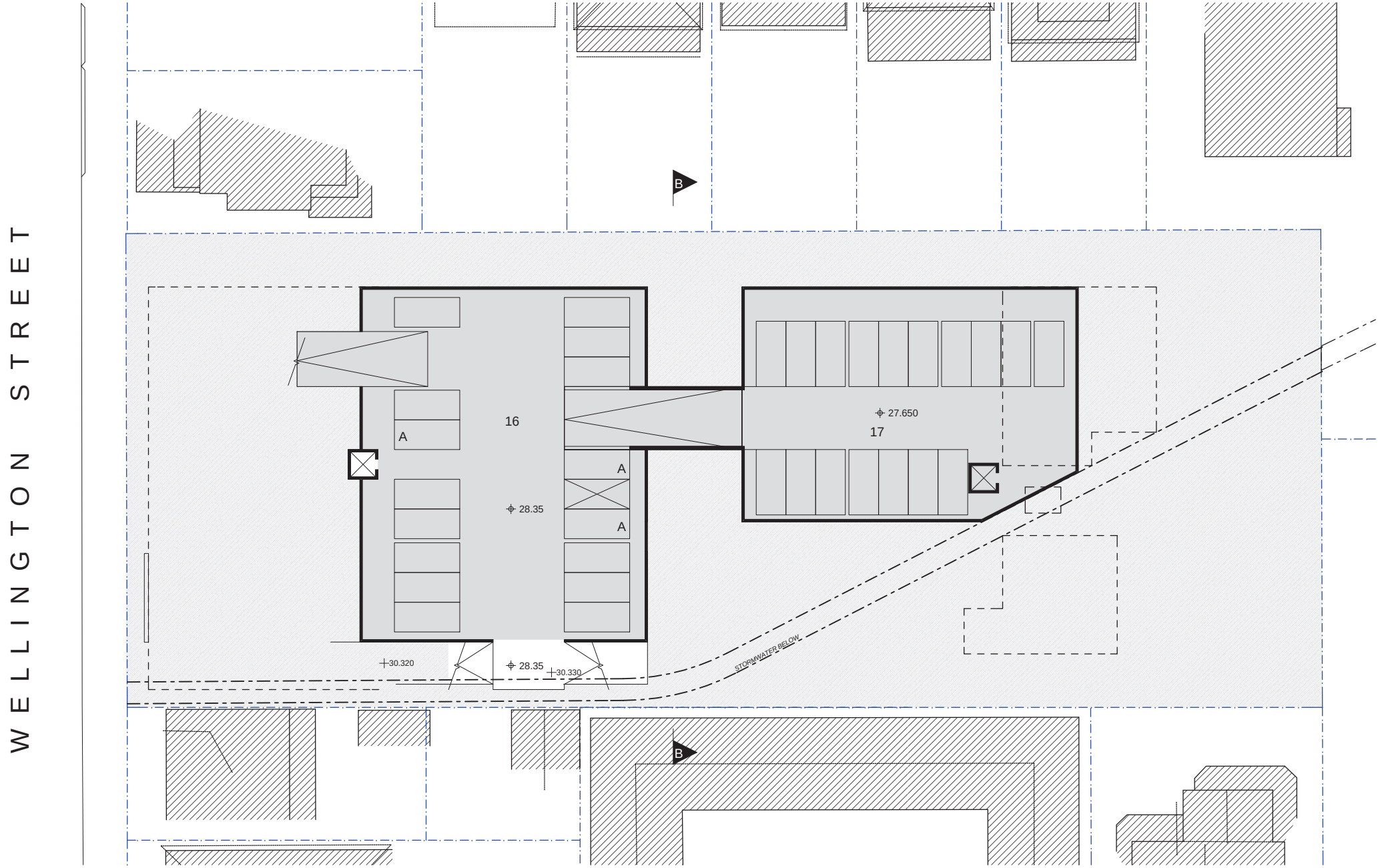
Yours faithfully,

traffix

Piran Trethewey
Associate Engineer

Email: Piran.Trethewey@traffix.com.au

Attachment 1



CONCEPTUAL LOWER BASEMENT PLAN 1:300

105 WELLINGTON STREET, BONDI

0 5 10m 15m

N

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MPR Design Group Pty Ltd
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Architecture
Interiors

FILE: 13036 - 105 Wellington St (bimserver.mprdg.com)

PROJECT:

105 WELLINGTON ST BONDI NSW

DRAWING:
CONCEPTUAL LOWER BASEMENT LEVEL

PROJECT NO: 13036
DRAWN BY: MPR
TO SCALE: @A3
DRAWING NO: REV:
PLOTTED: 6/06/2013

SK 10

CONCEPTUAL BASEMENT PLAN 1:300

105 WELLINGTON STREET, BONDI

0 5 10m 15m

N

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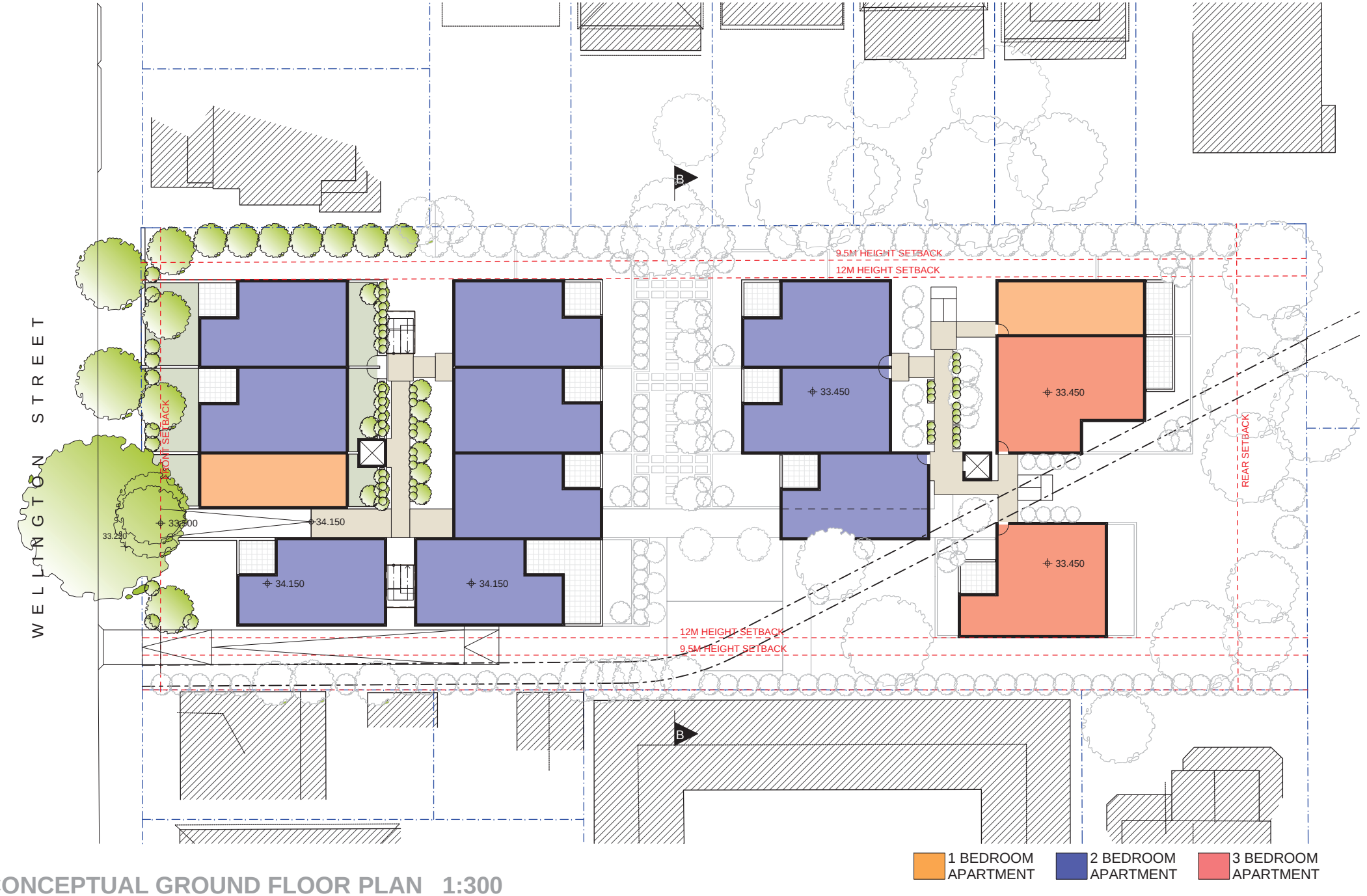
PROJECT:
105 WELLINGTON ST BONDI NSW

DRAWING:
CONCEPTUAL BASEMENT LEVEL

PROJECT NO: 13036
DRAWN BY: MPR
TO SCALE: @A3
DRAWING NO: REV:
PLOTTED: 4/06/2013

SK 11



CONCEPTUAL GROUND FLOOR PLAN 1:300

105 WELLINGTON STREET, BONDI

0 5 10m 15m

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DRAWING:
CONCEPTUAL GROUND FLOOR

PROJECT NO: 13036
DRAWN BY: MPR
TO SCALE: @A3
DRAWING NO: REV:
PLOTTED: 4/06/2013

SK 12