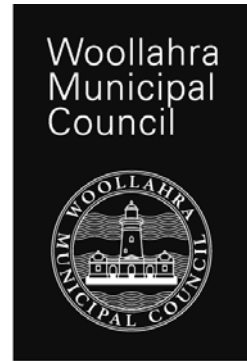


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Memorandum - Traffic

Date 5 March, 2019
File No. Development Applications: 438/2015/2
To Mr M Moratelli
CC Mr R Lam
From Ms Q Liu
Address 30 ALMA STREET PADDINGTON 2021



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I refer to the memo from the Planning Department dated 8 January 2019 requesting comments in relation to the above.

Traffic Engineering has reviewed:

1. Traffic Impact Assessment Report (Ref 0410r01v4 S4.55 TIA White City Development; Issue IV) by Ason Group dated 18 December 2018;
2. Architectural Drawings by Cottee Parker Architects Pty Ltd:

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DRAWING LIST			
	LAYOUT ID	LAYOUT NAME	CURRENT REVISION
0000 TITLE SHEETS			
	0001	TITLE SHEET	B
0250 ENVELOPE COMPARISION			
	0250	ENVELOPE COMPARISON 1	B
	0251	ENVELOPE COMPARISON 2	B
	0252	ENVELOPE COMPARISON 3	B
	0253	ENVELOPE COMPARISON 4	B
1000 SITE PLANS			
	1001	LOCATION PLAN 1	A
	1002	LOCATION PLAN 2	A
	1003	LOCATION PLAN 3	A
	1004	SURVEY PLAN	A
	1005	SITE ANALYSIS	C
	1006	ENVELOPE PLAN	B
	1007	SITE PLAN	B
1200 EXISTING & DEMOLITION PLANS			
	1201	EXISTING & DEMOLITION PLAN	A
2000 FLOOR PLANS			
	2010	FLOOR PLAN - GROUND FLOOR	B
	2011	FLOOR PLAN - LEVEL 01	B
	2012	FLOOR PLAN - LEVEL 02	B
	2013	FLOOR PLAN - LEVEL 03	B
2800 DIAGRAMS			
	2801	SUN STUDIES	B
3050 ENVELOPE MASSING			
	3050	ENVELOPE MASSING ELEVATIONS 1	B
	3051	ENVELOPE MASSING ELEVATIONS 2	B
	3052	ENVELOPE MASSING ELEVATIONS 3	B
3100 SECTIONS			
	3101	SECTIONS	B
7000 HERITAGE INTERPRETATION			
	7001	HERITAGE INTERPRETATION STRATEGY 1	B
	7002	HERITAGE INTERPRETATION STRATEGY 2	A
	7003	HERITAGE INTERPRETATION STRATEGY 3	B
	7004	HERITAGE INTERPRETATION STRATEGY 4	B

Proposal

Reduced scale heritage conservation existing southern stand

COMMENTS

The proposal the following modifications to the approved DA:

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- Amended Gross Floor Area for approved land uses;
- The removal of the child care centre (and associated access to Glenmore Road)
- The removal of the health studios, and multi-sports room;
- The provision of an additional community space (replaced with a creche);
- An additional 51 parking spaces; and
- A one-way egress-only access ramp to Glenmore Road.

A breakdown of the approved and proposed land use GFA is summarised in the table below.

Tenancy	Approved GFA (m ²)	S4.55 GFA (m ²)	Difference (m ²)
Clubhouse (Including Restaurant and Amenities)	792	680	-112
Clubhouse Sports Bar	88	76	-12
Fitness Centre	419	1,302	+883
Health Studio	199	Removed	Removed
Community Facility	699	326	-373
Café	194	213	+19
Pro-Shop	50	275	+225
Sports Hall	1,967	1,428	-539
Pool Hall	1,086	1,378	+292
Maccabi NSW Offices	123	Removed	Removed
Maccabi Multi-purpose Sports Room	193	Removed	Removed
Childcare Centre	399	Removed	Removed
Soccer Field	1 Field	1 Field	No Change
Tennis Courts	9 Courts	9 Courts	No Change
Hakoah Club Level 2 (Community Space)	561	394	-167
Community Space (Southern Stand)	-	588	+588
Creche	-	104	+104
Parking Spaces	270	321	+51
Grandstand Seats	500	260	-240 seats
Total GFA Difference			-6 m²

Source: Traffic Impact Assessment Report Section 4.55 White City Development – 30 Alma Street, Paddington dated 18/12/18, Ason Group

Parking Provision

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On-site parking provision requirement has been re-assessed based on the latest land use information, utilising same approach and assumptions that were previously adopted when assessing the original DA. Reference can be made to Traffic Referral Response dated 4 November 2015 (TRIM 15/145696).

The updated on-site car parking requirement is summarised in Table 1. The accumulative on-site car parking requirement is tabulated in Table 2 based on the operation hours of each land use. The information on the operation hours were extracted from the approved DA application documents, assuming no significant changes are planned. It can be concluded that the peak on-site parking demand is expected to occur on weekends between 16:00 and 18:00 with a maximum demand of 288 spaces required. The proposed parking provision of 321 spaces is considered satisfactory.

As DCP has been updated to stipulate on-site bicycle parking requirement, it is required additional on-site parking be provided at the following rates, as per Council's DCP *Clause E1.6.2*:

- 1 per 40 m² GFA for customers and visitors
- 1 per 10 staff for staff

The bicycle parking design and associated trip-end facilities must comply with requirements stated in Council DCP *Clause E1.6.2*.

Similarly Council's DCP *Clause E1.7.1* also stipulates the minimum on-site motorbike parking requirement of 1 per 10 car spaces. The minimum dimensions are to be 1.2m x 2.5m.

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Table 1 – On-site parking provision requirement

Facility Component	Scale		Parking Rate		Land Use	Source	Required Spaces (figures rounded up to the nearest whole number)
Clubhouse (restaurant and sports bar)	680	GFA m ²	7	spaces per 100m ²	Food and drink premises	WDCP	47.6
	76	GFA m ²	20	spaces per 100m ²	Registered club*		15.2
Fitness Centre	1302	GFA m ²	4.5	spaces per 100m ²	Gymnasium for metropolitan sub-regional centres	RMS	58.6
Community facility	326	GFA m ²	2	spaces per 100m ²	Community facility	WDCP	6.5
Café (shared use with other facility)	213	GFA m ²			Food and drink premises	WDCP	0.0
Pro-shop (shared use with other facility)	275	GFA m ²			Retail	WDCP	0.0
Sports hall	1428	GFA m ²	2	spaces per 100m ²	Recreational facility (indoor)	WDCP	28.6
Pool hall	1378	GFA m ²	2	spaces per 100m ²	Recreational facility (indoor)	WDCP	27.6
Soccer field/Grandstand	1	field	NA		Training on weekdays		20.0
	260	seats	NA		Matches on weekends		75.4
Tennis courts (9 courts)	9	courts	3	spaces per court	Tennis courts	RMS	27.0
Hakoah Club Level 2	394	GFA m ²	2	spaces per 100m ²	Community facility	WDCP	7.9
Community Space (Southern Stand)	588	GFA m ²	2	spaces per 100m ²	Community facility	WDCP	11.8
Creche (ancillary use by gym members)	104	GFA m ²					0.0
TOTAL					Grandstand used for training		251
					Grandstand used at 85% capacity for matches		307

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Table 2 – accumulative on-site parking requirement

Weekday	Clubhouse	Fitness Centre	Community facility	Sports hall	Pool hall	Soccer field/Grandstand (training)	Tennis courts	Hakoah Club Level 2	Community Space (Southern Stand)	TOTAL
5:00					27.6					28
6:00		58.6			27.6					87
7:00		58.6			27.6		27.0			114
8:00		58.6		28.6	27.6		27.0			142
9:00		58.6	6.5	28.6	27.6		27.0		11.8	160
10:00		58.6	6.5	28.6	27.6		27.0		11.8	160
11:00		58.6	6.5	28.6	27.6		27.0		11.8	160
12:00		58.6	6.5	28.6	27.6		27.0		11.8	160
13:00		58.6	6.5	28.6	27.6		27.0		11.8	160
14:00		58.6	6.5	28.6	27.6		27.0		11.8	160
15:00		58.6	6.5	28.6	27.6		27.0		11.8	160
16:00	62.8	58.6	6.5	28.6	27.6	20.0	27.0	7.9	11.8	251
17:00	62.8	58.6	6.5	28.6	27.6	20.0	27.0	7.9	11.8	251
18:00	62.8	58.6	6.5	28.6	27.6	20.0	27.0	7.9	11.8	251
19:00	62.8	58.6		28.6	27.6	20.0	27.0	7.9		233
20:00	62.8	58.6		28.6	27.6	20.0	27.0	7.9		233
21:00	62.8			28.6	27.6	20.0	27.0	7.9		174
22:00	62.8			28.6		20.0	27.0	7.9		147
23:00	62.8			28.6						92

Weekend	Clubhouse	Fitness Centre	Community facility	Sports hall	Pool hall	Soccer field/Grandstand (matches)	Tennis courts	Hakoah Club Level 2	Community Space (Southern Stand)	TOTAL
5:00					27.6					28
6:00		58.6			27.6					87
7:00		58.6			27.6		27.0			114
8:00		58.6		28.6	27.6	75.4	27.0			218
9:00		58.6		28.6	27.6	75.4	27.0			218

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10:00		58.6		28.6	27.6	75.4	27.0			218
11:00		58.6		28.6	27.6	75.4	27.0			218
12:00		58.6		28.6	27.6	75.4	27.0	7.9		225
13:00		58.6		28.6	27.6	75.4	27.0	7.9		225
14:00		58.6		28.6	27.6	75.4	27.0	7.9		225
15:00		58.6		28.6	27.6	75.4	27.0	7.9		225
16:00	62.8	58.6		28.6	27.6	75.4	27.0	7.9		288
17:00	62.8	58.6		28.6	27.6	75.4	27.0	7.9		288
18:00	62.8	58.6		28.6	27.6	75.4	27.0	7.9		288
19:00	62.8	58.6		28.6		75.4	27.0	7.9		261
20:00	62.8	58.6		28.6		75.4	27.0	7.9		261
21:00	62.8			28.6		75.4	27.0	7.9		202
22:00	62.8			28.6		75.4	27.0	7.9		202
23:00	62.8			28.6						92

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Traffic Generation

It is agreed that the proposed changes to land uses would result in lower peak traffic generation compared to the approved uses.

Parking Layout

The proposed egress-only driveway is supported given the following:

- The design conforms to *AS 2890.1* in terms of sight lines and gradients.
- The additional access point does not result in loss of on-street parking.
- The additional access point is likely to ease the pressure from the approved access point in Alma Street.

Conclusion

Traffic Section in principle raises no objection to the proposal the however requires further details to be provided to address DCP requirement of on-site bicycle and motorbike parking provision:

- On-site bicycle parking and associated trip-end facilities are to be provided as per the minimum rate stipulated by DCP *Clause E1.6.2*.
- On-site motorbike parking is to be provided as per the minimum rate stipulated by DCP *Clause E1.7.1*.
- The design of the bicycle and motorbike parking are to comply with DCP *Clause E1.6.2 and E1.7.1*.
- A reduced parking provision may be accepted if the applicant can demonstrate that the accumulative parking demand is below the DCP minimum requirement.
- Architectural plans are to clearly indicate the updated parking provision.