

# Woollooware Bay (Mod 4) – Detailed Response to Submissions Table

## October 2015



Issue	Response
<b>Sutherland Shire Council</b>	
<b>Dual Use Parking Spaces</b>	
Council currently has a draft Development Control Plan (Sutherland Development Control Plan 2015- DCP2015), which is likely to be adopted shortly and includes a provision on dual use car parking.	Noted.
Council is not satisfied that the proponent has adequately demonstrated that the peak parking demands for each of the elected dual uses use would be entirely different, and that the peak demand would be met for each use at any one time.	McLaren Traffic Engineering provided a robust and detailed assessment of the different uses, their traffic generation/parking demand and the peak periods for parking demand. As outlined in the covering Response to Submissions letter, residential and commercial uses will be provided in Stage 3. The original assessment provided by McLaren Traffic Engineering remains valid in regard to each of these uses, with no conflict in peak periods and a an ability present for sharing to occur.
A variety of commercial uses may occupy the commercial tenancies, some of which would entail peak parking demands that are similar to that of residential visitors.	It is the intention that the commercial tenancies will operate as office/business premises, with operating hours generally between 8:00am and 6:00pm from Monday to Friday. The only tenancy which is expected to be retail is the corner tenancy fronting Captain Cook Drive and the Central Boulevard. This tenancy is earmarked as a 'corner shop' style tenancy which will service the immediate short term needs of the residents. The use of these commercial tenancies as any other use would directly conflict with the retail centre located in the eastern portion of the Concept Plan site. Given the intended use of these tenancies, the original parking demand assessment remains valid.
Council also queries the accuracy of the peak times considered in the traffic report for residential visitors.	The peak times adopted for residential visitors is consistent with past Council reports and has been informed by the significant experience of McLaren Traffic Engineering.
Council has requested further and better details from the proponent on this aspect of the proposal in the recent past, and no detailed information was provided.	No detailed information was available for the expected mix uses on the site, their traffic generation and their parking demand until the Stage 3 indicative scheme was prepared for the Modification Application.
<b>Childcare Centre Parking Rate</b>	
Council do not consider the proposed childcare parking rates are suitable.	A childcare use is no longer included in the Stage 3 indicative scheme. As such, this matter is no longer relevant.
<b>Child Care Use</b>	
Council do not consider that a childcare use would activate the frontage and question the capacity of the road infrastructure to accommodate such a use.	As above, a childcare use is no longer included in the Stage 3 indicative scheme and these matters are no longer relevant.

Issue	Response
<b>Transport for New South Wales</b>	
TfNSW has reviewed the submitted information and has no further comment on the modification application.	Noted.
<b>Roads and Maritime Services</b>	
Roads and Maritime has reviewed the proposed amendments to car parking rates and raises no objection.	Noted.