

Our Ref: 16283

8 August 2018

Tresillian
c/o- Donald Cant Watts Corke
Level 10, Angel Place, 123 Pitt Street
SYDNEY NSW 2000

Attention: Mr James Hoang

Dear James,

**RE: TRESILLIAN FAMILY CARE FACILITY, 25 SHIRLEY ROAD, WOLLSTONECRAFT
DA 326/17 – TRAFFIC ADDENDUM**

As requested, please herein The Transport Planning Partnership (TPPP) traffic and parking assessment for the above proposed development.

Background

In 2017, DA 326/17 was lodged with North Sydney Council (Council) seeking approval to introduce a new residential stay program with associated basement car parking (containing 11 spaces) to the existing Tresillian Family Care facility at 25 Shirley Road, Wollstonecraft.

The new residential stay program would be integrated with existing services at the Wollstonecraft Tresillian Family Care Centre (i.e. Tresillian Guthrie Child Care) and provide a capacity for 14 families to live-in.

Subsequent to this, the DA was referred to the Sydney North Planning Panel (Panel), where it was determined to defer the application so that amended plans could be prepared to address the following issues:

1. The reduction of the overall height of the proposed building by sinking the building down one level so that the parapet height is no greater than RL61.3 and the top of the upper most level is no greater than RL64.3. This amendment must retain the existing, recessed design of the upper level.
2. Increased southern side set back to the building at parapet level (Leve 2/3) to provide a minimum setback of 6m from the southern side boundary where it adjoins No.23 Tyron Avenue.

From a traffic and parking perspective, TPPP notes that the amended design generally involves changes to the proposed ramp into the basement (i.e. extending the ramp) and the provision of one (1) additional car parking space within the basement car park to provide a total of 12 car parking spaces.

Council Traffic and Parking Comments

As part of Council's Assessment Report to the Panel dated 25 June 2018, Council's Traffic and Transport Operations Manager has recommended the following conditions be imposed should the development be approved:

1. That a Demolition and Construction Management Program be prepared and submitted to Council for approval by the North Sydney Traffic Committee prior to the issue of a Construction Certificate. Any use of Council property shall require appropriate separate permit/approvals.
2. That a Green Travel Plan for the site be developed and submitted to Council for approval prior to issue of the Occupation Certificate. The Green Travel Plan shall highlight to staff and clients the available public and sustainable transport options for travelling to the site. The Green Travel plan should also include specific and measurable targets for reducing car trips to and from the site, and include resources and mechanisms for implementation, monitoring, review and continual improvement of the travel plan.
3. That all aspects of the bicycle storage and parking facilities comply with AS2890.3 and a minimum of 2 bicycle parking spaces be provided within the site.
4. That all aspects of the off-street parking comply with AS2890.1.
5. That it be noted that no resident parking permits will be provided for occupants (residential, visitor or staff) of this development in accordance with Council's Resident Parking Policy.
6. That the existing "1/4P 7.30am-9.30am 4.30pm-6.30pm Mon-Fri" parking zone on Shirley Road in front of be reduced from 7 spaces to 3 spaces; and 3 of the off-street parking spaces be designed as 1/4P 7.30am-9.30am 4.30pm-6.30pm Mon-Fri. The changes to the on-street parking require approval of the North Sydney Traffic Committee.

Based on the proposed changes to the development being quite minimal from a traffic perspective, it is envisaged that any approval of the proposed development would include the above conditions.

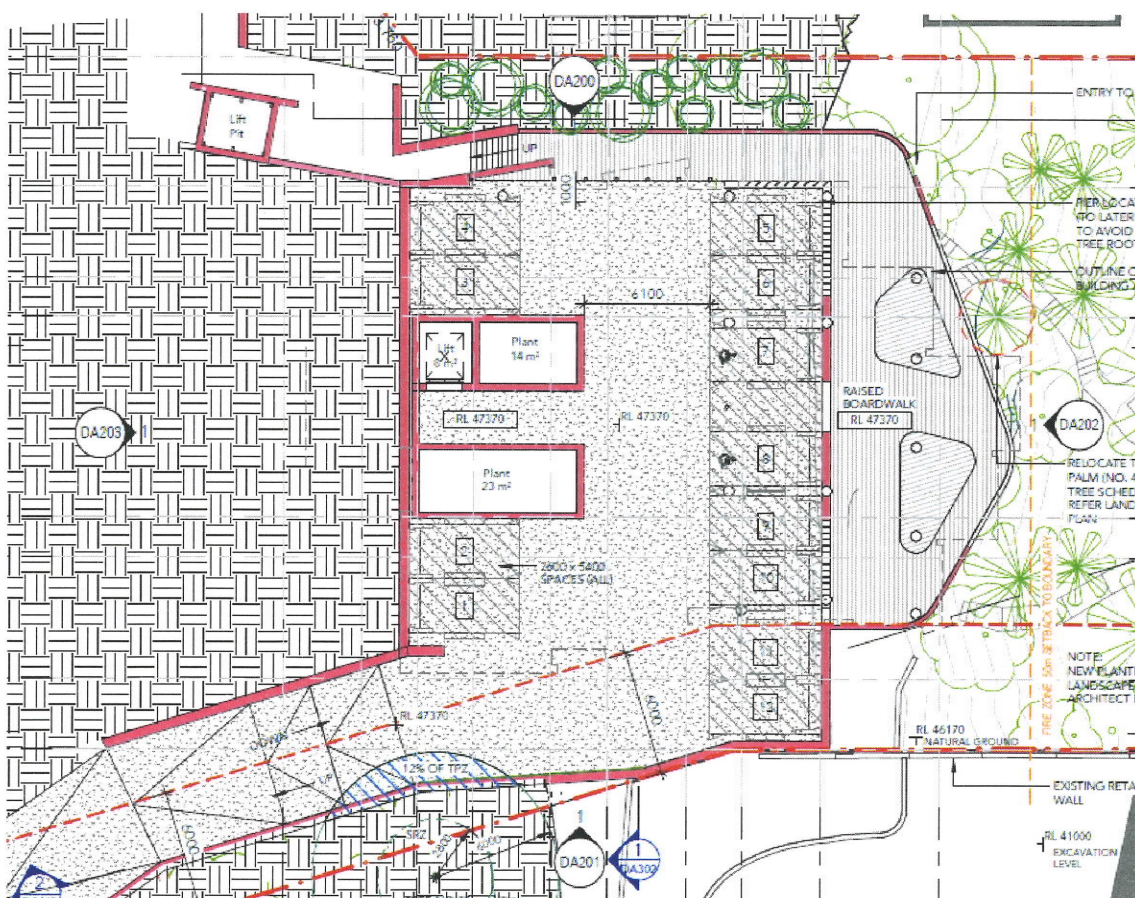
Amended Proposal/Design Layout

The proposed changes to the design include the extension of the ramp to accommodate appropriate vehicle access to the basement car park as a result of the reduced levels, i.e. from RL 49.9 to RL 47.37 in the basement car park. In addition to this, one (1) additional car parking space has been provided compared to the initial proposed development scheme (11 spaces) to allow for 12 spaces in total.

These car parking spaces have been designed as Class 3 parking facilities, with a minimum 2.6m wide by 5.4m long parking space and an aisle width of 5.8m as per AS2890.1:2004 design requirements.

The proposed layout plan is shown in Figure 1, with full architectural plans provided in Attachment One.

Figure 1: Proposed Layout Plan



As noted in previous DA documentation, this car park will be managed by Tresillian to ensure appropriate car parking allocation for staff and clients/visitors. All appointments will be booked well in advance such that car parking spaces would be appropriately allocated accordingly. In this regard, the car park will not be accessible by the general public, but rather will operate as a private car park managed by Tresillian.

Due to the changes in the levels as requested by the Panel, the ramp associated with the car park has been designed with a maximum grade of 25% (1 in 4) with the appropriate grade transitions in accordance with AS2890.1:2004. This is considered acceptable given that the car park will essentially be managed by Tresillian and operate as a private car park.

In addition to this, as per the previous proposal, the location of the existing building provides a pinch point between the access and the car park. It is the intention to manage the traffic flow past this pinch point by means of a traffic management system using lights to manage priority.

Notwithstanding the above, TTPP has undertaken a ground clearance assessment using a B99 vehicle¹, which demonstrates appropriate ramp access to/from the basement. This ground clearance assessment is provided in Attachment Two. In addition to this, swept path analysis has also been conducted and demonstrates appropriate vehicle access to/from the basement car park and is also provided in Attachment Two.

The car park and associated elements have been designed to comply with design requirements as set out in the Australian Standards, namely AS2890.1:2004 and AS2890.6:2009. It is however, envisaged that a condition of consent would be imposed requiring compliance with these standards and as such, any minor amendments can be dealt with prior to the issue of a Construction Certificate.

Summary and Conclusion

In summary, the traffic implications associated with the amended proposal are minimal and considered consistent with the previous DA. The proposed design changes to the car park have been designed in accordance with the relevant design standards as set out in the Australian Standards, namely AS2890.1:2004 and AS2890.6:2009. As such, the proposal is considered acceptable from a traffic and parking perspective.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

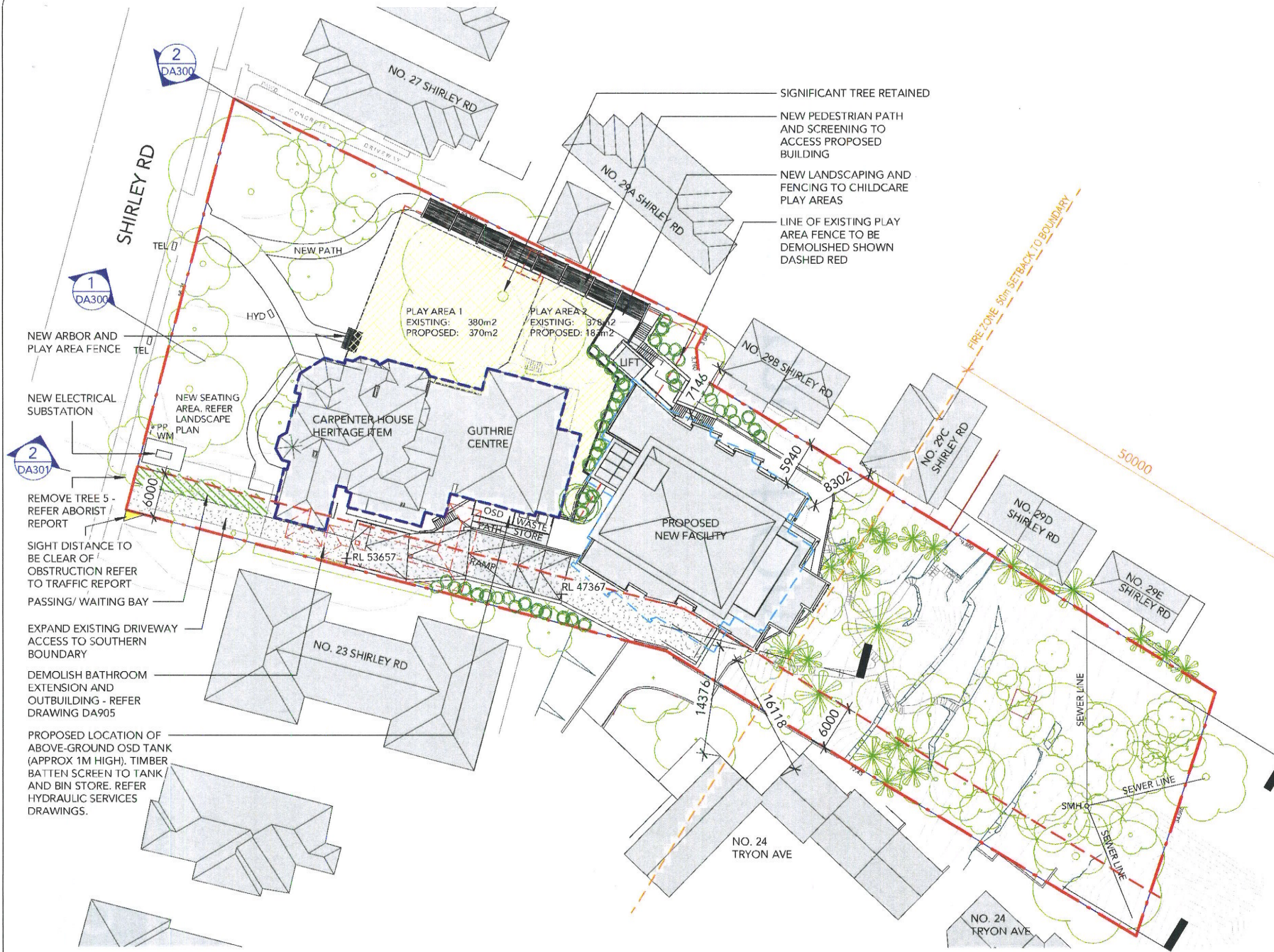


Ken Hollyoak
Director

¹ The B99 vehicle (99.8th percentile vehicle) includes vehicles such as sedans, station wagons and light commercial vehicles including a medium wheelbase (MWB) van and long wheelbase (LWB) van.

Attachment One

Architectural Layout Plans



DRAWING STATUS:
DEVELOPMENT APPLICATION

Rev	Revision Description	Date
G	ISSUED FOR PRE DA 2	21.08.2017
H	ISSUED FOR DA	08.09.2017
I	Drawing Amendment due to Planning Panel Review	19.07.2018
J	Amended DA for Coordination	02.08.2018
K	Issue for Approval Integrating JRP Comments	08.08.2018

KEY TO ARCHITECTURAL DRAWINGS:

1. ARCHITECTURAL DRAWINGS SHALL BE READ IN CONJUNCTION WITH OTHER CONSULTANT DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES SHALL BE REFERRED TO TEAM 2 ARCHITECTS BEFORE PROCEEDING WITH WORK.
2. ALL DIMENSIONS AND LEVELS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE. NO DIMENSION SHALL BE OBTAINED BY SCALING THE DRAWING.
3. ALL DIMENSIONS TO BE CHECKED ON SITE WITH ANY DISCREPANCIES REFERRED TO TEAM 2 ARCHITECTS BEFORE PROCEEDING WITH WORK.
4. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE PRINCIPAL CERTIFYING AUTHORITY, CURRENT NCC & AUSTRALIAN STANDARDS.

- PROPERTY LINE
- EXISTING BUILDING
- FIRE ZONE BOUNDARY
- PREVIOUS DA PROPOSED BUILDING

Client Tresillian 25 Shirley Rd Wollstonecraft NSW 2065	Project Manager DCWC 1/14 Martin Place Sydney NSW 2000
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TEAM 2 ARCHITECTS

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A: info@team2.com.au

Project:
Tresillian Wollstonecraft

Lot B, DP 964648, 25 Shirley Rd
Wollstonecraft NSW 2065

Title:
Site Plan

Project #: 712	Scale: 1:500 @A3
Drawing No: DA100	Rev: K

APPROX BALCONY VIEW TO CITY - REFER ARCHITECTURAL REPORT: VIEW ANALYSIS DRAWING



DRAWING STATUS:

DEVELOPMENT APPLICATION

Rev	Revision Description	Date
I	Drawing Amendment due to Planning Panel Review	19.07.2018
J	Amended DA for Coordination	02.08.2018
K	Amended DA for Coordination Re-Issue	03.08.2018
L	Issue for Approval Integrating JRPP Comments	08.08.2018

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- PROPERTY LINE
- EXISTING BUILDING
- FIRE ZONE BOUNDARY
- PREVIOUS DA PROPOSED BUILDING

Client
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25 Shirley Rd
Wollstonecraft NSW
2065

Project Manager
DCWC
1/14 Martin Place
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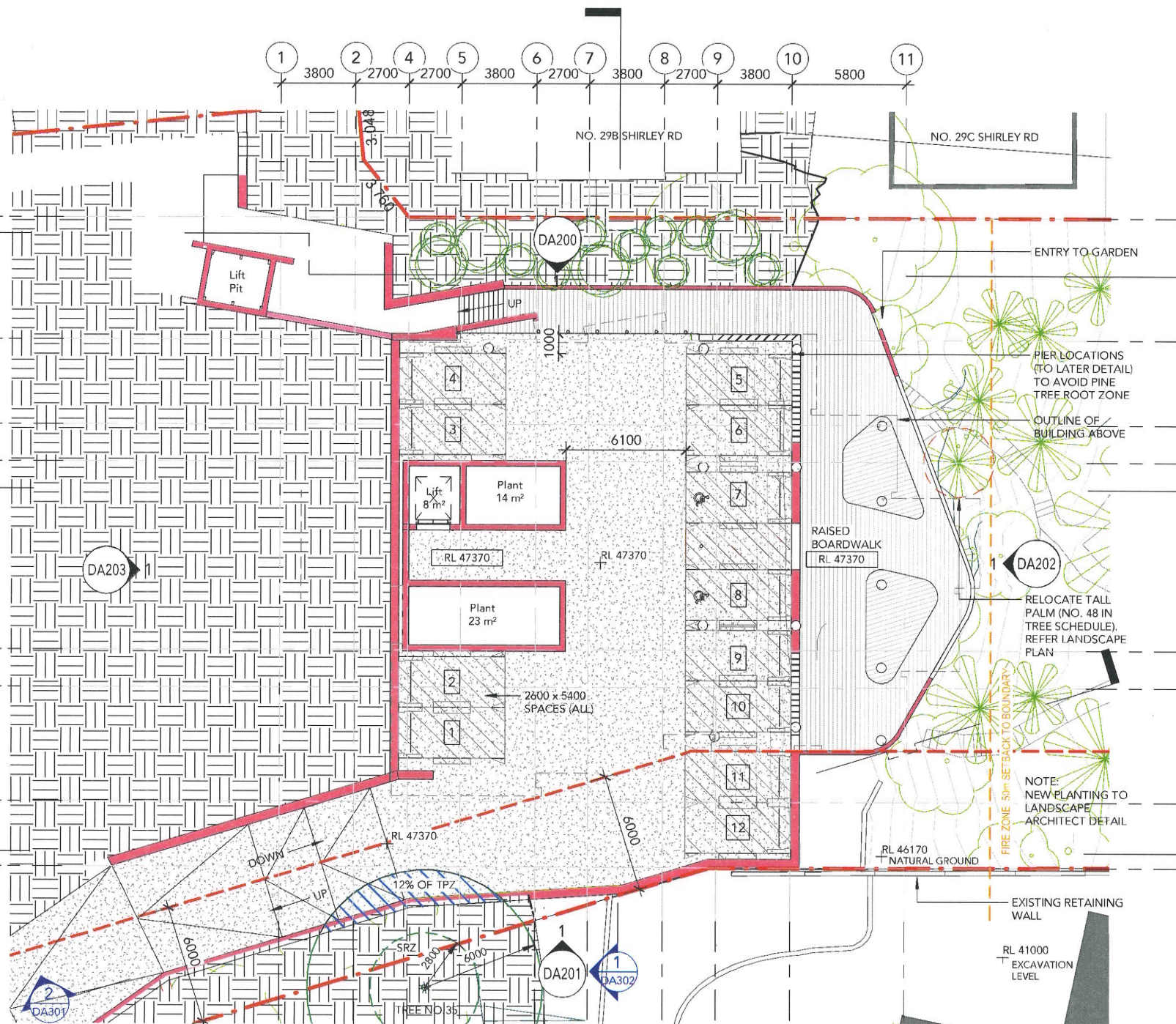
MELBOURNE
313/737 Burwood Road
Hawthorn East VIC 3166
A/N: 72 104 833 507

Project:
Tresillian Wollstonecraft

Lot B, DP 964648, 25 Shirley Rd
Wollstonecraft NSW 2065

Title:
Lower Ground Floor Plan

Project #: 712
Drawing No: DA101
Scale: 1:200 @A3
Rev: L

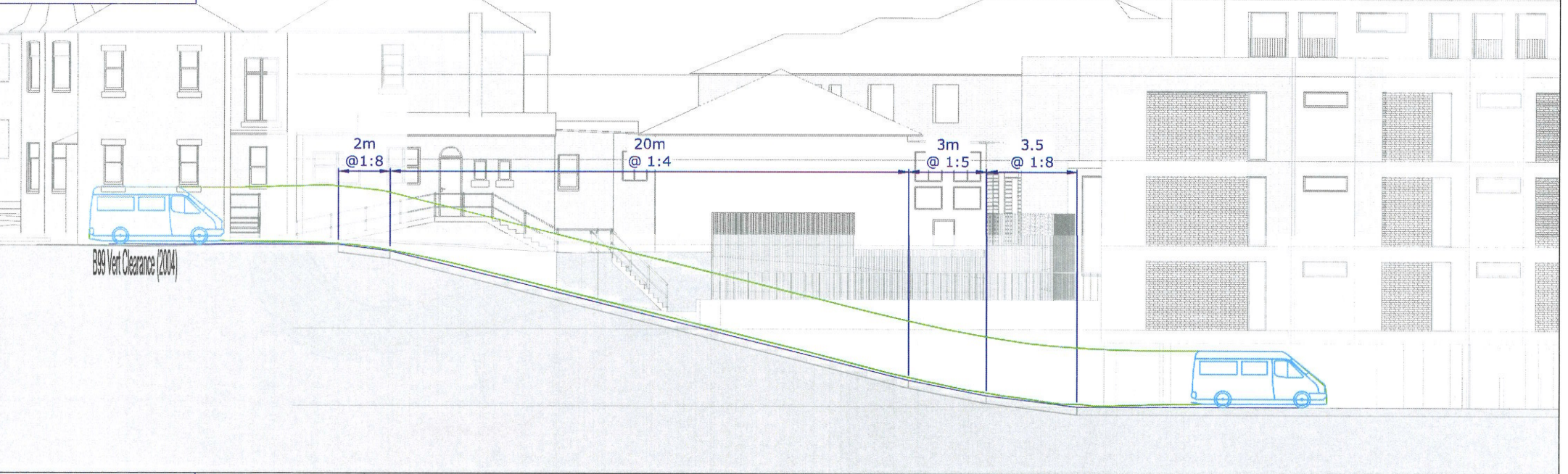


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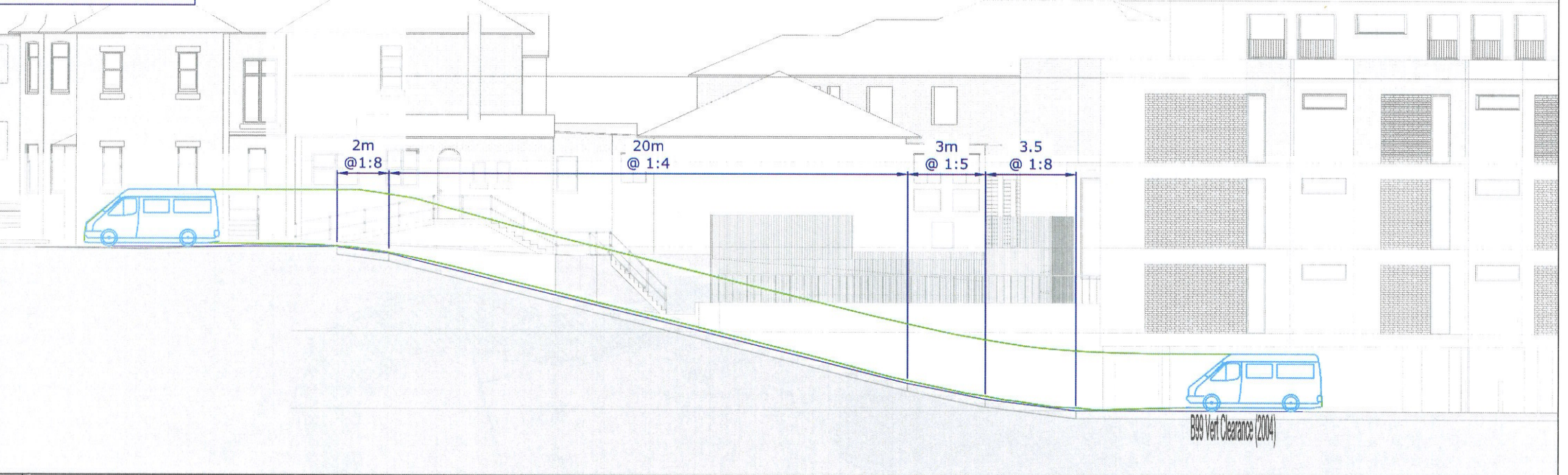
Attachment Two

Ground Clearance and Swept Path Assessment

VEHICLE ENTERING



VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JS	KH	06/08/18
B	UPDATED BASE LAYOUT	KM	JS	KH	08/08/18

The Transport Planning Partnership

Suite 402, 22 Alchison Street
St Leonards NSW 2055
Tel: 02 8437 7800
Email: info@tpp.net.au

PROJECT: TRESILLIAN FAMILY CARE SERVICES WOLLSTONECRAFT

TITLE: 5.2m B99 GROUND CLEARANCE ASSESSMENT RAMP

DWG No. DA FIGURE 1

DATE STAMP: 08 AUGUST 2018

PROJECT No. 16283

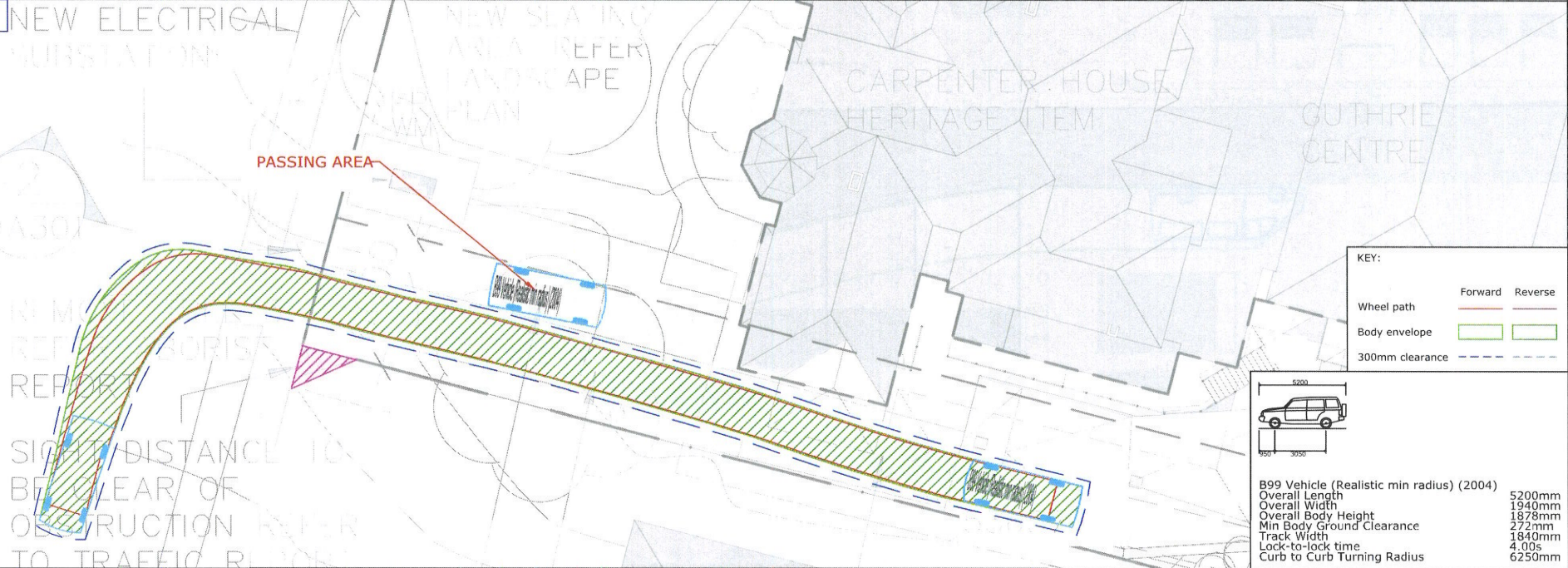
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REV. B

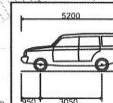
VEHICLE ENTERING



VEHICLE EXITING



KEY:		
	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

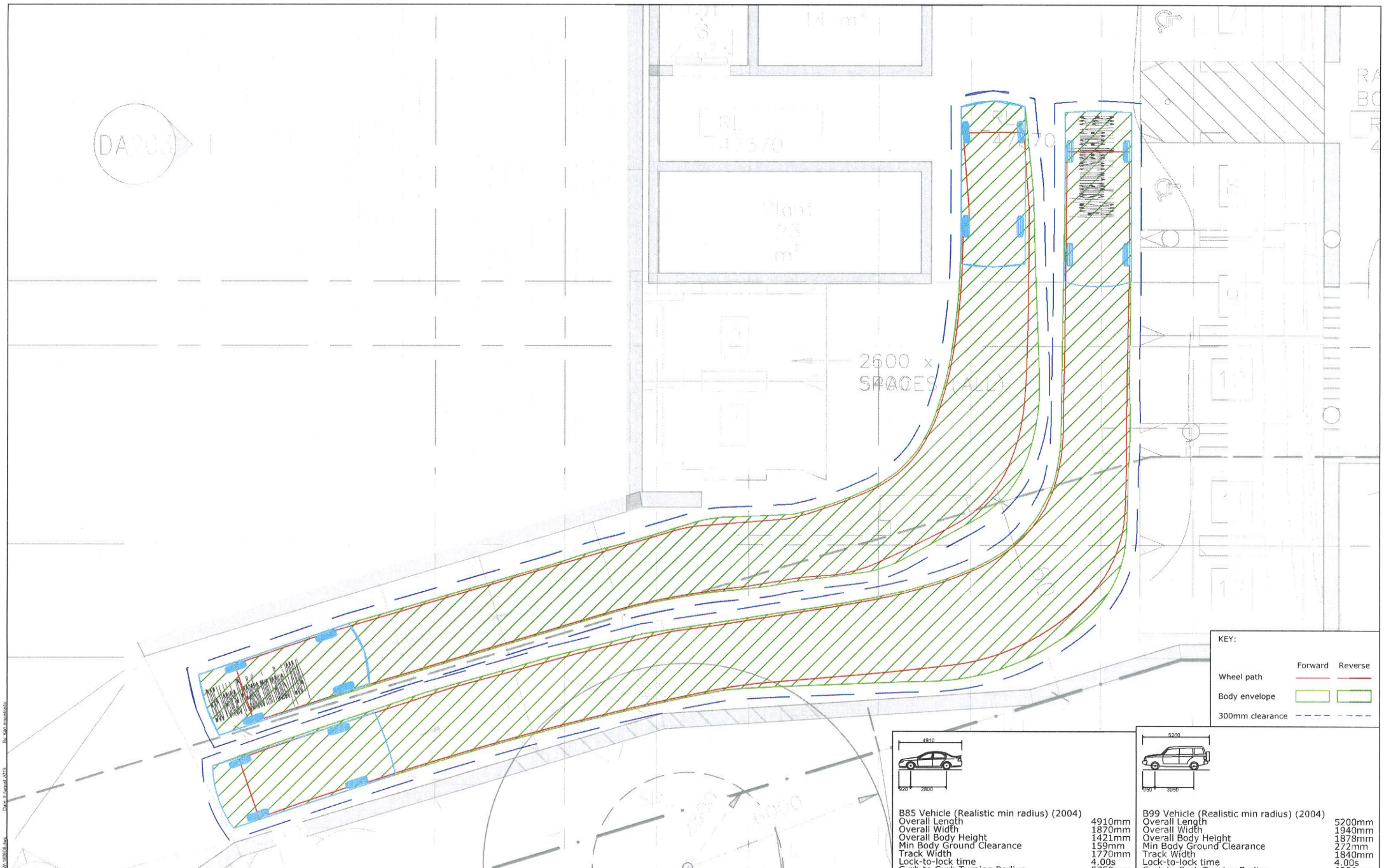
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JS	KH	06/08/18
B	UPDATED BASE LAYOUT	KM	JS	KH	08/08/18

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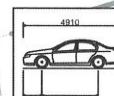
PROJECT	TRESILLIAN FAMILY CARE SERVICES WOLLSTONECRAFT		
TITLE	AS2890.1:2004 5.2m B99 VEHICLE SWEEP PATH ANALYSIS GROUND LEVEL		
DATE STAMP	08 AUGUST 2018		
PROJECT No.	SCALE	REV.	
16283	1:200 @ A3	B	

DA203

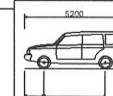


KEY:

Wheel path	Forward	Reverse
Body envelope		
300mm clearance		



B85 Vehicle (Realistic min radius) (2004)
 Overall Length 4910mm
 Overall Width 1870mm
 Overall Body Height 1421mm
 Min Body Ground Clearance 159mm
 Track Width 1770mm
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 5750mm



B99 Vehicle (Realistic min radius) (2004)
 Overall Length 5200mm
 Overall Width 1940mm
 Overall Body Height 1878mm
 Min Body Ground Clearance 272mm
 Track Width 1840mm
 Lock-to-lock time 4.00s
 Curb to Curb Turning Radius 6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JS	KH	06/08/18
B	UPDATED BASE LAYOUT	KM	JS	KH	06/08/18

The Transport Planning Partnership

Suite 402, 22 Atchison Street
 St Leonards NSW 2045
 Tel: 02 8437 7800
 tpp.net.au

PROJECT	TRESILLIAN FAMILY CARE SERVICES WOLLSTONECRAFT
TITLE	AS2890.1:2004 5.2m B99 & 4.91m B85 VEHICLE SWEEP PATH ANALYSIS BASEMENT LEVEL

DWG No.	DA FIGURE 3
DATE STAMP	08 AUGUST 2018
PROJECT No.	16500
SCALE	1:1500
REV.	F