

22 June 2012

Panel Secretariat  
Joint Regional Planning Panels  
GPO Box 39  
SYDNEY NSW 2001

ATTN: MS ANGELA KENNA, PROJECT OFFICER



TOWN PLANNING  
AND URBAN DESIGN

RE: SYDNEY EAST REGION JOINT REGIONAL PLANNING PANEL

2011SYE118 – WOOLLAHRA – DA531/2011/1 – KIAORA LANDS  
REDEVELOPMENT - REVISED

Dear Sir/Madam,

To further assist with the consideration of the Development Application (DA) for the Kiaora Lands Redevelopment, as detailed above, this letter has been prepared by the applicant TPG on behalf of Woolworths Limited and Fabcot Pty Ltd (being a wholly owned subsidiary of Woolworths).

The applicant supports the recommendation in the officer's report to the Joint Regional Planning Panel (JRPP) for approval subject to conditions, however has some concerns with conditions as recommended in the Council officer's report, as follows:

1. Condition C1(n) – Council claims that the volume of traffic which will result from the proposed development in Kiaora Road, will require the need for two entry lanes/two boom gates. Council is responsible for the design and installation of any future ticketing system. The applicant considers that a well designed and optimally operating ticketing system which uses technology which dispenses tickets prior to arrival will not necessitate the need for two entry lanes/boom gates as there is sufficient queuing available on-site and in the right-turn bay as demonstrated by Halcrow in the information submitted with the DA.

The condition relates to a controlled parking/ticketing system for which the DA as submitted does not propose. The car parking area when completed will be in Council's ownership and management, and should Council wish to operate the car park based on a controlled ticketing system then a separate DA should be submitted by Council for the same.

The applicant's traffic consultant from GTA Consultants (formerly with Halcrow) have considered the issue in detail and have provided advice as attached at **Annex A**. Rather than seeking the deletion of the condition, the applicant seeks an amendment to the condition as shown with strike thru and red below:

~~Modifications must be made to the Kiaora Road carpark entrance such that there are 2 internal boom gates.~~ Specifications for the boom gate and associated equipment are to provide an operating capacity of 600 vph or six vehicles per second per boom gate. This requirement is to be written into the relevant tender documents for the supply and installation of any car park equipment. This condition is imposed to prevent inbound vehicles to the carpark queuing across the Kiaora Road footpath and to ensure that vehicles

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*queuing in Kiaora Road do not adversely impact on the efficient operation of the Kiaora Road/New South Head Road intersection.*

2. Condition C4 – The condition requires the reconstruction of a footpath in Manning Road which the proposed development has no frontage, the reconstruction of all of Anderson Street, the reconstruction of the entire length of Kiaora Lane and the reconstruction of all of Patterson Street. The nature of these works involves frontages for which the proposed development does not front all of the length of these roads and therefore there is no nexus for the entire reconstruction of the nominated roads or provision of a new footpath. Fabcot is prepared to make good the bitumen roads with new bitumen sheeting post the construction phase and construct kerbs and roads as per the civil and landscape drawing information submitted with the DA. The applicant seeks the amendment of the condition and that the drawings associated with civil and landscape works prevail.
3. Condition F22 – This condition relates to the containment of noise within the car park so as to minimise noise from cars circulating. The applicant has fully enclosed the ground floor level of the car park to mitigate noise impacts and as such there is no need for a system as required by the DCP. It is also noted that the condition relates to a controlled parking/ticketing system for which the DA does not propose.

The car parking area when completed will be in Council's ownership and management, and should Council wish to operate the car park based on a controlled ticketing system then a separate DA should be submitted by Council for the same. The applicant seeks the deletion of the condition.

4. Condition F33 – The applicant requests that the condition be clarified with an amendment as follows in red and highlighted as follows:

*The applicant is to pay all costs associated with the design and installation of a roundabout at the intersection of Manning Road and Patterson Street. **The roundabout is to be of a mountable type designed to fit within the existing road carriageway,** to incorporate pedestrian access at the splitter islands on the three legs of the intersection. The design of the roundabout is to be undertaken in consultation with the community and submitted and approved by the Woollahra Local Traffic Committee and Council. The installation of the roundabout is to be completed prior to the issue of the occupation certificate.*

5. Condition F40 – It is understood that Council and the Roads and Maritime Service are responsible for existing street lighting and to ensure these are maintained in accordance with the Australian Standard. The applicant has proposed new street lighting to Kiaora Lane as part of the improvements to Kiaora Lane, however considers the request for upgraded street lighting in New South Head Road, Kiaora Road, Patterson Street and Anderson Street fails to provide a nexus with the proposed development and should ordinarily have been provided by the relevant authorities to ensure lighting is in accordance with the Australian Standard. It is requested that the condition be amended to reflect only new lighting in Kiaora Lane.

As a result of Council's recent meeting a number of additional conditions have been recommended for imposition to the JRPP, and the applicant raises a number of concerns in relation to conditions I30 and I32, as follows:

6. Condition I30 – Seeks to limit the use of the roof-top car parking area until 10pm on noise grounds. It is noted that numerous conditions are proposed to mitigate noise from the rooftop car parking area, including F19, F20, F21, F23, I12, I13, I14, I15, I17, I18, I19, I20 and I21. The proposed supermarket seeks to trade until midnight and this has been supported by the officer's report, subject to all the noise conditions as listed, therefore should the ground level car park be full, parking at the roof-top level will be required to be utilised between 10pm and midnight. It is considered that the provisions



of condition F23 which relate to a "Carparking Plan of Management" can be utilised to the same effect as condition I30, as such it is requested condition I30 not be imposed.

7. Condition I32 - Seeks to make Anderson Street a one-way street, where at the moment it is a two-way street which services the existing off-street car parking located at the rear of the properties at 10 and 12 Court Road. The imposition of the proposed condition will in effect mean that access to these off-street parking/garage facilities can only be attained through the car park and when the exit is closed at 9pm this access cannot be provided. As such, it is requested that condition I32 not be imposed.

Should you have any queries or require clarification on any matters please do not hesitate to contact Richard Armitage, Regional Development Manager from Woolworths on 8885 1148 or the undersigned on 0488 221082.

Yours sincerely

THE PLANNING GROUP NSW PTY LTD



Marian Higgins

(Director)

**Cc: Peter Kauter, Woollahra Council**



## ANNEX A



Our Ref: 12S1302000

18 June 2012

The Planning Group  
Suite 1.02, 8 West Street  
NORTH SYDNEY NSW 2060

**Attention: Ms Marian Higgins**

Dear Marian

**RE: KIAORA LANDS REDEVELOPMENT – CONDITION C.1 n)**

As requested, GTA Consultants has reviewed the draft consent conditions, specifically Condition C.1 n) for the above proposed development. This letter provides a summary of the review and suggests an alternate wording for the condition.

## Background

Woollahra Municipal Council has completed their assessment of the development application for the above proposed development and recommended to the Sydney East Joint Regional Planning Panel (JRPP) being the consent authority its approval subject to conditions.

One of which is Condition C.1 n) as follow:

*Modifications must be made to the Kiaora Road carpark entrance such that there are 2 internal boom gates. This condition is imposed to prevent inbound vehicles to the carpark queuing across the Kiaora Road footpath and to ensure that vehicles queuing in Kiaora Road do not adversely impact on the efficient operation of the Kiaora Road/New South Head Road intersection.*

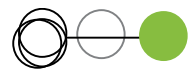
## Queuing Analysis

From traffic modelling of the proposed development, it is expected that during peak periods approximately 242 vph would enter the car park using the Kiaora Road entrance.

The Kiaora Road entrance is proposed with one entry lane only i.e. one internal boom gate.

It is envisaged that when completed, the car park would employ modern car park equipments and technologies to provide close to free flowing conditions at the car park control points e.g. automatic number plate recognition system, fast and efficient ticket dispensing system. Such modern car park systems could have boom gate capacity of up to 600 vph per lane (as indicated in the Australian Standard AS2890.1:2004).

A queue analysis of the Kiaora Road entrance was conducted using accepted traffic queuing theory which is presented in the Institute of Transportation Engineers' (ITE) *Traffic Engineering Handbook*. The



analysis found that the Kiaora Road entrance with one boom gate at a conservatively assumed capacity of 400 vph would have an average queue length of up to two vehicles long, while the 95<sup>th</sup> percentile queue length would be up to six vehicles long.

The DA submitted plans show the Kiaora Road entrance having a length of some 36m between the property boundary and the internal boom gate. This length is sufficient to store the 95<sup>th</sup> percentile queue length within the property without queuing vehicles spilling onto the footpath and into Kiaora Road.

Council has generally accepted the above results, but conducted their own queue analysis adopting the 98<sup>th</sup> percentile queue length as the design parameter for the storage area. Council also indicated that the Australian Standard does not specify which percentile queue length to design for, but justified the 98<sup>th</sup> percentile queue by indicating the Standard requires mechanical parking installations to be designed to accommodate the 98<sup>th</sup> percentile queue length.

The Standard specifically refers to mechanical parking installations as car stackers which inherently have lower service rate or capacity as cars are required to be shuffled around in order to park or unpark a car. Therefore, it is more critically to accommodate a higher percentile queue length.

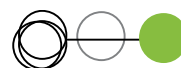
It is generally acceptable to design to the 85<sup>th</sup> percentile queues for car park access points. However, in this case the 95<sup>th</sup> percentile queue length has been adopted to allow some flexibility to accommodate traffic during extreme peak periods.

In addition, the analysis conservatively adopted a boom gate capacity of 400 vph instead of 600 vph as would be the case for a modern car park. In the above analysis, if the boom gate capacity was to be revised to 600 vph, the resulting 95<sup>th</sup> percentile queue would be up to four vehicles long. Additionally, a sensitivity analysis (using a boom gate capacity of 600 vph) indicates that the available storage area (36m or six vehicles) could still accommodate the 95<sup>th</sup> percentile if the entering traffic increases by up to 50 per cent.

## Suggested Revised Condition

In the light of the above, we suggest for Condition C.1 n) to be re-worded such that equipment specifications for the car park are required to provide a boom gate capacity of 600 vph. The suggested wording is as follow:

~~Modifications must be made to the Kiaora Road carpark entrance such that there are 2 internal boom gates.~~ Specifications for boom gate and associated equipments are to provide an operating capacity of 600 vph or six vehicles per second per boom gate. This requirement is to be written into the relevant tender documents for the supply and installation of car park equipments. This condition is imposed to prevent inbound vehicles to the carpark queuing across the Kiaora Road footpath and to ensure that vehicles queuing in Kiaora Road do not adversely impact on the efficient operation of the Kiaora Road/New South Head Road intersection.



We trust the above is satisfactory. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned.

Yours sincerely

**GTA CONSULTANTS**

**Michael Lee**

**Associate**