

Your ref
Our ref 227297
File ref 001

ARUP

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Dear Sir

**DA-2015/307 – 7-9 Ocean Street (Emanuel Synagogue), Woollahra -
Service vehicle access on Woods Avenue**

Arup was appointed by The Emanuel Synagogue to prepare a traffic and parking study for its proposed future development. A Section 96 Development Application (DA 307/2015/5) was submitted to Woollahra Municipal Council which included reinstatement of the vehicle crossover on Woods Avenue. This letter has been prepared as a component of a proponent's response to the S96 assessment report and is to be lodged with Woollahra Municipal Council.

Woollahra Municipal Council has opposed the reinstatement of the vehicular crossover in its report to the Development Control Committee due to the following issues (Section 6.1 of the S96 assessment report):

- *The proximity of the driveway to the eastern outdoor play areas of the child care centre*
- *The crossover is not essential to the operation of the Synagogue or child care centre*
- *The proposal plans do not provide an on-site turnaround area at the termination of the driveway and may result in delivery vehicles being unable to exit the site in a forward direction*
- *The re-instatement of a vehicle crossover to Woods Avenue may encourage pick-up and drop-off of children to the child care centre from Woods Avenue, which is contrary to the intent of the original closure of the driveway crossover.*

The reinstatement of the vehicular crossing to Woods Avenue is of significant importance to the operation of the overall site including the child care centre and synagogue given it will form the only service vehicle access point. If the vehicle crossover on Woods Avenue is removed, then the site will have limited provision for servicing including deliveries.

The development application contemplated an access point from Ocean Street, which permits basement car park access and removes cars from Woods Avenue. This access is located some distance away from the back of house areas including the kitchen and stores, which will require deliveries to be walked to the other side of site through the Synagogue,



which is not desirable given the operations. It is therefore essential a convenient service location is provided.

It should be noted that frontage to the site is limited, with No Parking zones along Ocean Street and no available frontage in Woods Avenue. Parking in the area is in high demand, as noted in the Traffic Impact Assessment report prepared for the development application. Therefore, the provision of any on-street loading zones is not possible or would reduce the already limited parking available.

The driveway behind the boundary has enough hard stand area to permit the standing of one vehicle without impact to the child care play areas. The driveway will be managed so that service vehicles only access outside of the peak child care pick-up and drop-off periods, with the gate locked at all other times to minimise the possibility of parents using the access for drop-off and pick-up activity.

Furthermore, residents that park in Woods Avenue are currently required to perform reverse manoeuvres within the driveway in order to leave the street in a forwards direction given the limited turning ability at the end of the street. In this regard, the provision of the driveway will assist with this manoeuvre. Service vehicles utilising this access will be no different to the current resident movements. The removal of the driveway as a turnaround facility will create an environment where resident vehicles will have to reverse up the street regardless of which way they face. There are poor sightlines to Wallis Street from Woods Avenue and this could result in incidents given the reduced safety environment.

The Australian Standard (AS2890.2:2002) notes that manoeuvring on-street may be permitted for commercial vehicles on minor roads provided that the reverse movement is strictly limited to the one movement. Therefore, for the limited number of service vehicle movements expected (not more than two per day), the reverse manoeuvre out of the site is deemed operationally acceptable.

I trust this addresses the issues raised by Council.

Yours faithfully



James Turner
Traffic Engineer

cc Stuart Tan
 Ed Lippmann