

23 July 2010

REFERRAL RESPONSE – TECH. SERVICES

FILE NO: DA 441/2009/1
ADDRESS: 1 New Beach Road DARLING POINT 2027
PROPOSAL: Marina redevelopment
FROM: Yoram Wise - Development Engineer
TO: Mr P Kauter

I refer to the following documents received for this report:

1. Engineering Services (Traffic) Memo dated 29 October 2009
2. Statement on Traffic comments from Traffix – Traffic and Transport Planners dated 15 April 2010
3. Construction Management Plan by TLB Engineers dated 7 April 2010
4. Architectural Plans by Allen Jack + Cottier (Refer to Project No. 08028 dated 21 April 2010)
5. Referral Response from Council's Traffic Engineer, dated 22/07/2010

Comments have been prepared on the following. **Where Approval is recommended, Conditions of Consent follow at the end of the comments.**

Traffic comments

Council's Traffic Engineer has made the following comments:

"The proposal has reduced the capacity of the proposed basement carpark by an additional 7 spaces thereby increasing the parking shortfall. Whilst the proposal improves upon the current parking capacity of the site, increased floor areas and additional wet berths will have a corresponding increase in parking demand which maintains a significant parking shortfall. The Planning Department are advised to note this when undertaking a merits based approach to assessment of the development application".

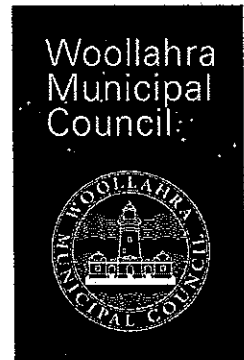
- see attached document from Council's Traffic Engineer for full details

RECOMMENDATION

Council's Development Engineer has determined that the proposal is not satisfactory in its current state due to unsatisfactory parking numbers and corresponding impact on surrounding infrastructure.

Memorandum

Date 22 June 2010
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



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I refer to the following documents;

6. Engineering Services (Traffic) Memo dated 29 October 2009
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The following concerns in the previous referral response are reviewed as follows;

- **Proposed onstreet parking restrictions (Disabled spaces/ short term parking).**

The statement from the applicant's traffic consultant has indicated these were proposed on the basis they would not only serve the site, but also the surrounding community. Despite this the amendment to onstreet parking restrictions to suit the needs of the development site contradicts with the objective of Councils Offstreet Parking DCP which requires all parking and traffic needs of the development to be provided for off the public roadway.

The applicant's traffic consultant has appealed that provision of a specific pickup/dropoff area in the development is unwarranted as these activities will occur from the proposed parking facilities provided on the site. As noted in the previous Referral Response, the proposed development does not fully accommodate the net parking demand and therefore will retain some reliance upon onstreet parking. It is further noted that the proposed offstreet parking does not permit public access as security

gates are located at all entries. It is then likely that vehicles double parking at the front of the site will continue.

Engineering Services recognises that the capacity of the proposed parking area should be maximised at all times and so will accept the provision of a pickup dropoff area need only be implemented at periods when there is high demand for such a service, such as on weekends or sailing events.

- **Construction Management Plan – Heavy Vehicle Route**

The revised CMP has validated that heavy vehicles will exit the site and proceed directly to New South Head Road as requested in the initial referral response.

Council's Traffic section maintains that despite these matters, the proposal is significantly short of satisfying Councils offstreet parking requirements. The total parking demand is as follows.

USE	PARKING DEMAND RATE	QUANTITY	PARKING SPACES REQUIRED.
Wet berths	0.6 spaces per berth	213 berths	128
Administration (Commercial)	2.5 spaces/ 100m ²	218 m ²	6 (5.45)
Sailing School*	1 space per 100m ²	317m ²	4 (3.17)
Shipwright + Chandlery (Retail)	3.3 spaces/ 100m ²	201m ²	7 (6.63)
Kiosk (Retail)	3.3 spaces/ 100m ²	56m ²	2 (1.85)
TOTAL			147

* NOTE: The parking rate specified in Councils Offstreet Parking DCP is intended for Primary/ High Schools. The actual parking demand rate is likely to be higher for this application.

Whilst the proposal improves the parking capacity of the site there is still a significant shortfall in parking given that 147 spaces are required and only 90 spaces are provided.

Recommendation

The proposal has reduced the capacity of the proposed basement carpark by an additional 7 spaces thereby increasing the parking shortfall. Whilst the proposal improves upon the current parking capacity of the site, increased floor areas and additional wet berths will have a corresponding increase in parking demand which maintains a significant parking shortfall. The Planning Department are advised to note this when undertaking a merits based approach to assessment of the development application.

In the event that the development is to be approved, the following matters must be addressed;

- **The site will maintain reliance upon the surrounding onstreet parking to satisfy the parking demands of its patrons. The provision of a pickup-dropoff area within the site that is accessible by the public is therefore required. As noted above, Councils Traffic Section will accept the dedication of such an area on site during periods of high demand to enable full utilisation of parking on the site during other periods.**
- **A security system and gates are noted across entries to off street parking areas. The developer should clarify how this system is to operate to ensure full utilisation of the parking areas.**

Regards,

Daniel Pearse