
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/I0526/jj

12 January 2018

Transport Planning
Traffic studies
Parking Studies

Hyecorp Property Group
PO Box 779
ARTARMON NSW 1570

Attention: Xerxes Karai
Email: xerxes@hyecorp.com.au

Dear Sir,

RE: PROPOSED MIXED USE DEVELOPMENT,
26 CRABBES AVENUE, WILLOUGHBY

1. As requested we have undertaken a preliminary review of the traffic and parking effects of the proposed mixed use development at 26 Crabbes Avenue, Willoughby. The proposed mixed use development comprises:
 - an aged care facility; and
 - expansion of the existing club by some 1,500m².
2. Our preliminary assessment of the traffic and parking effects of the proposed mixed use development are set out through the following sections:
 - site location;
 - proposed development;
 - public transport;
 - parking;
 - access;
 - traffic effects;
 - site capability; and
 - summary

Site Location

3. The site is currently occupied by the Willoughby Legion Ex-Services Club. The club is some 3,200m² GFA (with some 2,000m² licensed floor area), with some 160 parking spaces located in an at grade car park with access from Crabbes

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbhk@cbhk.com.au

Avenue. The club also has three bowling greens and frontage to Penshurst Street. Surrounding land use is generally residential with a commercial/retail development located on the corner of Crabbes Avenue and Penshurst Street. Crabbes Avenue is a local road connecting Penshurst Street and High Street. It provides one traffic lane in each direction with kerb side parking. Traffic movements at the intersection with Penshurst Street are restricted to left turns to/from Penshurst Street by a median. Traffic flows in Crabbes Avenue are low at some 40 to 80 vehicles per hour (two way) in the weekday morning, midday and afternoon peak periods. The existing club generates some 5 to 40 vehicles per hour (two way) in the weekday morning, midday and afternoon peak periods.

Proposed Development

4. The proposed development is for an aged care facility and expansion of the club by some 1,500m². The proposed expansion of club will include ancillary facilities such as a gym and café (for club member use). Basement parking will be provided with access from Crabbes Avenue.
5. The size of the aged care facility is yet to be finalised. However it is likely to comprise a RACF of some 36 to 72 beds and some 99-125 ILU's with 10% x 1 bed, 40% x 2 bed and 50% x 3 bed.

Public Transport

6. The site is well located to existing public transport services with Penshurst Street operating as a major bus corridor between Chatswood and North Sydney/Sydney CBD/Bondi Junction. Bus stops are located on Penshurst Street adjacent to the site with pedestrian access provided to these stops by the existing footpaths on Crabbes Avenue/Penshurst Street and the signalised pedestrian crossing on Penshurst Street located immediately south of the site. Services which operate from these stops include:
 - route M40: between Chatswood, Willoughby, Naremburn, City, Darlinghurst, Paddington, Woollahra and Bondi Junction. Services operate every 10 to 20 minutes in each direction, seven days per week;
 - route 257: between Chatswood, North Willoughby, Willoughby, Naremburn, Crows Nest, Neutral Bay and Cremorne. Services are at least every 30 minutes in each direction, seven days per week;
 - route 272: weekday peak hour service between North Willoughby, Willoughby, Naremburn and Wynyard; and

- route 343: between Chatswood, North Willoughby, Willoughby, Naremburn, Crows Nest, North Sydney, City, Redfern, Waterloo, Zetland, Rosebery, Eastlakes, Kingsford.
7. The proposed development would increase residential densities close to existing public transport services. The proposal would therefore strengthen the existing demand for these services. To support accessibility for cyclists, appropriate parking for bicycles will be provided.
8. The proposed development is therefore consistent with government objectives and the planning principles of:
- (a) improving accessibility to employment and services by walking, cycling, and public transport;
 - (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
 - (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
 - (d) supporting the efficient and viable operation of public transport services.

Parking

9. Willoughby City Council WDCP sets out parking rates for different types of development. Relevant rates are set out below:
- aged care facility – rates in relevant Housing for Seniors Living SEPP; and
 - club - 1 space per 20m² + 1 space per 2 employees
10. The current Housing for Seniors SEPP includes the following parking requirements:
- one space per 15 beds for dementia care; plus
 - one space per 10 beds for residential care facilities; plus
 - one space per two employees on duty at one time; plus
 - one parking space for an ambulance; plus
 - 0.5 spaces per bedroom for independent living units.

11. Parking for the development will be provided in accordance with the above requirements, as set out below:
- club – 160 spaces for the existing club plus 85 spaces for the expanded club (including ancillary uses) and assumes an additional 20 staff on duty at one time); and
 - aged care -133 to 161 spaces with allowance for 20 staff on duty at one time.
12. Thus based on the above rates the total parking required would be some 378 to 406 spaces. Appropriate bicycle and disabled parking would be provided in accordance with the requirements of WDCP.

Access

13. Vehicular access will be provided to Crabbes Avenue as per the existing situation. Vehicles will enter and depart the site in forward direction (including service vehicles). The access and car parks will be designed to comply with requirements of AS2890.1-2004 and AS2890.6-2009. Service areas will be designed to comply with the requirements of AS2890.2-2002. A review of plans of the access arrangements, car park layouts and service area for compliance with relevant Australian Standards will be undertaken as part of the DA.

Traffic Effects

14. Estimates of future traffic generation of the proposed development have been based on RMS Guidelines (for the weekday morning and afternoon peak hours) for the aged care facility and traffic generation of the existing club for the expanded club as set out below:
- aged care facility
 - 0.2 trips per dwelling (ILU);
 - 0.1 trip per bed (RACF)
 - club – 50% increase in floor area. Thus based on existing traffic generation the expanded club would generate some 5 to 20 vehicles per hour (two way) in the weekday morning, midday and afternoon peak periods.
15. Using the above rates the proposed development would generate an additional 35 to 50 vehicle trips per hour (two way). When assigned to the road network this would result in increases of some 20 to 30 vehicles per hour on Crabbes Avenue and some 10 to 20 vehicles per hour on Penshurst Street and High Street. These are relatively minor increases and unlikely to result in any

material change in the operation of the surrounding road network in the vicinity of the site. A detailed traffic assessment would be undertaken as part of the DA once the final composition of the proposed development is finalised. This would include traffic counts and intersection analysis.

Site Capability

16. Part clauses 25 and 26 of the Housing for Seniors or People with a Disability SEPP are as follows:

25 Application for site compatibility certificate

...

- (5) *The Director-General must not issue a site compatibility certificate unless the Director-General:*

...

- (b) *is of the opinion that the proposed development is compatible with the surrounding land uses having regard to (at least) the following criteria:*

...

- (iii) *the services and infrastructure that are or will be available to meet the demands arising from the proposed development (particularly, retail, community, medical and transport services having regard to the location and access requirements set out in clause 26) and any proposed financial arrangements for infrastructure provision*

26 Location and access to facilities

- (1) *A consent authority must not consent to a development application made pursuant to this Chapter unless the consent authority is satisfied, by written evidence, that residents of the proposed development will have access that complies with subclause (2) to:*

- (a) *shops, bank service providers and other retail and commercial services that residents may reasonably require, and*
- (b) *community services and recreation facilities, and*
- (c) *the practice of a general medical practitioner.*

- (2) *Access complies with this clause if:*

...

- (b) *in the case of a proposed development on land in a local government area within the Sydney Statistical Division – there is a public transport*

Colston Budd Rogers & Kafes Pty Ltd

service available to the residents who will occupy the proposed development:

- (i) that is located at a distance of not more than 400 metres from the site of the proposed development and the distance is accessible by means of a suitable access pathway, and*
- (ii) that will take those residents to a place that is located at a distance of not more than 400 metres from the facilities and services referred to in subclause (1), and*
- (iii) that is available both to and from the proposed development at least once between 8am and 12pm per day and at least once between 12pm and 6pm each day from Monday to Friday (both days inclusive),*

- 17. The bus services described in the section on Public Transport provide connections to the services and facilities identified in the SEPP (including shops, banks, retail and commercial facilities, community services, recreation facilities and medical practices) in many locations along the routes, including in Chatswood, Crows Nest, North Sydney, the city and Bondi Junction.
- 18. The site therefore satisfies the requirements of the SEPP in terms of its access to these facilities. The pedestrian connection aspects are being addressed by others.

Summary

- 19. In summary, our preliminary review of the traffic and parking effects of the proposed development are:
 - i) the proposed development is a for an aged care facility (RACF and ILU's) and expansion of the existing club;
 - ii) parking will be provided for the development in accordance with the requirements of the SEPP and WDCP;
 - iii) access, car park and service area will be designed to comply with relevant Australian Standards;
 - iv) the development will have a minor additional traffic generation of some 35 to 50 vehicles per hour two-way at peak times;

Colston Budd Rogers & Kafes Pty Ltd

- v) the surrounding road network will readily cater for this low traffic generation;
- vi) a detailed traffic and parking assessment will be undertaken as part of the DA for the proposed development; and
- vii) the site satisfies the SEPP requirements in terms of its accessibility to services and facilities.

20. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a stylized flourish at the end.

T. Rogers
Director