

Reference: 21.057r06v01

15 September 2023

HCL1 Pty Ltd  
c/- MAM Partnership Pty Ltd  
132 Lucas Road  
BURWOOD NSW 2134

Attention: Frank Mangione

**Re: 24-26 Gallipoli Road, Long Jetty (DA/1260/2021)**  
**RFI Supporting Statement – Section 4.55**

Dear Frank,

We refer to the subject property and proposed senior housing development at 24-26 Gallipoli Road, Long Jetty. TRAFFIX has been forwarded Council's comments in relation to car parking spaces, bicycle parking/storage areas and waste collection, as per extract below. Additionally, TRAFFIX and the applicant have considered the feedback from Council and advise the following:

#### Basement Level

u) *The reconfiguration of the basement area and an increase in the number of bedrooms has resulted in a crowded arrangement which does not have sufficient area for the required facilities for the number and size of units. This includes:*

- Total number of car parking spaces has been reduced by 4 in the modification. There were 16 visitor spaces originally approved for the development and under the modified development this has been reduced to only 5 visitor spaces being provided. This is an insufficient number of visitor spaces currently being proposed to cater for the likely number of visitors associated with the development.*

*(Noting the SEPP identifies parking standards that cannot be used to refuse consent and does not impose any limitations on the grounds on which a consent authority may grant consent).*

#### TRAFFIX Response

The proposed development car parking has been designed in accordance with SEPP (Housing for Seniors or People with a Disability) 2004 (SEPP) and Wyong Development Control Plan 2013 (DCP) which is in-line with the original development application and is considered acceptable.

Reference should be made to the Section 4.55 Statement prepared by TRAFFIX (dated: 16 December 2022, Reference: 21.057r04v03) and extract of **Table 1** below. In addition, the development should be assessed on merit and not be relying on the previous development application.

**Table 1: SEPP Car Parking Rates and Provisions**

Type	Number of		SEPP Minimum Car Parking Rate	Parking Required	Parking Provided
	Units	Bedrooms			
Independent Living Units – Other than Social Housing Provider					
Two-bedroom	70	140	0.5 spaces per bedroom	70	96
Three-bedroom	17	51		25.5	
Visitors (Total)	87	191	No requirement	-	5
TOTAL				96	101

It can be seen from Table 1 that the proposed development is required to provide a total of 96 car parking spaces for residents, and no requirement for visitors. In response, the development proposes a total parking provision of 101 car parking spaces being 96 residential and five (5) visitors in compliance with the DCP and SEPP. Therefore, the car parking arrangement is considered acceptable and will ensure that all standard car parking demands are provided on-site.

- Storage cages in basement have been reduced in number and a lot are of insufficient size to be usable for storage of bulky items.

#### TRAFFIX Response

The number and size of the storage cages in the basement to be discussed within the architects response.

- Under the original consent, no bicycle parking facilities were provided with the justification being that the storage spaces for 43 motor scooters with charging stations was to be provided an alternative - given it was a senior's housing development. However, under the modification there appears to be limited space for storage of any motor scooters within the basement. Clarification is needed regarding the location for the provision of the 43 motor scooter storage spaces with charging stations.
- If no communal bicycle parking facilities are provided, storage cages should be of sufficient size to accommodate bicycles.

#### TRAFFIX Response

Council's DCP and SEPP does not require bicycle parking spaces for a seniors living development. As such, the original DA and Section 4.55 proposed no bicycle parking spaces. It is noted that, at no stage, there were justification for the use of storage spaces to accommodate bicycle parking and/or motor scooter parking.

Reference should be made to the bicycle parking sections of the Traffic Impact Assessment Report prepared by TRAFFIX (dated: 04/05/2022 reference: 21.057r01v04) and the abovementioned Section 4.55 Statement.

Finally, the original DA does not propose 43 motor scooters with charging station. In any event, if this was proposed, the requirement would have been stated within the condition of consent. As a result, there are no requirements for motor scooters with charging station.

The project architect will clarify the motor scooters with charging station within a separate response.

- Access to unit 7 from the basement is directly adjacent to a car parking space.
- No air locks are provided between basement car parkin and unit 7 and the offices and meting rooms.

### TRAFFIX Response

Reference should be made to the project architects response provided separately.

- Waste storage facilities and areas for waste vehicle servicing appear to have been reduced in the modification.

### TRAFFIX Response

Swept path analysis has been conducted for the waste collection vehicle into and out of the loading bay showing satisfactory operation in accordance with AS 2890.2 (2018). Reference should be made to the swept path analysis provided in **Attachment 1**.

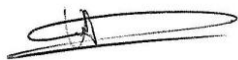
Waste storage facilities to be referred to the project architect and/or waste consultant response.

### Summary

On the basis of the above, the proposed development and associated swept path analysis for the proposed development in our view is considered supportable on transport planning grounds. We trust the above is of assistance and please contact the undersigned should you have any queries. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

**Traffix**



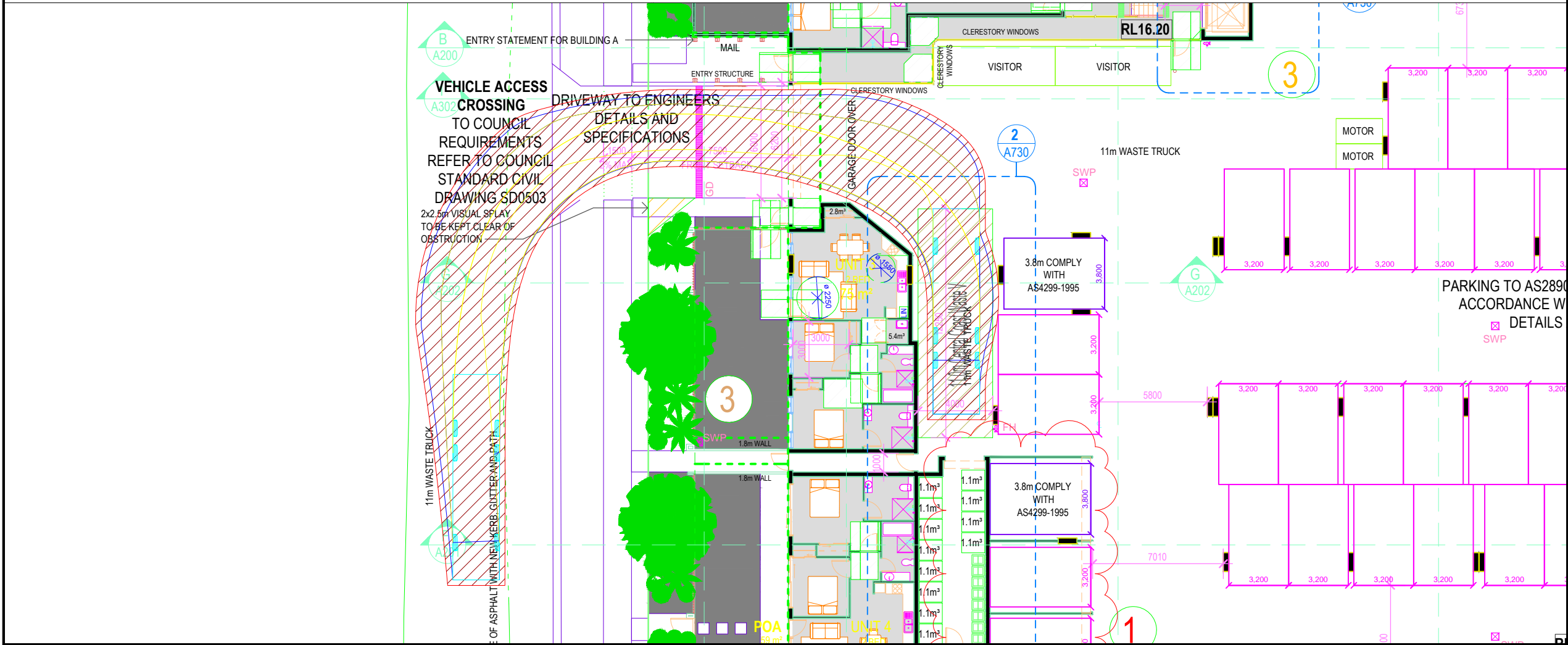
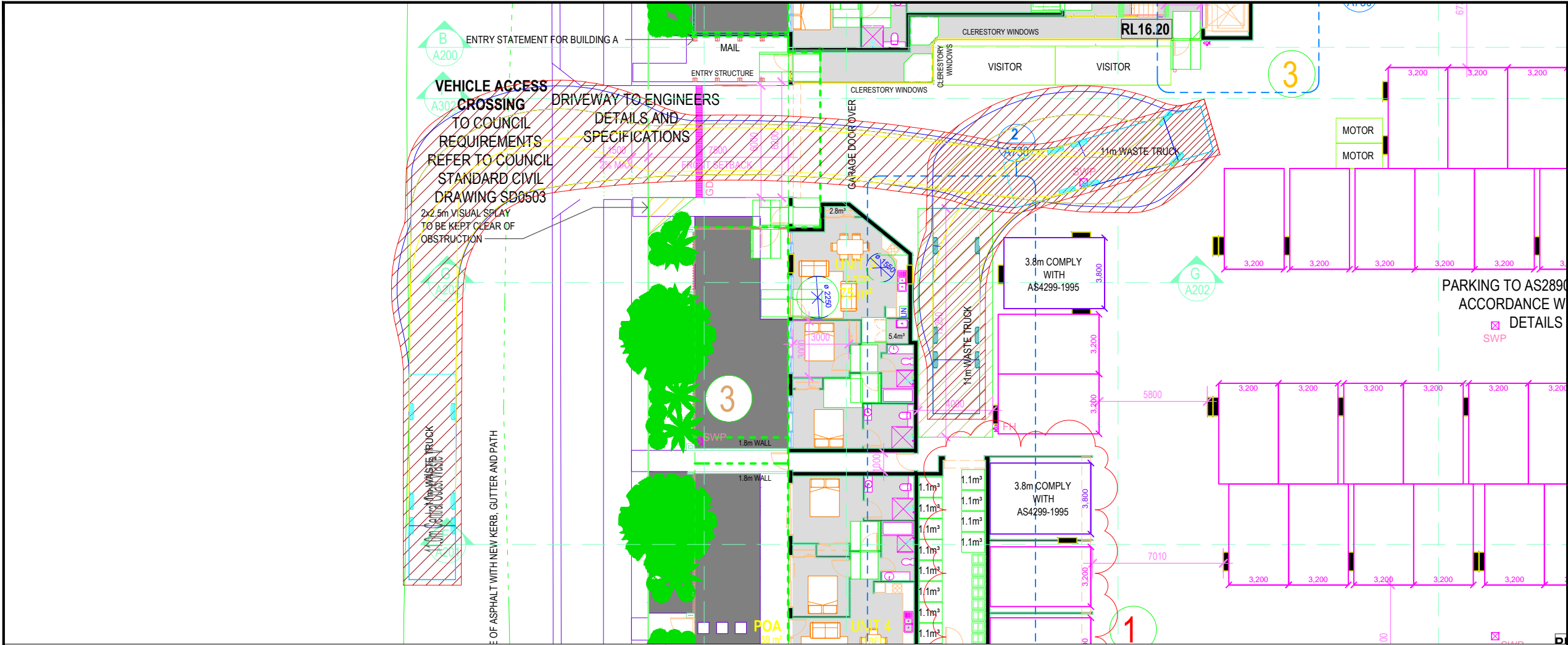
Vince Doan  
**Director**

Attachment 1: Swept Path Analysis

# ATTACHMENT 1

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Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking, and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Paths	NC	15-09-2023

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect  
ADG Architects

Client  
HCL1 Pty Ltd

Scale / Plan Orientation

0 2.5 5 7.5 10m  
1:250 @ A3

Project Description  
24-26 Gallipoli Road  
LONG JETTY NSW 2261

Drawing Prepared By  
**TRAFFIX**  
TRAFFIC AND TRANSPORT PLANNERS

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Drawing Title  
Swept Path Analysis  
11.0m Council's Waste Collection Vehicle  
Ground Floor

Drawn: NC	Checked: VD	Date: 15-09-2023
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21.057d08v02 TRAFFIX [2022-11-02] - \$4.55 Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.057	\$4.55	TX.01	A