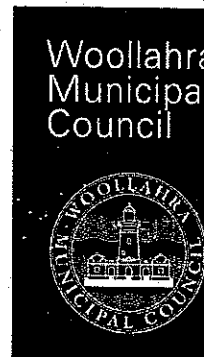


Memorandum



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Date 27 October 2009
File No. DA 441 / 2009
To Nick Tomkins - Development Engineer Team Leader
CC
From Daniel Pearse - Development and Traffic Engineer
Subject 1 NEW BEACH RD - DARLING POINT
MARINA REDEVELOPMENT

I refer to the following documents;

- Statement of Environmental Effects by Urbis Planning
- Architectural Plans by Allen Jack + Cottier (Refer to Proj. No. 08028 Rev 06 dated 24th August 2009)

Traffic Generation

The submitted Traffic Report has estimated there will be an additional 15 vehicle trips per hour during weekday peak hour periods due to the increased commercial floor areas. The level of traffic generation is relatively minor in comparison to the total volume conveyed by the New Beach Road (approximately 350 vehicles per hour in the afternoon peak period) and is not expected to be detrimental to the capacity of the roadway or pedestrian amenity in the area.

It is agreed the level of traffic volume generated by the development is not going to be substantially different from the existing level or at such a level to adversely affect the area.

Parking Demand

The traffic report has presented an estimate on the increased parking demand equating to 16 car spaces based on the additional number of berths and increased floor area.

It is noted that the report has summated the existing parking demand by stating, "The existing uses on the site are presently served by 52 spaces, so that a need for 68 spaces results." This is misleading as the total existing parking demand for the site is much higher. Noting the applicants own rates for the berthed moorings, the resulting parking demand for this component is 125 car spaces. It is obvious the existing establishment relies heavily upon the on street parking around the site given the demand for parking in the immediate area is very high.

Notwithstanding this, the proposal has increased the off street parking capacity significantly and it appears the design has maximised this within the limitations of planning controls and location.

It is noted the applicant has proposed restrictions to be applied on several public parking spaces fronting the site. These do not comply with the principal objective of Council's Offstreet Parking DCP which states, "...developments generating vehicular traffic must make adequate provision off the public street for the car parking and servicing needs of its users." These restrictions include the provision of a disabled parking space fronting the site and allocating a section of time restricted parking with intention to provide a pickup/ dropoff area – essentially these are only to serve the site and therefore should be located within the site boundaries as per the objective of the Council DCP.

Council's traffic section has completed public consultation in relation to proposed alterations to traffic conditions in New Beach Road. A significant portion of responses expressed concern regarding the number of vehicles double parked in the roadway fronting the CYC. The provision of having restricted parking to address this is not supported by Council's traffic section given;

- It would be the responsibility of Council to regulate the parking which essentially serves the parking needs of the CYC.
- In association with the above point, the parking restriction would need to either permit parking in a short time period or be designated as "No Parking". This would require constant enforcement by Council's regulatory officers to function as intended.
- The parking demand in the area is considerably high and therefore the loss of parking spaces would adversely affect parking availability.
- Given the high parking demand in the area, there is a high probability for people to illegally park in this location. The applicants own Traffic report has noted a high incidence of illegal parking in the area.

It would appear this could be achieved in the northern, ground level car park which has provision for 11 spaces. It is recommended that a portion of this parking area be designated as a pickup/ dropoff area serving the marina.

Construction Management Plan

The Traffic Report has broadly estimated there will be a maximum of 50 heavy vehicle movements per day (25 in, 25 out) during the excavation phase. It should be noted that this level of traffic movement is not expected to affect the capacity of the roadway or pedestrian amenity however the increased heavy vehicle movements will be noted by residents.

The RTA's "Guide to Traffic Generating Development" Section 4.3 (Table 4.6) discusses environmental capacity and performance standards in terms of maximum peak hour flows for local streets. The RTA defines the environmental capacity as, "*the volume of moving vehicles which can be accommodated in a street or area, having regard to the need to maintain environmental standards*" and mentions pedestrian safety, noise and vehicle access to residential properties as factors. For local roads the RTA Guide advises an environmental goal of 200 vehicles per hour (vph) and a maximum of 300 vph. The RTA document acknowledges these controls are subjective as the perceived environmental capacity of a roadway can vary significantly between residents and there is no definite threshold beyond which problems may emerge. As such there is no clear control as to what is an acceptable level of heavy vehicle traffic. It is to be noted that New Beach Road acts as a collector road and therefore accommodates a larger volume of traffic than typical local roads. Should the

planning department elect to reduce the maximum level of truck movements, this will correspondingly increase the duration of the excavation works and therefore may improve the environmental amenity of the roadway.

The construction management plan has nominated two exit routes for construction vehicles leaving the site. One directly back towards New South Head Road via New Beach Road and the other routing through Thornton Street to Darling Point Road and on to New South Head Road. Whilst it is desirable to have construction traffic distributed throughout the area, the alternative route continues along several smaller local roads and is not supported for the following reasons;

- Placing the heavy vehicle traffic on local roads normally having very low traffic volumes will have greater impact on environmental amenity than simply routing back along New Beach Road.
- The alternate route may not readily accommodate longer vehicles in terms of turning circles.
- There is potential the extent of damage to Council infrastructure may be greater and not be readily identified as resulting from the development.
- The alternate route continues along a bus service route and therefore has potential to impact on the bus service timetables.

Recommendation

The proposed volume of offstreet parking does not accommodate the total parking demand of the development and therefore does not comply with Councils Offstreet Parking DCP. Despite this there appears little scope to increase the capacity of parking on the site without substantially increasing the extent of the development. It is also noted there is a relatively small increase in the level of services provided at the marina and the development has not only provided for this difference but also made an attempt to reduce the overall parking shortfall.

The proposed alterations to parking restrictions (disabled parking spaces, provision for a pickup/ dropoff area) is not supported by the Traffic section for reasons detailed above. It is recommended that these services be provided within the site and the plans/ documentation revised prior to approval. A portion of the northern carpark on ground level should be designated as a short term pickup/ dropoff location for the CYC.

The construction management plan is acceptable and a condition of consent requiring compliance with the plan subject to deleting the alternative route back to New South Head Road via Thornton Street and Darling Point Road is recommended (Condition D.9).

Due to the volume of construction vehicle traffic utilising New Beach Road, it is imperative that a dilapidation report on this infrastructure be undertaken and Condition D.5 be applied with specific reference to New Beach Road.

A Work Zone is proposed (and is considered essential in this location) and therefore the relevant condition of consent (Condition D.10) should also be applied.

Regards,

Daniel Pearse