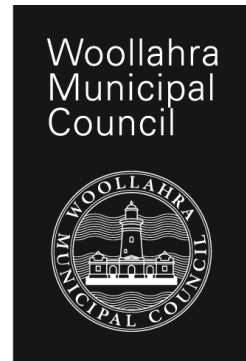


Memorandum - Traffic



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Date 29 November, 2017
File No. Development Applications: 377/2016/4
To Ms L Samuels
CC Mr R Lam
From Ms Q Liu
Address **638-646 NEW SOUTH HEAD ROAD ROSE BAY 2029**

I refer to the memo from the Planning Department dated 27 October 2017 requesting comments in relation to the above.

Traffic Engineering has reviewed:

1. Traffic and Parking Assessment Report (ref 14105) by Terraffic Pty Ltd dated 19 October 2017;
2. Architectural Drawings (Drawing No. S96-2000 and S96-2001 Rev A) by JPR Architects Pty Ltd dated 19 October 2017.

Proposal

Modification to the existing development including additional senior housing within a new upper level

COMMENTS

Parking Provision

The State Environmental Planning Policy (SEPP) – Housing for Seniors or People with a Disability 2004, in parts states, that:

‘50 Standards that cannot be used to refuse development consent for self-contained dwellings

A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds:

.....

(h) **parking:** if at least the following is provided:

- (i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or
- (ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider.

Based on the above parking rate, the proposed senior living units yield a total parking requirement of 14 spaces calculated as follows:

(2 x 2 bedroom unit + 8 x 3 bedroom unit) @ 0.5 spaces per bedroom = 14 spaces

The proposal makes provision for 14 car parking spaces to be allocated to the residential component which meets the SEPP minimum parking requirement.

The State Environmental Planning Policy (SEPP) – Housing for Seniors or People with a Disability 2004 Schedule 3 Part 1 also states that:

If car parking (not being car parking for employees) is provided:

- (a) car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890, and
- (b) 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and
- (c) any garage must have a power-operated door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.

The above results in minimum requirement of one space with 3.8 m width which is the width for disabled parking under the superseded AS 2890.1-1993. It should be noted that AS/NZS 2890.6:2009 altered the requirement of dimensions and the associated shared area for disabled parking. The basement carpark component is classified as Class 7a in accordance with NCC 2016 Building Code of Australia (BCA). *BCA Clause D3.5* requires Class 7a building to be accessible and it is AS 2890.6 that BCA calls up. To comply with both SEPP and BCA, the layout of the only adaptable parking space shall therefore be amended to conform to AS/NZS 2890.6:2009 Clause 2.2.

For the commercial component, the car parking requirement has been calculated in accordance with Council's *DCP Chapter E1 Parking and Access*. The calculation results in a minimum requirement of 4 car parking spaces as detailed below:

Component	Quantity	DCP Minimum Requirement per 100m ²	Multiplier for Rose Bay Centre B2	DCP Minimum Required Parking
Retail	70.53m ²	3.3	0.7	1.6
Office	125m ²	2.5	0.7	2.1
Total required				4

The proposal makes provision of 5 car parking spaces for retail use including 1 courier parking space which satisfies the DCP minimum parking requirement.

For the commercial component, the bicycle parking requirement has been assessed in accordance with Council's *DCP Clause E1.6.2*. The calculation results in a minimum requirement of 4 car parking spaces as detailed below:

Component	Quantity	DCP Minimum Requirement	DCP Minimum Required Parking
Retail	70.53m ²	1 per 250m ² GFA for employees 2 + 1 per 100m ² over 100m ² GFA for customers	2 for customers
Office	125m ²	1 per 150m ² GFA for employees 1 per 400m ² GFA for customers	1 for employees
Total required			3

Traffic Generation

The following trip generation rates have been adopted when calculating the traffic generation associated with the proposed development in accordance with Roads and Maritime Services (RMS) TDT 2013/04a *Guide to Traffic Generating Developments Updated traffic surveys*.

Component	Quantity	Weekday daily trip rate	Weekday daily trip generation	Weekday peak hour trip rate	Weekday peak hour trip generation
Housing for seniors	10	2.1 per dwelling	21	0.4 per dwelling	4
Retail & Office	195.53m ²	11 per 100m ² GFA	21.5	1.2-1.6 per 100m ² GFA	2.3-3.1
Total			43		6-7

The Traffic and Parking Assessment Report indicated that the existing service station generates 37 vehicle trips in peak hours based on a previous survey. It is therefore considered that the proposal will not generate unacceptable impact on the surrounding network.

Car Park Layout

With reference to architectural drawing titled 'Basement Level-1 Rev A' and 'Basement Level-2 Rev A', a number of design deficiencies have been identified, as discussed below:

1. Pursuant to *Clause 3.2.4 of AS/NZS 2890.1:2004*, pedestrian splays are to be provided at the property line adjacent to the driveway to ensure adequate visibility between vehicles leaving the car park and pedestrians on the frontage road footpath.
2. Pursuant to *Clause 3.3 of AS/NZS 2890.1:2004*, the maximum grade of the first 6 m into the car park shall be 1 in 20. The current design is non-compliant. It is noted that Development Engineer previous assessment considered the non-compliance acceptable due to flooding issues.

RECOMMENDATION

Should this development be approved, it is recommended that the following original conditions be modified as follow:

Condition C.2 is to be modified to read:

C.2 Modification of details of the development (Section 80A(1)(g) of the Act)

The *approved plans* and the *Construction Certificate* plans and specification, required to be submitted to the *Certifying Authority* pursuant to clause 139 of the *Regulation*, must detail the following amendments:

- a) Acoustic measures to the development is to be implemented to ensure that the following LAeq levels are not exceeded:
 - (i) in any bedroom in the building—35 dB(A) at any time between 10 pm and 7 am,
 - (ii) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.
- b) The proposed development shall comply with the relevant detailed design requirements for self-contained dwellings in Schedule 3 of State Environmental Planning Policy (Housing for Seniors of People with a Disability) 2004.
- c) The height of the proposed solar panels shall be limited to RL 18.95 AHD.
- d) Pedestrian splay shall be provided in accordance with the dimensions set out in Clause 3.2.4 of AS/NZS 2890.1:2004 in order to ensure adequate sight lines are provided to pedestrians in the frontage footpath and vehicles in the frontage road.
- e) In order to ensure that pedestrian safety is not compromised due to the steep entry driveway gradient, the applicant shall install convex mirrors, rubber speed hump and stop sign at the driveway exit. The rubber speed hump shall be installed, across the entire width of driveway, at approximately 1 metre front the front boundary.
- f) A minimum 12 metres of queuing area shall be provided between the vehicular control point (such as garage entry door or intercom etc) and the property boundary to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows in the frontage road to comply with Clause 3.4 of AS/NZS 2890.1:2004.
- g) Additional control measures such as convex mirrors or give-way lines/signs are required at suitable positions on the driveway ramp connecting the basement level and the lower ground level to ensure safe vehicle movements within the car park.
- h) The proposed loading bay located at the frontage of the site in New South Head Road as indicated on the 'GROUND FLOOR – LEVEL 3' drawing shall be deleted.
- i) For the submitted stormwater plans, the following amendments shall be made:
 - (i) Subsoil drainage is not supported. The proposed basement shall be waterproofed and tanked to comply with Council's DCP.
 - (ii) The proposed absorption trench system shall be located at least 3 metres from the footing of any structures.
 - (iii) For the proposed pump out system, the storage volume required shall not be less than the volume of the runoff generated from the 100 ARI storm with 2 hours durations.
- j) A louvered privacy screen shall be installed along the north-eastern edge of the deck to apartment WF2 on the ground floor (level 3). The privacy screen shall have a minimum height of 1.7m, as measured from the finished floor level of the balcony, and extend for

a minimum length of 4m, as measured from the north-western external wall to Bedroom 1.

- k) Development consent is not granted for any changes to the existing north-eastern (side) boundary wall.
- l) **Bicycle parking provision is to be minimum 3 spaces on-site. Bicycle parking must comply with AS 2890.3 Bicycle Parking Facilities in terms of security, accessibility and design specifications.**
- m) **The car parking space associated with the adaptable unit is to comply with Clause 2.2 of AS/NZS 2890.6:2009.**

Note: The effect of this condition is that it requires design changes and/or further information to be provided with the *Construction Certificate* drawings and specifications to address specific issues identified during assessment under section 79C of the *Act*.

Note: Clause 146 of the *Regulation* prohibits the issue of any *Construction Certificate* subject to this condition unless the *Certifying Authority* is satisfied that the condition has been complied with.

Note: Clause 145 of the *Regulation* prohibits the issue of any *Construction Certificate* that is inconsistent with this consent.

Standard Condition: C4 (Autotext CC4)

Condition I.9 is to be modified to read:

I.9 Provision of Off street vehicle facilities

The owner and occupier, in compliance with AS/NZS 2890.1:2004 *Parking Facilities – Off-Street Car Parking* and AS/NZS 2890.6:2009 *Parking Facilities - Off-street parking for people with disabilities* must maintain unimpeded public access to off-street parking as follows:

Use	Number of spaces
Residents car parking	13
Residents car parking for adaptable unit (disabled parking space)	1
Non-residential car parking	4
Courier parking	1
Non-residential bicycle parking	3

This condition has been imposed to ensure adequate on-site parking is maintained.

Standard Condition: I21